Chippewas of Rama First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:34 PM
To: chief@ramafirstnation.ca; cathye@ramafirstnation.ca
Cc: Pidenam Bodjona; Tang, Kyle; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Rama First Nation.pdf

Categories: Filed

Good Day Chief Ted Williams,

I am writing again to confirm that you have no comment on the Stage 1 Archaeological Assessment for Stevenson Road North.

We intend to submit this report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 2:53 PM
To: chief@ramafirstnation.ca; cathye@ramafirstnation.ca
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day Chief Ted Williams,

This is a gentle reminder on the following request.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 10:09 AM
To: chief@ramafirstnation.ca; cathye@ramafirstnation.ca
Cc: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle

<kytang@GFNET.com>
Subject: Stevenson Rd. North EA - Stage 1 AA Report

Good Morning Chief Ted Williams,

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

A Stage 1 Archaeological Assessment for Stevenson Road North was prepared by ASI in November 2022 to determine archaeological potential within the study area and is attached for your review and comment, along with a letter outlining the key findings. Your response is respectfully requested by **July 5, 2023**.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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May 24, 2023

Attention: Chief Ted Williams

Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6

Sent via email to: chief@ramafirstnation.ca

RE: Stevenson Road North Environmental Assessment, City of Oshawa Stage 1 Archaeological Assessment

Dear Chief Ted Williams:

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

Currently, Stevenson Road North is 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 and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

The purpose of this letter is to provide you with a copy of the Stage 1 Archaeological Assessment, to seek your input and to identify any issues or concerns that you may have.

The Stage 1 background study determined four previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require further archaeological assessment.

The following recommendations are made:

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey at five metre intervals, where appropriate. Stage 2 is required prior to any proposed construction activities on these lands;

2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, slopes in excess of 20 degrees or being previously assessed. These lands do not require further archaeological assessment; and,

3. Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Your response is respectfully requested by **July 5, 2023.**

To provide information or to request additional information on the project, please contact the undersigned or Catherine Voytenkov at 416-669-5246 or cvoytenkov@gfnet.com.

Yours truly,

Pidenam Bodjona, Transportation Project Engineer
City of Oshawa
50 Centre St. S, Oshawa, ON, L1H 3Z7
Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Cc: Cathy Edney, Communications Manager, Rama First Nation

Attachment: Stage 1 Archaeological Assessment Report

From:	Leung, Andrea
To:	chief@ramafirstnation.ca
Cc:	cathye@ramafirstnation.ca; Pidenam Bodjona; ssambasivam@oshawa.ca; hpatel@oshawa.ca; Voytenkov, Catherine; Tang, Kyle; Furfurica, Silvia
Subject:	RE: Stevenson Rd N - Environmental Study Report Review
Date:	Monday, January 20, 2025 9:55:00 AM

Good Morning,

As a reminder, please find the draft ESR and Appendices for your review and comments, attached in the previous e-mail. Note there will be further opportunities for input during the 30-day public review period and throughout the detailed design phase. However, your feedback at this stage is crucial to ensure accuracy, alignment with project objectives, and future works and commitments.

We kindly ask that you provide your comments, if any, by no later than **January 21st**. To maintain the project timeline, we will proceed with filing the ESR if we don't hear from you by then. Should you have any questions or require clarification on any sections of the report, please don't hesitate to reach out to undersigned.

Thank you.

From: Leung, Andrea
Sent: Friday, January 10, 2025 4:40 PM
To: chief@ramafirstnation.ca
Cc: cathye@ramafirstnation.ca; Pidenam Bodjona <PBodjona@oshawa.ca>; ssambasivam@oshawa.ca; hpatel@oshawa.ca; Voytenkov, Catherine <cvoytenkov@GFNET.com>; Tang, Kyle <kytang@GFNET.com>; Furfurica, Silvia <sfurfurica@gfnet.com>
Subject: Stevenson Rd N - Environmental Study Report Review

Good Afternoon,

As a key stakeholder who has been involved throughout the study, we greatly value your insights and expertise. Linked below, please find the draft ESR and Appendices for your review and comments.

https://www.ishipdocs.com/ishipdocs/AbacusDownload.aspx?downloadid=d6fd2e4e-b643-4fb9-a074-3f67908adc6f&orderid=259033

We kindly request that you identify any fatal flaws or critical issues that may require attention. Please note there will be further opportunities for input during the 30-day public review period and throughout the detailed design phase. However, your feedback at this stage is crucial to ensure the report's accuracy, alignment with project objectives, and future works and commitments.

That being said, we kindly ask that you provide your comments by no later than **January 21st**. To maintain the project timeline, we will proceed with filing the ESR if we don't hear from you by then.

Should you have any questions or require clarification on any sections of the report, please don't hesitate to reach out to undersigned. Thank you in advance for your time.

Andrea Leung | Associate Environmental Planner
Gannett Fleming TranSystems | Royal Bank Plaza – South Tower, 200 Bay Street, Suite 1600, Toronto, ON, M5J 2J3
C 416-512-1642| aleung@gfnet.com
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Curve Lake First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:24 PM
To: keithk@curvelake.ca; JulieK@curvelake.ca
Cc: Pidenam Bodjona; Tang, Kyle; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Curve Lake First Nation.pdf

Categories: Filed

Good Day Chief Keith Knott,

I am writing again to confirm that you have no comment on the Stage 1 Archaeological Assessment for Stevenson Road North.

We intend to submit this report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 2:55 PM
To: keithk@curvelake.ca; JulieK@curvelake.ca
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day Chief Keith Knott,

This is a gentle reminder on the following request.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 9:57 AM
To: keithk@curvelake.ca; JulieK@curvelake.ca
Cc: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: Stevenson Rd. North EA - Stage 1 AA Report

Good Morning Chief Keith Knott,

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

A Stage 1 Archaeological Assessment for Stevenson Road North was prepared by ASI in November 2022 to determine archaeological potential within the study area and is attached for your review and comment, along with a letter outlining the key findings. Your response is respectfully requested by **July 5, 2023**.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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May 24, 2023

Attention: Chief Keith Knott

Curve Lake First Nation
Government Service building
22 Winookeeda Street
Curve Lake ON K0L 1R0

Sent via email to: keithk@curvelake.ca

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Chief Keith Knott:

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

Currently, Stevenson Road North is 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 and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

The purpose of this letter is to provide you with a copy of the Stage 1 Archaeological Assessment, to seek your input and to identify any issues or concerns that you may have.

The Stage 1 background study determined four previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require further archaeological assessment.

The following recommendations are made:

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey at five metre intervals, where appropriate. Stage 2 is required prior to any proposed construction activities on these lands;

2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, slopes in excess of 20 degrees or being previously assessed. These lands do not require further archaeological assessment; and,

3. Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Your response is respectfully requested by **July 5, 2023.**

To provide information or to request additional information on the project, please contact the undersigned or Catherine Voytenkov at 416-669-5246 or cvoytenkov@gfnet.com.

Yours truly,

Pidenam Bodjona, Transportation Project Engineer
City of Oshawa
50 Centre St. S, Oshawa, ON, L1H 3Z7
Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Cc: Julie Kapyrka, Lands Resource Consultation Liaison, Curve Lake First Nation

Attachment: Stage 1 Archaeological Assessment Report

Huron-Wendat First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:41 PM
To: Dominic Ste-Marie
Cc: Lori-Jeanne Bolduc; Naomi Leduc; Pidenam Bodjona; Thiefaine Terrier; Tang, Kyle; Furfurica, Silvia; Eliza Brandy
Subject: RE: Stevenson Rd. N. Municipal Class Environmental Assessment Study - Notice of Commencement
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Huron Wendat Nation.pdf

Good Day Dominic,

I am writing to confirm that you have no comment on the Stage 1 Archaeological Assessment for Stevenson Road North.

We intend to submit the subject report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 9:47 AM
To: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>
Cc: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>; Naomi Leduc <Naomi.Leduc@wendake.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Thiefaine Terrier <Thiefaine.Terrier@wendake.ca>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. N. Municipal Class Environmental Assessment Study - Notice of Commencement

Good Morning Dominic,

Thank you for your response and interest in the Stevenson Road North EA project. A Stage 1 Archaeological Assessment for Stevenson Road North was prepared by ASI in November 2022 to determine archaeological potential within the study area and is attached for your reference, along with a letter outlining the key findings. The assessment determined that parts of the study area exhibit archaeological potential and will require further archaeological assessment.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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From: Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>
Sent: Wednesday, April 19, 2023 9:10 AM
To: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Cc: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>; Naomi Leduc <Naomi.Leduc@wendake.ca>; Pidenam Bodjona <PBodjona@oshawa.ca>; Furfurica, Silvia <sfurfurica@GFNET.com>; Thiefaine Terrier <Thiefaine.Terrier@wendake.ca>
Subject: RE: Stevenson Rd. N. Municipal Class Environmental Assessment Study - Notice of Commencement

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Kwe Catherine,

Can you please tell us if the whole width of the Right of Way has been assessed for archeological resources? In addition we would like to send monitors for the purpose of archeological monitoring and construction monitoring whenever non-fill material is being dug into.

Tiawenhk chia' önenh
Dominic Ste-Marie

NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Dominic Ste-Marie
Conseiller en gestion du territoire
255, Place Chef Michel-Laveau
Wendake (Qc) G0A 4V0
Téléphone : 418-843-3767
Courriel : dominic.ste-marie@wendake.ca

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ATTENTION:Any new consultation from Ontario must be sent to Mario Gros-Louis (mario.groslouis@wendake.ca), Lori-Jeanne Bolduc (lori-jeanne.bolduc@wendake.ca), Naomi Leduc (Naomi.leduc@wendake.ca) and Dominic Ste-Marie (dominic.ste-marie@wendake.ca).

For inquiries relating specifically to archaeology (fieldwork planning, monitoring, reports review, etc.), please contact Thiefaine Terrier (thiefaine.terrier@wendake.ca), Isabelle Lechasseur (isabelle.lechasseur@wendake.ca) and Jean-François Richard (jean-francois.richard@wendake.ca).

De : Furfurica, Silvia <sfurfurica@GFNET.com>
Envoyé : 13 avril 2023 16:50
À : Tina Durand <Tina.Durand@wendake.ca>
Cc : Pidenam Bodjona <PBodjona@oshawa.ca>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>
Objet : Stevenson Rd. N. Municipal Class Environmental Assessment Study - Notice of Commencement

> Vous ne recevez pas souvent de courriers de la part de sfurfurica@gfnet.com. Découvrez pourquoi cela est important

Good Afternoon Tina,

The City of Oshawa is undertaking an M.C.E.A. Study to determine appropriate upgrades to the Stevenson Rd. N. corridor from Taunton Rd. W. to Conlin Rd W. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Rd. N.).

Currently, Stevenson Rd. N. is a two-lane rural north-south road, with no paved shoulders or sidewalks. There is an opportunity to improve the overall function of Stevenson Rd. N. significantly by upgrading the roadway infrastructure and municipal services to contribute to the development of adjacent lands, and advance economic and job creation opportunities for the City.

The Study is being completed in accordance with the *Municipal Class Environmental Assessment (2023)* as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address pedestrian and bicycle connectivity, road safety and traffic capacity. The purpose of this Notice is to advise area residents, businesses, and agencies of the upcoming Study.

Please refer to the attached letter and notice for further information and do not hesitate to get in touch with any other questions, comments or concerns.

Your response is respectfully requested by **May 4, 2023.**

Thank you,
Silvia

#BeHealthyBeSafeBeKind

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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May 24, 2023

Attention: Dominic Ste-Marie

Land Management Advisor
Huron Wendat Nation
255 Place Chef Michel Laveau
Wendake QC G0A 4V0

Sent via email to: Dominic.Sainte-Marie@wendake.ca

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Dominic Ste-Marie:

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

Currently, Stevenson Road North is 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 and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

The purpose of this letter is to provide you with a copy of the Stage 1 Archaeological Assessment, to seek your input and to identify any issues or concerns that you may have.

The Stage 1 background study determined four previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require further archaeological assessment.

The following recommendations are made:

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3. Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Your response is respectfully requested by **July 5, 2023.**

To provide information or to request additional information on the project, please contact the undersigned or Catherine Voytenkov at 416-669-5246 or cvoytenkov@gfnet.com.

Yours truly,

Pidenam Bodjona, Transportation Project Engineer
City of Oshawa
50 Centre St. S, Oshawa, ON, L1H 3Z7
Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Cc: Chief Chief Rémy Vincent, Huron-Wendat Nation
Tina Durand, Secretary to the Grand Chief of the Huron-Wendat Nation, Huron-Wendat Nation

Attachment: Stage 1 Archaeological Assessment Report

Kawartha Nishnawbe First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:20 PM
To: info@spiritofthestone.ca
Cc: Pidenam Bodjona; Tang, Kyle; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Kawartha Nishnawbe First Nation.pdf

Good Day Chief Kris Nahrgang,

I am writing again to confirm that you have no comment on the Stage 1 Archaeological Assessment for Stevenson Road North.

We intend to submit this report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 10:57 AM
To: info@spiritofthestone.ca
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day Chief Kris Nahrgang,

This is a gentle reminder on the following request.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 10:15 AM
To: info@spiritofthestone.ca
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Tang, Kyle <kytang@GFNET.com>
Subject: Stevenson Rd. North EA - Stage 1 AA Report

Good Morning Chief Kris Nahrgang,

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

A Stage 1 Archaeological Assessment for Stevenson Road North was prepared by ASI in November 2022 to determine archaeological potential within the study area and is attached for your reference, along with a letter outlining the key findings. Your response is respectfully requested by **July 5, 2023**.

We will continue to keep you informed as the study progresses, and in the meantime please do not hesitate to get in touch with any other questions, comments or concerns.

Thank you,
Silvia

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
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May 24, 2023

Attention: Chief Kris Nahrgang

Kawartha Nishnawbe First Nation (Burleigh Falls)
Administration Office
200 South Syndicate Avenue
Thunder Bay ON P7E 1C9

Sent via email to: info@spiritofthestone.ca

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Chief Kris Nahrgang:

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

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The Stage 1 background study determined four previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require further archaeological assessment.

The following recommendations are made:

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3. Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

Your response is respectfully requested by **July 5, 2023.**

To provide information or to request additional information on the project, please contact the undersigned or Catherine Voytenkov at 416-669-5246 or cvoytenkov@gfnet.com.

Yours truly,

Pidenam Bodjona, Transportation Project Engineer
City of Oshawa
50 Centre St. S, Oshawa, ON, L1H 3Z7
Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Attachment: Stage 1 Archaeological Assessment Report

Metis Nation of Ontario

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:11 PM
To: contactus@metisnation.org
Cc: Pidenam Bodjona; Tang, Kyle; Furfurica, Silvia; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Metis Nation of Ontario.pdf

Good Day,

I am writing again to confirm that you have no comment on the Stage 1 Archaeological Assessment for Stevenson Road North.

We intend to submit this report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 10:57 AM
To: Furfurica, Silvia <sfurfurica@gfnet.com>; contactus@metisnation.org
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day,

This is a gentle reminder on the following request.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 10:16 AM
To: contactus@metisnation.org
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Tang, Kyle <kytang@GFNET.com>
Subject: Stevenson Rd. North EA - Stage 1 AA Report

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Thank you,
Silvia

Silvia Furfurica | Environmental Planner
Gannett Fleming Canada ULC | Royal Bank Plaza 200 Bay Street Suite 1600 Toronto ON M5J 2J3
t 437.253.9282 | sfurfurica@gfnet.com
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May 24, 2023

Attention: Metis Nation of Ontario

66 Slater Street
Suite 110, 11th Floor
Ottawa ON K1P 5H1

Sent via email to: contactus@metisnation.org

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Metis Nation of Ontario:

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Yours truly,

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City of Oshawa
50 Centre St. S, Oshawa, ON, L1H 3Z7
Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Attachment: Stage 1 Archaeological Assessment Report

Mississaugas of Scugog Island First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:28 PM
To: klarocca@scugogfirstnation.com; info@scugogfirstnation.com
Cc: Pidenam Bodjona; Tang, Kyle; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Mississaugas of Scugog Island First Nations.pdf

Categories: Filed

Good Day Chief Kelly LaRocca,

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We intend to submit this report to MCM shortly. As such, we would appreciate any final questions, comments or concerns **by Sept 15th**.

We will continue to keep you informed as the study progresses.

Have a wonderful day.

Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 2:55 PM
To: klarocca@scugogfirstnation.com; info@scugogfirstnation.com
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day Chief Kelly LaRocca,

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Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 10:01 AM
To: klarocca@scugogfirstnation.com; info@scugogfirstnation.com
Cc: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle

<kytang@GFNET.com>
Subject: Stevenson Rd. North EA - Stage 1 AA Report

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Silvia Furfurica | Environmental Planner
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May 24, 2023

Attention: Chief Kelly LaRocca

Mississaugas of Scugog Island First Nations
Administration Building
22521 Island Road
Port Perry ON L9L 1B6

Sent via email to: klarocca@scugogfirstnation.com

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Chief Kelly LaRocca:

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Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Attachment: Stage 1 Archaeological Assessment Report

Williams Treaty First Nation

GANNETT FLEMING

From: Voytenkov (Jin), Catherine
Sent: Thursday, September 7, 2023 4:33 PM
To: k.a.sandy-mckenzie@rogers.com
Cc: Pidenam Bodjona; Tang, Kyle; Eliza Brandy
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report
Attachments: 21EA-225 Stage 1 Archaeological Assessment Report - Stevenson Rd North.pdf; Stevenson Rd EA - Stage 1 AA Letter - Williams Treaty First Nation.pdf

Good Day Karry,

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Best regards,
Catherine Voytenkov, P.Eng, PMP | Highway & Roadway Manager
Gannett Fleming
C 416.669.5246

From: Voytenkov (Jin), Catherine
Sent: Friday, June 30, 2023 2:54 PM
To: k.a.sandy-mckenzie@rogers.com
Cc: Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
Subject: RE: Stevenson Rd. North EA - Stage 1 AA Report

Good Day Karry,

This is a gentle reminder on the following request.

Thanks,
Catherine Voytenkov, P.Eng, PMP | Senior Project Manager
Gannett Fleming
C 416.669.5246

From: Furfurica, Silvia <sfurfurica@GFNET.com>
Sent: Wednesday, May 24, 2023 10:04 AM
To: k.a.sandy-mckenzie@rogers.com
Cc: Voytenkov (Jin), Catherine <cvoytenkov@GFNET.com>; Pidenam Bodjona <PBodjona@oshawa.ca>; Tang, Kyle <kytang@GFNET.com>
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May 24, 2023

Attention: Karry Sandy-McKenzie

Williams Treaty First Nation
8 Creswick Court
Barrie ON L4M 2J7

Sent via email to: k.a.sandy-mckenzie@rogers.com

RE: Stevenson Road North Environmental Assessment, City of Oshawa
Stage 1 Archaeological Assessment

Dear Karry Sandy-McKenzie:

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

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Phone: 905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Attachment: Stage 1 Archaeological Assessment Report

Technical Advisory Committee

GANNETT FLEMING

CITY OF OSHAWA
STEVENSON ROAD NORTH ENVIRONMENTAL ASSESSMENT – SCHEDULE ‘C’

Technical Advisory Committee (TAC) Meeting #1
C-2021-121

September 26, 2022

Safety / Environmental Moment – Back to School Safety

- With the start of the new school year with full in-person attendance, more students, crossing pedestrians, and pick-up/drop-off activity will be present around school zones.
- Reminder for drivers and cyclists to adhere to school zone speed limits (30-40 km/hr) and be mindful of different zones:
  - No Stopping Zones (no parking or pick-up/drop-off)
  - No Parking Zones (active pick-up/drop-off allowed)
  - School Crossing Zones (3-whistle system, crossing guards)
  - School Bus Loading Zones (no stopping or parking)

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TAC #1 Meeting Agenda

- Introductions
- Project Overview
- Project Schedule
- Project Status Update
  - Traffic
  - Plan and Policy
  - Other disciplines
- Discussion/Feedback
- Immediate Actions and Next Steps

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Introductions and Project Overview

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Introductions

- City of Oshawa Project Manager - Pidenam Bodjona
- Gannett Fleming Project Manager - Catherine Voytenkov
- Both to be cc'd on all email correspondence
- TAC Meeting Members:
  - City of Oshawa
  - Region of Durham
  - Town of Whitby
  - Central Lake Ontario Conservation Authority (CLOCA)

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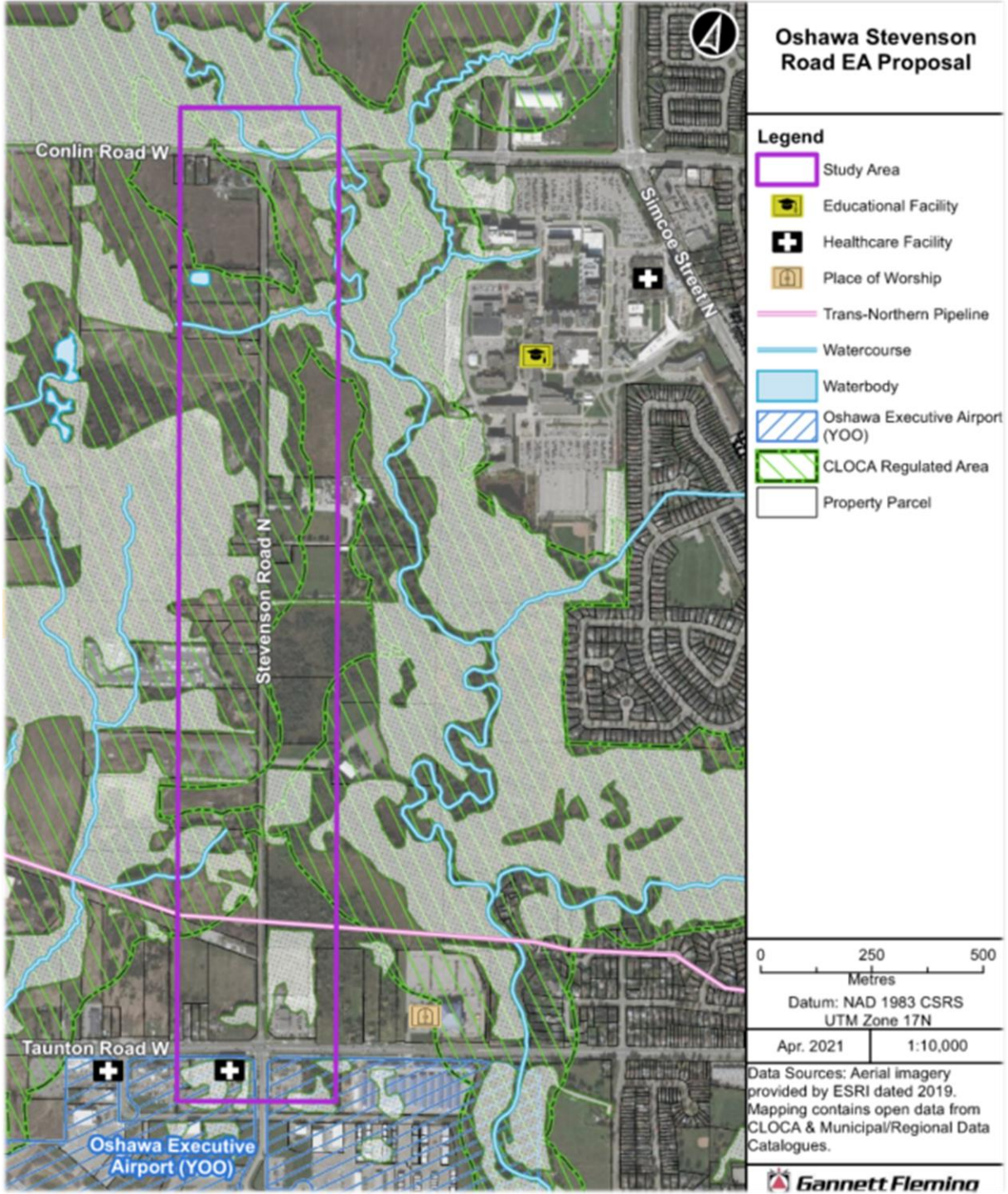
Project Overview

- Schedule ‘C’ Municipal Class Environmental Assessment Study (M.C.E.A.) for improvements to the Stevenson Road North corridor from Taunton Road North to Conlin Road West.

- Review the need for an east-west Northwood Industrial Area mid-block Arterial ‘C’ from Stevenson to Oshawa/Whitby border or the justification for its removal from the City’s Official Plan.



