

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-24-55

Date of Report: May 1, 2024

Date of Meeting: May 6, 2024

Subject: Stevenson Road North Municipal Class Environmental
Assessment Study 2nd Update

Ward: Ward 2

File: 03-05

1.0 Purpose

On May 29, 2023, City Council considered ED-23-98, concerning the Municipal Class Environmental Assessment (“M.C.E.A.”) study for the Stevenson Road North corridor from Taunton Road West to Conlin Road West (the “Study”) and authorized staff to hold a public engagement in late June 2023 to present the Study process, existing conditions, the alternative solutions, and the next steps in the Study.

As part of the public engagement, a Public Information Centre Number (“P.I.C.”) was held on June 22, 2023. Based on the input received through the public engagement, a preferred solution was selected and alternative design concepts for the preferred solution have been completed.

The purpose of this Report is to:

1. Provide an overview of the input received as part of the public engagement held in late June 2023;
2. Present alternative design options for the preferred solution; and,
3. Obtain authorization to hold a second public engagement in late June 2024 to present the alternative design concepts.

A copy of Report [ED-23-98](#), dated May 3, 2023 can be found at the following link:
<https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=12543>

Attachment 1 illustrates the Study Area.

Attachment 2 illustrates a typical cross-section for Design Concept 1.

Attachment 3 illustrates a typical cross-section for Design Concept 2.

Attachment 4 illustrates a typical cross-section for Design Concept 3.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-24-55 dated May 1, 2024, concerning the Stevenson Road North Municipal Class Environmental Assessment Study, staff be authorized to hold a second Public Information Centre in June 2024 to present the alternative design concepts, and the next steps in the Study.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services

5.0 Analysis

5.1 Background

The 2015 Council approved Integrated Transportation Master Plan (“I.T.M.P.”), identified that the Stevenson Road North corridor, from Taunton Road West to Conlin Road West, as needing to be upgraded presenting an opportunity to integrate a complete streets approach into its design. As a result, an Environmental Assessment was required to confirm the need and identify the environmental impacts of the proposed upgrades.

As part of a previous Capital Budget, Council approved Capital Project 73-0456, an M.C.E.A. Study to be undertaken for the upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West, and for a future east-west midblock Type ‘C’ Arterial road proposed within the Northwood Industrial Area lands (from the Oshawa/Whitby border to Stevenson Road North) to be considered.

In early 2021, The City issued a Request for Proposals (“R.F.P.”), C2021-059 Consulting Services for the Northwood Roads Environmental Assessment, to retain an engineering consultant to undertake an Environmental Assessment (“E.A.”) for the upgrades to the Stevenson Road North corridor and the future east-west Type ‘C’ Arterial road proposed within the Northwood Industrial Area lands. In response to the R.F.P., the City did not receive any submissions that were within the allocated budget.

On October 25, 2021, City Council considered [CNCL-21-93](#), Future East-West Type 'C' Arterial Road connection located west of Stevenson Road North, between Taunton Road West and Conlin Road West, and directed staff to undertake the following:

1. That Council reconsider its approval of Capital Project 73-0456 as it relates to the Future Type 'C' Arterial Road located north of Taunton Road West and south of Conlin Road West that would run east-west between Stevenson Road North in the City of Oshawa and the municipal boundary with the Town of Whitby.
2. That the Environmental Assessment approved as part of Capital Project 73-0456 for the future east-west Type 'C' Arterial Road located west of Stevenson Road North, between Taunton Road West and Conlin Road West, not be undertaken.
3. That Council approve an amendment to Zoning By-law 60-94 to remove the Holding Zone "h-73" provisions.
4. That staff be authorized to initiate the public process for Council to consider an amendment to the Oshawa Official Plan to delete the future east-west Type 'C' Arterial Road located west of Stevenson Road North, between Taunton Road West and Conlin Road West.

In November 2021, pursuant to Council direction, a revised R.F.P., C2021-121 Consulting Services for Stevenson Road North Environmental Assessment, was issued for Project 73-0456 with a reduced scope of work which did not include the Environmental Assessment for the future east-west Type 'C' Arterial road proposed within the Northwood Industrial Area lands.

