

To: Oshawa Active Transportation Advisory Committee OATAC

From: Projects Working Group 2023 08 03

Subject: Stevenson Road North Schedule 'C' Class Environmental Assessment Study. From Taunton Road to Conlin Road West

1. Purpose:

Following a presentation to OATAC on June 7, 2023, City Staff requested that OATAC provide comments. This report provides OATAC's comments.

2. Recommendations:

- 2.1 Alternative 3 is recommended as it is appropriate that this Type "C" arterial road serving an employment area have off road active transportation facilities as well as cycle lanes. The provision for four lanes for auto and truck movements in the long term is appropriate for this employment lands.
- 2.2 It is appropriate that the environmentally sensitive land recognized in the Green Belt Plan, 2017 not be impacted by a midblock east west arterial road. However, there are more ways to move people than building a road for auto drivers. It is strongly recommended that an east-west multi-use path be identified from the Oshawa Creek to at least Thornton Road. It is hoped that such a path could be located sensitive to the environmentally sensitive land and provide a pedestrian, cycle and e-scooter link within the industrial area and to the university. This path may facilitate easier access to transit from the different areas, to support services such as restaurants and office supplies as well as to the university. It is hoped, although not related to active transportation, that some of this employment land will be used as research and spawning grounds for the development of new industries related to Ontario Tech University research.

3. Comments:

Stevenson Road from Taunton Road to Conlin Road is designated a Type "C" arterial road in the City of Oshawa Official Plan. Type "C" arterial roads are to relate to the community they serve. This land is designated primarily as Industrial and Open Space and Recreation. People movement in an industrial area will be different than in a predominately residential area. Goods movement will also be different in the frequency of trucks and other employment related vehicles.

A Type "C" arterial road is not intended to provide relief to higher order arterial roads, so the ability of other higher order arterial roads to provide auto driver capacity must not be a factor in the design of this Type "C" arterial road.