Project Overview – Cont'd

- The study corridor, Stevenson Rd. North from Taunton Rd West to Conlin Rd. West, is located within the Northwood Business Park's policy boundary
- Currently, Stevenson is a 2-lane rural NS street, with no paved shoulders or sidewalks, and has existing roadside safety concerns along certain segments due to hydro poles on the east side
- City Official plan has designated Stevenson as a future Type 'C' Arterial, to carry lower traffic volumes with a typical ROW width of 26 to 30m
- The city will be updating the Active Transportation Master Plan this year and we will coordinate relevant initiatives as part of this EA study
- Additionally, Region is updating the Region-wide Development Charge Background Study

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Project Schedule

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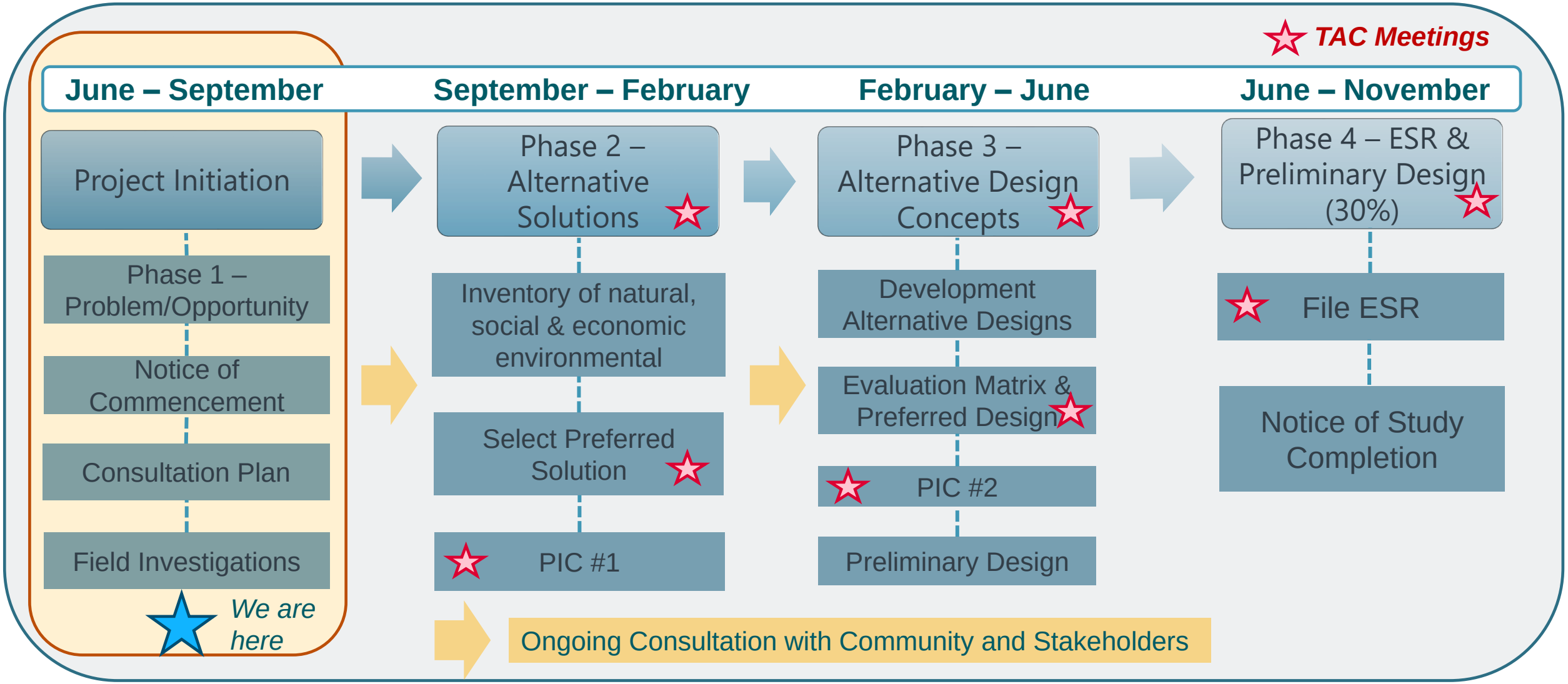
Project Schedule - Overview



Project Status Update

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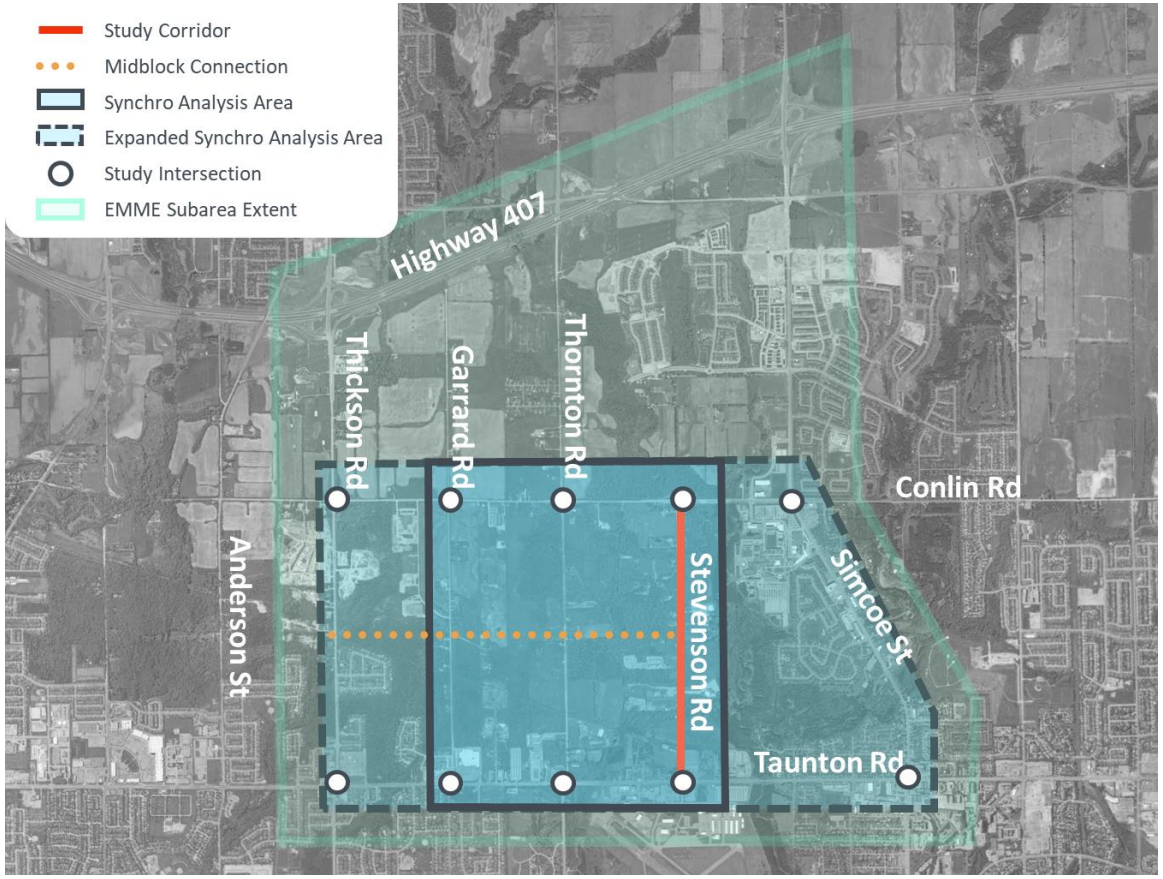
Project Status – Traffic Discipline Updates

Preliminary Traffic Analysis Results include:

- Existing traffic conditions (2022) was analyzed in Synchro 11 to determine the current intersection capacity
- Existing volume-to-capacity plots were extracted from the regional EMME model for AM and PM
- Collision data was analyzed to determine safety needs and opportunities

- The study will include a standalone transportation assessment of the impacts of the east-west Type C Arterial deletion (side-by-side comparison of analysis results for key intersections with and without the arterial)



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GANNETT FLEMING

Project Status – Traffic Discipline Updates

Methodology and Approach

- A preliminary intersection operations analysis was conducted using the Synchro 11 software for the weekday AM and weekday PM peak hours based on the Region's guidelines.
- The following Synchro parameters were adjusted as outlined in the Region's guidelines
  - Lane Width: 3.5m for Through Movements /3.25m for Turning Movements
- Historical turning movement counts at study intersections were provided by the City.
- A compound growth rate of 1% per annum was estimated and applied to historical counts to determine existing (2022) volumes.
- The intersection counts conducted during the pandemic (i.e., year 2020) were balanced to the higher link volumes of adjacent intersections (i.e., a conservative approach)

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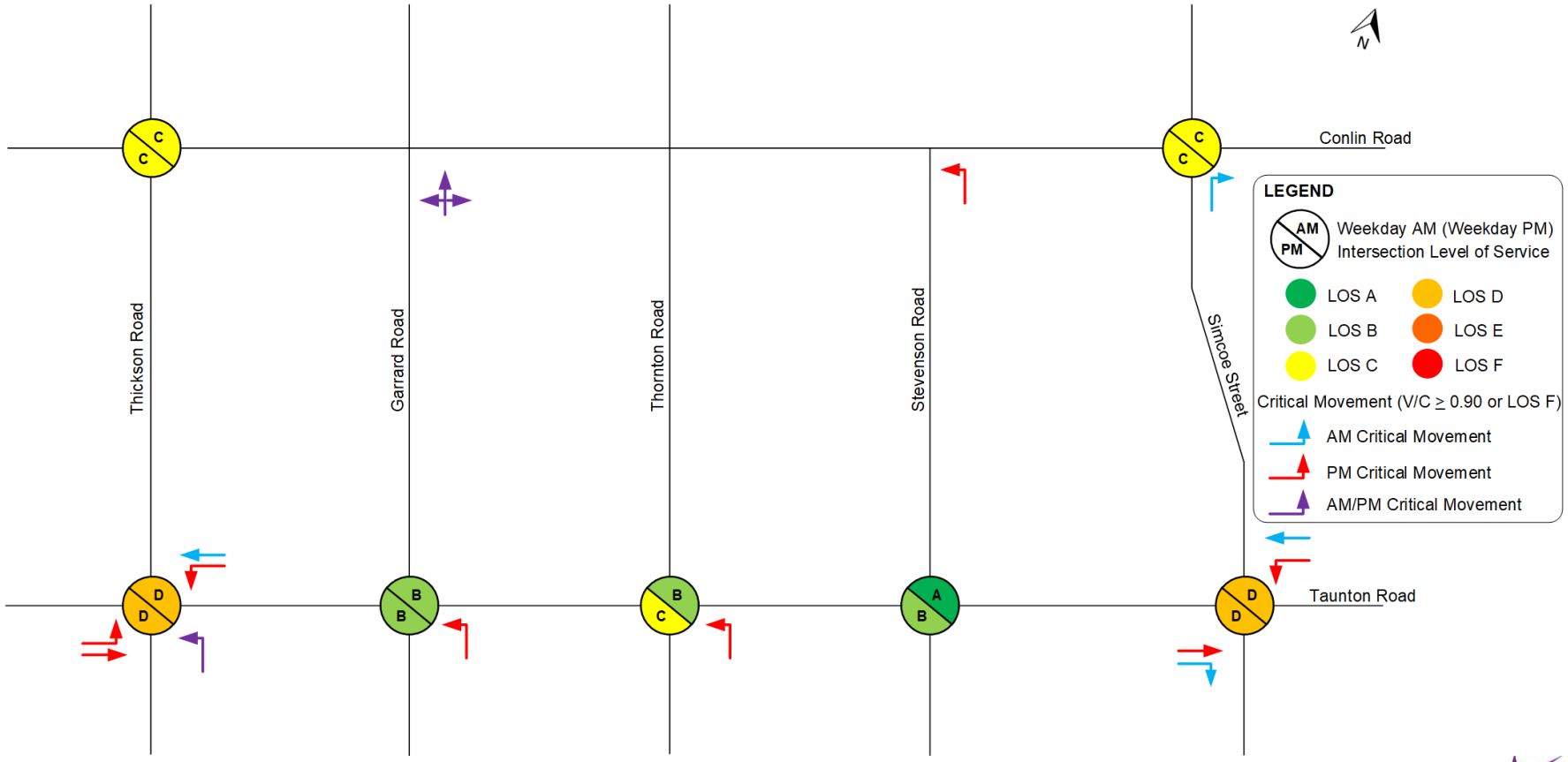
Project Status – Traffic Discipline Updates

Level of Service (LOS) Diagram

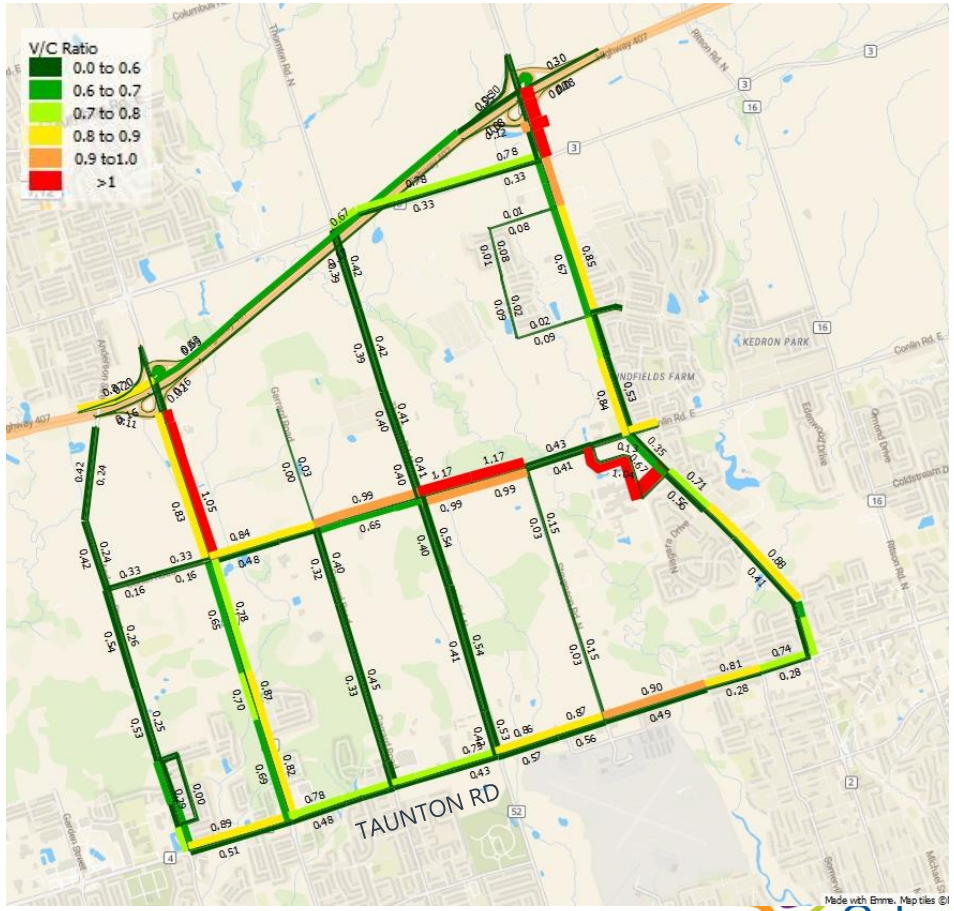


Oshawa
Prepare To Be Amazed

GANNETT FLEMING

Project Status – Traffic Discipline Updates

EMME Subarea Model – Existing link volume and v/c (AM Peak)



Oshawa
Prepare To Be Amazed

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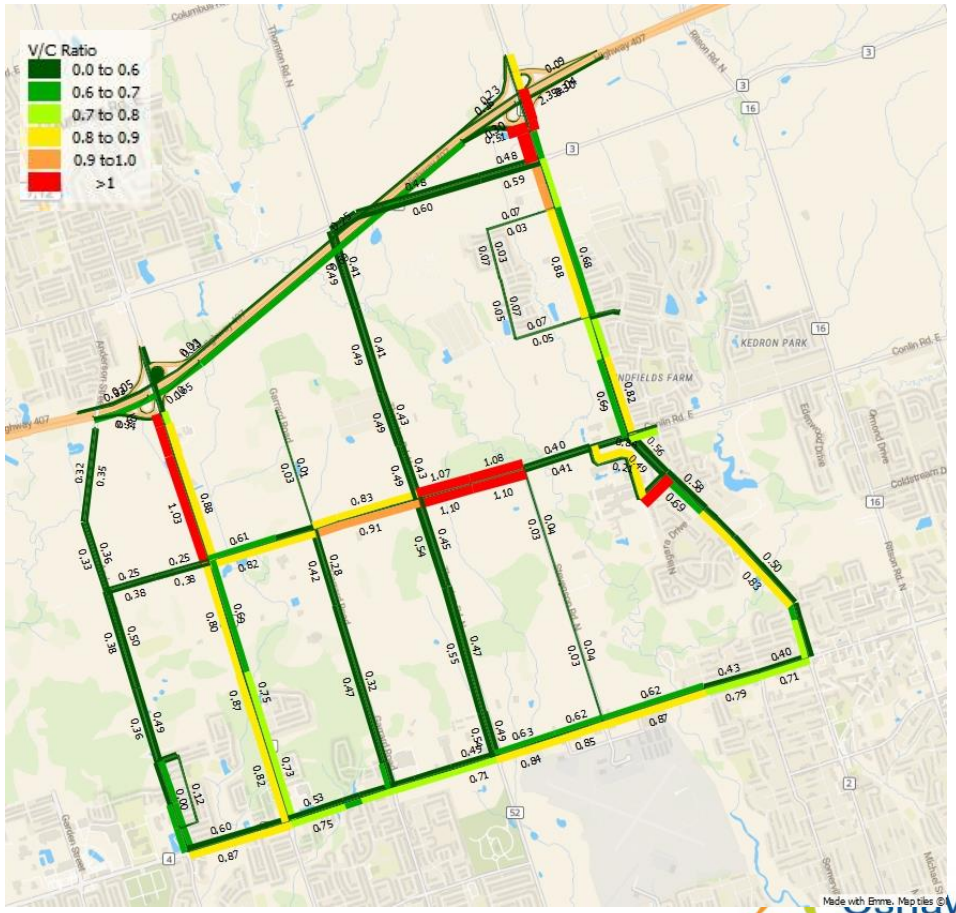
Project Status – Traffic Discipline Updates

EMME Subarea Model – Existing link volume and v/c (PM Peak)



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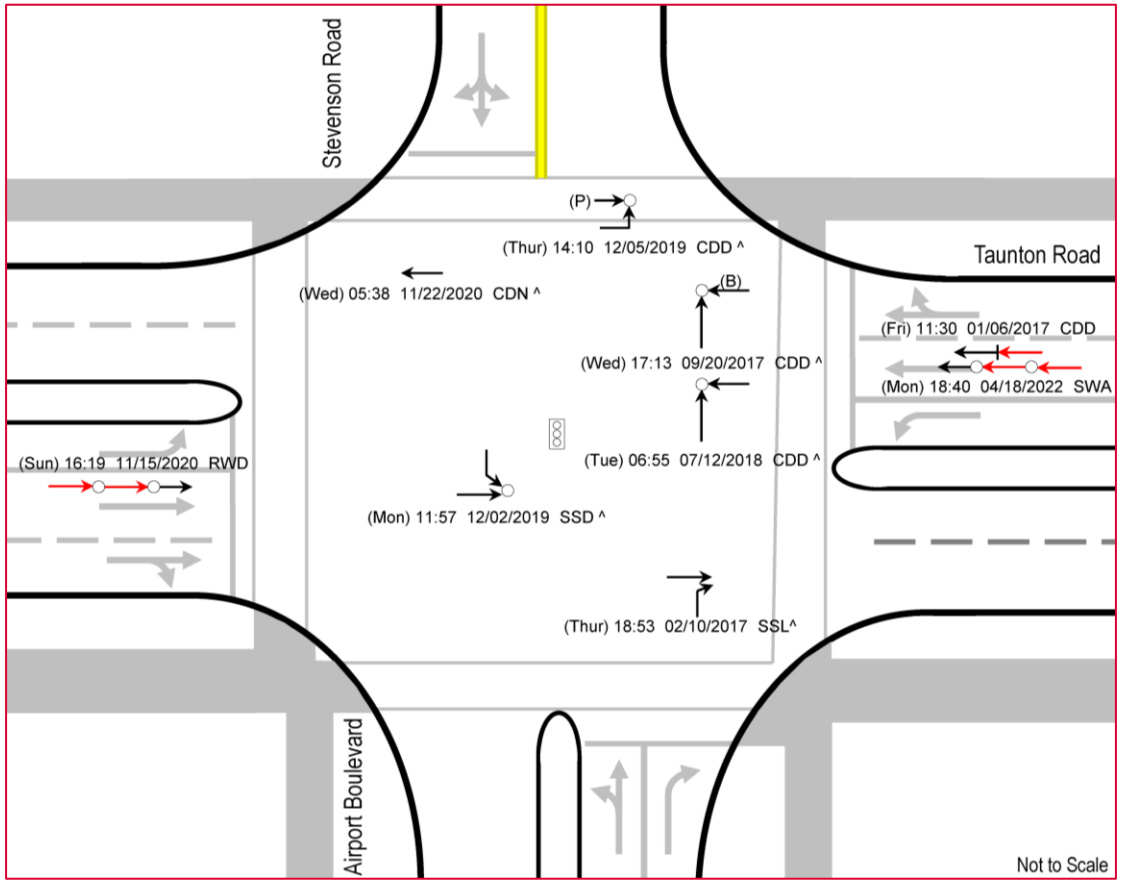
Project Status – Traffic Discipline Updates

Collision Analysis



The diagram includes direction and maneuvers of colliding vehicles as well as the date, environment, road surface, and light conditions at the time of the event.

- Total of 10 collisions have occurred within study corridor over the five-year (2017-2022) study period
  - 1 mid-block occurred on Stevenson Road N between Taunton Rd and Conlin Rd (rear-end SB)
  - 9 intersection-related collisions (see image on the left); 3 PDO, 6 non-fatal injuries
  - 2 collisions involved vulnerable road users
  - 7/9 intersection-related collisions occurred during the winter months (November to April)
  - All-red and amber clearance times are adequate based on Region's Synchro Guidelines

Oshawa Prepare To Be Amazed

GANNETT FLEMING

Project Status – Traffic Discipline Updates

Future Road Improvements

Road	From	To	Improvement	Timeline	Status	Source
Simcoe Street	Conlin Road	Winchester Road	Lane Widening (5 lanes)	2022	Under construction	Durham Public works Website
Type C Arterial	Thickson Road	Stevenson Road	New Road	2033	Deletion to be confirmed[1]	DOP, COP
Mid Block Arterial[2]	Britannia Road	Thornton Road	New Road	2033	Proposed	EA, Region
Taunton Road	York-Durham Line	Simcoe Street	Widened to 6 lanes with HOV lanes	2033[3]	Proposed/Budgeted	TMP
Stevenson Road/Taunton Road	-	-	Roundabout[4]	2033	Proposed	TMP
Conlin Road	Stevenson Road	Oshawa-Whitby Boundary	Lane Widening (4 lanes)	Beyond 2033	Proposed/Budgeted	TMP
Mid Block Arterial	Thornton Road	Cochrane Street	New Road	Beyond 2033	Budgeted	TMP, EA

[1,3] A scenario without the widening of Taunton Road should be assumed within the sub-area model for 2033 to assess the impacts of the east-west Type C Arterial deletion.

[2] Type B Arterial west of Garrard Road, and a Type C Arterial east of Garrard Road

[4] A roundabout can be considered at the Stevenson Road/Taunton Road intersection, but we would not expect it to be feasible given the planned future widening of Taunton Road to six lanes through this area.

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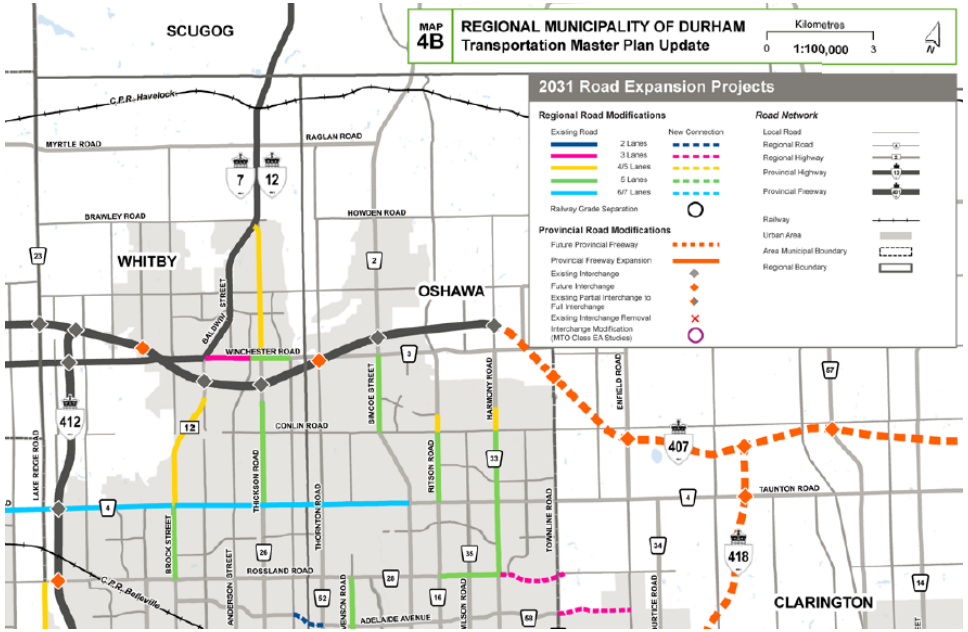
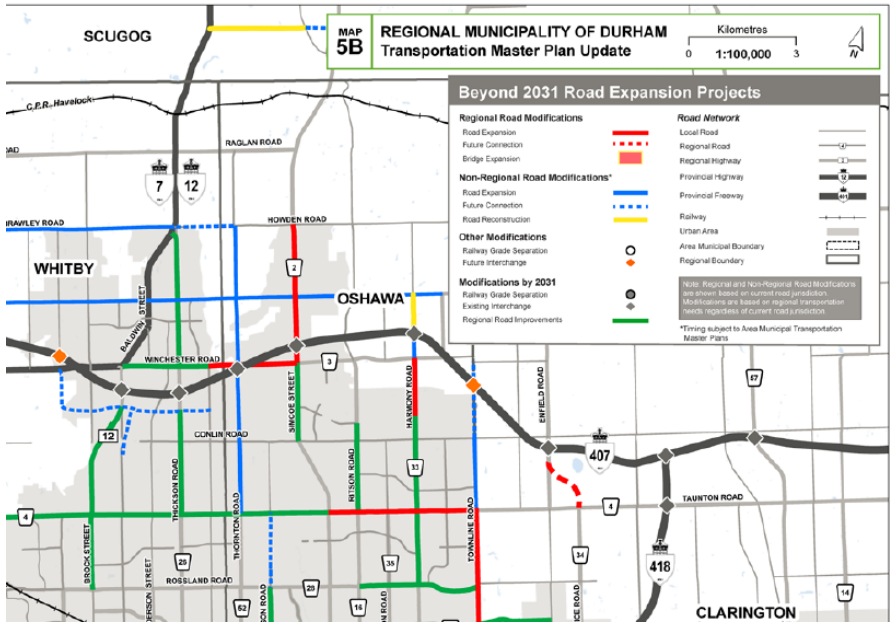
Project Status – Traffic Discipline Updates

Road	From	To	Improvement	Timeline	Status	Source
Winchester Road	Garrard Road	Simcoe Street	Lane Widening (4 lanes)	Beyond 2031	Proposed	TMP
Thornton Road	Taunton Road	Howden Road	Lane Widening (4/5 lanes)	Beyond 2031	Proposed	TMP
Thickson Road	Taunton Road	Highway 407	Lane Widening (4/5 lanes)	2022-2026	Proposed	TMP





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Project Status – Traffic Discipline Updates

- Final Traffic Modelling Methodology Report submitted on September 15 – awaiting City/Region/Town acceptance by September 30th
- Existing (2022) Traffic Conditions Report – Early October
- Projected volume for City / Region approval – Late October
- Standalone Transportation Assessment for midblock – Late November

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Project Status – Plan and Policy

The following plans and initiatives are currently being reviewed to inform the study.