In April 2022, Council considered [FIN-22-31](#), Contract Awards, and awarded a contract to Gannett Fleming Canada ULC for R.F.P. C2021-121 Consulting Services for Stevenson Road North Environmental Assessment.

At the same meeting, City Council also considered [ED-23-98](#), Stevenson Road North Municipal Class Environmental Assessment Study Update, and authorized staff to hold a public engagement in late June 2023 to present the Study process, existing conditions, the alternative solutions, and the next steps in the Study.

Attachment 1 illustrates the Study Area.

5.2 Results of Public Engagement

Notification for Public Engagement Number 1 was provided in the following ways:

- Newspaper ad was placed in the local newspaper, Oshawa This Week, as well as on the City's website ([Oshawa.ca/StevensonEA](https://www.oshawa.ca/StevensonEA)) and social media accounts (e.g., Facebook and Twitter); and,
- Notices were mailed to over 50 property owners and businesses within 200 metres (656.17 ft.) of the Study corridor.

The public engagement was held for a four week period starting from June 5, 2023 and concluding on July 6, 2023. As part of the public engagement, P.I.C. 1 was held at The Embassy Church (416 Taunton Road West) on June 22, 2023, from 6:00 p.m. to 8:00 p.m., with approximately 30 participants attending in-person.

Display boards for P.I.C. 1 were available for viewing by those who attended in-person and were also posted on the City's website.

In addition to feedback received at P.I.C. 1, a total of three (3) members of the public provided written comments during the public engagement period. In general, the residents were appreciative that the City is focusing their attention in this area with the proposed road upgrades and future services to be provided. Additional comments and concerns received related to the following themes:

- Current lack of municipal and telecom services;
- Poor existing road conditions;
- Design considerations for Active Transportation; and,
- Impacts of a 30 metres (98.43 ft.) right-of-way and four-lane road widening.

5.3 Preferred Alternative Solution

The Problem and Opportunity Statement for this project is: "Stevenson Road North is currently a two-lane rural north-south road, with no paved shoulders or sidewalks. There is an opportunity to significantly improve the overall function of Stevenson Road North by upgrading the roadway infrastructure, active transportation, and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City."

As part of public engagement, the assessment of the following three alternative solutions were developed for the study corridor and were presented to address the problem and opportunity:

- Alternative 1: Do nothing;
- Alternative 2: Minor operational improvements; and,
- Alternative 3: Reconstruct Stevenson Road North, from Taunton Road West to Conlin Road West.

Based on input received from the public engagement, both Alternative 1: Do Nothing, and Alternative 2: Minor Operational Improvements were eliminated as part of the screening process. Alternative 3: Reconstruct Stevenson Road North was chosen as the preferred solution as it best addresses the problems and opportunities identified by improving the condition of the road, enhancing road safety, and providing appropriate space for all modes of transportation including cars, transit, pedestrians, and cyclists along the study corridor.

It should be noted that the preferred solution for the Study will focus on the reconstruction of Stevenson Road North to a two-lane arterial road cross-section within the existing right-of-way width of 20.1 metres (65.94 ft.), and no additional property is required at this time. However, the Study has confirmed the need to protect for a 30 metre (98.43 ft.) right-of-

way, in accordance with the City's Official Plan, to accommodate long-term needs of beyond 2051. The additional road widenings will be addressed through future development approvals.

A detailed assessment of the three alternative solutions was presented in [ED-23-98](#).

5.4 M.C.E.A. Phase 3 – Alternative Design Concepts for the Preferred Alternative

The Study is being completed in accordance with the M.C.E.A. process in order to identify, predict, and evaluate the potential environmental effects before decisions are made. The M.C.E.A. process is broken into five (5) phases with opportunities for public involvement at each phase.

