

To: City Council

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

Item Number: INFO-25-80

Date: April 16, 2025

Subject: Stevenson Road North Municipal Class Environmental
Assessment Study – Completion of Draft Environmental Study
Report

Ward: Ward 2

File: 03-05

1.0 Purpose

On May 27, 2024, City Council considered [ED-24-55](#) regarding 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 second public engagement in June 2024 to present alternative design concepts and outline the next steps in the Study.

The purpose of this Report is to:

1. Provide an overview of the input received during the second public engagement held in June 2024.
2. Inform Council about the completion of the Draft Environmental Study Report and Preliminary Design.

Attachment 1 illustrates the Study Area.

Attachment 2 illustrates the M.C.E.A. Planning and Design Process.

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

2.0 Input From Other Sources

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

- Chief Administrative Officer
- Commissioner, Community and Operations Services Department

3.0 Analysis

3.1 Background

The Stevenson Road North design considerations began with the Council's approval of the Integrated Transportation Master Plan in 2015, which identified the need to improve the road from Taunton Road West to Conlin Road West. This led to an Environmental Assessment to evaluate the need for upgrades and potential environmental impacts.

In 2019, the Council approved a capital project (73-0456) for an M.C.E.A. Study of the Stevenson Road North corridor and a potential future road in the Northwood Industrial Area. A revised Request for Proposals ("R.F.P.") C2021-121 was issued in November 2021 for consulting services, and in April 2022, Gannett Fleming Canada ULC was awarded the contract for the environmental assessment.

City Council considered two update reports [ED-23-98](#) and [ED-24-55](#) related to the Stevenson Road North Municipal Class Environmental Assessment Study. On May 29, 2023, Council approved a first public engagement to present the study's process, existing conditions, alternative solutions, and next steps. A second public information session was authorized for June 2024 to discuss alternative design concepts and the next steps in the study.

Attachment 1 illustrates the Study Area.

3.2 Municipal Class Environmental Assessment

The Study is being conducted as part of an M.C.E.A. under a Schedule 'C' project. The M.C.E.A. process includes five phases with public involvement opportunities:

- Phase 1 – Problem and Opportunity;
- Phase 2 – Alternative Solutions;
- Phase 3 – Alternative Design for the Preferred Solution;
- Phase 4 – Environmental Study Report ("E.S.R."); and,
- Phase 5 – Implementation.

Attachment 2 illustrates the M.C.E.A. Planning and Design Process.

Phases 1, 2, and 3 of the M.C.E.A. process have been completed and presented to Council as part of staff reports [ED-23-98](#) and [ED-24-55](#). Additionally, Public Engagement was completed, including Public Information Number Two, during Phase 3.

3.2.1 Results of Public Engagement Number 2

Notification for Public Engagement Number 2 was shared via the City's website, social media (Facebook and Twitter), and mailed to over 50 property owners and businesses within 200 metres (656 ft.) of the Study corridor. Public Information Centre Number Two ("P.I.C. 2") took place on June 18, 2024, where display boards were available for in-person attendees and also posted on the Study webpage (Oshawa.ca/StevensonEA).

At P.I.C. 2, three alternative design concepts for the preferred solution were presented for public and stakeholder feedback:

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

The comments received during the second public engagement related to the following areas:

- East-west Limits of the Study area and impacts to private land;
- Design considerations for Active Transportation;
- Proposed road improvements, including municipal services; and
- Project timeline and future engagement during detailed design.

In general, the feedback received at P.I.C. 2 was positive with regards to the recommended design concept.

3.2.2 Preferred Alternative Design Concept

Based on the evaluation and input received for the alternative design concepts presented at P.I.C. 2, Design Concept 2: Two-Lane Urban Cross-Section was selected as the preferred design concept as it best addresses the Problem/Opportunity Statement with minimized impacts to properties, natural environment, existing utilities, areas of archaeological potential and cultural heritage significance as the design footprint is contained within the existing road right-of-way; and accommodates drainage and stormwater management.