Provincial Planning Policy Context

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)
- Greenbelt Plan (2017)

Regional Planning Context

- Durham Region Official Plan (2020)
- Durham Transportation Master Plan (2017) *
- Durham Regional Cycling Plan (2021)

Municipal Planning Context

- City of Oshawa Official Plan (2022)
- City of Oshawa Integrated Transportation Master Plan (2015)
- City of Oshawa Active Transportation Master Plan (2015)

* *The Durham TMP proposed changes to the ROP, Schedule 'C' (Road Network) recommends the deletion of future Type B arterial realignment to Thornton Road and adding an existing Type C arterial designation to apply to the existing Stevenson Road*

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Project Status – Northwood Business Park

- NBP's area
  - 202 hectares of industrially designated land
  - 136 hectares of land designated Open Space and Recreation
- The Oshawa Industrial Land Inventory Monitoring Report (2014) identified that most of the properties in the NBP are currently being used for residential and/or agricultural uses as an interim use or are vacant
- City's initiatives since 2014 to promote and make improvements to the NBP to facilitate development including:
  - NBP Master Stormwater Management Plan (2016)
  - Improvements to Conlin Road West (2016)
  - Municipal Class EA for road improvements to Thornton Road North (2016)

Northwood Business Park Boundary and Project Study Area

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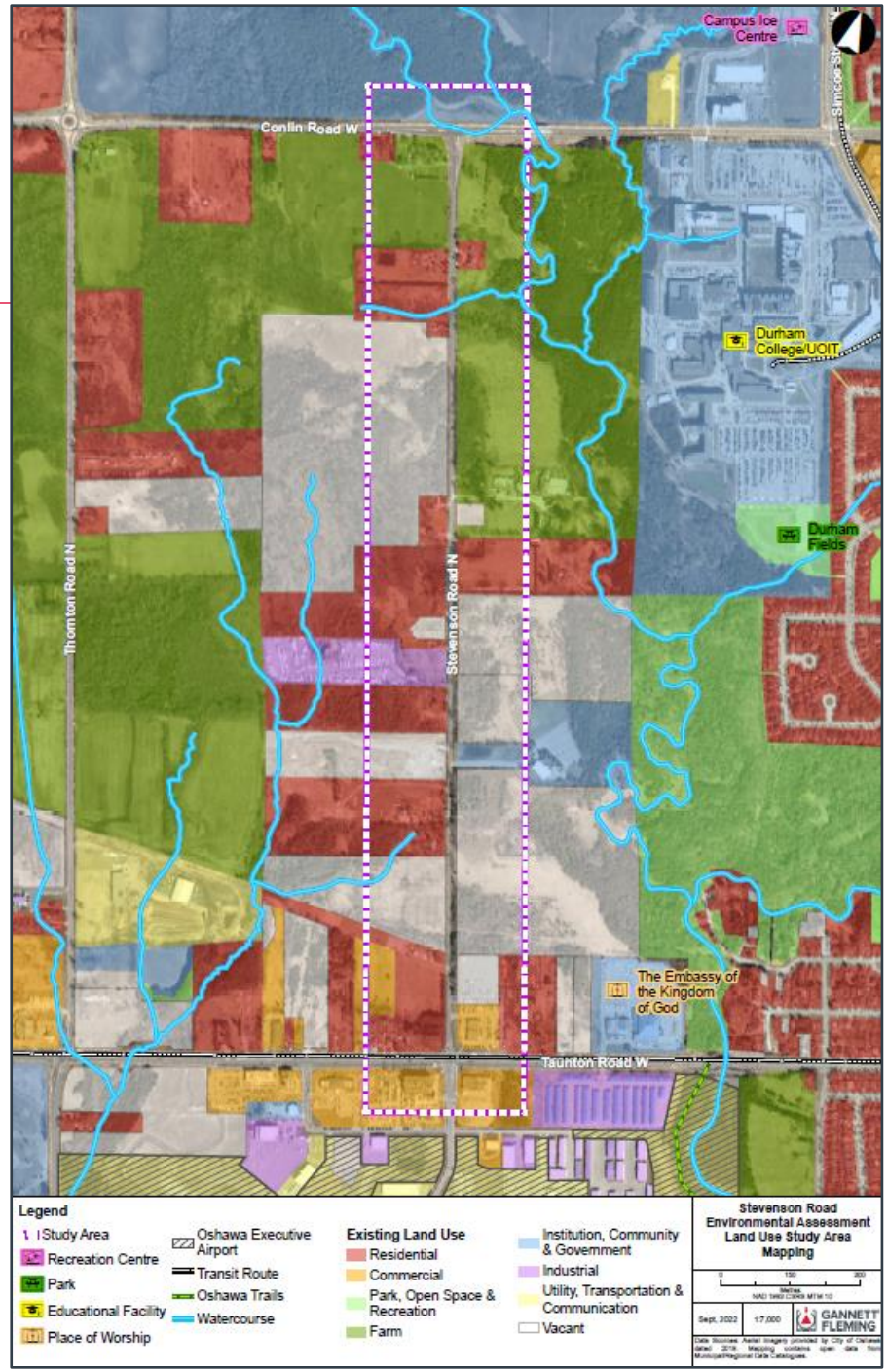
Project Status – Land Use

- Existing conditions
  - using secondary source data collection and review, data gap analysis, request for supplementary data from study area stakeholders, field investigations, and preparation of land use mapping

- Demographic data will be reviewed and analyzed to identify key socio-economic characteristics of the existing communities within the study area

- The inventory of existing uses, supplemented by field investigations will be reviewed to determine the presence of sensitive facilities (i.e., schools, places of worship).



Project Status – Other Discipline Updates

- Topo Survey – ongoing, deliverables due late October
- Geotechnical Investigation - ongoing, deliverables due late October
- Natural Environment Assessment – ongoing
  - No SAR that are listed as threatened or endangered or critical habitat.
  - Two species listed as Special Concern: Eastern Wood Pewee & Midland Painted Turtle
- Archaeological - ongoing
- Cultural Heritage - ongoing
- Contamination Overview – ongoing
- Stormwater Management/Drainage - ongoing

To begin after **PIC #1** - *Feb 21, 2023*

- Air Quality
- Noise Study
- Electrical

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Discussion/Feedback

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Project Status – Discussion/Feedback

- Do the TAC members have any ongoing/planned studies/design projects that will require coordination with the Stevenson Road EA (June 2022 – October 2023)?
  - Construction projects in the area?
  - Transit plans?
- Would the TAC members identify any other key stakeholders within the study area?

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Immediate Actions/Next Steps

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Immediate Action/Next Steps

- Confirmation of TAC members
- Site Walk
  - Week of October 3 or October 10

  (will send out survey for preferred date and backup date)

  - Participants to be confirmed.

Stevenson Road N, Looking Southbound (Taken Nov. 2021)

THANK YOU!

Any Other Business?

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #1

Project:	Stevenson Road N. EA	**GF Project #:**	072533
Meeting Date:	Monday, September 26, 2022	**Time:**	10:00 AM – 10:45 AM (EST)
Location:	Microsoft Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Company**	**In Attendance (Y/N)**
Ranjit Gill	rgill@oshawa.ca	City of Oshawa (City)	Y
Pidenam Bodjona	pbodjona@oshawa.ca	City of Oshawa	Y
David Sappleton	dsappleton@oshawa.ca	City of Oshawa	Y
Steven Sharp	ssharp@oshawa.ca	City of Oshawa	Y
Harshad Patel	hpatel@oshawa.ca	City of Oshawa	Y
Adam Brooks	abrooks@oshawa.ca	City of Oshawa	Y
Cameron Murphy	cmurphy@oshawa.ca	City of Oshawa	Y
Shanthi Sambasivam	ssambasivam@oshawa.ca	City of Oshawa	Y
Chris Leitch	chris.leitch@durham.ca	Durham Region (Region)	Y
Doug Robertson	doug.robertson@durham.ca	Durham Region	Y
Greg Pereira	greg.pereira@durham.ca	Durham Region	Y
Tao Ye	tao.ye@durham.ca	Durham Region	Y
Doris Cheng	dcheng@cloca.com	Central Lake Ontario Conservation Authority (CLOCA)	Y
Eric Cameron	ecameron@cloca.com	CLOCA	Y
Tara Painchaud	painchaudt@whitby.ca	Town of Whitby (Town)	Y
Lori Tesolin	tesolinl@whitby.ca	Town of Whitby	Y
Catherine Voytenkov	cvoytenkov@gfnet.com	Gannett Fleming (GF)	Y
Kyle Tang	kytang@gfnet.com	Gannett Fleming	Y
David Jackson	dajackson@gfnet.com	Gannett Fleming	Y
Silvia Furfurica	sfurfurica@gfnet.com	Gannett Fleming	Y
Tavia Chow	tavia.chow@traffmobility.com	TraffMobility (TM)	Y

Item No.	Meeting Notes	Action Lead	Due Date
1.0	**<u>Introductions, Project Status Update and Discussion</u>**		
1.1	• GF noted that all project email correspondence is to have Catherine.V and Pidenam.B cc'ed.	Info	N/A

Item No.	Meeting Notes	Action Lead	Due Date
1.2	• GF noted that the City will be updating their Active Transportation Master Plan this year and traffic studies from this EA will be coordinated as relevant.	Info	N/A
1.3	• TM noted that no new counts were conducted due to current construction activities on Conlin Road – historical counts with growth rates and factors were used as a conservative approach.	Info	N/A
1.4	• Region noted that the Region's cycling plan does not show active transportation infrastructure in this area and will be relying on local plans from the municipality for completeness.	Info	N/A
1.5	• GF asked if any other constructions projects or transit/transportation plans in the area that require coordination with the EA timeline between now and October 2023; as well as any other stakeholders that should be identified for this study. – Town noted the construction around Garrard and Conlin towards the 407.	Info	N/A
1.6	• GF requested current TAC attendees to confirm/review necessary TAC members and level of involvement as the project progresses. – Region noted their review of the Final Traffic Modelling Methodology Report is underway and will provide response before the end of the month. – Region noted that project information would be circulated to a representative from DRT; DRT may not be needed to attend TAC meetings but will provide potential input as necessary. – Region noted representatives from the Region's traffic engineering and environmental services groups may be involved going forward.	Info	N/A
1.7	• GF noted a site walk for this TAC group is planned to take place in the next two weeks (weather permitting) – a survey will be sent out to collect preference on a preferred date. – GF requested the survey to be circulated to any others not in this meeting that may like to attend.	All	Sept. 28, 2022

The above is a true and accurate record of discussions at the meeting, please advise the writer of any discrepancy noted within 3 business days of issue so that any suggested corrections may be addressed prior to approval of minutes at the next meeting.

End of Document

CITY OF OSHAWA
STEVENSON ROAD NORTH ENVIRONMENTAL ASSESSMENT – SCHEDULE ‘C’

Technical Advisory Committee (TAC) Meeting #2
C-2021-121

May 23, 2023

Safety / Environmental Moment – Audio Device Usage

- Using headsets, headphones, and/or earbuds at work have significantly increased with the option of working from home.
- Adopting safe listening habits can be beneficial in several ways:
  - Lowering your volume/setting a volume limit such that you are able to listen for any emergencies and safety instructions
  - Choosing to use headphones/headsets over earbuds will reduce hearing damage over time as sound output is less close to your eardrum.
- If sitting in a meeting at home that you may not be necessarily be an active contributor in, consider being on mute and putting your audio on speaker to give your ears a break.

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TAC Meeting #2 Agenda

- Project Timeline Overview
- Overview of Draft PIC#1 Materials
- Next Steps/Review Timeline of Draft PIC#1 Materials

- All attendees: please put your name, organization, and position/title within the chat
- Reminder that both the City of Oshawa and Gannett Fleming project managers are to be cc'ed on all email correspondence:
  - Pidenam Bodjona – pbodjona@oshawa.ca
  - Catherine Voytenkov – cvoytenkov@gfnet.com

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Project Schedule

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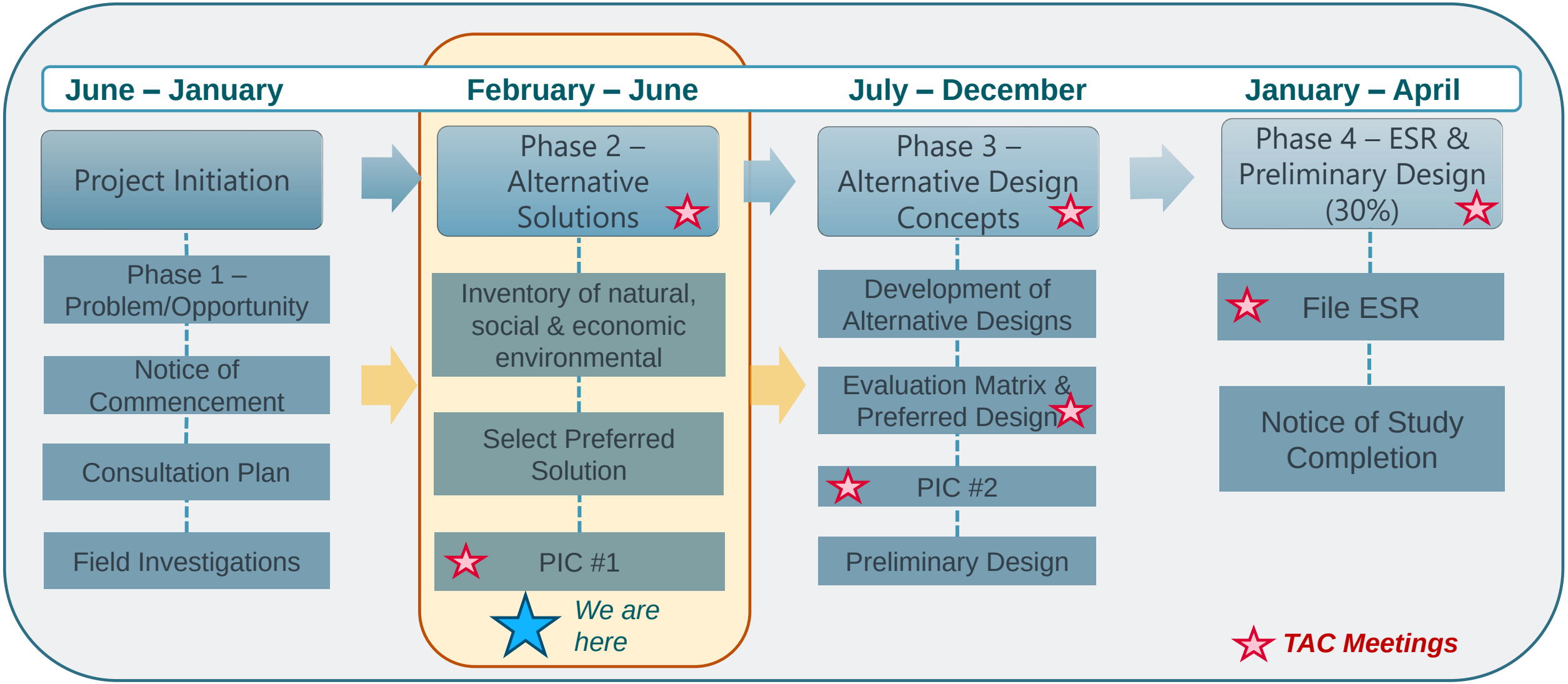
Project Schedule - Overview

Ongoing Consultation with Community and Stakeholders



Overview of Draft PIC#1 Materials

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Next Steps/Review Timeline of Draft PIC#1 Materials

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Next Steps

- **June 2nd** – deadline date for all TAC members to provide comments on the draft PIC#1 presentation (if any)
    - If your organization does not have further comments, please do let us know as well
- June 22nd – PIC#1 Open House to the public
- Presented materials to be issued out shortly after this meeting

Stevenson Road N, Looking Northbound Towards Conlin Road (Taken Nov. 2021)

THANK YOU!

Any Other Business?

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #2

Project:	Stevenson Road N. EA	**GF Project #:**	072533
Meeting Date:	Tuesday, May 23, 2023	**Time:**	11:00 AM – 12:00 PM (EST)
Location:	Microsoft Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Company**	**In Attendance (Y/N)**
Ranjit Gill	rgill@oshawa.ca	City of Oshawa (City)	Y
Pidenam Bodjona	pbodjona@oshawa.ca	City	Y
David Sappleton	dsappleton@oshawa.ca	City	N
Steven Sharp	ssharp@oshawa.ca	City	Y
Harshad Patel	hpatel@oshawa.ca	City	Y
Cameron Murphy	cmurphy@oshawa.ca	City	Y
Shanthi Sambasivam	ssambasivam@oshawa.ca	City	Y
Melissa McCabe	mccabe@oshawa.ca	City	N
Greg Hardy	ghardy@oshawa.ca	City	N
Harshad Patel	hpatel@oshawa.ca	City	Y
Justin Bishop	jbishop@oshawa.ca	City	N
Meaghan Harrington	mharrington@oshawa.ca	City	Y
Mike Sluggett	msluggett@oshawa.ca	City	N
Stephen Monteith	smonteith@oshawa.ca	City	Y
Lynda Lawson	llawson@oshawa.ca	City	Y
Hailey Wright	hwright@oshawa.ca	City	N
Heather Dunn	hdunn@oshawa.ca	City	Y
Taran Sambi	tsambi@oshawa.ca	City	Y
Lesley Bovie	lbovie@oshawa.ca	City	Y
Tom Goodeve	tgoodeve@oshawa.ca	City	Y
Chris Leitch	chris.leitch@durham.ca	Durham Region (Region)	Y
Doug Robertson	doug.robertson@durham.ca	Region	Y
Greg Pereira	greg.pereira@durham.ca	Region	Y
Tao Ye	tao.ye@durham.ca	Region	Y
Doris Cheng	dcheng@cloca.com	Central Lake Ontario Conservation Authority (CLOCA)	Y
Eric Cameron	ecameron@cloca.com	CLOCA	Y
Tara Painchaud	painchaudt@whitby.ca	Town of Whitby (Town)	Y

Lori Tesolin	tesolinl@whitby.ca	Town	N
Catherine Voytenkov	cvoytenkov@gfnet.com	Gannett Fleming (GF)	Y
Kyle Tang	kytang@gfnet.com	Gannett Fleming	Y
David Jackson	dajackson@gfnet.com	Gannett Fleming	Y
Silvia Furfurica	sfurfurica@gfnet.com	Gannett Fleming	Y
Tavia Chow	tavia.chow@traffmobility.com	TraffMobility (TM)	Y

Item No.	Meeting Notes	Action Lead	Due Date
1.0	**Introductions and Overview of Draft PIC#1 Materials**		
1.1	• Catherine.V provided an overview of the Draft PIC#1 boards, and noted the **June 2nd deadline for any comments from the TAC group** – June 8th would be the notification and upload of PIC#1 to the public, and the date of the PIC#1 itself would be June 22nd.	**All**	**June 2, 2023**
2.0	**Overview of Draft PIC#1 Materials – Open Discussion**		
2.1	• PIC#1 Board #2: Catherine.V noted that contact links and dates for the public on PIC#1 board #2 will be filled in once finalized.	GF/City	June 2, 2023
2.2	• PIC#1 Board #25: Doris.C noted that review of previous proposals of the midblock ended at Thornton Rd. – if midblock continues further west, this would begin to have significant impacts for Blue Heron habitat that was not previously flagged – **Doris.C to summarize additional impacts/concerns in an email to project team.**	CLOCA	June 2, 2023
2.3	• All PIC#1 Boards: Heather.D noted that all City of Oshawa logos should have the "prepare to be amazed" tagline removed – **Heather.D to send/direct project team to correct logo to be used moving forward.**	City	June 2, 2023
2.4	• PIC#1 Board #8: Harshad.P requested that delineation of the regulated/unregulated watercourse areas be shown in the existing drainage conditions graphic.	GF	June 2, 2023
2.5	• Harshad.P asked if LID features were considered/incorporated in the development of the preferred alternative – noted to consider this in the spaceproofing for design.	Info	N/A
	– Catherine.V and David.J noted that this would be considered and looked into more depth in the next MCEA phase (design options); as the presented alternatives are only conceptual in nature for PIC#1.	Info	N/A
2.6	• PIC#1 Boards #23-27: Chris.L noted that references to the Greenbelt will need to be revised/revisited – the midblock may not necessarily be within/impacting the Greenbelt, but be adjacent to the Greenbelt corridor.	GF	June 2, 2023

Item No.	Meeting Notes	Action Lead	Due Date
2.7	• PIC#1 Boards #24-27: Chris.L noted that in a previous email to the project team, the Region noted that the alignment of the midblock as presented in the Official Plans (OP) is conceptual and needs to be adjusted t reflect a potential, realistic location for the road alignment. Suggested to review previous alignment options and complete a desktop study to determine an alignment option for the midblock that is the least impactful to the natural features.	Info	N/A
2.8	• Ranjit.G clarified that with the currently planned developments occurring in the area north of the pipeline and south of the OP conceptual midblock alignment, previous alignments studied back in the 2005 Northwood Business Park (NBP) TMP may not be valid anymore.	Info	N/A
2.9	• Tom.G noted the City is currently processing applications for warehouse-type facilities on both sides of the OP conceptual midblock alignment.	Info	N/A
2.10	• City and Region concluded that a desktop study will be conducted for alignment options – however for PIC#1, the OP conceptual midblock alignment would be removed and replaced with arrows to represent the approximate location to the public.	GF/City	June 2, 2023
2.11	• PIC#1 Boards #23-27: Greg.P and Doris.C suggested for mapping graphics to show the Whitby-Oshawa border and enlarged arrows for the midblock into Whitby to give the public the visual of continuation to Thornton Rd., without necessarily depicting any details on the alignment of the continuation/showing that the continuation is not in scope of this study.	GF	June 2, 2023
2.12	• **Tara.P** agreed with this approach for the continuity in Whitby to Thornton Rd. – **will send a previous example to the project team for their reference.**	Town	June 2, 2023
2.13	• PIC#1 Board #25: Greg.P noted that the % impact is to be reviewed/revised with the pending changes for the midblock alignment approach (see item 1.7.3). Project team agreed to remove such language.	GF	June 2, 2023
2.14	• PIC#1 Board #5: Greg.P noted that the latest Region of Durham OP recently received council endorsement – review and update references for planning documents.	GF	June 2, 2023
2.15	• PIC#1 Boards #15-16: Greg.P asked if OTM Book 18 was reviewed in the development of the alternatives. Catherine.V noted active transportation design would be looked into further in the next phase with compliance to OTM Book 18 – City and GF to review	GF/City	June 2, 2023

Item No.	Meeting Notes	Action Lead	Due Date
	the desired level of detail for the alternative solution cross-sections for the PIC#1.		
2.16	• PIC#1 Board #13: TAC team agreed to change *"Proposed Future Planned Improvements/Land Use"* to "Proposed Future Network Assumptions", to better introduce the proposed new future infrastructure to the public with the caveat that they are only proposed at this stage.	GF	June 2, 2023
2.17	• PIC#1 Board #13: Heather.D noted that "Horizon" years may not be a term that the public is familiar with – TAC team explained this is the technical terminology and agreed to leave it as-is and explain day-of, or look to provide a definition.	GF	June 2, 2023

The above is a true and accurate record of discussions at the meeting, please advise the writer of any discrepancy noted within 3 business days of issue so that any suggested corrections may be addressed prior to approval of minutes at the next meeting.

End of Document

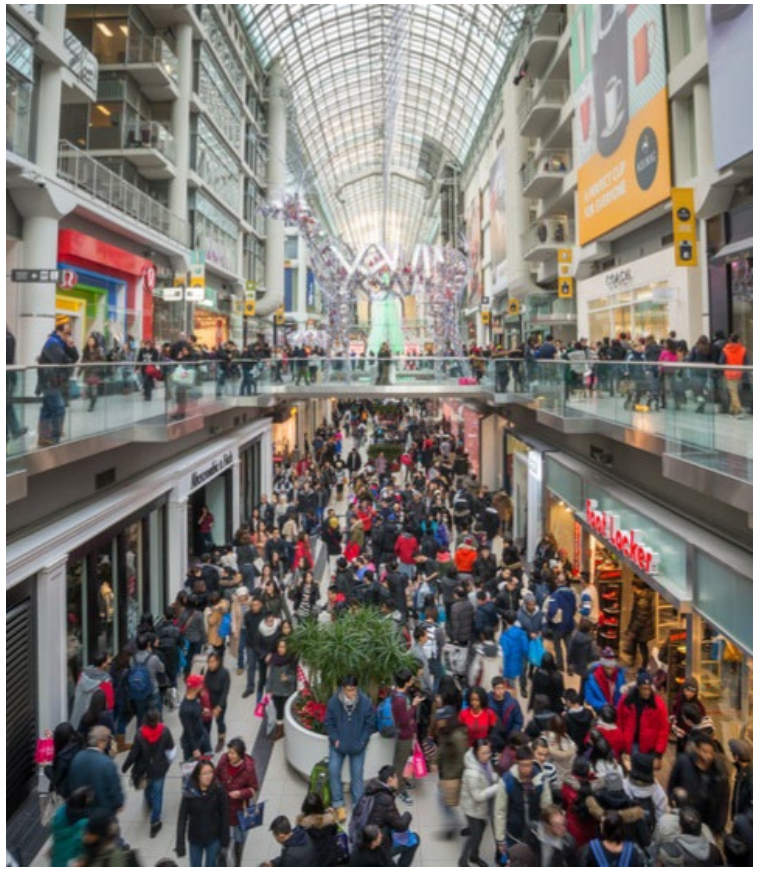
CITY OF OSHAWA
STEVENSON ROAD NORTH ENVIRONMENTAL ASSESSMENT – SCHEDULE ‘C’

Technical Advisory Committee (TAC) Meeting #3
C-2021-121

November 21, 2023

Safety / Environmental Moment – Black Friday

- Reminder to stay alert not only when shopping but also in parking lots both as a pedestrian and as a driver.
    - Safety > Sales – be vigilant of others that seem to be in a rush and avoid conflicts in path of travel.
    - Exercise patience coming in/out of parking lots and go slow when entering/exiting parking spots.
- If driving to a shopping plaza destination, consider parking further away and walking to avoid being in traffic conflicts.