- Phase 1 (Problem and Opportunity) of the M.C.E.A. process focuses on determining project objectives and development of a clear statement of the Problem and Opportunity.
- Phase 2 (Alternative Solutions) of the M.C.E.A. process focuses on the development and evaluation of alternative solutions to the identified problems and opportunities, and the selection of the preferred solution.
- Phase 3 (Alternative Design for the Preferred Solution) of the M.C.E.A. process focuses on the development and evaluation of alternative design concepts for the preferred solution, and the selection of the preferred design.
- Phase 4 (Environmental Study Report) of the M.C.E.A. process focuses on the completion of the Environmental Study Report (E.S.R.).
- Phase 5 (Implementation) of the M.C.E.A. process focuses on completing contract drawings and documents, and proceeding to construction and operation; monitoring construction for adherence to environmental provisions and commitments.

Phases 1 (Problem and Opportunity) and 2 (Alternative Solutions) of the M.C.E.A. process have been completed.

Work on Phase 3 (Alternative Design Concepts for the Preferred Solution) was initiated following the conclusion of the public engagement and focused on the development and evaluation of alternative design concepts for the preferred solution, and the selection of the preferred design.

Attachment 2 provided in [ED-23-98](#) illustrates the M.C.E.A. Planning and Design Process.

5.4.1 Alternative Design Concepts

Three (3) design concepts were developed for the preferred solution to reconstruct and widen Stevenson Road North. All three (3) design concepts propose a two-lane road cross-section, maintain the existing centerline of the road, and generally utilize the same proposed roadway profile upgrades.

The following objectives were used to guide the development of the alternative design concepts:

- Minimize property impacts;
- Minimize impacts to existing utilities and identify location for future utilities, if required;
- Provide location for municipal infrastructure (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; and,
- Cost effective solutions.

The three (3) design concepts that were developed were generally as follows:

- Design Concept 1: Two-Lane Rural Cross-Section;
- Design Concept 2: Two-Lane Urban Cross-Section; and,
- Design Concept 3: Two-Lane Semi-Urban Cross-Section (West Side Rural, East Side Urban).

5.4.1.1 Design Concept 1: Two-Lane Rural Cross-Section

The typical cross-section developed for Design Concept 1 includes:

- A two-lane rural cross-section;
- Typical arterial 'C' road design standards;
- Wide paved shoulders to accommodate active transportation with a buffer zone to separate vehicles and vulnerable road users;
- Deepened flat-bottom ditches for stormwater management and landscaping;
- Relocation of streetlighting and utility poles; and,
- Provision for sanitary and watermain services.

Attachment 2 illustrates a typical cross-section for Design Concept 1.

5.4.1.2 Design Concept 2: Two-Lane Urban Cross-Section

The typical cross-section developed for Design Concept 2 includes:

- A two-lane urban cross-section with storm sewer and catch basins;
- Typical arterial 'C' road design standards;
- A multi-use path along the east side;
- Relocation of some streetlighting and utility poles; and,

- Provision for sanitary and watermain services.

Attachment 3 illustrates a typical cross-section for Design Concept 2.

5.4.1.3 Design Concept 3: Two-Lane Semi-Urban Cross-Section (West Side Rural, East Side Urban)

The typical cross-section developed for Design Concept 3 is a combination of Design Concept 1 and 2 and includes:

- A two-lane cross-section with an urban cross-section along the east side and a rural cross-section along the west side;
- Typical arterial 'C' road design standards;
- A multi-use path along the east side;
- A wide paved shoulder along the west side to accommodate active transportation with a buffer zone to separate vehicles and vulnerable road users;
- A deepened flat-bottom ditch along the west side and storm sewer and catch basins along the east side;
- Relocation of existing street lighting and utility poles; and,
- Provision for sanitary and watermain services.

Attachment 4 illustrates a typical cross-section for Design Concept 3.

5.4.2 Evaluation Criteria

In order to select the preferred design concept, each design concept was evaluated against the following evaluation criteria:

- **Property Impacts** – The magnitude of the footprint of the design concepts encroaching into private properties.
- **Impacts to Utilities** – The number of street lighting and utility pole relocations required.
- **Drainage and Stormwater Management** – The impact on the footprint of each design concept to accommodate stormwater drainage to the Goodman Creek.
- **Impacts to the Natural Environment** – The magnitude of the footprint of the design concepts encroaching onto sensitive environmental areas (natural features and wildlife).
- **Impacts to Archaeology and Cultural Heritage** – The potential of the design option to trigger archaeology and cultural heritage impacts in undisturbed areas.

