



Public Information Centre # 2
June 18, 2024



WELCOME

City of Oshawa

Stevenson Road North Environmental Assessment
From Taunton Road West to Conlin Road West

LAND ACKNOWLEDGEMENT

The City of Oshawa is situated on lands within the traditional and treaty territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We are grateful for the Anishinaabeg who have cared for the land and waters within this territory since time immemorial.

We recognize that Oshawa is steeped in rich Indigenous history and is now present day home to many First Nations, Inuit and Métis people. We express gratitude for this diverse group of Indigenous Peoples who continue to care for the land and shape and strengthen our community.

As a municipality, we are committed to understanding the truth of our shared history, acknowledging our role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

YOUR FEEDBACK IS IMPORTANT

How to stay informed and provide input to the study:



Fill out a comment form and return to the Project Team by noon on **July 5, 2024**



Join the study mailing list by emailing the Project Team at **pbodjona@oshawa.ca** to receive future study notices



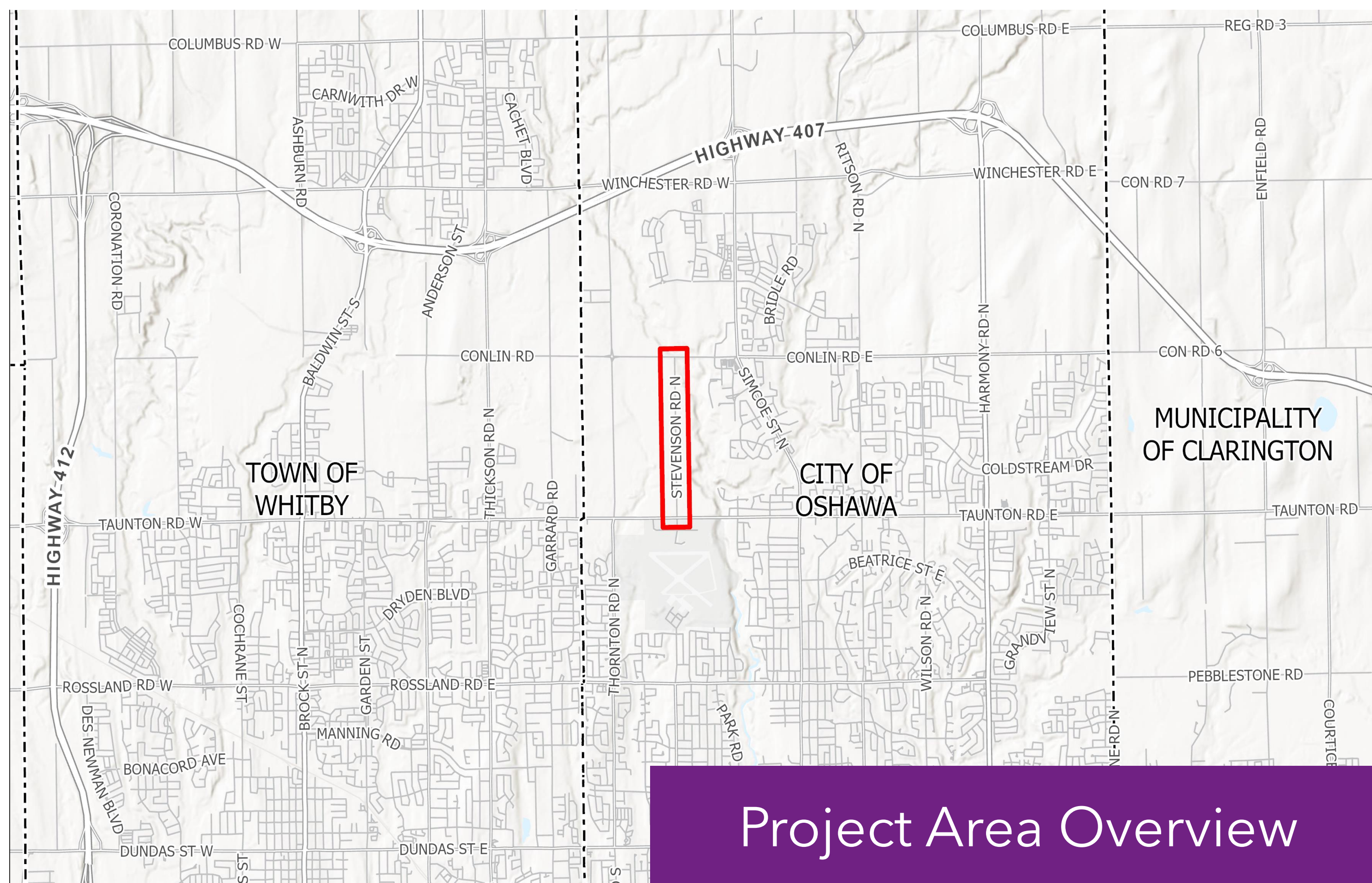
Visit online at Oshawa.ca/StevensonEA



Contact the study team throughout the study to provide your feedback

PURPOSE OF THE OPEN HOUSE

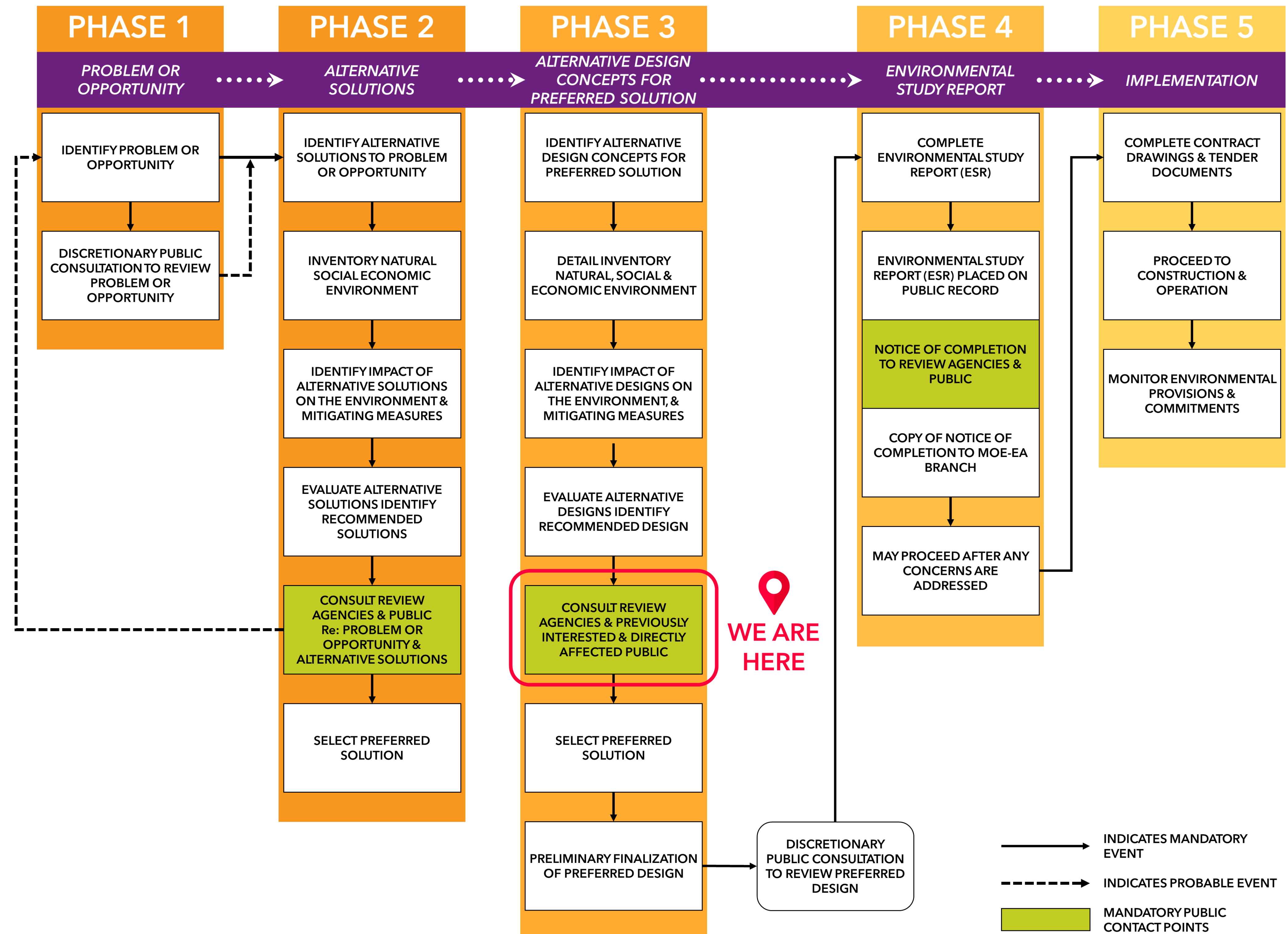
The City of Oshawa is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study (MCEA) for improvements to the Stevenson Road North Corridor, from Taunton Road West to Conlin Road West.



The purpose of this Open House is to present the design concepts to address the Problems/Opportunities introduced in PIC #1 and solicit further comments to incorporate into the planning and design of this project.

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PLANNING PROCESS

- Environmental Assessment (EA) is a planning and decision-making tool, legislated by the *Ontario Environmental Assessment Act*.
- EAs identify, predict and evaluate the potential environmental effects of a project before decisions are made.