Design Concept 2 features a two-lane urban road with curbs and boulevards, along with a multi-use path on the east side for pedestrians and cyclists; a full road reconstruction and repaving; installation of storm sewers and catch basins including Low Impact Development measures for improved drainage. Additionally, the design incorporates corridors for sanitary sewer and water main systems.

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

3.3 Municipal Class Environmental Assessment Phase 4 – Environmental Study Report

The Study is in the process of completing Phase 4 of the M.C.E.A. process and focuses on the completion of the E.S.R., a comprehensive document that outlines the findings and decisions from the earlier phases of the M.C.E.A. process.

Some key findings of the Draft E.S.R. related to impacts, mitigation measures and monitoring of the Preferred Alternative Design Concept are highlighted in the following section.

3.3.1 Impacts, Mitigation Measures and Monitoring

This section summarizes potential impacts of proposed works for a two-lane urban road, along with recommended mitigation measures:

- **Natural Environment:** A 2022-2023 assessment identified two watercourses with no significant fish habitats and disturbed mixed forests and swamps. Improvements may affect habitats and water quality, requiring vegetation clearing. Mitigation includes fencing work areas, sediment control, and stabilizing disturbed areas.
- **Land Use and Socio-economic:** The area is within Northwood Business Park, surrounded by agricultural, residential, industrial, and commercial lands. Temporary easements may be needed. Construction will disrupt traffic, with traffic management plans in place.
- **Cultural Heritage:** Minor encroachments and vibration impacts may occur. Mitigation includes heritage protection plans, buffer zones, vibration assessments, and consultations with Indigenous communities and an arborist.
- **Archaeology:** Stage 1 assessments identified nearby archaeological sites. Stage 2 assessments, including test pits, will be required. Work must halt if discoveries occur, following Ministry of Tourism, Culture and Sport guidelines.
- **Noise:** Construction noise is temporary and negligible, requiring no mitigation.
- **Air Quality:** Impacts are negligible, with no mitigation needed.
- **Geotechnical:** Recommendations for proper soil compaction, drainage, and asphalt milling were made, with further investigations during detailed design.
- **Contamination:** Areas of potential contamination were identified, requiring environmental studies and mitigation in the next phase.

3.3.2 Recommended Mitigation Measures

1. Conduct full Phase One Environmental Site Assessments ("E.S.A.s") for properties with moderate to high contamination potential. Phase Two E.S.A.s may be needed.
2. For excess soil, prepare an Assessment of Past Uses, Sampling and Analysis Plan, and Soil Characterization Report to manage environmental risks.

3.3.3 Recommended Preliminary Design

Stevenson Road North, classified as a Type 'C' Arterial Road in Oshawa's Official Plan, will be designed to accommodate current and future traffic needs. The design features two (2) 4.25 metre travel lanes, 3.5 metre turning lanes, and a 3.0 metre multi-use path on the east side. The goal is to improve safety, traffic flow, and minimize the impact on nearby properties.

The Preliminary Design Drawings are available in Appendix K of the Draft E.S.R. on the Study webpage (Oshawa.ca/StevensonEA).

3.4 Next Steps

To complete Phase 4 of the M.C.E.A. process, the E.S.R. will be submitted to the Ministry of the Environment, Conservation and Parks and made available for public review for at least 30 calendar days. The public, stakeholders, and review agencies will be notified through a Notice of Completion.

Any comments received will be addressed before finalizing the Study.

Following this, the project will move to Phase 5 (Implementation), which involves detailed design and construction.

The detailed design will begin in 2025, with construction currently identified for 2026.

4.0 Financial Implications

There are no financial implications associated with this Report. However, the costs for the next steps in the process – Phase 5 (Implementation) of the M.C.E.A., including detailed design were approved as part of the 2025 Mayor's Budget, and construction is currently forecasted in 2026 (subject to the adoption of the Mayor's 2026 Budget).

5.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

"Belong: Inclusive and Healthy Community" with the goal to invest in infrastructure and assets that meet the needs for sustainable growth.