- **Cost Effectiveness** – The cost to build the design concept and the consideration of future widening to the ultimate four lane cross-section.
- **Active Transportation** – The accessibility and seamlessness of the design concepts to accommodate active transportation facilities (walking and cycling facilities) to connect to adjacent roads and routes.

The alternative design concepts were evaluated as follows:

- **Preferred** indicates that the criteria either meets the objective or there is an overall net benefit;
- **Partially Preferred** indicates that the criteria partially meets the objective, or there will likely be no residual effect; and,
- **Least Preferred** indicates that the criteria fails to meet the objective or there is an impact that cannot be mitigated.

Table 1: Evaluation of Design Concepts

Evaluation Criteria	Design Concept 1: Two-Lane Rural Cross-Section	Design Concept 2: Two-Lane Urban Cross-Section	Design Concept 3: Two-Lane Semi- Urban Cross- Section (West Side Rural, East Side Urban).
Property Impacts	Least Preferred	Preferred	Partially Preferred
Impacts to Utilities	Least Preferred	Preferred	Partially Preferred
Drainage and Stormwater Management	Least Preferred	Preferred	Partially Preferred
Impacts to the Natural Environment	Least Preferred	Preferred	Partially Preferred
Impacts to Archaeology and Cultural Heritage	Least Preferred	Preferred	Partially Preferred
Cost Effectiveness	Preferred	Least Preferred	Partially Preferred
Active Transportation	Preferred	Partially Preferred	Partially Preferred
Overall	Least Preferred	Preferred	Partially Preferred

As shown in Table 1, Design Concept 2 was chosen as the technically preferred design concept based on the following:

- Minimizes property impacts due to the elimination of rural ditching and the need for significant grading limits.
- Minimizes impacts to existing utilities with only a few street lighting and utility pole relocation required to accommodate the multi-use path.
- Can accommodate drainage and stormwater with minimal impacts.
- Has minimal impacts to the natural environment as the design footprint is contained within the existing road right-of-way.
- Has the least impacts to areas with archaeological potential and cultural heritage significance as the design footprint is contained within the existing road right-of-way.
- Contains provisions for a multi-use path and sidewalks.

It should be noted that Design Concept 2 is least preferred for cost effectiveness due to costs associated with relocation of multi-use path and storm sewer catch basins to suit an ultimate four-lane road widening.

The technically preferred design concept can be found on the City's website (Oshawa.ca/StevensonEA).

5.5 Next Steps

Staff recommend that a second P.I.C. be scheduled and held at the end of June, 2024 in order to receive feedback on the technically preferred design concept. Staff will provide notice of the second P.I.C. for the Study a minimum of two (2) weeks in advance of the meeting in accordance with our Public Consultation policy and through:

- Mailing notice to all property owners in the Study Area;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Study mailing list; and,
- Posting on the City's website, and social media channels.

Following the second P.I.C., the following activities will be undertaken:

- Finalize the selection of the preferred design concept;
- Finalize the preliminary design for the preferred design concept;
- Prepare a Draft Environmental Study Report and Preliminary Design Package; and,
- Report back to the Economic and Development Services Committee to present the Draft Environmental Study Report and Preliminary Design.

6.0 Financial Implications

Anticipated costs to the City as a result of the staff recommendation under Section 2.0 of this Report relate mainly to advertising for the second P.I.C., which can be accommodated within the appropriate Departmental budget. All future costs related to the implementation of the work will be considered through the Mayor's Budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, Environmental Responsibility, Social Equality and Cultural Vitality goals of the Oshawa Strategic Plan.