- The Municipal Class EA process is broken down into phases with opportunities for public involvement throughout the process.



PIC #1 SUMMARY - EXISTING CONDITIONS

Site Conditions

- Utility poles situated very close to road.
- Cracked/uneven pavement.
- Roadway sightline issues for drivers.
- Unpaved roadway shoulders.
- Drainage ditches.

Land use and Socio-Economic

- Study corridor is located within the Northwood Business Park's (NBP) policy boundary.
- Oshawa Executive Airport is located to the south.
- Existing land uses are a mix of farm, residential, industrial, commercial, and vacant properties.

Stormwater

- Study corridor receives external drainage from Oshawa Creek and Goodman Creek.
- Roadway drainage through rural ditching to three (3) centreline culverts. Two (2) of three (3) centreline culverts are in poor condition.
- Parts of the study area is within an area regulated by Central Lake Ontario Conservation Authority (CLOCA).

Natural Environment

- Vegetation communities within the study area are widespread and common in Ontario.
- This project is not anticipated to negatively impact protected species or species at risk.
- Study area crosses the Greenbelt Plan, and a portion of the Provincially Significant Wetland is immediately adjacent to the Stevenson Road North right-of-way.

All existing conditions identified have been considered in the design concepts to address issues and minimize impacts.

PIC #1 SUMMARY - EXISTING CONDITIONS

Cultural Heritage

Six (6) properties of potential cultural heritage value or interest were identified within the Study Area

- 580 Taunton Road West (Residence)
- 1520 Stevenson Road North (Residence)
- 1680 Stevenson Road North (Rural Residential)
- 1725 Stevenson Road North (Rural Residential)
- 2000 Stevenson Road North (Farmscape)
- 50 Conlin Road West (University Campus)

Archaeology

- Majority of the Study Area exhibits potential of containing archaeological resources and a require further Stage 2 archaeological assessment by test pit surveys and pedestrian surveys.
- The remainder of the Study Area does not retain archaeological potential.