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




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

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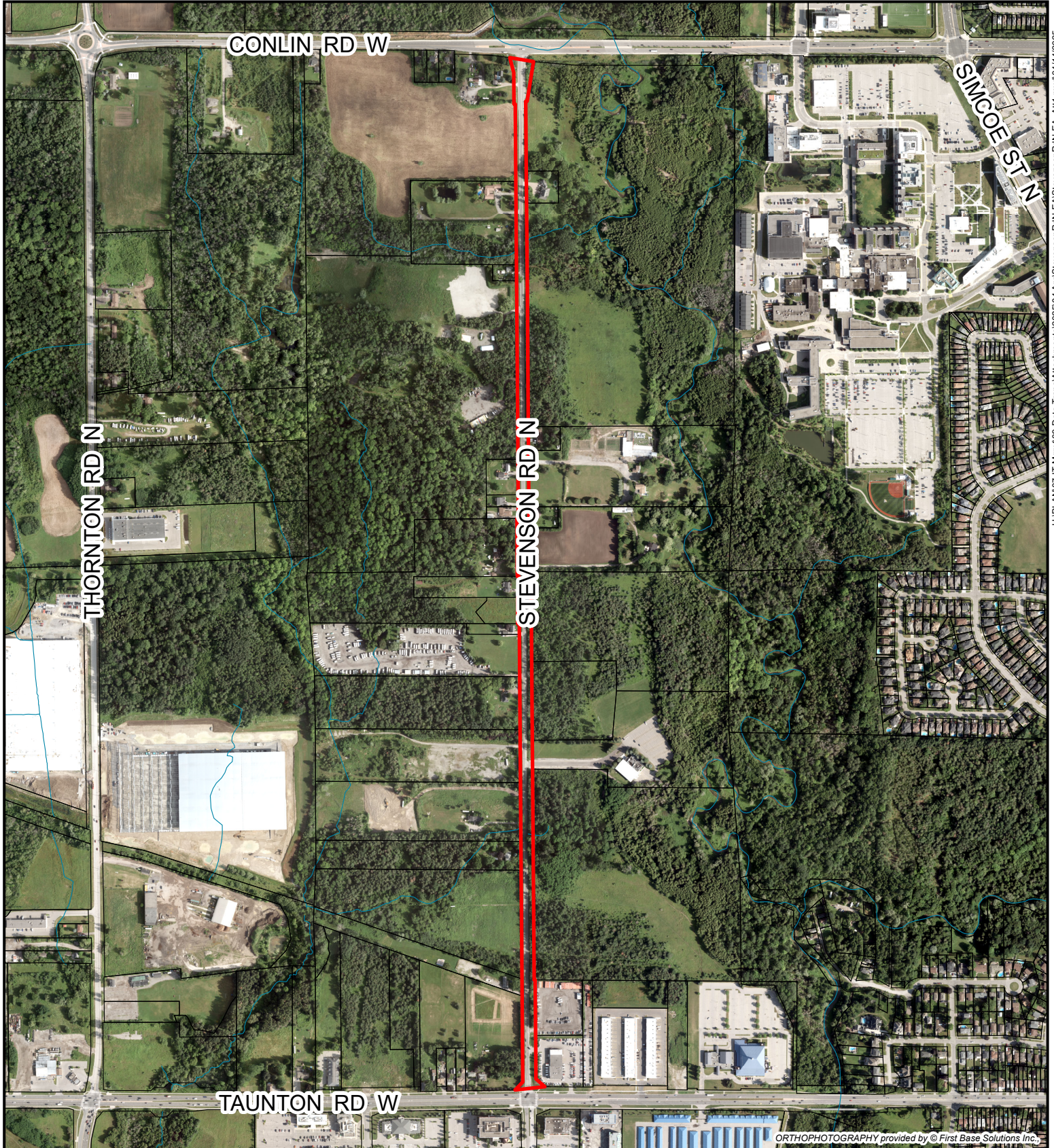
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Attachment 1