Greg Hardy, P.Eng., PMP, Director,
Engineering Services



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Subject: Stevenson Road North Municipal Class Environmental Assessment
Study 2nd Update

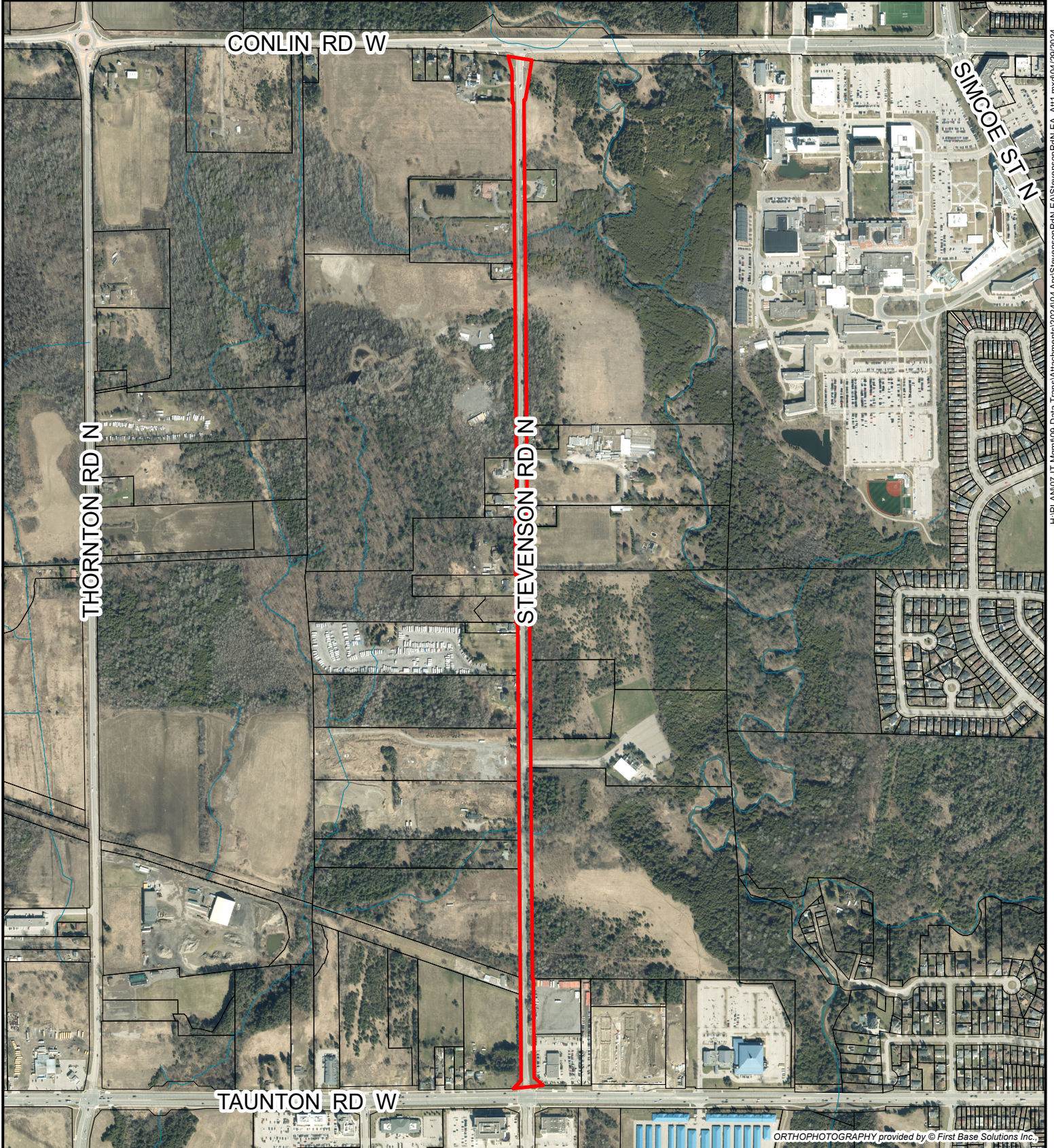
Ward: Ward 2
File: 03-05

Item: ED-24-55
Attachment 1



 Stevenson Road North Municipal Class Environmental Assessment Study Area