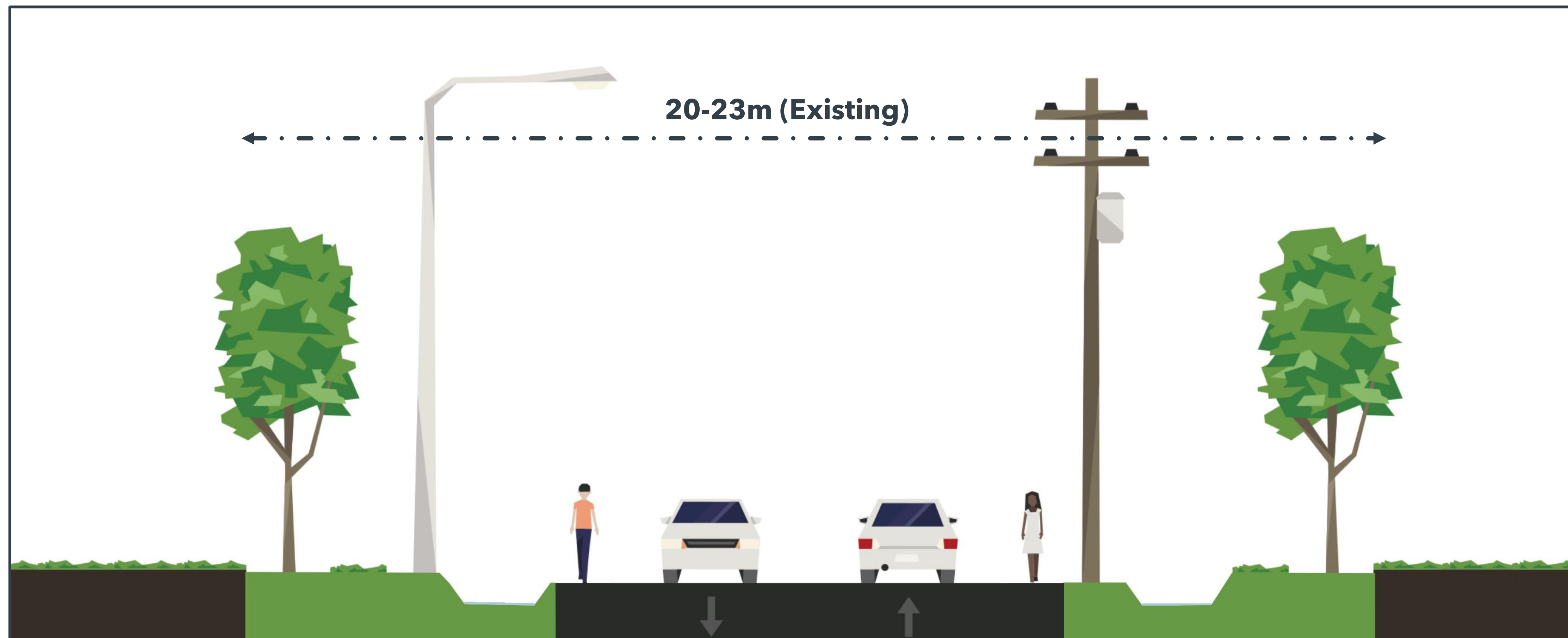
Transportation

- Most traffic on Stevenson Road is travelling to/from Ontario Tech University/Durham College.
- The surrounding roads are operating at acceptable levels, apart from movements on/off Highway 407.
- Select turning movements on/off Taunton Road West and Conlin Road West are operating at higher-congested levels.
- Many improvements are anticipated to the surrounding road network on the 2033 and 2051 year horizons, improvements such as road widenings, new roads, future roundabouts, and future rapid transit.

All existing conditions identified have been considered in the design concepts to address issues and minimize impacts.

PIC #1 SUMMARY - PROBLEM & OPPORTUNITY STATEMENT

- Stevenson Road North is currently a two-lane, rural north-south road, with no paved shoulders or sidewalks, and has existing roadside safety concerns related to road geometry and sightlines.
- There is an opportunity to improve the overall function of Stevenson Road North by upgrading the roadway infrastructure, active transportation, and municipal services that contribute to the development of adjacent lands - advancing economic and job creation opportunities for the City.



Stevenson Road North - Example Cross-Section of Existing Conditions



Stevenson Road North - Looking North

PIC #1 SUMMARY - RECOMMENDED ALTERNATIVE SOLUTION

Alternative Solution	Assessment Summary	Conclusion
Alternative 1: Do Nothing	<p>Alternative screened out as it does not address or enhance road safety, traffic, or provide for active transportation or connectivity in the Study Area.</p> <p>Provides no opportunity to upgrade municipal services to support further development of the Northwood Business Park.</p>	This alternative is not recommended.
Alternative 2: Minor Operational Improvements	<p>Similar to the above, this alternative does not provide additional enhancements or opportunities to support future growth.</p> <p>Although there would be improvements roadway safety - they would be limited.</p>	This alternative is not recommended.
Alternative 3: Reconstruct and Widen ROW	This alternative is preferred as it best addresses the Problem/Opportunity Statement, improves the road conditions for all users, as well as achieve land use planning objectives.	This alternative is recommended.

At the last PIC in June 2023, it was recommended to reconstruct and urbanize the road within the existing Right-of-Way (ROW) and widen the ROW in the long-term future; after evaluating the three (3) Alternative Planning Solutions.