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TAC Meeting #3 Agenda

- PIC#1 Recap: Preferred Alternative Solution
- Design Optioneering Development
  - Initial Constraints
  - Interim and Future Lane Configurations
  - Preliminary Design Criteria
  - Preliminary Options
  - Preliminary Evaluation of Options
- Next Steps & Project Schedule Update

- All attendees: please put your name, organization, and position/title within the chat

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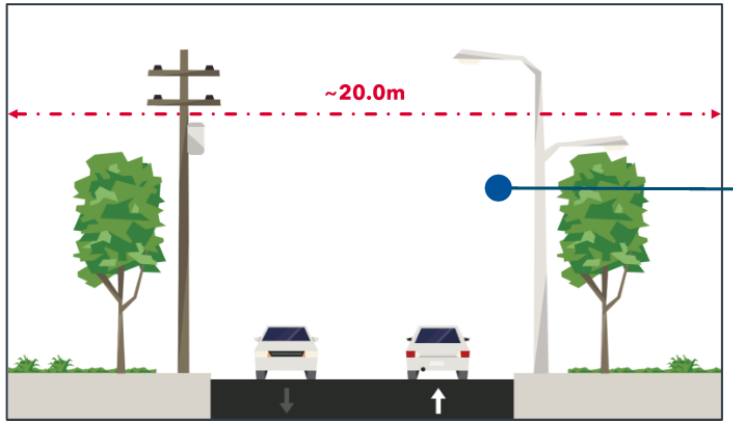
PIC#1 Recap: Preferred Alternative Solution

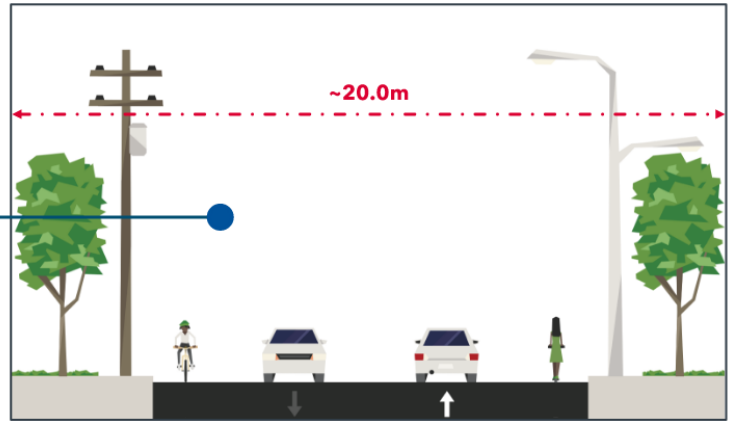
PIC#1 – Alternatives Not Recommended



Example cross-section of a two-lane, rural road

Alternative 1: Do Nothing
- *'Base Case' for alternatives*
- *No improvements to existing conditions*

Alternative 2: Minor Operational Improvements
- *Repaving and addressing road deficiencies*
- *Improvements to roadside safety*



Example cross-section of a two-lane, rural road with roadside pedestrian features

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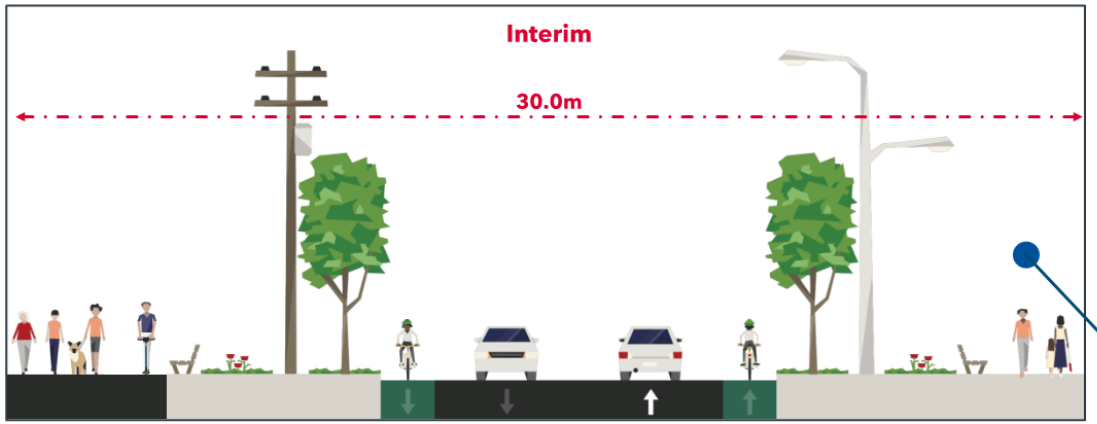
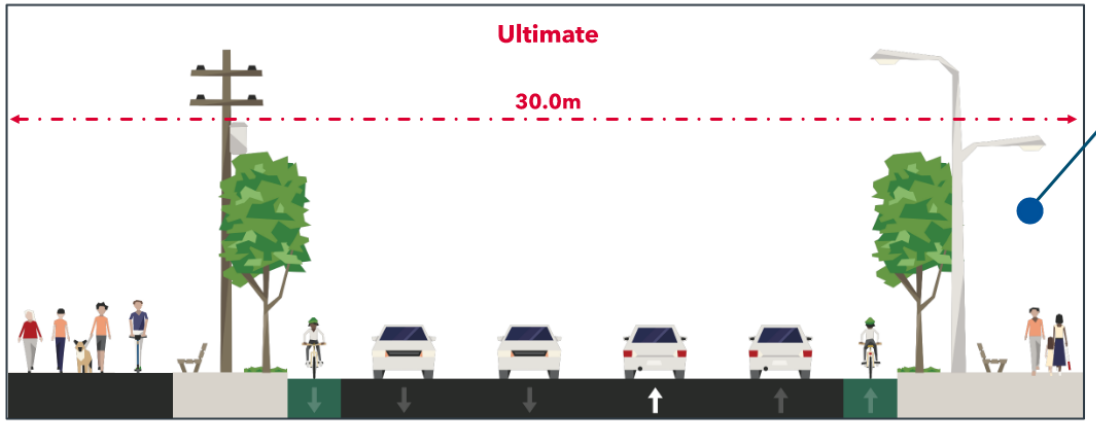
PIC#1 – Preferred Alternative: Alternative 3



Example cross-section of a two-lane, urban road



Example cross-section of a four-lane, urban road

Alternative 3: Reconstruct and Widen Right-of-Way (ROW)

- *Urbanization and revisioning of the study area corridor*
- *Widened ROW and added active transportation infrastructure*
- *Includes upgrades from Alternative 2*

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Design Optioneering Development

Initial Constraints

- First iterations of design options and consultations with the City found various constraints within the study area to consider:
  - Asymmetric and varied existing R.O.W (20.0m-23.0m total R.O.W, unbalanced between east and west from the existing centerline).
    - Existing roadway centerline to be maintained
    - Property impacts to be avoided
  - Significant number of shared utility poles (telecoms and streetlighting) on the west
    - East has no streetlighting and Bell-only utility poles
  - Existing residential homes with shorter frontage setbacks
    - Roadway or R.O.W widening will reduce existing frontages and driveway space

Stevenson Rd. N – Looking North

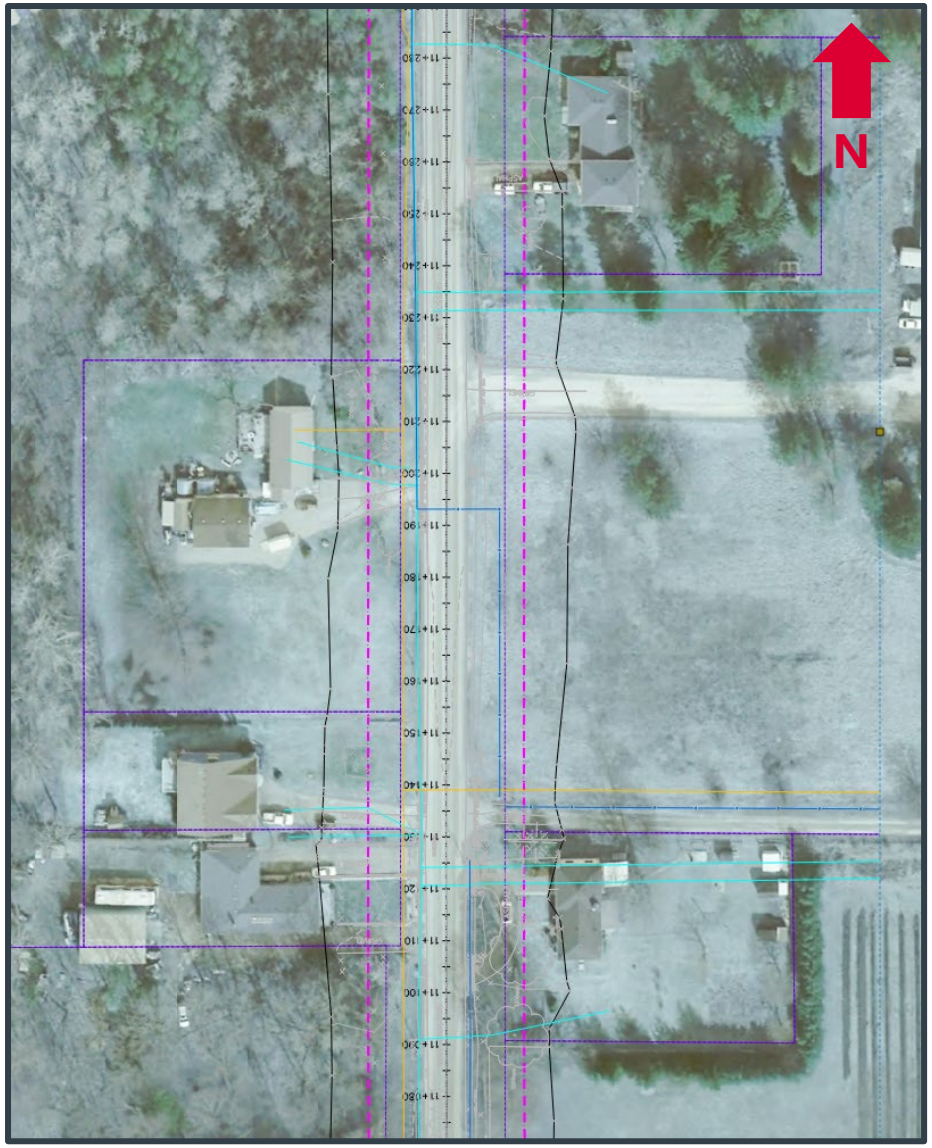
Interim and Future Lane Configurations

- A four-Lane configuration with a 30.0m R.O.W will have significant property impacts to existing residents' properties.
  - Visual on the right shows a 30.0m R.O.W in a dashed magenta and the existing R.O.W and lot delineations in a dashed purple.

- As noted in PIC#1, a four-lane configuration on Stevenson Rd N is not warranted for 2033; but rather 2051-beyond.
  - The forecasted traffic volumes for 2051 make assumptions on potential adjacent future developments, that may not be realized yet in the short-term horizon.

- As such, only a two-lane configuration within the existing R.O.W will be optioneered for this EA study, with considerations to minimize infrastructure throw-away for the future configuration.
  - (e.g: aim to have utility upgrades to be constructed once as compatible between interim and future configurations)

Stevenson Rd. N – Aerial of Existing Properties, Existing and 30.0m R,O.W and Existing Utilities



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Preliminary Design Criteria

Cross-Sectional Element	Design Standards/Guidelines
Lane Widths, Curbs, Pavement Structures, Subdrains	City's Standard Drawings and Design Criteria Manual
Sidewalks, MUPs (Urban Only)	City's Standard Drawings and Design Criteria Manual
Left Turn Lane Design at Intersections	Region's Standard Drawings
Grading (Urban only)	City's Standard Drawings
Boulevards* (Urban only)	City's Standard Drawings, OTM Book 18
Paved Shoulders (Rural only)**	Region's Standard Drawings, OTM Book 18
Grading and Ditching (Rural only)**	Region's Standard Drawings
Wet Utilities***	City's Standard Drawings and Design Criteria Manual, Region's Standard Drawings

- *Urban boulevards consider the implementation of LIDs.
- **City's standards defer to the Region's standards for the design of rural arterial roads.
- ***Preliminary design review of wet utilities is limited to locations only (sizing not considered at this stage).

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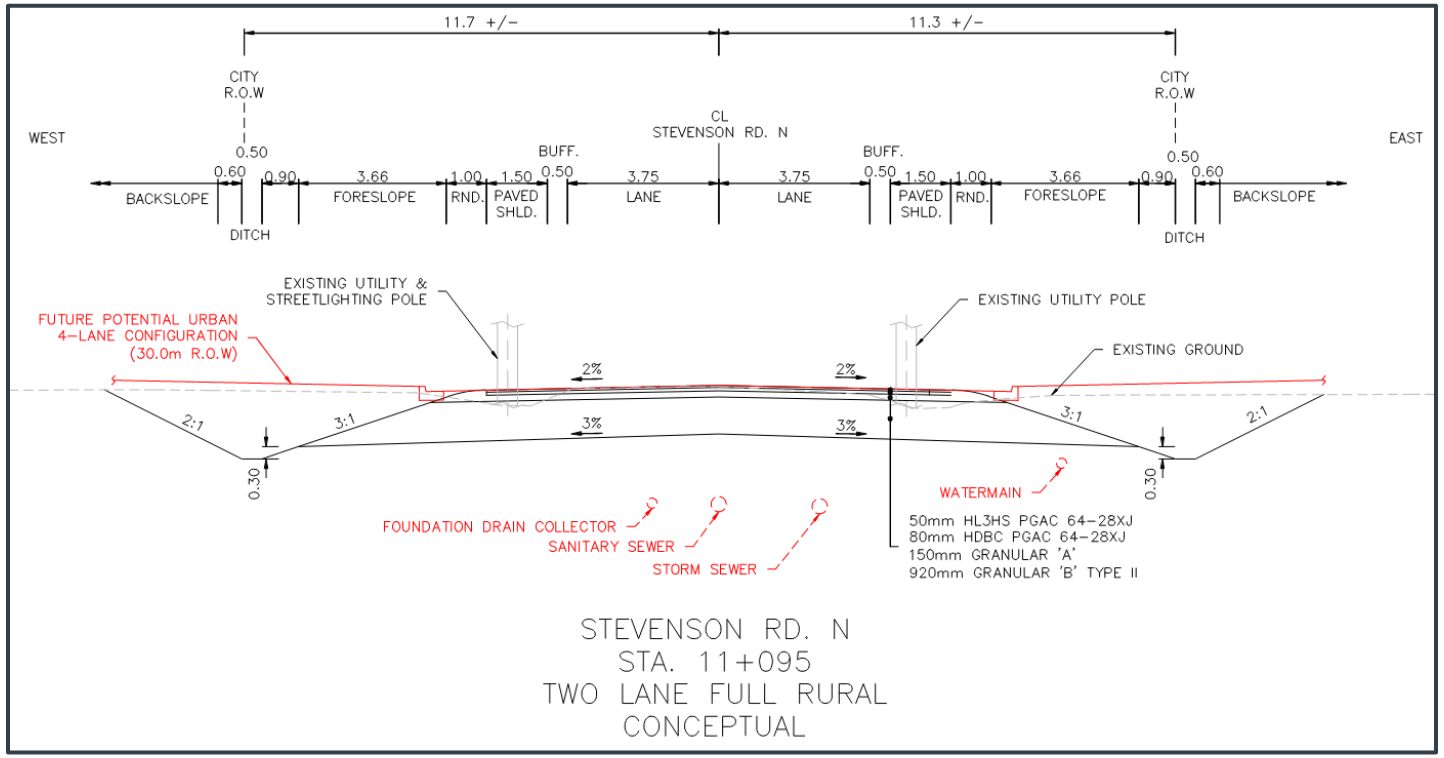
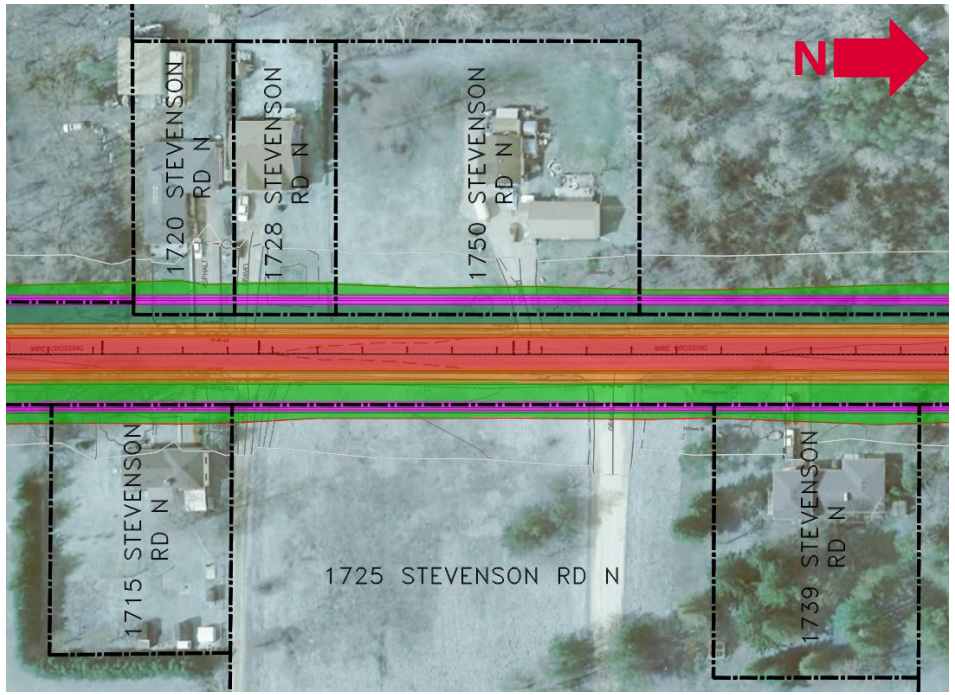
Option 1: Two Lane Full Rural

- Paved shoulders to accommodate active transportation.
- Significant property impacts from ditching (due to pavement depth requirements for arterials).

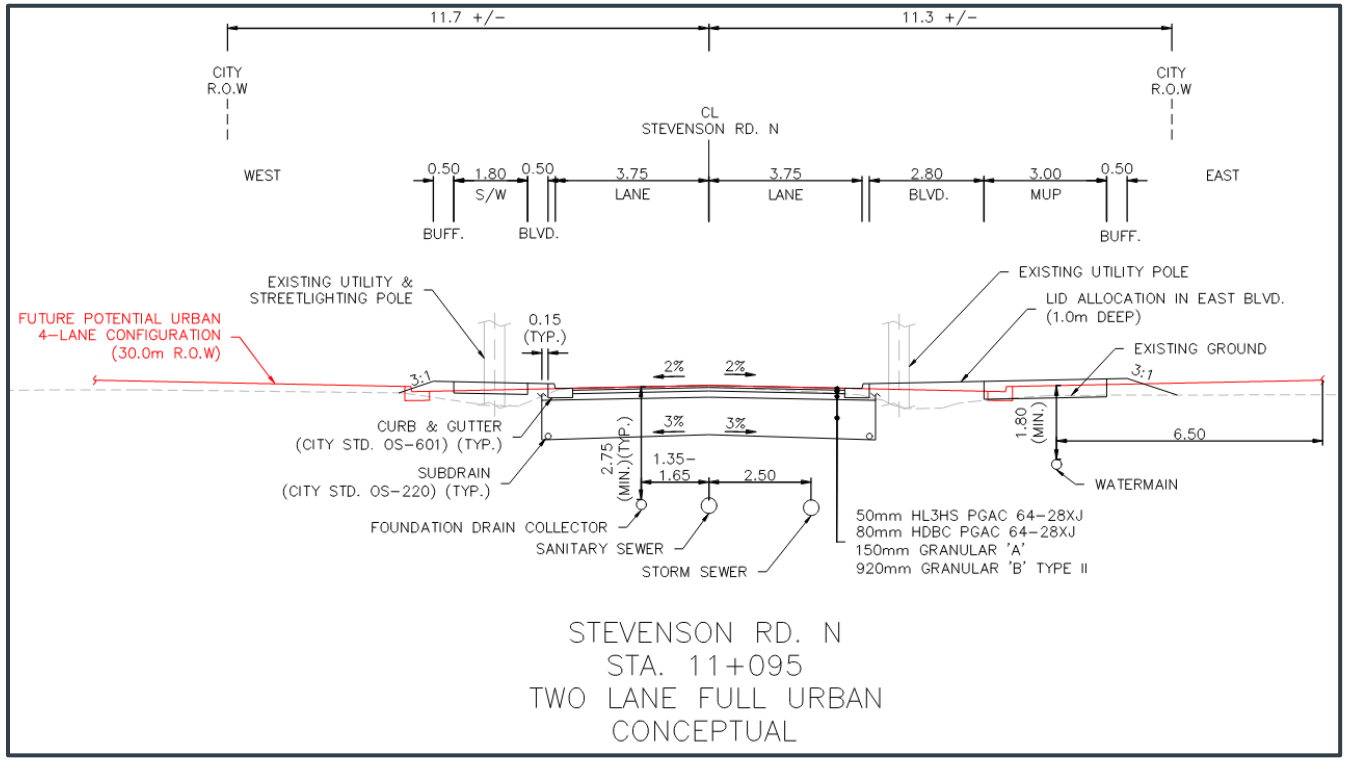


Stevenson Rd. N – Aerial of Option 1

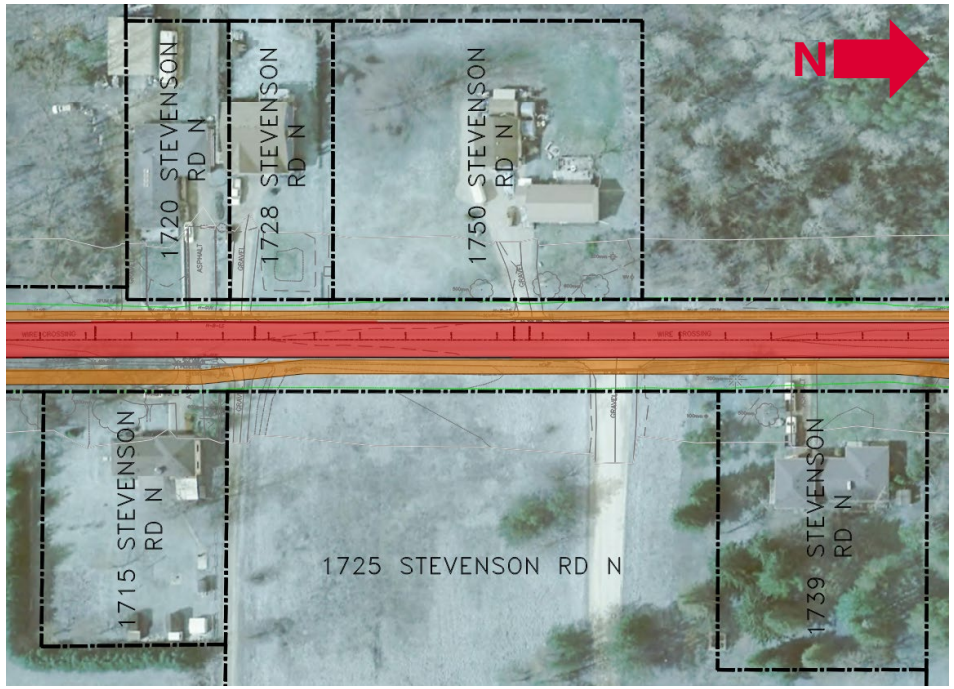


Option 2: Two Lane Full Urban

- MUP placed on east side due to wider R.O.W available east of road centerline (further south and north of Sta. 11+095).
- Cross-sectional elements generally contained within R.O.W.