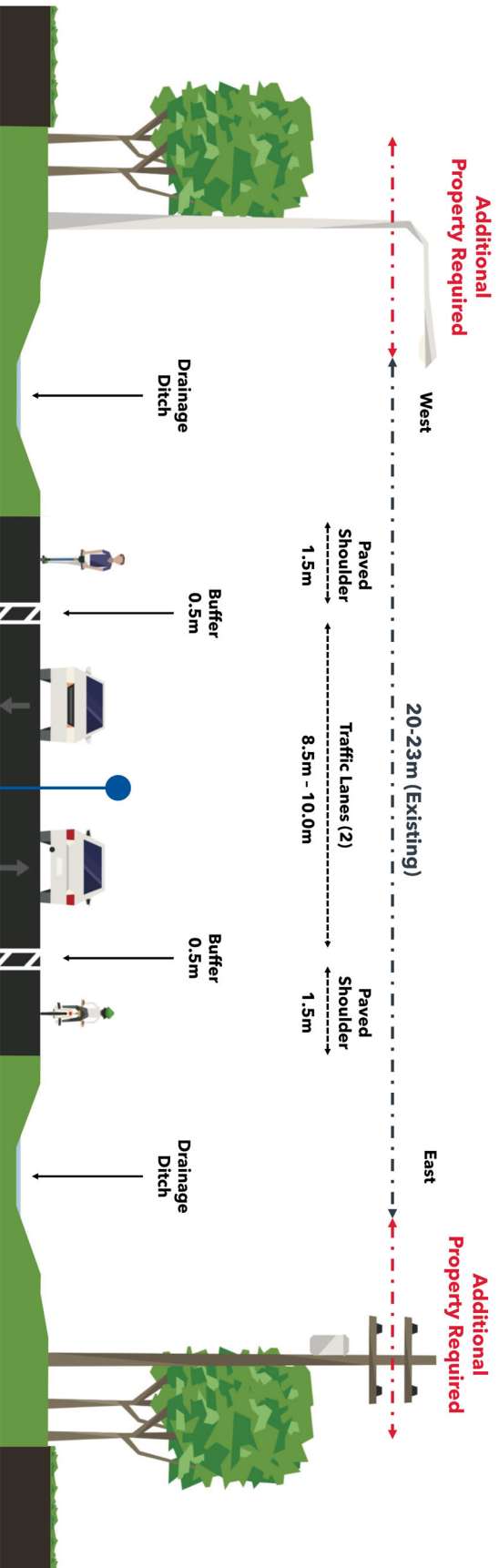
City of Oshawa
Economic and Development Services 



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Title: Design Concept 1 - Two-Lane Rural - Cross Section
 Subject: Stevenson Road North Municipal Class Environmental Assessment Study 2nd Update
 Ward: Ward 2
 File: 03-05