PIC #1 SUMMARY - WHAT WE HEARD FROM THE PUBLIC

Current Lack of Municipal and Telecom Services

- Upgrades to all municipal services (water, sanitary, storm) will be reviewed during the design concept development stage.
- Telecom companies are currently being engaged; with the incoming larger developments there will be a need to expand all services (municipal, internet, etc.) along Stevenson Road North.

Impacts of a 30m ROW and Four-Lane Road Widening

- This project will focus on a two-lane road configuration within the existing ROW; with protection for a four-lane road configuration in a 30m ROW as four lanes are not warranted until 2051-beyond.
- 'Protection' for this future configuration includes efforts such as minimizing utility relocations and reduced construction disruption for when a four-lane configuration is realized in the long-term future.
- A four-lane configuration within the existing ROW does not align with current City standards; there would be insufficient widths for drivers, pedestrians, and cyclists.

Design Considerations for Active Transportation

- During design concept development, options for cyclists such as on-road bike lanes, in-boulevard cycle tracks, or MUPs will be reviewed.
- Municipal and provincial design guidelines will be reviewed, as well as how concepts will connect to Taunton Road West and to Conlin Road.

Poor Existing Road Conditions

- Full road reconstruction will be reviewed for all concepts during design development. Road slopes along Stevenson Road North are to avoid water ponding and asphalt deterioration.



PIC#1 Presentation held in June 2023

DESIGN CONCEPTS

Since PIC 1, the Project Team has:

Identified Design Criteria for Stevenson Road North

- Type 'C' Arterial road.
- Design elements informed by local, regional, and provincial design standards and guidelines.
- Design Speed of 70km/hr & Posted Speed of 50km/hr.
- Considerations for safety and operations of cars, pedestrians, and cyclists.

Developed Typical Road Cross-Sections for each of the Design Concepts

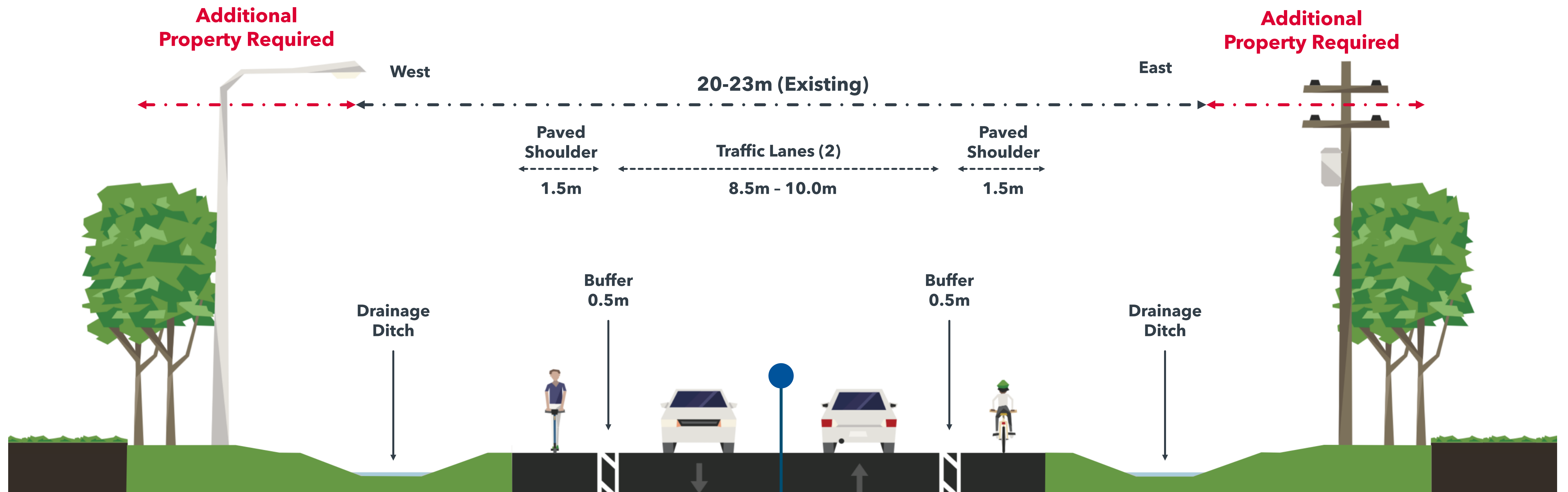
- Two-lane Rural
- Two-lane Urban (East MUP)
- Two-lane Semi-Urban (West Rural, East Urban)

Established Design Objectives, which are to be used as the Evaluation Criteria, to select a concept that represents the best balance of objectives

- Minimize property impacts
- Minimize impacts to existing utilities
- Provide municipal infrastructures (storm sewer, sanitary sewer, and watermain)
- Provide active transportation connections
- Provide positive drainage and protect surface water features
- Minimize impacts to archaeology and cultural heritage
- Minimize impacts to natural environment
- Cost effective solutions

Developed and Evaluated the Design Concepts, and selected a Preliminary Recommended Design approach that represents a best balance of all factors