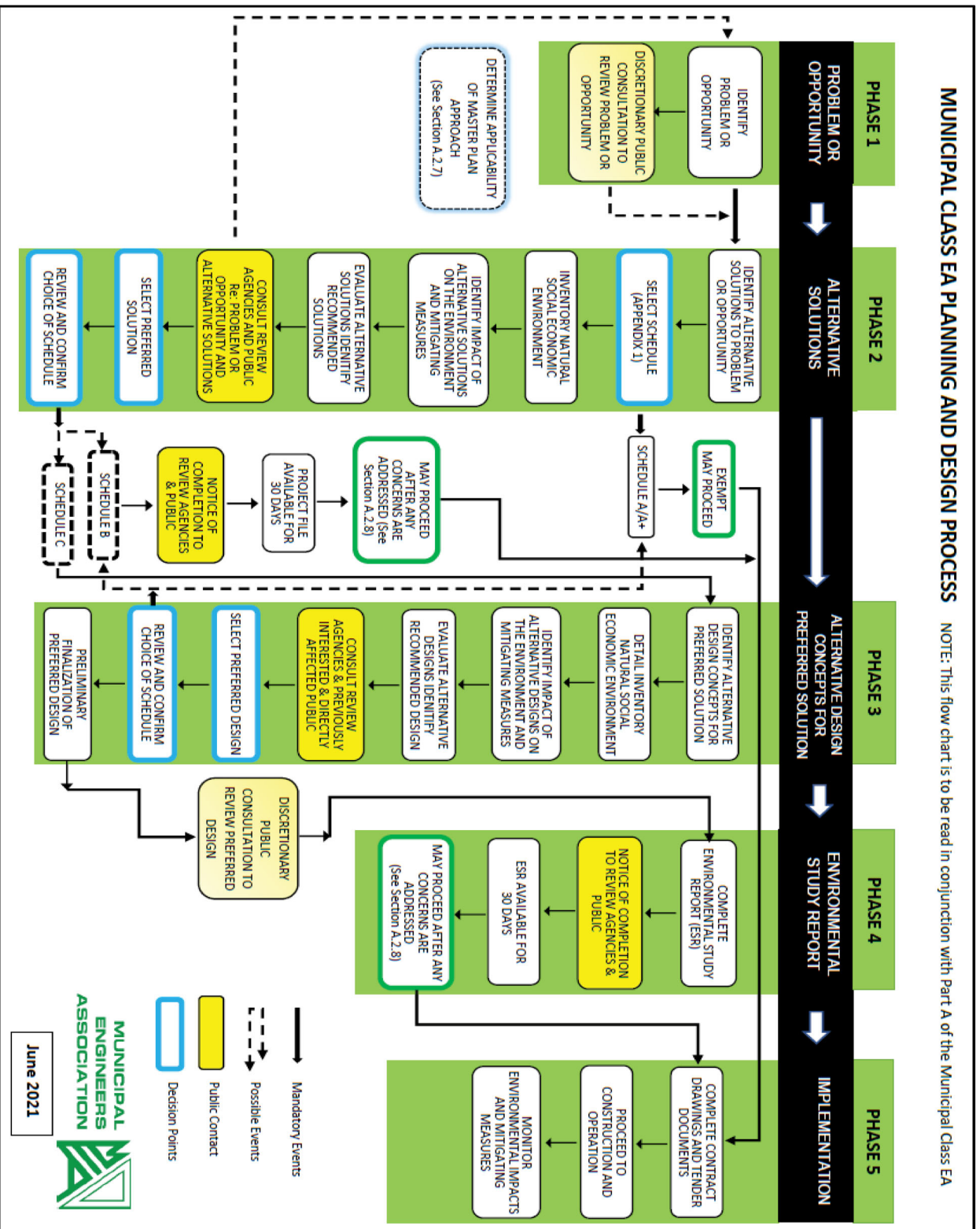
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Title: Typical Cross-Section for the Preferred Design Concept: Design Concept 2 - Two-Lane Urban - Cross Section
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DESIGN CONCEPT 2: TWO-LANE URBAN (EAST MUP)