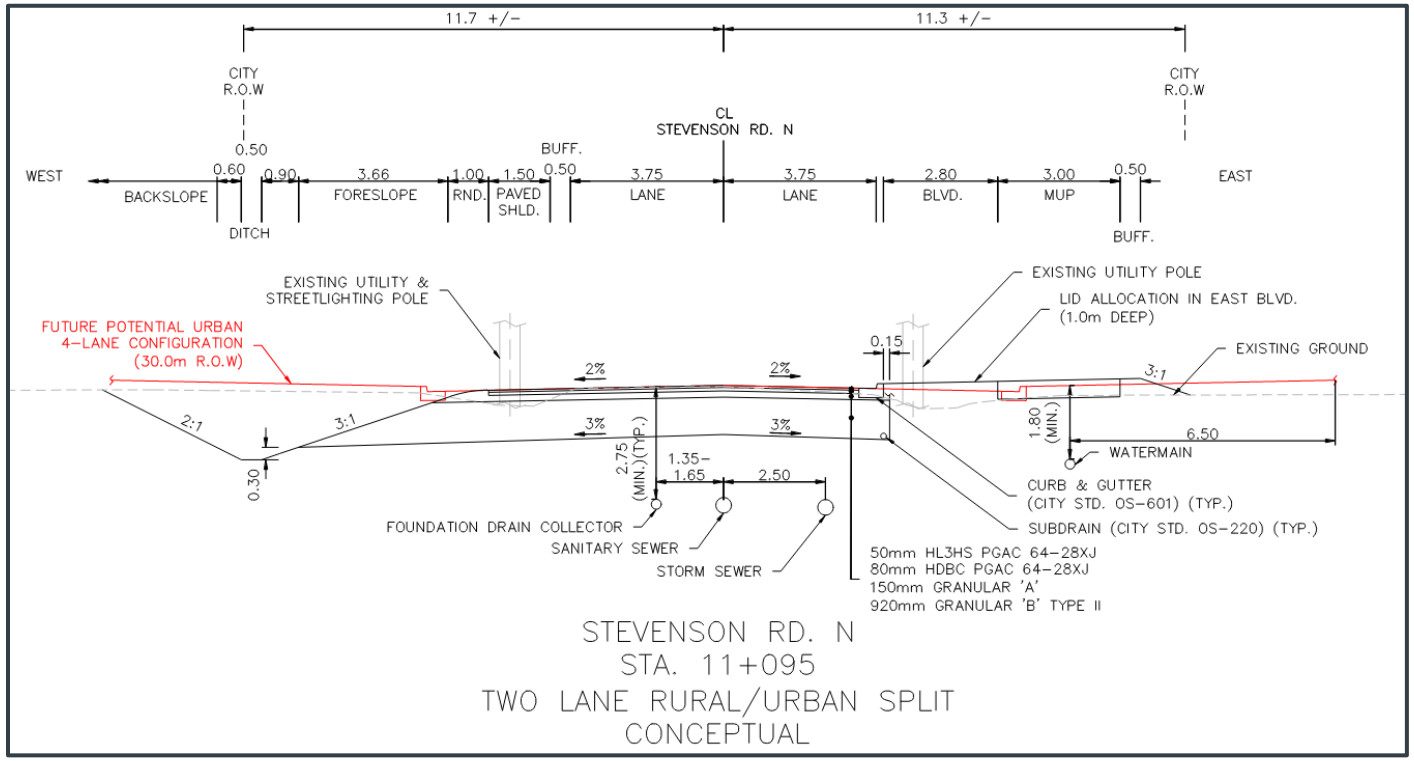


Stevenson Rd. N – Aerial of Option 2

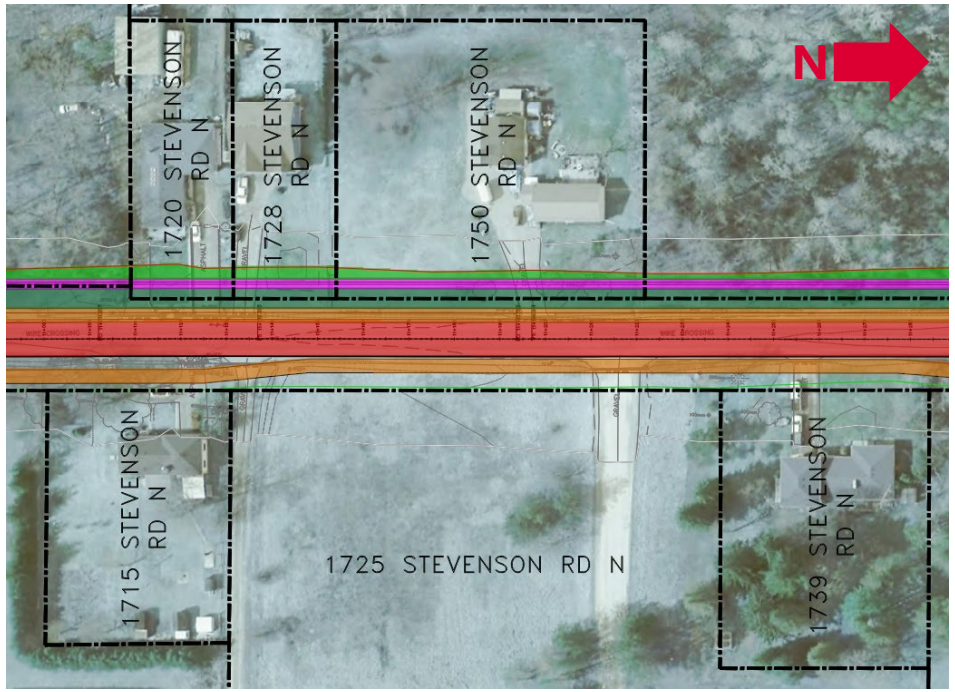


Option 3: Two Lane Rural/Urban Split

- Combination of Options 1 and 2, with Rural to the west and Urban to the east.



Stevenson Rd. N – Aerial of Option 3



Preliminary Evaluation of Options

- Considerations for the Technical Evaluation of the three options include:
  - Private Property Impacts
  - Impact to Shared Utility Poles/Streetlighting on the West Side
  - Impact to Utility Poles on the East Side
  - Impacts to Drainage and Provisions for Low Impact Developments (LIDs)
  - Throw-away when Upgrading to Future Four Lane Configuration
  - Connectivity of Active Transportation (AT)
  - Impacts to Archaeology and Cultural Heritage

Next Steps & PIC#2 Timeline

Next Steps

- TAC team members to provide any critical input on the design options and the associated technical evaluation – by **Tuesday December 5th 2023.**
  - Comprehensive rollplans and technical evaluation table will be provided post-meeting.
  - Input to be focused on technical elements and considerations.
  - If your organization does not have further comments, please do let us know as well.

- TAC Meeting #4 (TBD) will be focused on PIC#2 materials to be presented to the public.
  - TAC organizations to advise of any holiday "blackout" periods for the project team to be aware of.
  - Rollplans and cross-sections of the options will be developed into a more "public-friendly" format.

- FYI – project team will be reaching out to utility companies for input as well in the coming weeks.

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Project Schedule

Ongoing Consultation with Community and Stakeholders

We are here

June 2022 – January 2023	February 2023 – June 2023	July 2023 – May 2024	May 2024 – TBD
Project Initiation	Phase 2 – Alternative Solutions ☆	Phase 3 – Alternative Design Concepts ☆	Phase 4 – ESR & Preliminary Design (30%) ☆
Phase 1 – Problem/Opportunity	Inventory of natural, social & economic environmental	Development of Alternative Designs	☆ File ESR
Notice of Commencement	Select Preferred Solution	Evaluation Matrix & Preferred Design	Notice of Study Completion
Consultation Plan	☆ PIC #1	☆ PIC #2	
Field Investigations		Preliminary Design	

☆ *TAC Meetings*

THANK YOU!

Any Other Business?

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #3

Project:	Stevenson Road N. EA	**GF Project #:**	072533
Meeting Date:	Tuesday, November 21, 2023	**Time:**	11:00 AM – 12:00 PM (EST)
Location:	Microsoft Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Company**	**In Attendance (Y/N)**
Ranjit Gill	rgill@oshawa.ca	City of Oshawa (City)	Y
Pidenam Bodjona	pbodjona@oshawa.ca	City	Y
Shanthi Sambasivam	ssambasivam@oshawa.ca	City	Y
David Sappleton	dsappleton@oshawa.ca	City	Y
Steven Sharp	ssharp@oshawa.ca	City	Y
Harshad Patel	hpatel@oshawa.ca	City	Y
Melissa McCabe	mmccabe@oshawa.ca	City	Y
Justin Bishop	jbishop@oshawa.ca	City	N
Meaghan Harrington	mharrington@oshawa.ca	City	N
Mike Sluggett	msluggett@oshawa.ca	City	N
Stephen Monteith	smonteith@oshawa.ca	City	Y
Lynda Lawson	llawson@oshawa.ca	City	N
Heather Dunn	hdunn@oshawa.ca	City	Y
Laura Brown	labrown@oshawa.ca	City	Y
Taran Sambi	tsambi@oshawa.ca	City	Y
Lesley Bovie	lbovie@oshawa.ca	City	Y
Brandon Underwood	bunderwood@oshawa.ca	City	Y
Tyler Benson	tbenson@oshawa.ca	City	Y
Chris Leitch	chris.leitch@durham.ca	Durham Region (Region)	Y
Doug Robertson	doug.robertson@durham.ca	Region	Y
Greg Pereira	greg.pereira@durham.ca	Region	Y
Tao Ye	tao.ye@durham.ca	Region	N
Doris Cheng	dcheng@cloca.com	Central Lake Ontario Conservation Authority (CLOCA)	Y
Jeremie Tisdale	jtisdale@cloca.com	CLOCA	Y
Kathy Luttrell	kluttrell@cloca.com	CLOCA	Y
Tara Painchaud	painchaudt@whitby.ca	Town of Whitby (Town)	Y
Lori Tesolin	tesolinl@whitby.ca	Town	N

Justin Malfara	malfaraj@whitby.ca	Town	N
Edward Belsey	belseye@whitby.ca	Town	N
Catherine Voytenkov	cvoytenkov@gfnet.com	Gannett Fleming (GF)	Y
Kyle Tang	kytang@gfnet.com	GF	Y
David Jackson	dajackson@gfnet.com	GF	Y
Lee-Ann Ford	lford@gfnet.com	GF	Y

Item No.	Meeting Notes	Action Lead	Due Date
1.0	**Overview of Design Optioneering Development**		
1.1	• Catherine.V presented the slides regarding the design options development for Stevenson Rd. North, overviewing the three options on plan and section, and the preliminary technical evaluation. **It is noted that the TAC group is to provide any technical input on the presentation and supporting materials by Tuesday December 5th, 2023.**	**Region of Durham, CLOCA, Town of Whitby, City of Oshawa**	**Dec. 5, 2023**
1.2	• Catherine.V asked the wider TAC group if there were any concerns accessing or loading the zipped files shared in advance of the meeting - no concerns were noted. TAC group to reach out to the project team if issues are encountered.	Info	N/A
1.3	• Kyle.T noted that common cross-section cuts across all options have been indicated on the roll plans, however provided in a separate PDF for TAC review.	Info	N/A
1.4	• Catherine.V noted that although the intent for the locations of the municipal utilities is to be compatible in both the two-lane interim and four-lane ultimate configurations; associated hydrants, catch basins and leads would need to be modified between configurations.	Info	N/A
1.5	• Catherine.V noted that lane width reductions (still within Oshawa standards) could be potentially looked at with respect to constructability around utility poles and avoiding pole relocations.	Info	N/A
1.6	• The project team also requests the **TAC group organizations to provide holiday black periods for subsequent meeting organization.**	**All**	**Dec. 5, 2023**
2.0	**Open Discussion**		
2.1	• Kathy.L asked if implications to areas of natural heritage were considered during design option development – added there are provincially significant wetlands (PSW) towards Conlin Rd. – Catherine.V noted that Option 2 – Urban is informally recommended due to its significantly minimized impacts to areas beyond City ROW in comparison to the rural option.	GF	Prior to PIC#2

Item No.	Meeting Notes	Action Lead	Due Date
	– Kathy.L noted environmental commentary/understanding of impacts should be a consideration in evaluation. – Ranjit.G noted that construction activities may impact beyond the ROW limits. Such temporary impacts to be considered in the evaluation as well. – Catherine.V noted that the presented evaluation was limited to technical input only - for PIC#2 the environmental considerations will be included as part of a broader, overall evaluation with other various additional considerations. PIC#2 material will be provided at the next TAC meeting.		
2.2	• Doris.C asked if there are any additional permanent lands required - given that varied widths and pinch points in the ROW between individual properties. – Catherine.V noted the localized variances in ROW were accounted for during design option development - the Urban option is recommended as such due to no additional permanent lands needed for the infrastructure and that the majority of grading is limited to be within the ROW.	Info	N/A
2.3	• Chris.L asked if the proposed future 30.0m ROW limits would be shown on the plans - as usually this is shown for corridor protection with an interim solution. – Catherine.V noted that since EA studies typically have a 10-year shelf life and that the 4-lane configuration is not warranted until 2051-beyond, presenting the 30.0m ROW on plan to the public may raise premature concerns. Additionally, localized reductions in ROW width could be realized to mitigate impacts in the future - but are not within the scope of this EA study. – Chris.L & Ranjit.G noted that the 30.0m ROW would be necessary information for future developers. – GF and the City to discuss internally about approach for PIC #2.	GF/City	Prior to PIC#2

The above is a true and accurate record of discussions at the meeting, please advise the writer of any discrepancy noted within 3 business days of issue so that any suggested corrections may be addressed prior to approval of minutes at the next meeting.

End of Document

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #4

Project:	Stevenson Road N. EA	**GF Project #:**	072533
Meeting Date:	Thursday, March 7, 2024	**Time:**	11:00 AM – 12:00 PM (EST)
Location:	Microsoft Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Company**	**In Attendance (Y/N)**
Ranjit Gill	rgill@oshawa.ca	City of Oshawa (City)	Y
Pidenam Bodjona	pbodjona@oshawa.ca	City	Y
David Sappleton	dsappleton@oshawa.ca	City	Y
Harshad Patel	hpatel@oshawa.ca	City	Y
Shanthi Sambasivam	ssambasivam@oshawa.ca	City	Y
Harshad Patel	hpatel@oshawa.ca	City	N
Justin Bishop	jbishop@oshawa.ca	City	Y
Meaghan Harrington	mharrington@oshawa.ca	City	Y
Mike Sluggett	msluggett@oshawa.ca	City	N
Stephen Monteith	smonteith@oshawa.ca	City	Y
Lynda Lawson	llawson@oshawa.ca	City	N
Heather Dunn	hdunn@oshawa.ca	City	N
Taran Sambi	tsambi@oshawa.ca	City	N
Lesley Bovie	lbovie@oshawa.ca	City	Y
Tom Goodeve	tgoodeve@oshawa.ca	City	Y
Brandon Underwood	BUnderwood@oshawa.ca	City	Y
Tyler Benson	TBenson@oshawa.ca	City	Y
Laura Brown	LABrown@Oshawa.ca	City	Y
Dalia Mukhtar	DMukhtar@oshawa.ca	City	Y
Chris Leitch	chris.leitch@durham.ca	Durham Region (Region)	Y
Doug Robertson	doug.robertson@durham.ca	Region	Y
Greg Pereira	greg.pereira@durham.ca	Region	Y
Tao Ye	tao.ye@durham.ca	Region	N
Doris Cheng	dcheng@cloca.com	Central Lake Ontario Conservation Authority (CLOCA)	Y
Tara Painchaud	painchaudt@whitby.ca	Town of Whitby (Town)	N
Justin Malfara	MalfaraJ@whitby.ca	Town	Y
Lori Tesolin	tesolinl@whitby.ca	Town	N

Catherine Voytenkov	cvoytenkov@gfnet.com	Gannett Fleming (GF)	Y
Lora Elkayed	lelkayed@gfnet.com	GF	Y
Kyle Tang	kytang@gfnet.com	GF	N
David Jackson	dajackson@gfnet.com	GF	N

Item No.	Meeting Notes	Action Lead	Due Date
1.0	**Introductions and Overview of Draft PIC#2 Materials**		
1.1	• Catherine provided an overview of the slide deck intended to be used during the public Open House. – Catherine noted that the PIC#2 material was circulated by Kyle T. on March 4th, prior to the meeting. **Asked all TAC members to provide comments, if any, by March 22 at the latest.**	**Region of Durham, CLOCA, Town of Whitby, City of Oshawa**	**March 22, 2024**
2.0	**Overview of Draft PIC#2 Materials – Open Discussion**		
2.1	• Ranjit.G asked GF to confirm the lane widths and if there is enough room to accommodate a buffer. – Catherine.V noted the proposed lane widths will be 3.75m in each direction and a 0.5 buffer has been incorporated in the roll plan. – Ranjit.G requested to change the color of the proposed buffer area from green to grey as it won't be vegetation.	GF	June 2, 2023
2.2	• Greg P. asked GF if the buffer areas will accommodate utility poles and provide enough space to avoid the poles being a hazard/obstruction. – Catherine V. noted that GF has identified potential relocations based on preliminary review but the actual relocation requirement will be assessed and confirmed during the detailed design phase. – Ranjit.G requested GF to clearly show the existing utility poles on the roll plan.	GF	June 2, 2023
2.3	• Ranjit.G asked if existing lighting along Stevenson Road N is sufficient. – Catherine.V noted that existing lighting is not sufficient. In reviewing with the electrical engineer, and it was determined that lighting upgrade will be required for vehicles and pedestrians. ***Post Meeting Note:*** *Intent is to keep the streetlighting on the west side and the MUP on the east side.*	Info	N/A

Item No.	Meeting Notes	Action Lead	Due Date
2.4	• Doug.R noted that the Region provided detailed comments on the design requirements for the Taunton Road West intersection in December, but the current design does not comply with these requirements. – Catherine.V clarified that the PIC #2 is focused on the cross-sectional elements and the intersection layout will be further refined during the 30% preliminary design phase. – Doug.R requested that as a minimum GF show a tangent alignment through the intersection instead of a kink, as the Region will not accept the design as currently shown. – Catherine.V noted that there is a previous drawing version where a tangent had been considered but it would require a reverse curve. – Doug.R noted that the intersection layout needs to be shared with Region prior to the PIC#2 to understand property impacts. – Catherine.V noted this can be provided for coordination purposes and a separate meeting can be set up for discussion/workshop if required. – It is agreed that this is for TAC coordination only and won't be for public consumption at this stage. ***Post Meeting Note:*** *Region has provided GF/City with additional information regarding the Stevenson Road North/Taunton Road West intersection design; following up on their previous email from Dec. 2023.*	GF	June 2, 2023
2.5	• Doug.R asked if previous comments on sanitary and sewer have been considered. – Catherine.V noted that GF had prepared and shared the cross-sections at TAC #3; those will be further developed for the 30% Preliminary Design. For PIC #2, GF have included texts under each option instead of a graphical presentation, which may invite premature public comments. – Doug.R suggested to review December comments on water main being under the road instead of the boulevard to avoid future relocation. – Catherine.V noted that she will reach out to confirm capacity for Sanitary and Watermain. – GF to revise slide 14 to state "NEW" sanitary sewer and water main to be designed.	GF	June 2, 2023
2.6	• Chris.L asked if there are any developments that are being approved along Stevenson where a left turn lane was requested or being built and if it could be shown anywhere in the roll pan. – David S. noted that the City has one project which is a conversion from a house to a community center and then	Info	N/A

Item No.	Meeting Notes	Action Lead	Due Date
	another on the east side of Stevenson. Both are in the preliminary stages without any traffic studies conducted. – David.S noted it could be a possibility/warranted but will not be reflected here.		

The above is a true and accurate record of discussions at the meeting, please advise the writer of any discrepancy noted within 3 business days of issue so that any suggested corrections may be addressed prior to approval of minutes at the next meeting.

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CITY OF OSHAWA
STEVENSON ROAD NORTH ENVIRONMENTAL ASSESSMENT – SCHEDULE ‘C’

Technical Advisory Committee (TAC) Meeting #5
C-2021-121

September 17, 2024

Safety / Environmental Moment – Back to School Safety

- As a Driver:
  - Reminder that school zone speed limits are usually between 30-40 km/hr, 8am-5pm on weekdays.
  - Stop and don't go around school buses with activated lights and extended stop arms.
  - Use designated drop-off areas/zones.
  - Use extra caution as students may cross/jaywalk across the road at any time (especially if they're late or during after school hours).

- As a Pedestrian Walking with Students:
  - Avoid any distractions (texting, calling, earbuds, finding items in your bag) while at a designated crosswalk.
  - Walk as a group and pay attention to crossing guards.

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TAC Meeting #5 Agenda

- PIC#2 Recap: Preferred Design Concept
- Preliminary Design Overview
- Overview of Draft Design Review Materials
- Next Steps & Project Schedule Update

PIC#2 Recap: Preferred Design Concept

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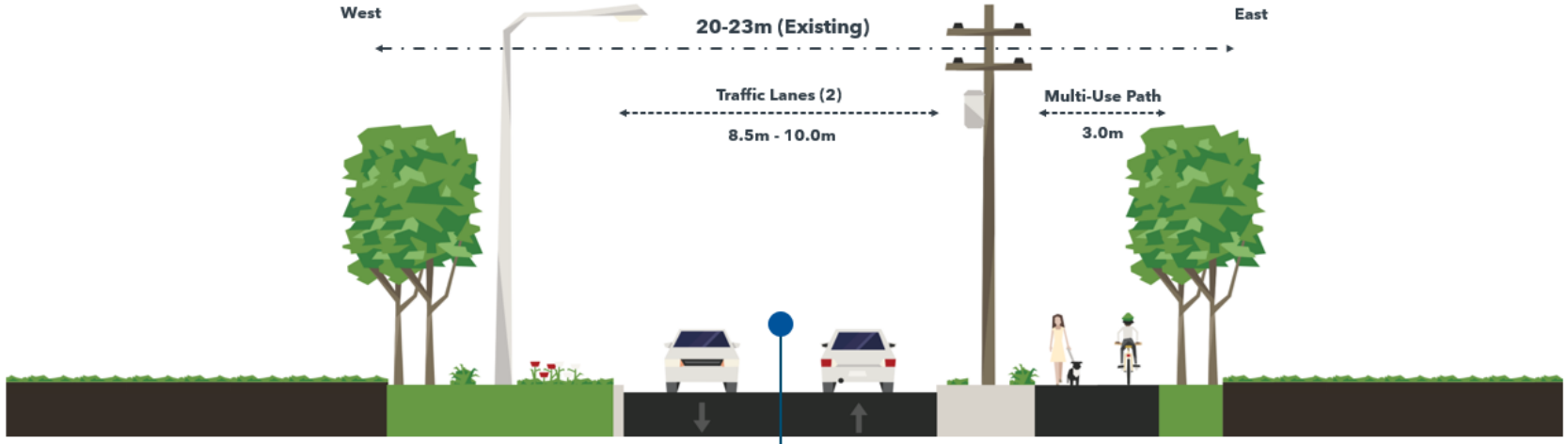
PIC#2 Preferred Concept – Two Lane Urban (East MUP)



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

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Preliminary Design Overview and Coordination

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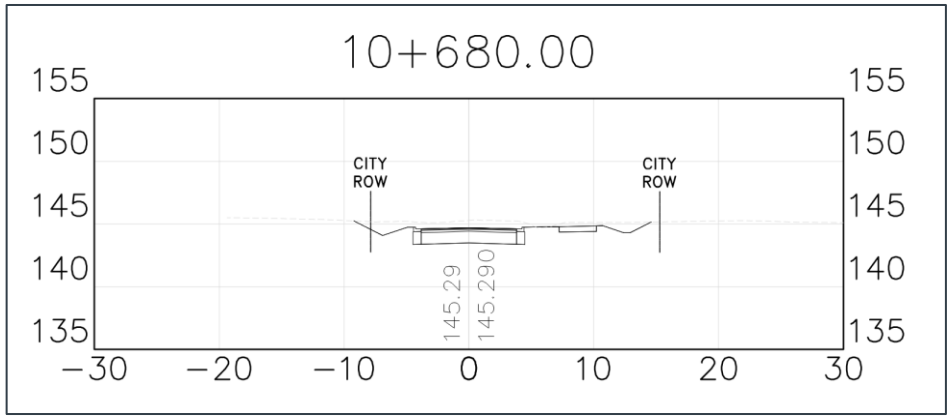
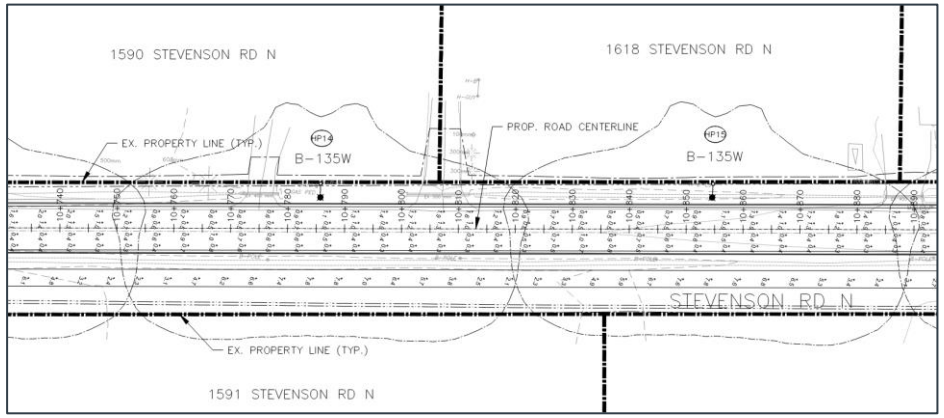
Preliminary Design Overview
Roadway Design, Stormwater Management, Streetlighting

- Two-Lane Urban design concept, contained with City ROW as much as possible:
  - It is reiterated that the future 2051-beyond four-lane configuration and widened ROW will be outside the scope of this EA.
  - The proposed lane widths, lane configurations, and alignment have been maintained from PIC#2.



- Stormwater Management and Drainage Design:
  - Integration of smaller roadside ditching to manage external overland flows from existing watersheds and private properties.
  - Preliminary storm sewer design/network, including catchbasin spacing, proposed stormwater management facilities, and connections.



- Streetlighting Design:
  - Field assessment of existing conditions (fixtures, illumination)
  - Preliminary photometric analysis, including proposed lighting fixture upgrades on shared hydro-telecom-lighting poles.