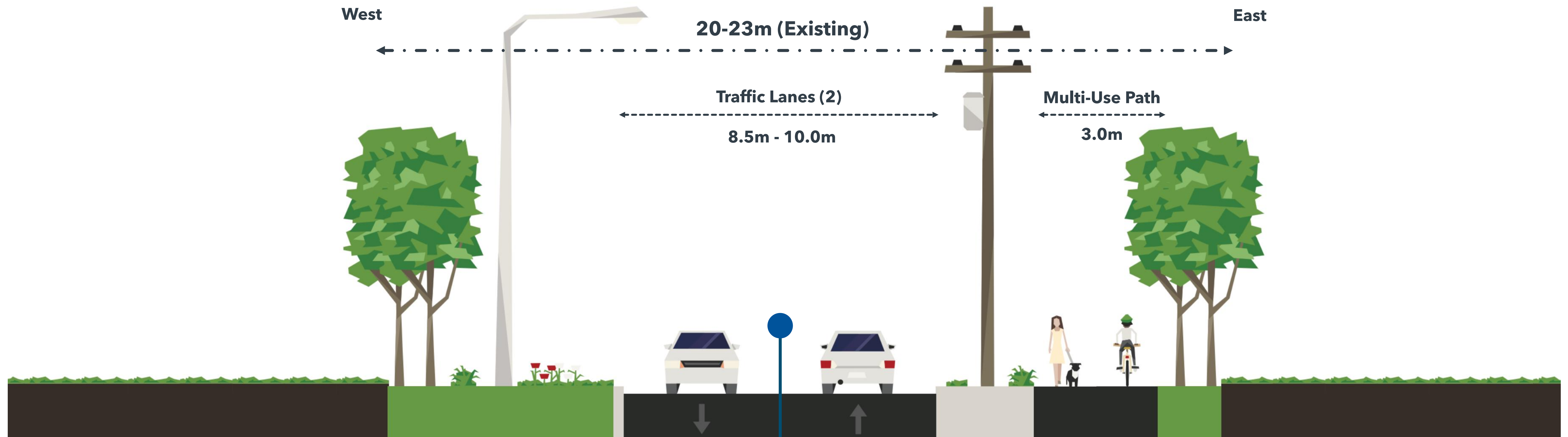
DESIGN CONCEPT 1: TWO-LANE RURAL



Typical Cross-Section of Design Concept 1 on Stevenson Road North

- Two-lane road with additional safety buffers
- Paved shoulders for pedestrians and cyclists
- Full road reconstruction and repaving
- Deepened drainage ditches
- Sanitary sewer and water main connections

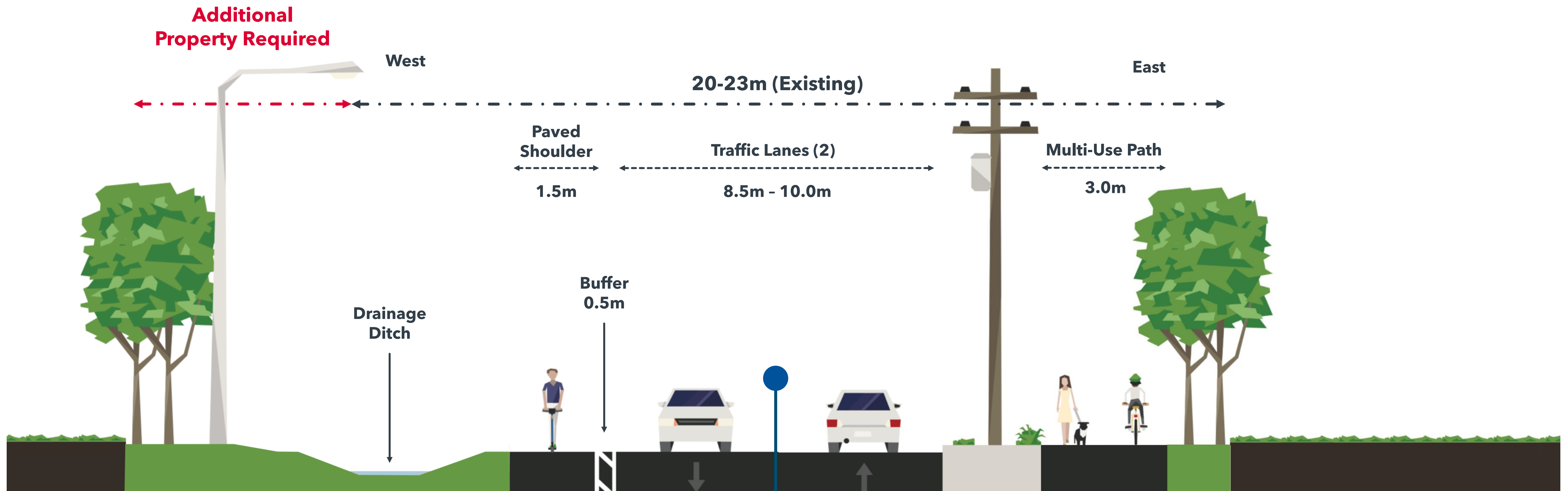
DESIGN CONCEPT 2: TWO-LANE URBAN (EAST MUP)



Typical Cross-Section of Design Concept 2 on Stevenson Road North

- Two-lane road with curbs and boulevards
- MUP on the east
- Full road reconstruction and repaving
- Storm sewer and catch basins
- Sanitary sewer and water main connections

DESIGN CONCEPT 3: TWO-LANE SEMI-URBAN (WEST RURAL, EAST URBAN)