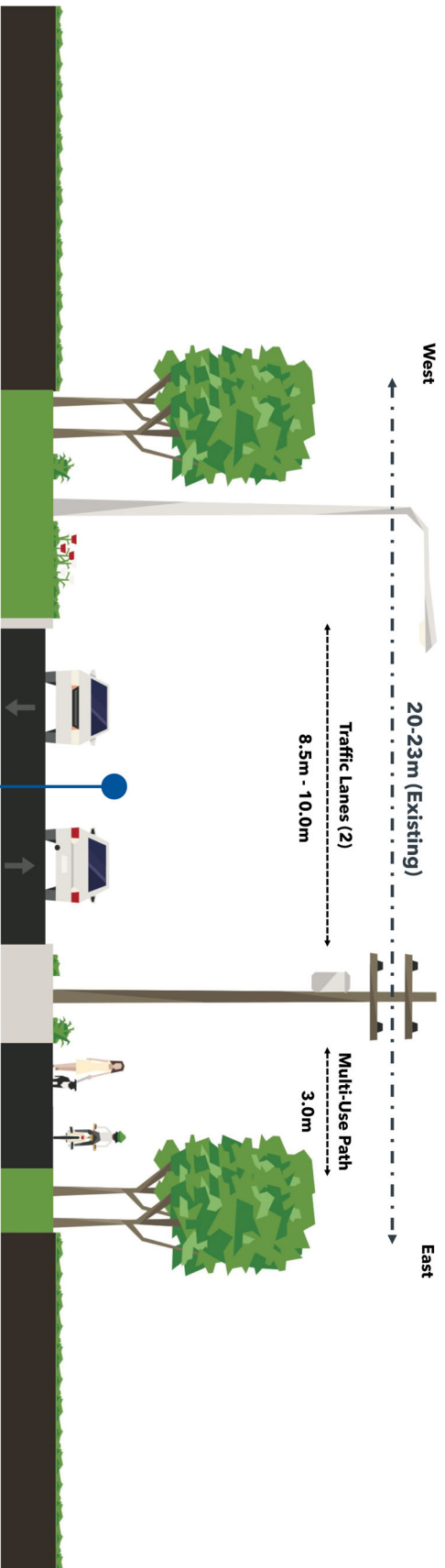
DESIGN CONCEPT 1: TWO-LANE RURAL



- 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

Title: Design Concept 2 - Two-Lane Urban - Cross Section
Subject: Stevenson Road North Municipal Class Environmental Assessment Study 2nd Update
Ward: Ward 2
File: 03-05

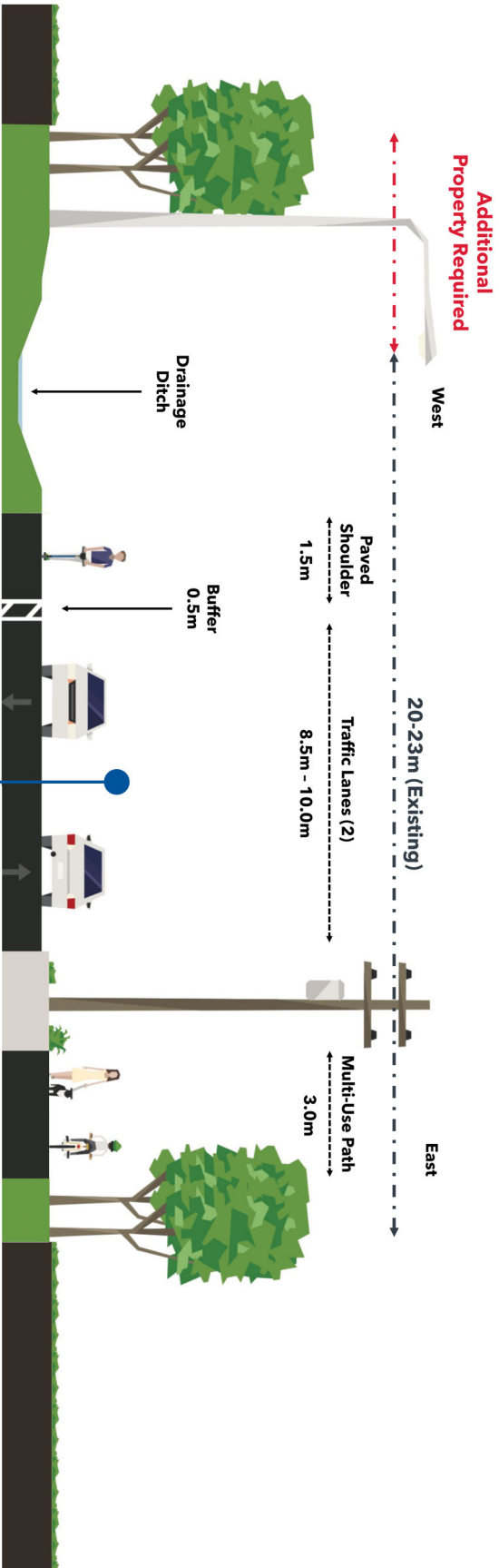
DESIGN CONCEPT 2: TWO-LANE URBAN (EAST MUP)



- 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

Title: Design Concept 3 - Two-Lane Semi-Urban - Cross Section
 Subject: Stevenson Road North Municipal Class Environmental Assessment Study 2nd Update
 Ward: Ward 2
 File: 03-05

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