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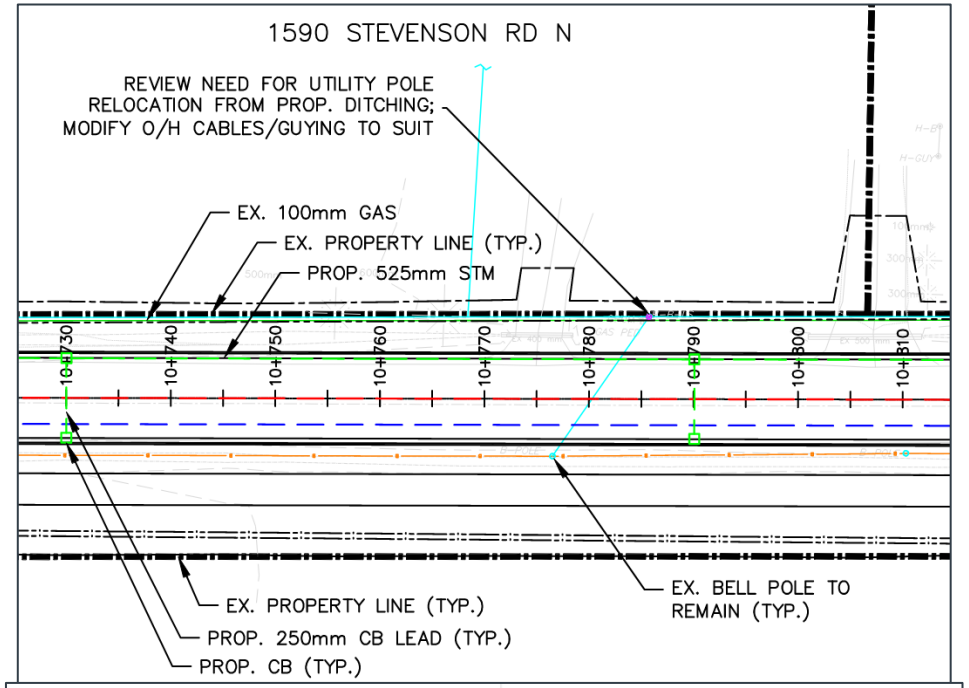
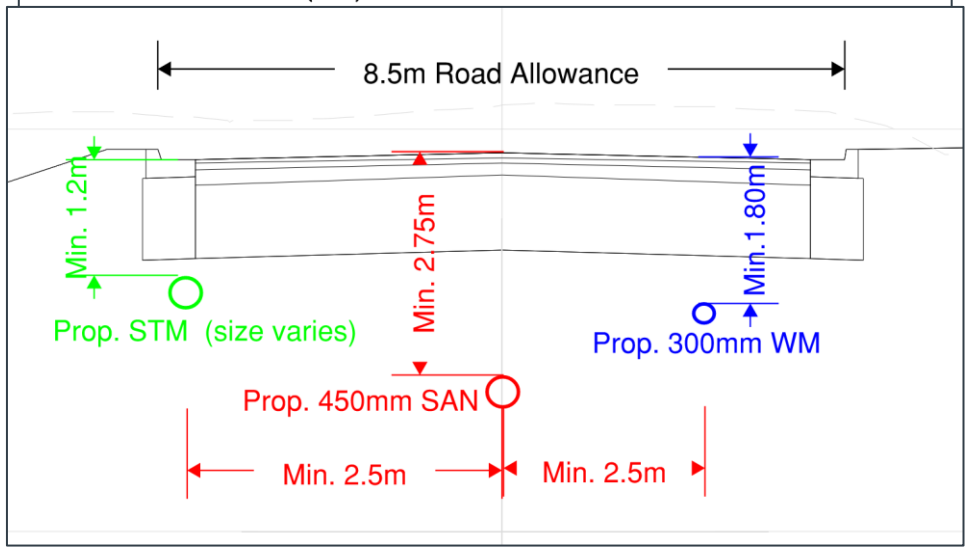
Preliminary Utility Coordination (Municipal and Third-Party)

- Preliminary identification of all existing utility infrastructure and future-proposed infrastructure.
  - A preliminary Utility Identification/Conflict Matrix (UICM) has been prepared with the current design.
    - The above matrix includes potential mitigations and/or relocations to be further coordinated in detailed design.
  - A Future Commitments Matrix (FCM) has been prepared with the current design and external coordination during the EA phase to date.
    - The above matrix includes key tips, resources/contacts, and future coordination items to assist a subsequent detailed designer to carry forward with the associated agencies.
  - A 450mm dia. Sanitary Sewer and 300mm dia. Watermain have been proposed on Stevenson Rd N as per coordination with the Region. Horizontal design and clearances to be further developed in detailed design.





Sub-Study Statuses

Sub-Study Discipline	Status of Assessment	Preliminary Findings/Mitigations/Recommendations
Air Quality	*Underway*	• Mitigation measures may not be warranted, due to the small contribution of future roadway emissions to the overall combined background emissions (by other sources).
Noise	*Underway*	• Mitigation measures may not be warranted, due to the modest increase of traffic through the study corridor.
Archaeology	Complete	• Stage 2 archaeological assessments required for parts of the study corridor that exhibit archaeological potential (to be conducted after this EA phase).
Cultural Heritage	*Underway*	• Baseline vibration assessments during detailed design for identified cultural and built heritage resources. • Further consultation with an arborist and indigenous communities for restoration of removed mature vegetation.
Contamination	Complete	• Conduct Phase I ESAs (Phase II if necessary) for properties identified as Area of Potential Environmental Concern (APECs) that require permanent/temporary acquisition for the roadway upgrades (as per O. Reg 153/04). • Further assessment of excess soils from construction excavation if required (as per O. Reg 406/19)
Arborist/Landscape	*Underway*	• Arborist assessment underway, for all trees and significant vegetation within 15.0m beyond limit of impact.
Natural Heritage	*Underway*	• Arborist assessment underway, for all trees and significant vegetation within 15.0m beyond limit of impact.
Geotechnical	Complete	• Reconstruction of the study corridor pavement structure to City's guidelines for Arterial Type 'C' roads.
Traffic	Complete	• A two-lane cross-section for the study corridor is deemed sufficient for the 2033 horizon.

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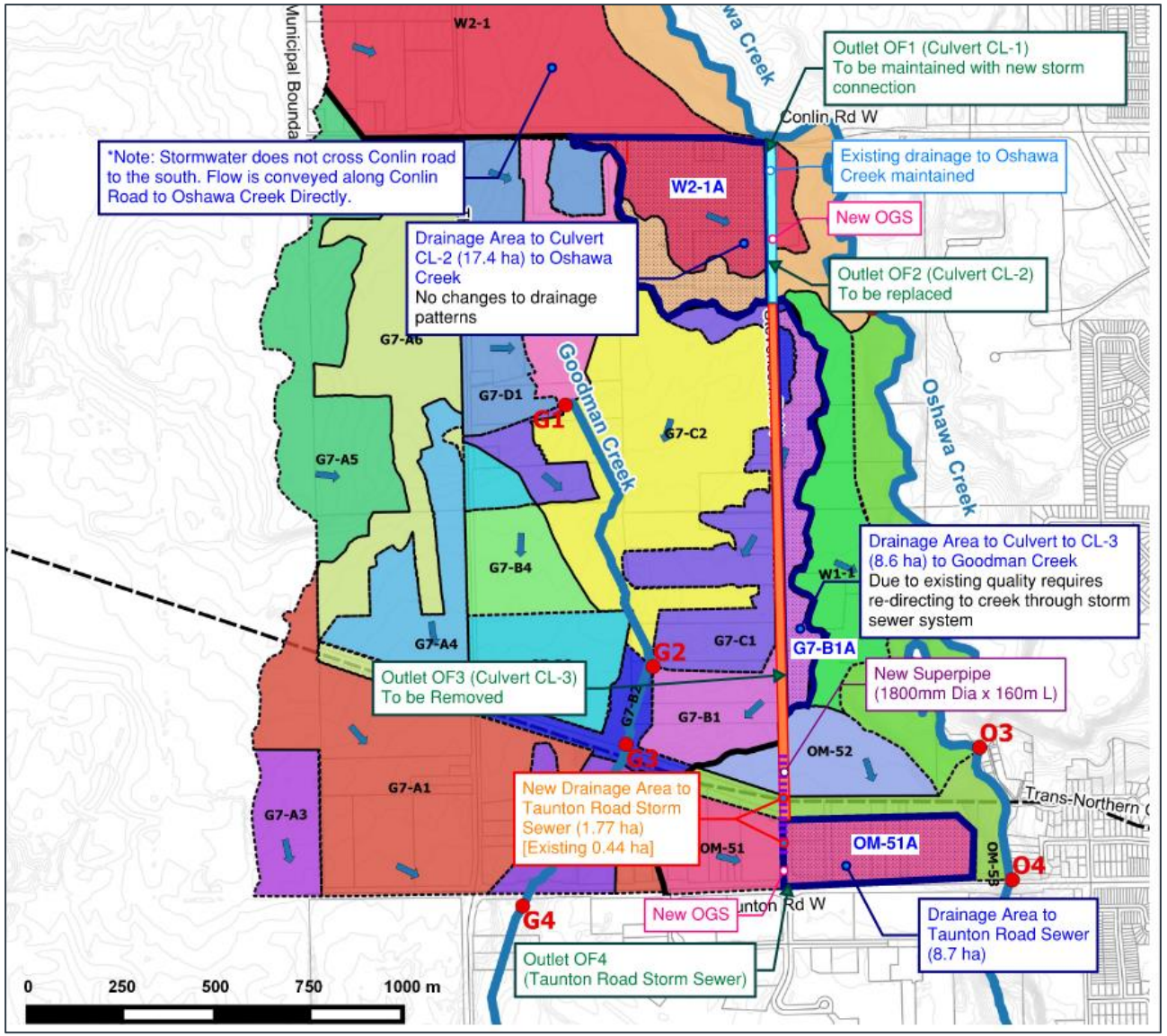
Preliminary Design Overview
Stormwater Management Approach

- 4 Existing Outfalls
  - 3 Proposed Outfalls
- 3 Existing Culverts
  - Proposed Culvert Removal (x1) and
  - Proposed Culvert Replacement (x1)
- New Storm Sewer for Urban Cross Section
  - Full Extents, No Watershed Diversion
- OGS for Quality Control
- Superpipe for Quantity Control



Overview of Draft Design Review Materials

List of Circulated Draft Design Review Materials

- Draft Design Drawings
  - Including Roadway Plan+Profile, Roadway Sections, Composite Utilities Plans, and Photometric Analysis.
- Draft Stormwater Management Report
- Draft Preliminary Utility Identification/Conflict Matrix (UICM)
  - This draft preliminary UICM will also be circulated to utility companies for review and inputs.
- Draft Preliminary Future Commitments Matrix (FCM)
  - This draft preliminary FCM will also be circulated to utility companies for review and inputs.

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Next Steps & Project Schedule Update

Next Steps & Project Schedule Update

- TAC team members to provide any inputs on the draft design review materials (Preliminary Design) – by **Tuesday, October 1st 2024.**
  - Input to be focused on technical elements and future considerations.
  - If your organization/group does not have further comments, please do let us know as well.

- This TAC meeting will be the last prior to the finalization of design and ESR for this project.
  - Subsequent ad-hoc meetings may be held to clarify any post-meeting comments if necessary.
  - Finalization of the design and ESR will be circulated once completed to the TAC group.

- FYI – project team will be meeting with utility companies later this week.

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THANK YOU!

Any Other Business?

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING #5

Project:	Stevenson Road N. EA	**GF Project #:**	072533
Meeting Date:	Tuesday, September 17, 2024	**Time:**	1:30 PM – 2:30 PM (EST)
Location:	Microsoft Teams	**Facilitator:**	Catherine Voytenkov

Invitees			
Name	**Email**	**Company**	**In Attendance (Y/N)**
Pidenam Bodjona	pbodjona@oshawa.ca	City of Oshawa (City)	Y
David Sappleton	dsappleton@oshawa.ca	City	Y
Harshad Patel	hpatel@oshawa.ca	City	Y
Shanthi Sambasivam	ssambasivam@oshawa.ca	City	Y
Steven Sharp	ssharp@oshawa.ca	City	N
Justin Bishop	jbishop@oshawa.ca	City	Y
Melissa McCabe	mmccabe@oshawa.ca	City	N
Meaghan Harrington	mharrington@oshawa.ca	City	Y
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Lesley Bovie	lbovie@oshawa.ca	City	N
Tom Goodeve	tgoodeve@oshawa.ca	City	N
Brandon Underwood	bunderwood@oshawa.ca	City	Y
Tyler Benson	tbenson@oshawa.ca	City	Y
Laura Brown	labrown@Oshawa.ca	City	Y
Cameron Murphy	cmurphy@oshawa.ca	City	Y
Chris Leitch	chris.leitch@durham.ca	Durham Region (Region)	Y
Doug Robertson	doug.robertson@durham.ca	Region	N
Reid McGregor	reid.mcgregor@durham.ca	Region	Y
Amanda Spencer	amanda.spencer@durham.ca	Region	Y
Dillon Koolhaas	dillon.koolhaas@durham.ca	Region	Y
Joel Walker	joel.walker@durham.ca	Region	Y
Terri-Lynn Dunk	terri-lynn.dunk@durham.ca	Region	Y
Doris Cheng	dcheng@cloca.com	Central Lake Ontario Conservation Authority (CLOCA)	N

Perry Sisson	psisson@cloca.com	CLOCA	N
Musharraf Khan	mkhan@cloca.com	CLOCA	N
Haruna Monri-Fung	hmonrifung@cloca.com	CLOCA	N
Tara Painchaud	painchaudt@whitby.ca	Town of Whitby (Town)	N
Justin Malfara	malfaraJ@whitby.ca	Town	Y
Lauren Sauve	sauvel@whitby.ca	Town	N
Edward Belsey	belseye@whitby.ca	Town	Y
Catherine Voytenkov	cvoytenkov@gfnet.com	Gannett Fleming (GF)	Y
Kyle Tang	kytang@gfnet.com	GF	Y
Evan May	emay@gfnet.com	GF	Y
Ankita Hazarika	ahazarika.gfnet.com	GF	Y
Upul Padmanath	upul@utecheng.ca	U Tech Engineers Inc.	Y

Item No.	Meeting Notes	Action Lead	Due Date
1.0	**Overview of Draft Preliminary Design and Review Materials**		
1.1	• The GF team provided an overview of the draft preliminary design and other draft review documents circulated to the TAC team for review. It is noted that this TAC meeting will be the last prior to the finalization of the design and ESR for the project.	Info	N/A
1.2	• Catherine.V noted that the City is under pressure for this project to be concluded by the end of year, where City Council review and approval will take some time – as such, it is requested that TAC team review is provided within the proposed timeline. – City staff clarified that since September 30th will be a holiday, the review deadline is pushed to October 1st. **All TAC members to provide comments, if any, by end of business on Tuesday October 1st, 2024 at the latest.**	**Region of Durham, CLOCA, Town of Whitby, City of Oshawa**	**Oct. 1st, 2024**
2.0	**Open Discussion**		
2.1	• Reid.M asked if the detailed design for this project with the GF team's scope of work or undertaken separately by the City after the completion of the ESR. – Catherine.V confirmed that the GF team's scope for this project will stop at the ESR and preliminary design.	Info	N/A
2.2	• Joel.W noted that Durham OneNet Inc. (DONi) may have potential interest for connections within the Northwood Business Park and future developments in the study corridor. Joel.W further added that the Region's Works department is actively working with DONi to transfer control of assets; including fibre-optic cables and traffic signals, where this transfer is in the imminent future (months).	**GF**	**Immediate**

Item No.	Meeting Notes	Action Lead	Due Date
2.2 (con't)	– Joel.W noted that DONi could have additional plans (not associated with the Region's asset transfers) for the Stevenson Rd N right-of-way, and should be contacted for further info. – Joel.W to provide the GF and City project team with contact info for Steve Jackson from DONi. ***Post Meeting Note:*** *Region has connected GF/City with DONi – GF will further coordinate with DONi for inputs.*	**GF**	**Immediate**
2.3	• Harshad.P noted that since CLOCA representatives were unable to attend this meeting, the project team to follow up with them to ensure they have everything required for this review. – GF team will follow up with CLOCA once meeting minutes have been prepared and circulated.	**GF**	**Immediate**

The above is a true and accurate record of discussions at the meeting, please advise the writer of any discrepancy noted within 3 business days of issue so that any suggested corrections may be addressed prior to approval of minutes at the next meeting.

End of Document

Public Information Centre #1

GANNETT FLEMING

Notice of Public Information Centre #1

GANNETT FLEMING

Notice of Public Information Centre #1
Municipal Class Environmental Assessment Study
Stevenson Road North Corridor, Northwood Business Park
City of Oshawa

Project Overview

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Road North).

Currently, Stevenson Road North is 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 and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

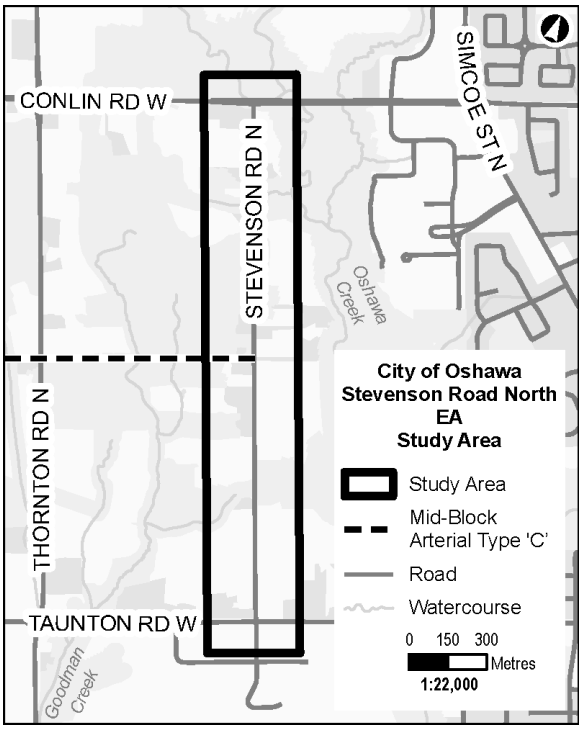
Process

The Study is being completed in accordance with the *Municipal Class Environmental Assessment (2023)* as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address connectivity among all modes of transportation, road safety and traffic capacity. The purpose of this Notice is to advise area residents, businesses, and agencies of the upcoming Public Information Centre (P.I.C.).

Public Consultation

The P.I.C. will present the Study process, existing conditions, the evaluation of alternatives solutions and the next steps in the Study. The P.I.C. is scheduled for:

Date: **Thursday, June 22, 2023**
Time: **6:00 pm – 8:00 pm**
Location: **The Embassy Church**
(North-East Conference Room)
416 Taunton Rd. W., Oshawa, ON



Key Map of the Study Area

Information related to the Study will be available for review on the City's website at Oshawa.ca/StevensonEA. If you would like to be added to the Study contact list or if you have any questions or concerns, please contact:

Pidenam Bodjona
Transportation Project Engineer
City of Oshawa
50 Centre St. S
Oshawa, ON, L1H 3Z7
Phone:905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Catherine Voytenkov
Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: 416-669-5246
Email: cvoytenkov@gfnet.com

If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

Newspaper Advertisement

GANNETT FLEMING

Notice of Public Information Centre #1
Municipal Class Environmental Assessment Study
Stevenson Road North Corridor, Northwood Business Park
City of Oshawa

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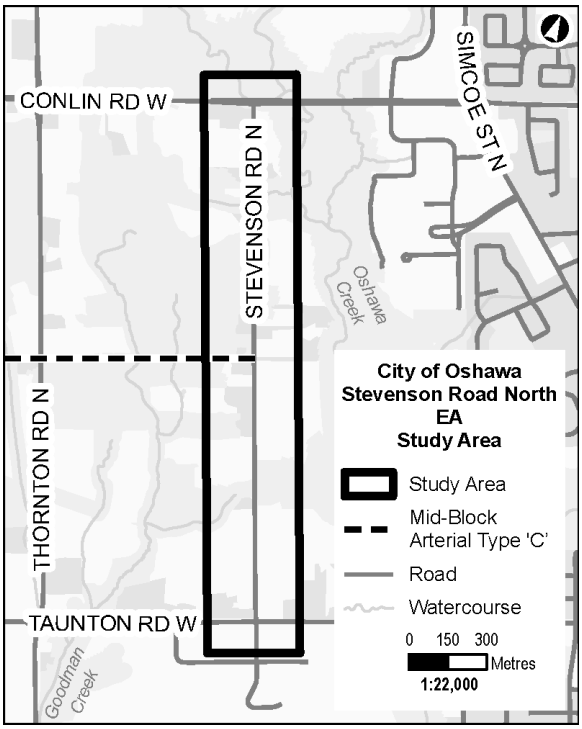

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Website

GANNETT FLEMING

Which ward do you live in?
Find out today:
oshawa.ca/myward

City NEWS

Oshawa®

NOTICE OF PUBLIC INFORMATION CENTRE #1
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY
STEVENSON RD. N. CORRIDOR, NORTHWOOD BUSINESS PARK
CITY OF OSHAWA
JUNE 8, 2023

Project Overview

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Rd. N. corridor from Taunton Rd. W. to Conlin Rd. W. The project will also review the need for a proposed east-west Type 'C' Arterial road in the Northwood Industrial Area (from the Oshawa/Whitby border to Stevenson Rd. N.).

Currently, Stevenson Rd. N. is 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 Rd. N. by upgrading the roadway infrastructure and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

Process

The Study is being completed in accordance with the *Municipal Class Environmental Assessment (2023)* as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address connectivity among all modes of transportation, road safety and traffic capacity. The purpose of this Notice is to advise area residents, businesses, and agencies of the upcoming Public Information Centre (P.I.C.).

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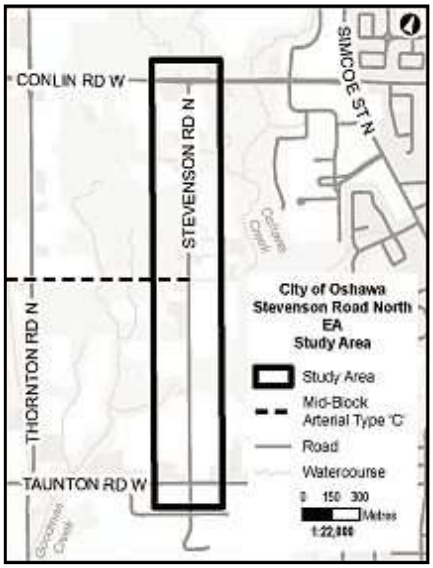

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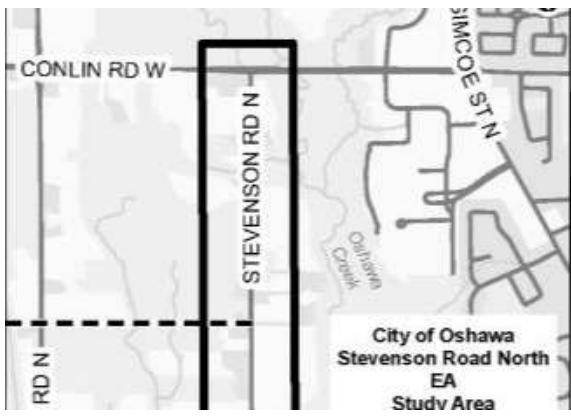
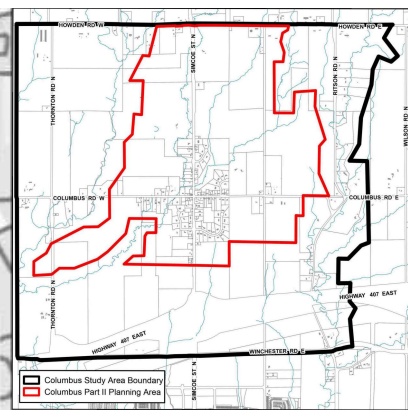
Environmental Assessments





Stevenson Rd. N. Study | Columbus Study | Completed Environmental Assessments

Stevenson Rd. N. Study

The City of Oshawa has retained Gannett Fleming Canada ULC to undertake a Municipal Class Environmental Assessment Study to determine appropriate upgrades to the Stevenson Rd. N. corridor from Taunton Rd. W. to Conlin Rd. W.

Currently, Stevenson Rd. N. is 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 Rd. N. by upgrading the roadway infrastructure and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

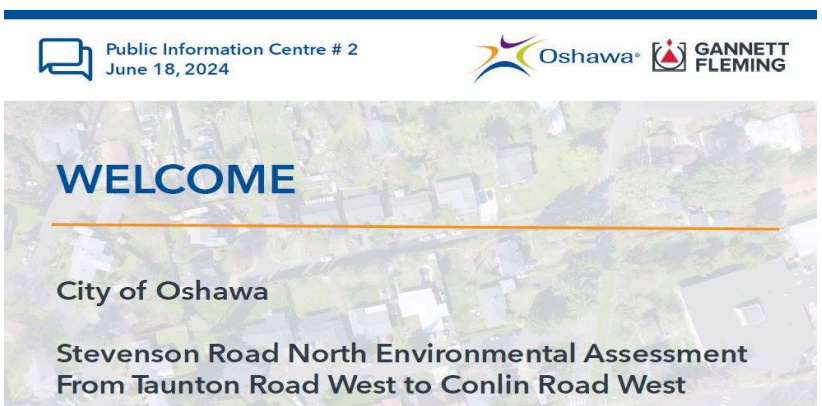
The Study is being completed in accordance with the Municipal Class Environmental Assessment (2023) as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address connectivity among all modes of transportation, road safety and traffic capacity.

Public Consultation

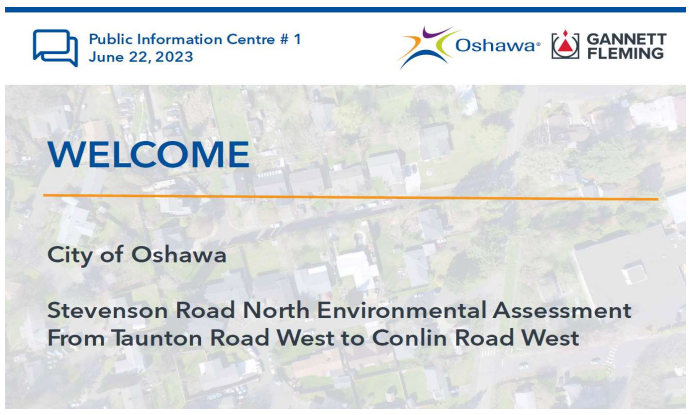
The second Public Information Centre (P.I.C.) was held on June 18, 2024 and included:

- a summary of the first P.I.C. held on June 22, 2023,
- the development and evaluation of alternative design concepts for the preferred solution,
- the technically preferred design concept, and
- the next steps in the Study.