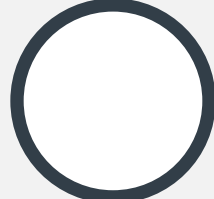

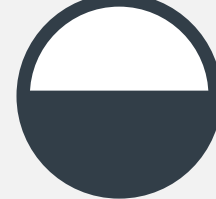
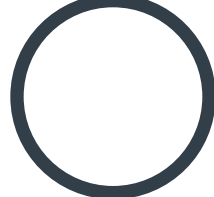
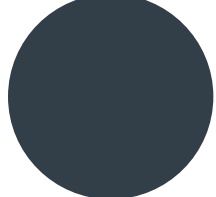
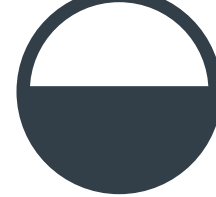
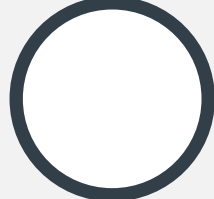
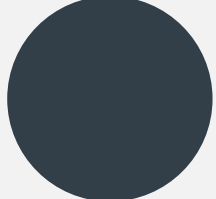
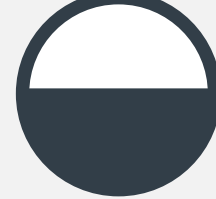
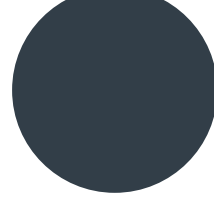
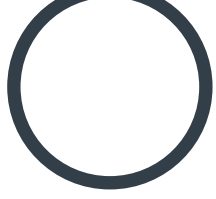
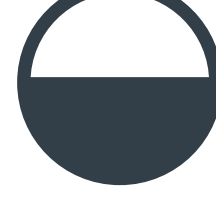
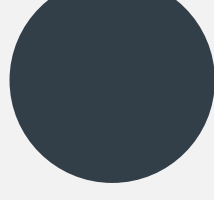
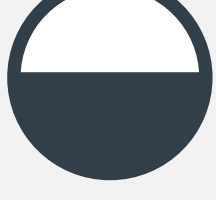
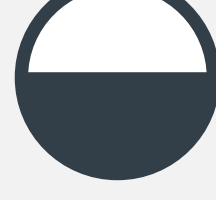
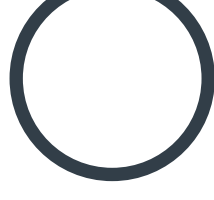
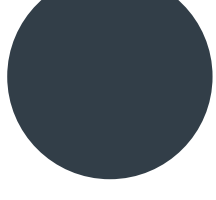
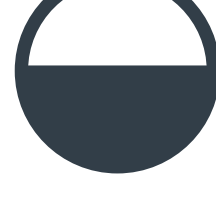

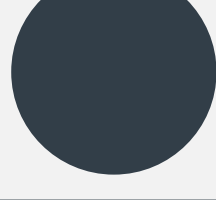
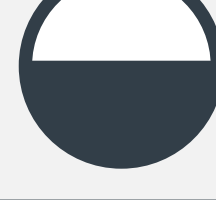



Typical Cross-Section of Design Concept 3 on Stevenson Road North

- Two-lane road with safety buffer on the west, curb and boulevard on the east
- Paved shoulder on the west, MUP on the east
- Full road reconstruction and repaving
- Storm sewer and catch basins on the east only, deepened drainage ditch on the west
- Sanitary sewer and water main connections

DESIGN CONCEPT EVALUATION SUMMARY

Evaluation Criteria	Description	Design Concept 1: Two-Lane Rural	Design Concept 2: Two-Lane Urban	Design Concept 3: Two-Lane Semi-Urban
Property Impacts	The resulting overall footprint encroaching into private properties of each design concept.	Significant property impacts due to pavement depth requirements.	Minimizes property impacts due to eliminating the need for rural ditching.	Significant property impacts on the west side due to pavement depth requirements.
Impacts to Street Lighting and Utility Poles	The number of relocations required of street lighting and utility poles due to the roadside reconfiguration for each design concept.	Majority of streetlighting and utility poles require relocation to meet roadside safety clearances.	Only some streetlighting and utility poles require relocation to accommodate MUP and upgraded pavement limits.	Majority of west side streetlighting and utility poles require relocation to meet roadside safety clearances.
Impacts to Drainage / Incorporation of Low-Impact Development (LID)	The footprints of concepts require modification of roadside ditches and accommodations of water drainage from Goodman Creek. LID refers to practices that mimic natural processes to filter, store, and evaporate stormwater.	Existing drainage ditching needs to be deepened; incorporation of LID measures will require further widening.	LID measures can be accommodated on the east side such as clear stone LID (stormwater storage).	Existing drainage ditching on the west needs to be deepened; LID measures can be accommodated on the east side, such as clear stone LID (stormwater storage).
Required Re-work (Throw-Aways) for 2051 Four-Lane Configuration	Throw-away costs refers to infrastructure built for the two-lane configuration that will be eventually removed/replaced when widening to four lanes in 2051-beyond, for the long-term future.	Future throw-aways: driveway culverts will be replaced by storm sewer.	Future throw-aways: MUP, and storm catch basins require relocations /replacement for future widening.	Future throw-aways: west side driveway culverts will be replaced by storm sewer. East side MUP and storm catch basins require relocations /replacement for future widening.
Connectivity of Active Transportation	The accessibility and seamlessness of the concept's active transportation facilities to connect to adjacent roads and routes.	One-way bike lanes are within paved shoulders on each side, with simple connections at intersections.	MUP provides a one-side, two-way off-road cycling route and requires more-complex intersection upgrades at Taunton Road West.	MUP provides a one-side, two-way off-road cycling route and requires more-complex intersection upgrades at Taunton Road West.
Impacts to Archaeology and Cultural Heritage	The resulting potential of the design concept footprint to trigger archaeology and cultural heritage impacts in undisturbed areas.	Significant impacts to areas with archaeological potential and cultural heritage significance as footprint goes beyond the existing ROW.	Minimal impacts to areas with archaeological potential and cultural heritage significance as footprint is mainly contained within existing ROW.	Some impacts to areas with archaeological potential and cultural heritage significance as footprint goes beyond the existing ROW on the west.
Impacts to Natural Environment	The resulting overall footprint encroaching onto sensitive areas with natural features and wildlife.	Significant impacts to the natural environment as footprint goes beyond the existing ROW.	Minimal impacts to the natural environment as footprint is mainly contained within existing ROW.	Some impacts to the natural environment as footprint goes beyond the existing ROW on the west.

EVALUATION OF DESIGN CONCEPTS

Evaluation Criteria	Design Concepts		
	Concept 1: Two-Lane Rural	Concept 2: Two-Lane Urban	Concept 3: Two-Lane Semi-Urban
Property Impacts			
Impacts to Street Lighting and Utility Poles			
Impacts to Drainage / Incorporation of Low-Impact Development (LID)			
Required Re-work (Throw-Aways) for 2051 Four-Lane Configuration			
Connectivity of Active Transportation			
Impacts to Archaeology and Cultural Heritage			
Impacts to Natural Environment			
Evaluation Results			

Design Concept 2: Two-Lane Urban (East MUP) is recommended as it best addresses the Problem/ Opportunity Statement, with the least impacts to private properties and existing conditions (natural, archaeology, cultural heritage) in comparison to other design concepts.

For visualization of the recommended design concept, refer to Board #13 for the cross-section and refer to the separate roll plan at Oshawa.ca/StevensonEA.

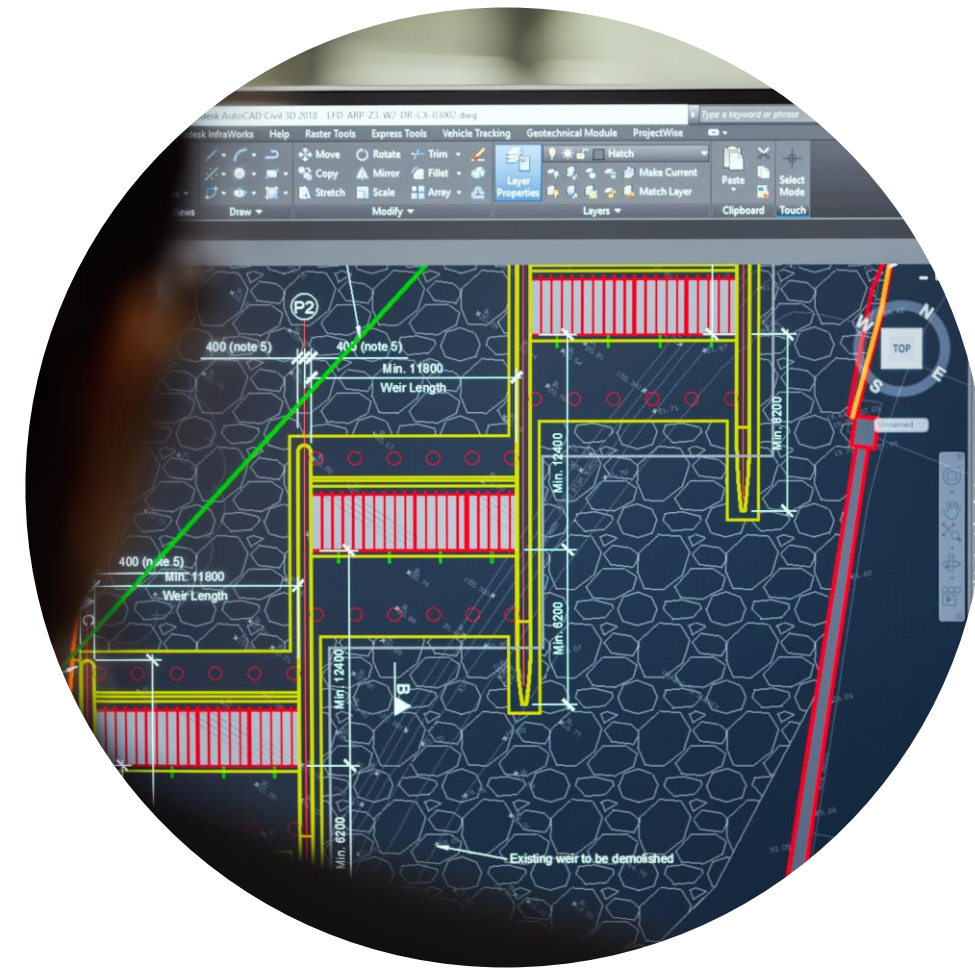
-  Preferred
-  Partially Preferred
-  Least Preferred