Thank you to all who provided project feedback; it will be considered in the study.



Public Information Centre 1 resources

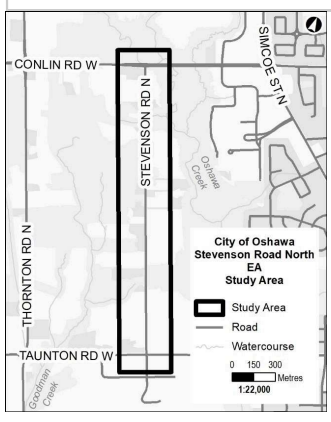


Resource documents

- Notice of commencement
- Report ED-23-98
- Newspaper ad

Project contacts

Gannett Fleming Canada ULC	City of Oshawa
Catherine Voytenkov Project Manager Gannett Fleming Canada ULC 200 Bay St., Suite 1600 Toronto, ON, M5J 2J3 416-669-5246 cvoytenkov@gfnet.com	Pidenam Bodjona Transportation Project Engineer City of Oshawa 50 Centre St. S. Oshawa, ON L1H 3Z7 905-436-3311 ext. 2117 PBodjona@oshawa.ca



Stevenson Rd. N. Study area

Completed Environmental Assessments

To obtain information about a completed environmental assessment, please contact Engineering Services.

- Oshawa Creek Site 3 – Preliminary Design and Municipal Class Environmental Assessment
- Harmony Creek
- Windfields Connection
- Townline Rd N.
- Thornton Rd N.
- Ritson Rd. N. and Columbus Rd. E.
- Kedron Major Roads
- Conlin Rd. E.
- Britannia Ave.

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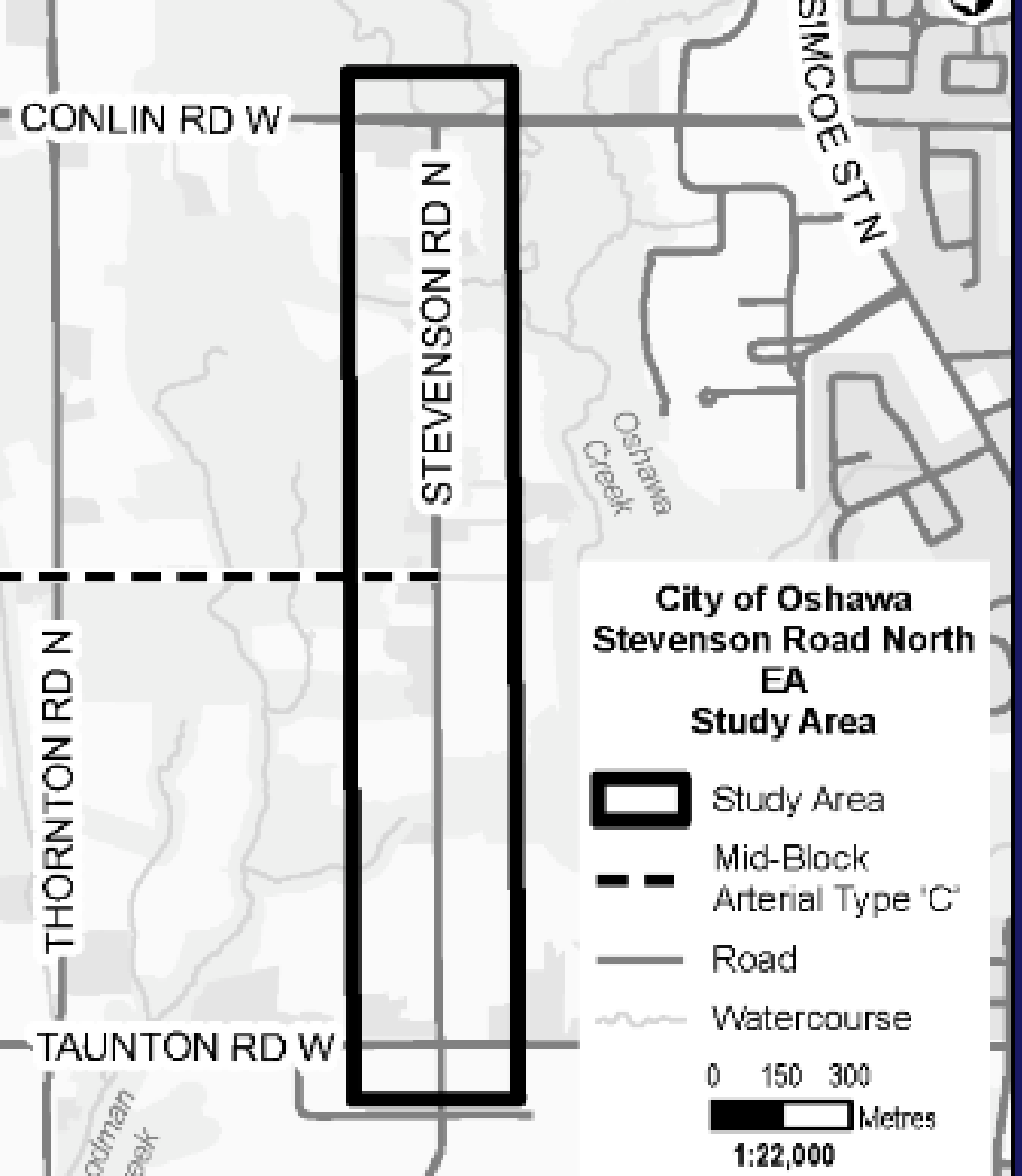
Service Oshawa
1st Floor, West Wing, City Hall
50 Centre St. S.
Oshawa, ON L1H 3Z7
Phone: 905-436-3311
Toll Free: 1-800-667-4292
Email: service@oshawa.ca

Social Media Posting

GANNETT FLEMING



Public Information Session

Stevenson Rd. N. Environmental Assessment Study

Date: Thursday, June 22, 2023
Time: 6 to 8 p.m.
Location: The Embassy Church
416 Taunton Rd. W.
(N.E. Conference Room)

Oshawa.ca/StevensonEA

Presentation

GANNETT FLEMING

Public Information Centre # 1
June 22, 2023

WELCOME

City of Oshawa

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

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 6, 2023**

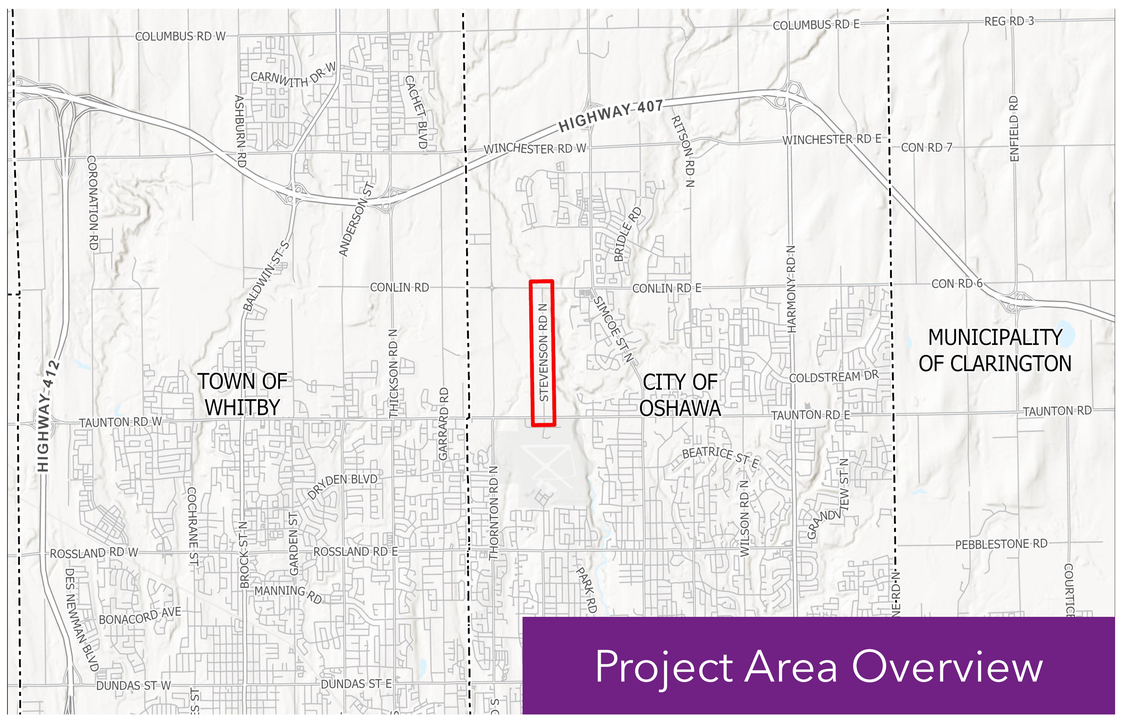
Join the study mailing list by emailing the Project Team at **pbodjona@oshawa.ca** to receive future study notices

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.



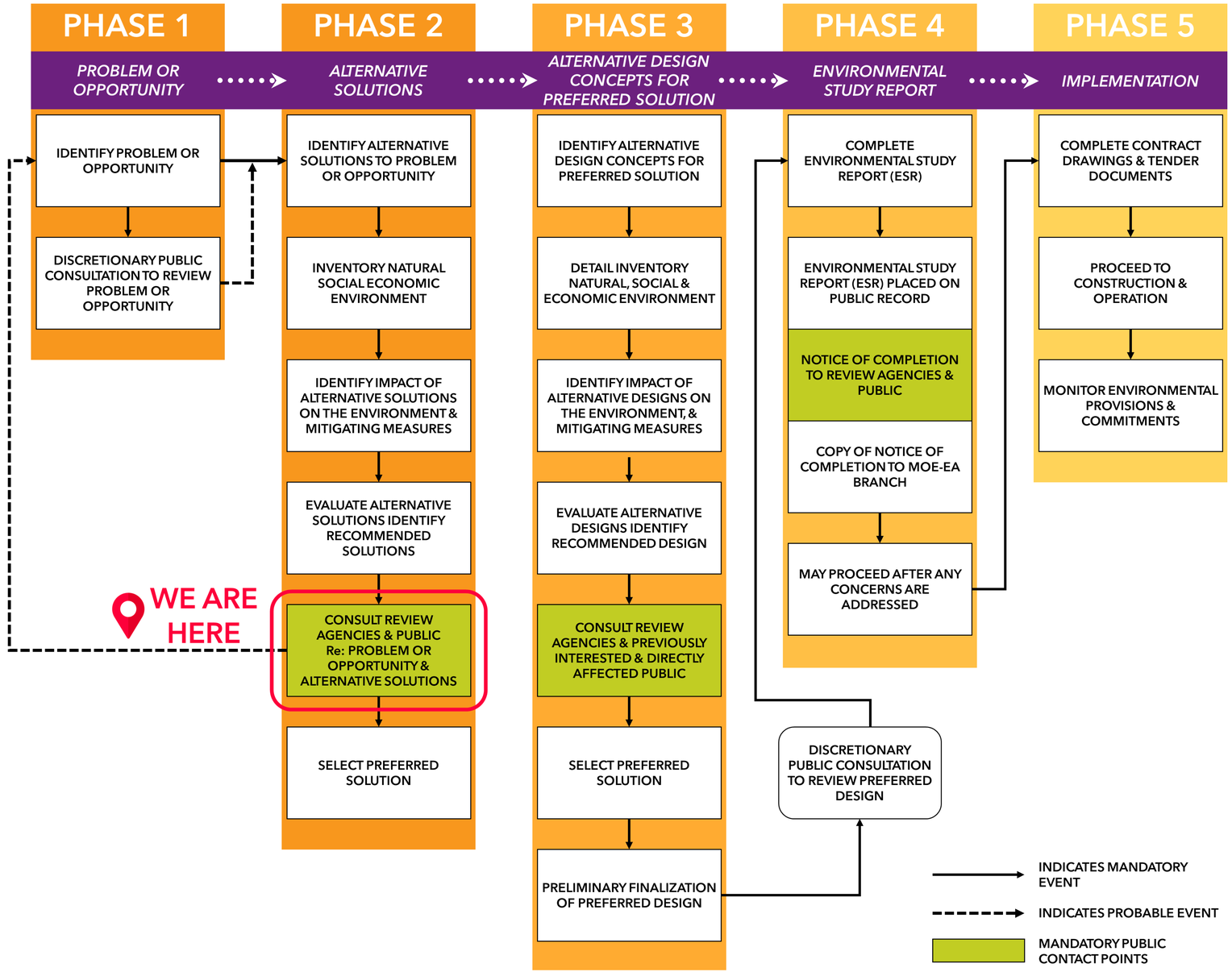
Project Area Overview

Project Study Area

The purpose of this Open House is to provide study context and baseline conditions, present the Problem and Opportunity Statement, and to present and prompt input on the Alternative Solutions designed to address the Problem/Opportunity.

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.



PLANNING & POLICY CONTEXT

- EAs support better decision-making by considering how a project's design could be optimized to minimize or outright avoid negative effects on the environment.

- The project is examined at different scales and through the lens of established municipal, regional and provincial planning contexts. For the improvements to Stevenson Road North, the following planning documents and frameworks were considered:

Provincial Planning Policy Context

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)
- Greenbelt Plan (2017)

Regional Planning Context

- Durham Region Official Plan (2023)
- Durham Transportation Master Plan (2017)
- Durham Regional Cycling Plan (2021)

Municipal Planning Context

- City of Oshawa Official Plan (2022)
- City of Oshawa Integrated Transportation Master Plan (2015)
- City of Oshawa Active Transportation Master Plan (2015)

EXISTING SITE CONDITIONS

Existing: Utility Poles Close to Road
Opportunity: Raised Boulevards

Existing: Cracked/Uneven Pavement
Opportunity: Pavement Renewal

Existing: Roadway Sightline Issues
Opportunity: Road Geometry Modifications

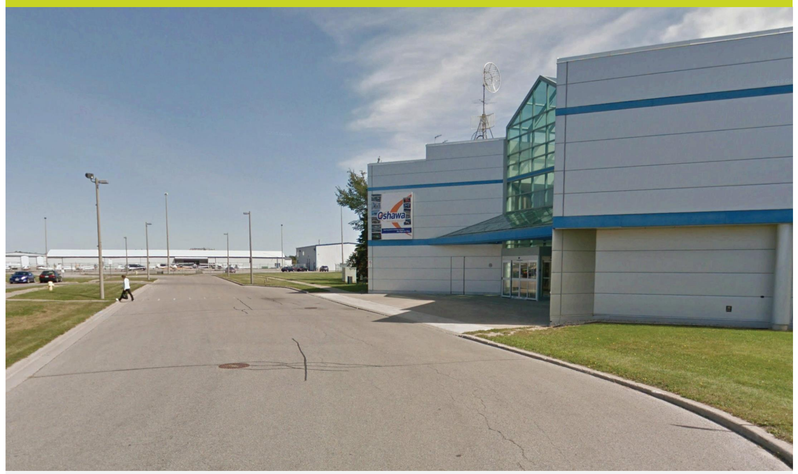
Existing: Unpaved Roadway Shoulders
Opportunity: Sidewalks and Curbs

Existing: Drainage Ditches
Opportunity: Municipal Stormwater System

EXISTING CONDITIONS – LAND USE & SOCIO-ECONOMIC

Oshawa's population in 2021 was 175,383 – a 10% increase since 2016 – and is expected to reach ~197,000 by 2031.

Oshawa Executive Airport



The Oshawa Executive Airport is located south of the study area. Per Oshawa's Official Plan, the airport shall remain operational until at least 2033.

Existing Land Use Along Stevenson Road North

Existing land uses along Stevenson Road North are a mix of farm, residential, industrial, commercial and vacant properties with access on Stevenson Road North.

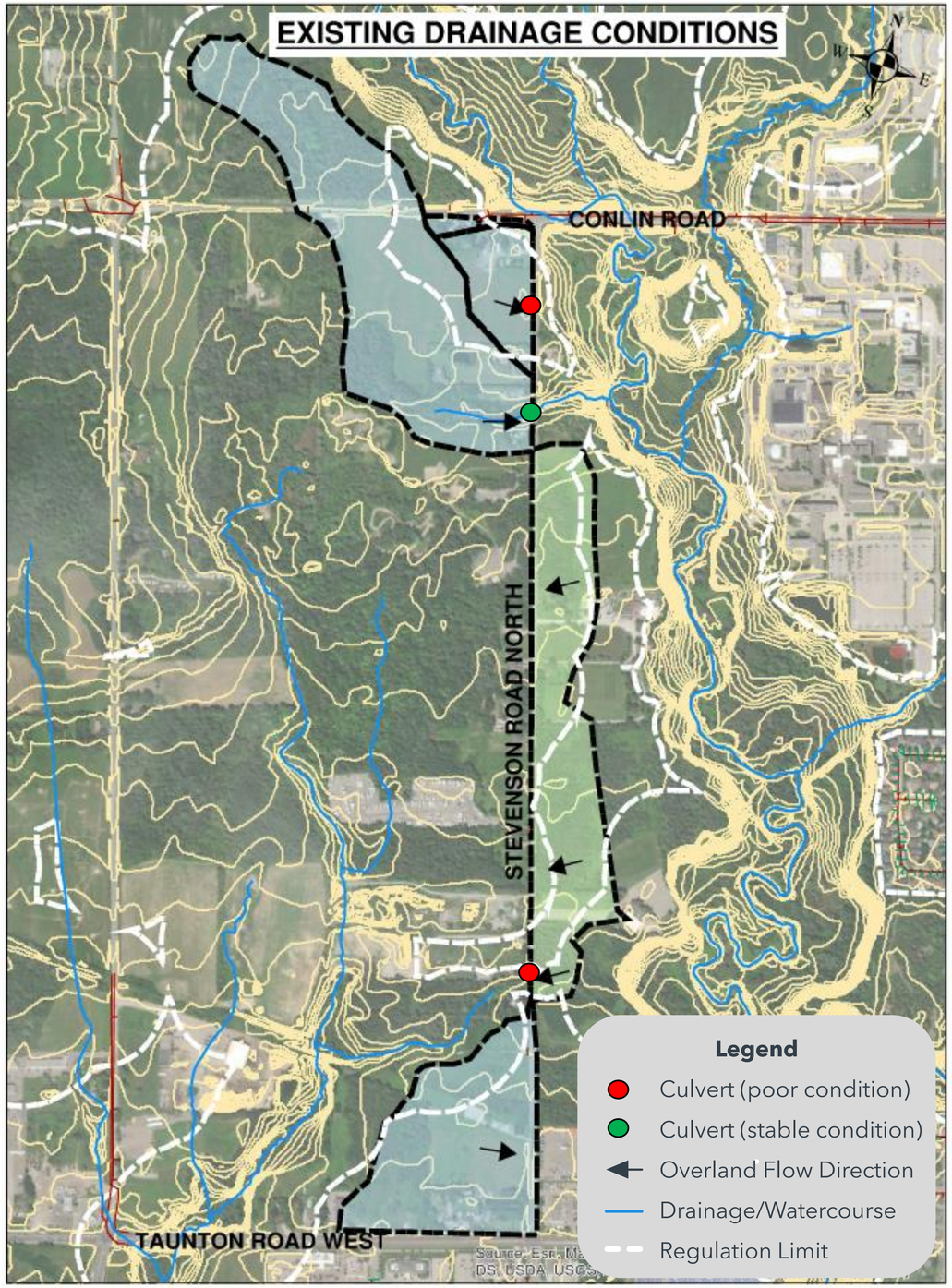
Northwood Business Park's (NBP) Policy Boundary

The study corridor is located within the Northwood Business Park's (NBP) policy boundary. Recent infrastructure improvements within the NBP are anticipated to increase future development.

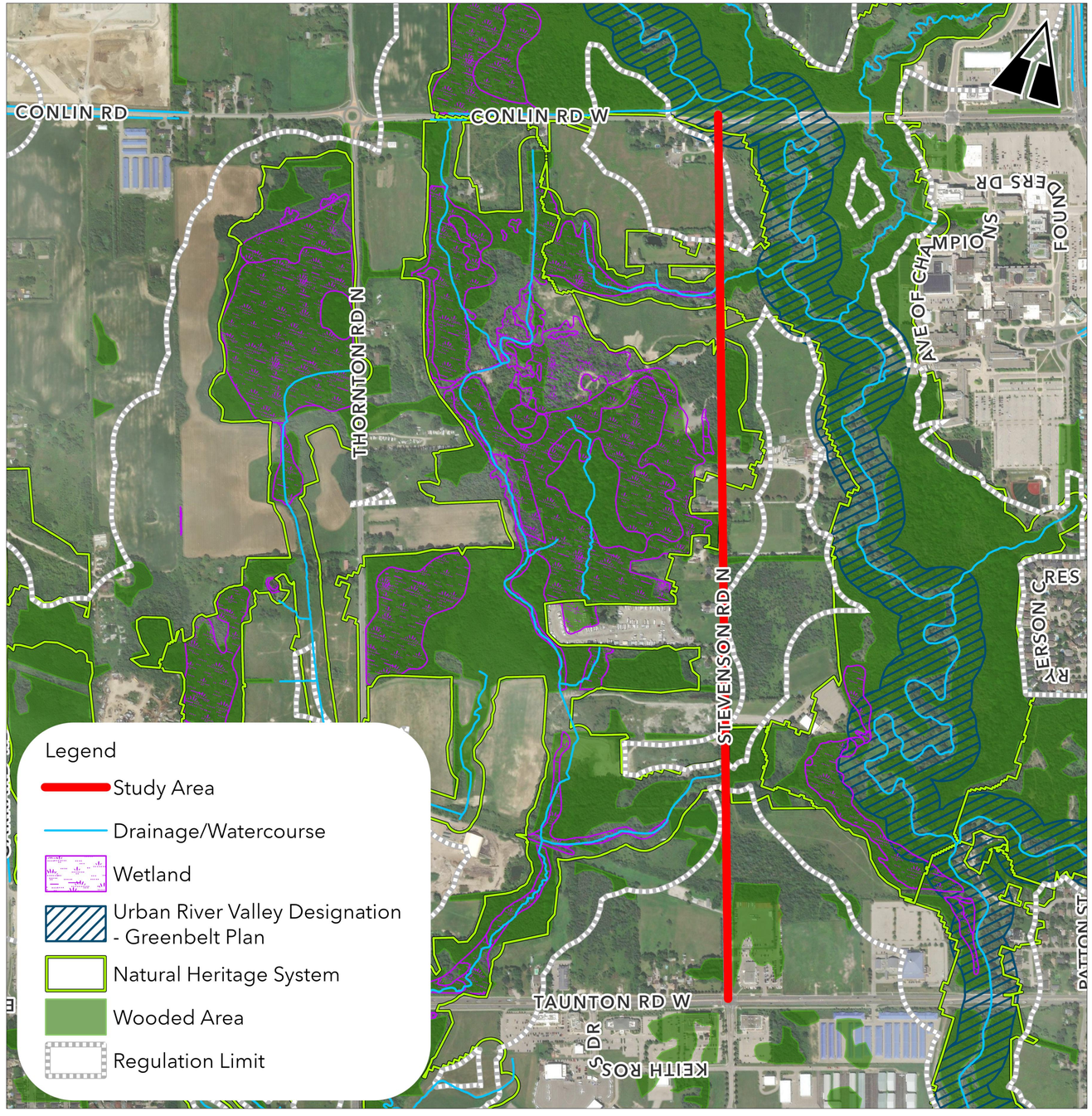
Potential future extension of Stevenson Road North may be undertaken pending City consideration that it is appropriate to redevelop airport lands for alternative land uses.

EXISTING CONDITIONS - STORMWATER

- Stevenson Road North receives external drainage from Oshawa Creek (green) and Goodman Creek (blue).
- Roadway drainage through rural ditching to three (3) centreline culverts.
  - Two (2) of three (3) centreline culverts are in poor condition.
  - North culvert is outside the regulation limit and two culverts to the south are within the regulation limit
- Drainage and stormwater management (SWM) design is following the City of Oshawa/CLOCA design criteria and will be informed by the Northwood Business Park Master SWM Plan (August 2016).
  - Recognize the flood control, water budget, water quality, and erosion control targets from the Master SWM Plan.
  - Ongoing assessment of Low Impact Development and SWM controls required to meet targets based on the road design.



EXISTING CONDITIONS – NATURAL ENVIRONMENT



- Site visits have been conducted to assess existing conditions related to aquatic and terrestrial ecosystems within the study area.
- 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.
- The study area crosses the Greenbelt Plan 'Urban River Valley' at the intersection of Stevenson Road North and Conlin Road West.
- A portion of the Whitby-Oshawa Iroquois Beach Provincially Significant Wetland is immediately adjacent to the Stevenson Road North right-of-way.

EXISTING CONDITIONS – CULTURAL HERITAGE

Based on the results of the background research and field review, six (6) properties of potential cultural heritage value or interest were identified within the Study Area:

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

View to 580 Taunton Road West (A.S.I., 2022)

View to 1520 Stevenson Road North (A.S.I., 2022)

Built Heritage Resource (BHR): a building, structure or monument that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Cultural Heritage Landscape (CHL): a defined geographical area identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

EXISTING CONDITIONS – ARCHAEOLOGY

A Stage 1 Archaeological Assessment was conducted through visual inspection from the public right-of-way to gain first-hand knowledge of the geography, topography, and current conditions to evaluate and map archaeological potential within the Study Area.

Recommendations:

Parts of the Study Area exhibit archaeological potential and require Stage 2 archaeological assessment by test pit and pedestrian survey. Stage 2 assessment is required prior to any proposed construction activities on these lands.