NEXT STEPS

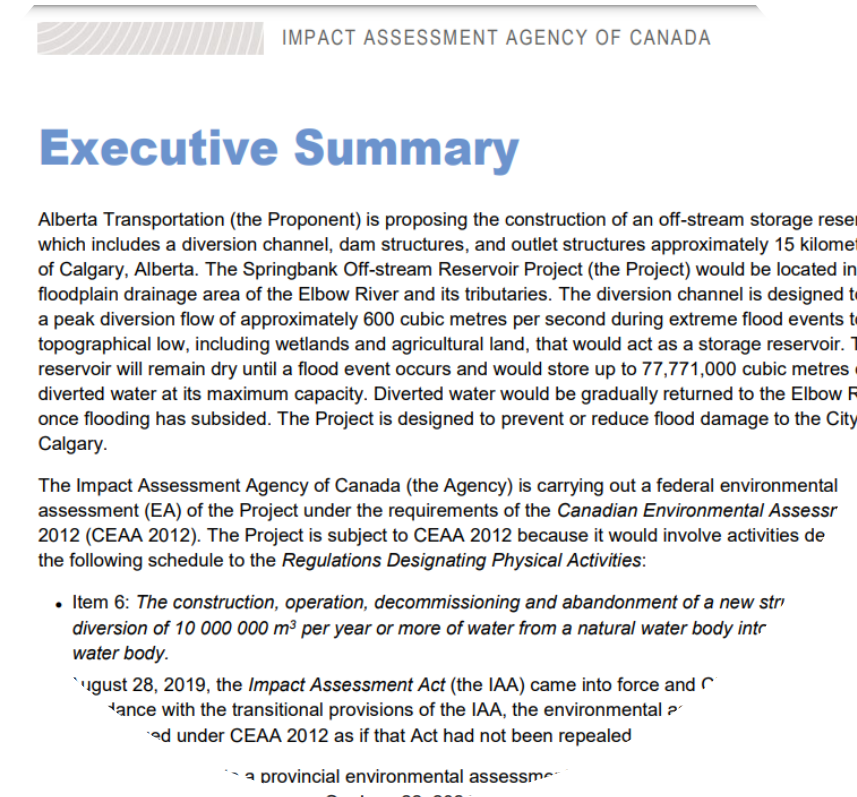
Following this Open House, we will:



Collect all Public Comments and Respond to Questions



Confirm the Preferred Design Concept



Complete the Environmental Study Report (ESR)

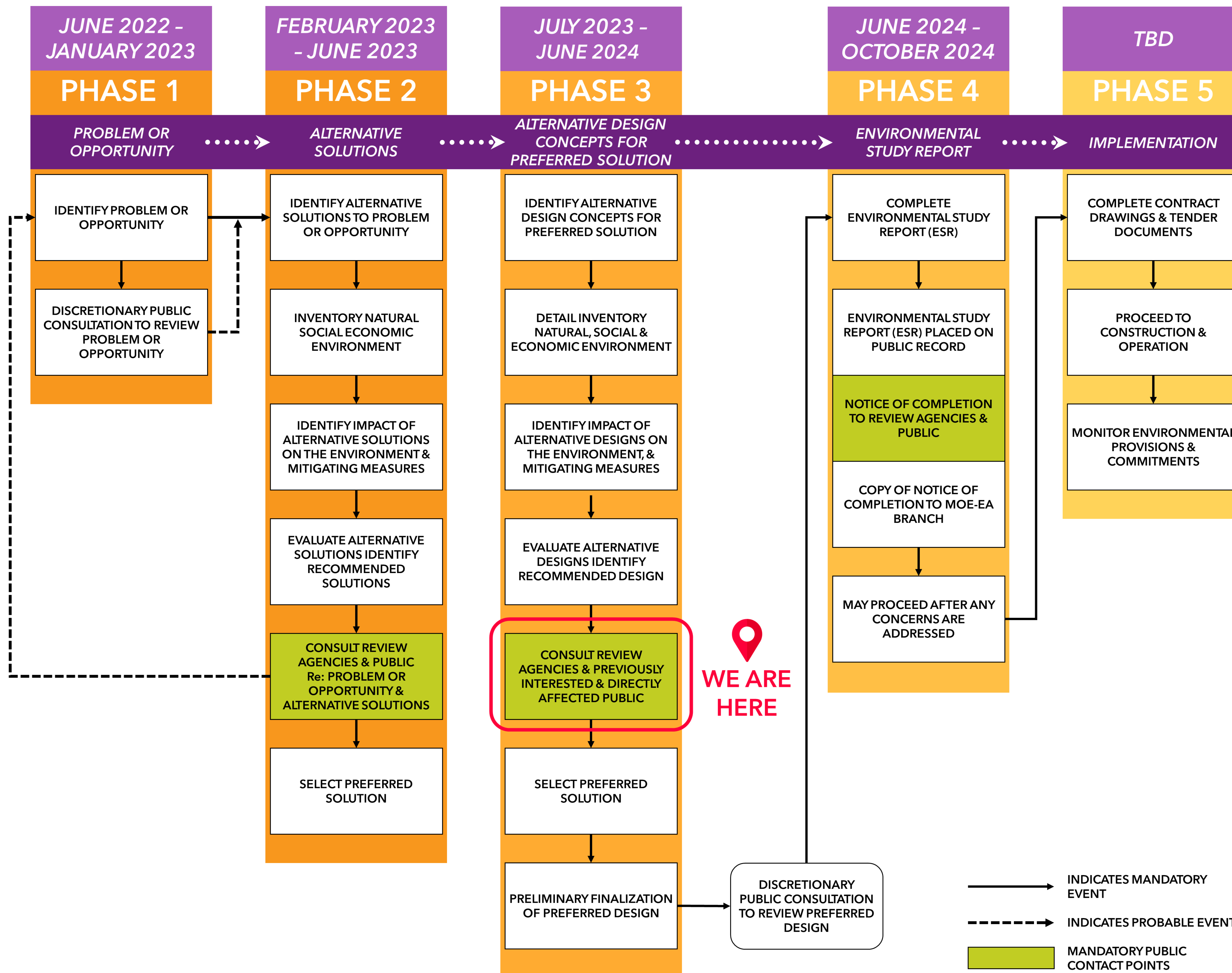


Issue the Notice of Completion to Review Agencies and the Public



Tender/ Construction

PROJECT TIMING & SCHEDULE





Public Information Centre # 2
June 18, 2024



THANK YOU