The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, slopes in excess of 20 degrees, or have been previously assessed. These lands do not require further archaeological assessment.

Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

EXISTING CONDITIONS – TRANSPORTATION

Traffic Level of Service (LOS) Legend

LOS A – Smooth flow, little to no delays

LOS B – Stable flow, little delays

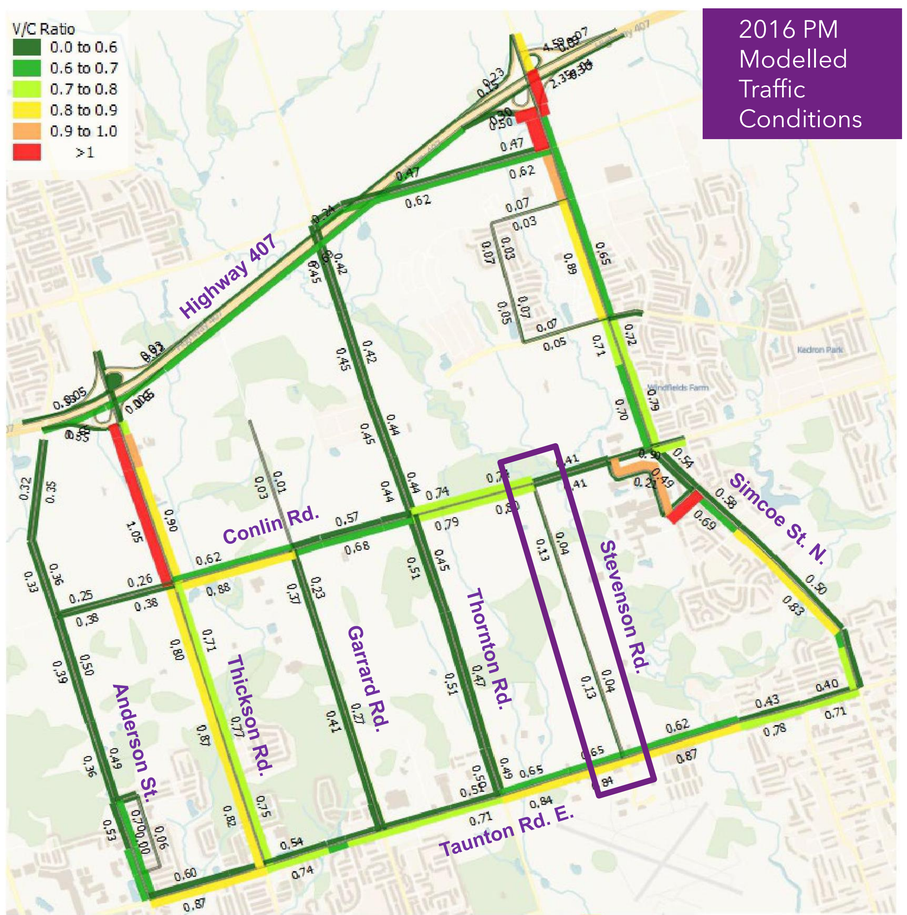
LOS C – Stable flow, some delays

LOS D – Less stable flow, moderate delays

LOS E – Unstable flow, many delays

LOS F – Traffic congestion, stop-and-go conditions

Intersection	AM	PM
Taunton Road @ Thickson Road	D	D
Taunton Road @ Garrard Road	B	B
Taunton Road @ Thornton Road	B	C
Taunton Road @ Stevenson Road	A	B
Taunton Road @ Simcoe Street	D	D
Conlin Road @ Thickson Road	C	C
Conlin Road @ Thornton Road	A	A
Conlin Road @ Simcoe Street	C	C



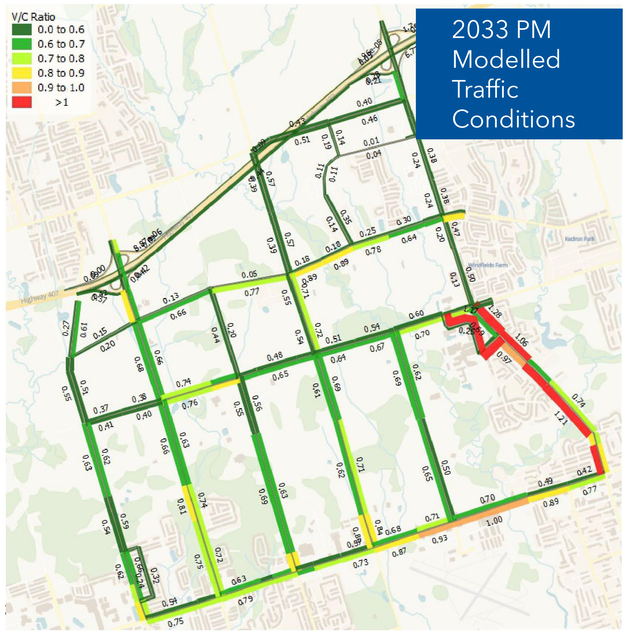
- Most traffic on Stevenson Road is travelling to/from Ontario Tech University/Durham College, as it is the closest alternative route to Simcoe Street North via Taunton Road.
- Surrounding roads are operating at acceptable levels, apart from movements coming on/off Highway 407, on roads south of Highway 407.
- Select turning movements on/off Taunton Road and Conlin Road are operating at higher-congested levels.
- 2016 AM-measured congestion levels are similar to 2016 PM, with reversed peak direction of travel.

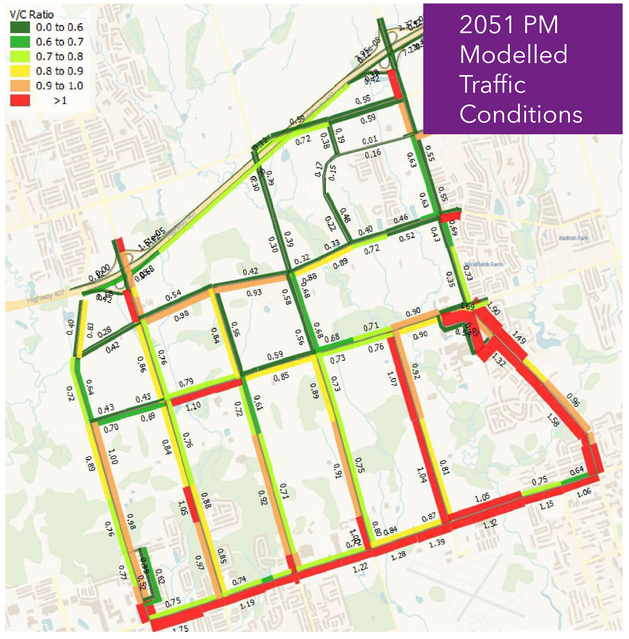
FUTURE CONDITIONS - TRANSPORTATION

	2033 Horizon Year	2051 Horizon Year
Proposed Future Network Assumptions	**Future Road Widenings (Four to Six Lane Configurations):** • 2026 – Thickson Rd (Taunton Rd to Hwy 407) • After 2031 – Winchester Rd (Garrard Rd to Simcoe St) • 2032 – Conlin Rd (Stevenson Rd to Garrard Rd) • 2033 – Taunton Rd (Anderson St to Simcoe St) **New Roads:** • 2026 – Britannia Ave Extension (Thornton Rd to Windfields Farm Dr) • 2032 – Britannia Midblock Connector (Garrard Rd to Thornton Rd) • 2033 – Type 'B' Midblock Arterial (Anderson St to Garrard Rd) • 2033 – Windfields Connector Rd (Windfields Farm Dr to Winchester Rd) **Future Roundabouts:** • Conlin Road and Thornton Road • Conlin Road and Garrard Road **Future Rapid Transit** • Simcoe Street (south of Conlin Road) – two Bus Rapid Transit (BRT) lanes	**Future Road Widenings (Four to Six Lane Configurations):** • 2035 – Thornton Road (Conlin Rd to Taunton Rd) **New Roads:** • Before 2051 – Stevenson Rd Extension (Taunton Rd to Rossland Rd) • Before 2051 – Dryden Blvd / Beatrice St Connection (Thornton Rd to Somerville St) **Future Land Use:** • By 2051 – Closure and Redevelopment of Oshawa Executive Airport
Configuration of Stevenson Rd N	• Existing Two-Lane Configuration	• Existing Two-Lane Configuration (north of Taunton Road)*

**It is currently recommended that Stevenson Road North within the project area be protected to be widened to four lanes for 2051 – however further analysis is required to confirm this future widening when details on the redevelopment of the Oshawa Executive Airport are finalized.*

Horizon Year: a target future year for analyzing and projecting transportation systems and related land use, to anticipate and evaluate potential changes and conditions in the network.





PROBLEM & OPPORTUNITY STATEMENT

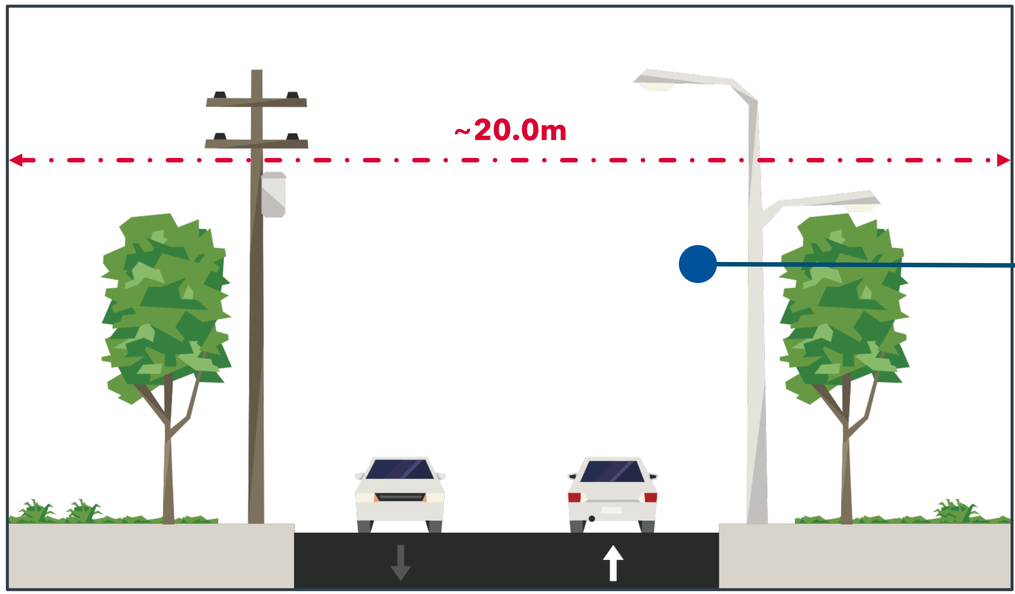
- Stevenson Road North is currently a two-lane, rural north-south road, with no paved shoulders or sidewalks, and has existing roadside safety concerns related to road geometry and sightlines.

- There is an opportunity to significantly improve the overall function of Stevenson Road North by upgrading the roadway infrastructure and municipal services that contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

- The improvements to Stevenson Road North focus on measures that will improve road safety, enhance traffic capacity, and support active modes of transportation such as walking and cycling.

- Three (3) Alternative Planning Solutions have been developed and evaluated against how well they address the above Problem / Opportunity Statement.

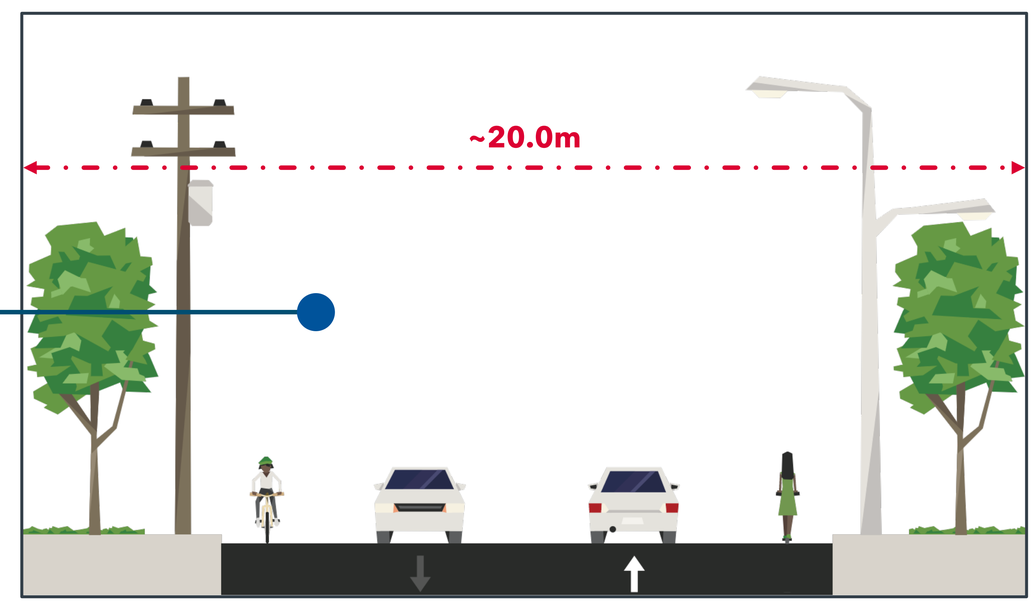
ALTERNATIVE SOLUTIONS



Example cross-section of a two-lane, rural road

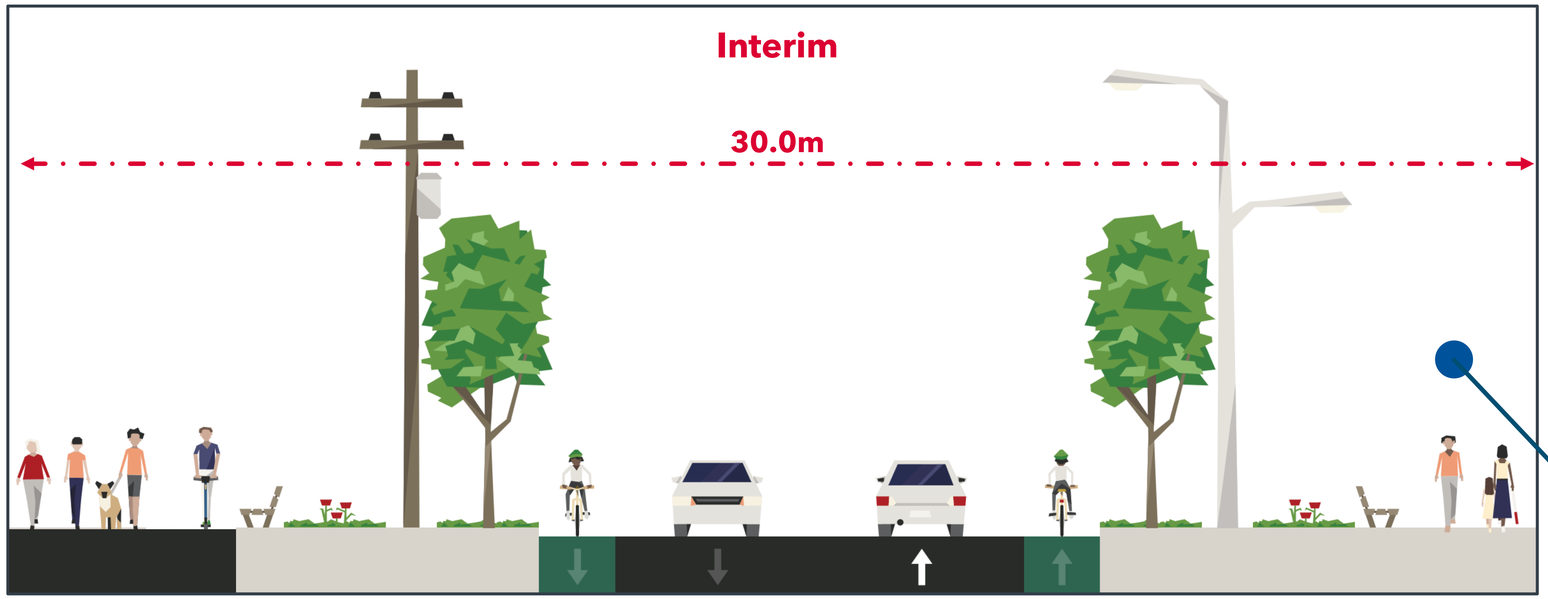
Alternative 1: Do Nothing
- *'Base Case' for alternatives*
- *No improvements to existing conditions*

Alternative 2: Minor Operational Improvements
- *Repaving and addressing road deficiencies*
- *Improvements to roadside safety*

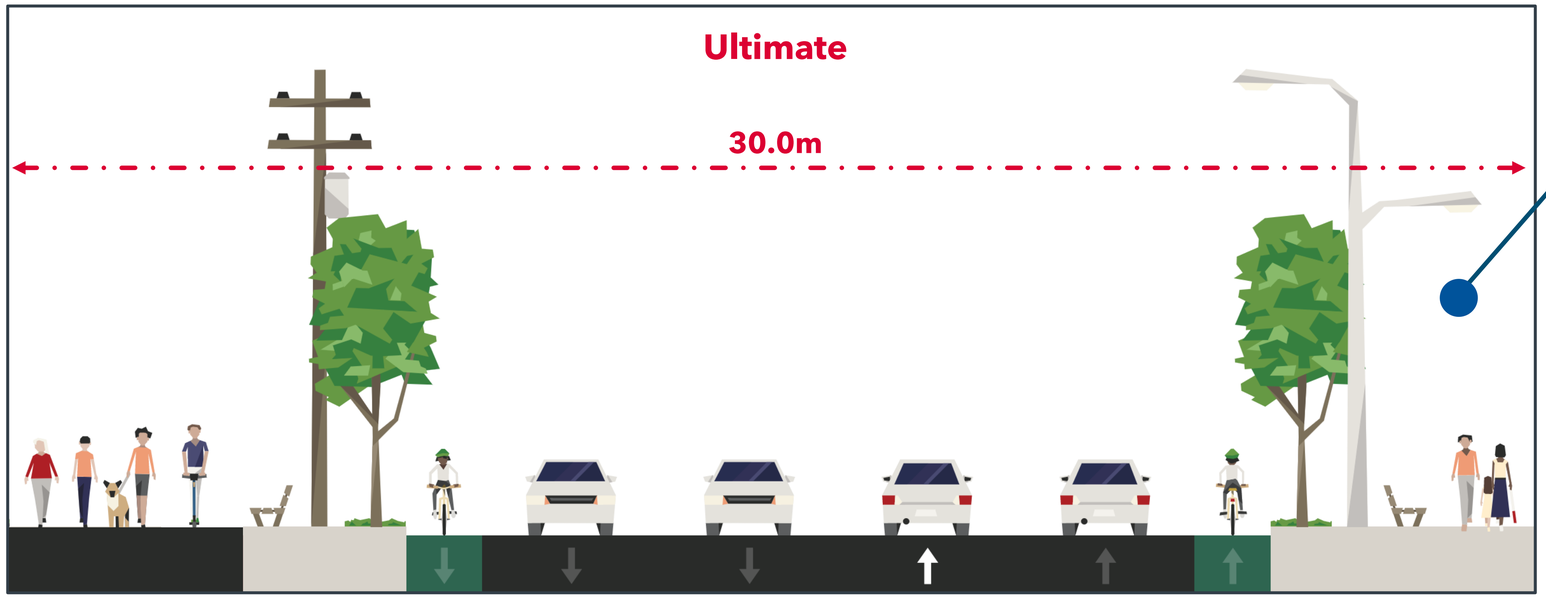


Example cross-section of a two-lane, rural road with roadside pedestrian features

ALTERNATIVE SOLUTIONS



Example cross-section of a two-lane, urban road



Example cross-section of a four-lane, urban road

Alternative 3: Reconstruct and Widen Right-of-Way (ROW)

- *Urbanization and revisioning of the study area corridor*
- *Widened ROW and added active transportation infrastructure*
- *Includes upgrades from Alternative 2*

FACTORS CONSIDERED IN EVALUATING ALTERNATIVE SOLUTIONS

Natural Environment

- Terrestrial Ecosystems
- Fisheries / Aquatic
- Drainage (Surface and Groundwater)
- Climate Change

Socio-Economic & Land Use

- Official Plans & Policies
- Local Development Objectives
- Property Impacts
- Municipal Services (Sanitary, Water, Storm)

Cultural Heritage

- Archaeological Resources
- Built Heritage & Cultural Heritage Landscapes
- Indigenous Sites

Transportation

- Travel Time
- Safety
- Traffic Operations
- Active Transportation

Cost

- Property Acquisition Costs
- Construction Costs
- Operation / Maintenance Costs

EVALUATION OF ALTERNATIVE SOLUTIONS

Evaluation Criteria	Rationale / Explanation	Do Nothing (Alternative 1)	Minor Operational Improvements (Alternative 2)	Reconstruct and Widen ROW (Alternative 3)	Summary
NATURAL ENVIRONMENT					
Terrestrial Ecosystems	Impacts and disruption to wildlife species and habitats, trees and vegetation	●	●	●	Alternative 1 has no changes to existing conditions, while Options 2 and 3 impact areas containing terrestrial ecosystems. The proposed widening associated with Alternative 3 has relatively greater impacts to Terrestrial Ecosystems than Alternative 2.
Fisheries / Aquatic	Impacts to fish, fish habitat, and waterbodies Extent and quality/characteristics of aquatic area removed or impacted	●	●	●	Alternative 1 has no changes to existing conditions, while Alternatives 2 and 3 impact areas with potential indirect aquatic habitats. The proposed widening associated with Alternative 3 has relatively greater impacts than Alternative 2, requiring more construction activities beneath the high-water mark due to grading impacts.
Drainage (Surface & Groundwater)	Impacts to surface and groundwater drainage	●	●	●	Alternative 1 has no changes to existing conditions, while Alternatives 2 and 3 may require changes to existing drainage features and overland flows. The proposed widening associated with Alternative 3 has relatively greater impacts than Alternative 2, due to larger impervious area and construction footprint.
Climate Change	Impacts to air quality and climate change	●	●	●	All three options have the same number of traffic lanes as existing condition. Alternative 3 include enhancements that will promote and encourage active transportation, building upon the new multi-use path systems on Thornton Road, Taunton Road West, and Conlin Road West.
Natural Environment Summary		**PREFERRED**			**From a natural environment perspective, Alternative 1 is preferred.**

EVALUATION OF ALTERNATIVE SOLUTIONS (CONTINUED)

Evaluation Criteria	Rationale / Explanation	Do Nothing (Alternative 1)	Minor Operational Improvements (Alternative 2)	Reconstruct and Widen ROW (Alternative 3)	Summary
SOCIO-ECONOMIC ENVIRONMENT					
Provincial Land Use Planning	Support of provincial planning and initiatives	•	•	●	Alternative 1 has no changes to existing conditions, while Alternative 2 provides minor retrofits within the existing ROW. Alternative 3 introduces infrastructure that supports and is in alignment with provincial plans and initiatives (ex. Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022).
Regional / Municipal Policies & Land Use Planning	Support of regional/municipal planning and initiatives	•	•	●	Alternative 1 has no changes to existing conditions, while Alternative 2 provides minor retrofits within the existing ROW. Alternative 3 introduces infrastructure that supports regional/municipal plans and initiatives (ex. Durham Regional Cycling Plan (2021).
Local Development Objectives	Support of local development and initiatives	•	•	●	Alternative 1 has no changes to existing conditions, while Alternative 2 provides minor retrofits within the existing ROW. Alternative 3 introduces infrastructure that supports local development. The study corridor is located within the Northwood Business Park's policy boundary.
Property Impacts	Impacts to private property owners	●	•	•	Alternative 1 does not impact property owners, while Alternatives 2 and 3 impact private properties. The proposed widening associated with Alternative 3 has relatively greater property impacts than Option 2.
Regional / Municipal Economy	Contribution to local economy	•	•	●	Alternative 1 does not provide additional contributions to the local economy. Alternative 2 provides marginal economic contribution, with minor retrofits within the existing ROW. Alternative 3 provides job opportunities related to building new infrastructure and promote growth of the surrounding area to existing businesses.
Municipal Services (Sanitary, Water, Storm)	Wet utility and service connection infrastructure to support future growth	•	•	●	Alternatives 1 and 2 have no changes to existing conditions, while Alternative 3 includes upgrades to the roadway infrastructure and municipal services.
Socio-Economic Environment Summary				**PREFERRED**	**From a socio-economic perspective, Alternative 3 is preferred.**

EVALUATION OF ALTERNATIVE SOLUTIONS (CONTINUED)

Evaluation Criteria	Rationale / Explanation	Do Nothing (Alternative 1)	Minor Operational Improvements (Alternative 2)	Reconstruct and Widen ROW (Alternative 3)	Summary
CULTURAL ENVIRONMENT					
Cultural Environment	Effort required to avoid potential impact to cultural environment	●	●	•	Alternatives 1 and 2 remain within the existing ROW, requiring no additional effort, while Alternative 3 will require additional effort to avoid impacts to cultural environment.
Cultural Environment Summary		**PREFERRED**			**From a cultural environment perspective, Alternatives 1 and 2 are equally preferred.**
COST					
Property Acquisition Costs	Capital costs associated with acquiring additional property for infrastructure	●	●	•	Alternatives 1 and 2 remain within the existing ROW, requiring no additional properties while Alternative 3 require additional property for urbanization (i.e, roadway and municipal services upgrades).
Construction Costs	Capital costs associated with constructing infrastructure	●	•	•	Alternative 1 does not require construction costs for new infrastructure, while Alternatives 2 and 3 require costs to construct new infrastructure. Alternative 3 has the largest footprint and therefore higher construction costs.
Operation / Maintenance Costs	Maintenance costs associated with operating and maintaining infrastructure	•	•	●	All alternatives will require varied maintenance costs, however Alternatives 2 and 3 will save in maintenance costs by replacing aging infrastructure. Alternative 3 provides holistic upgrades to the corridor and in turn lowers the maintenance cost in the near future while providing value for future development.
Cost Summary		**PREFERRED**			**From a costing perspective, Alternative 1 is preferred.**

EVALUATION OF ALTERNATIVE SOLUTIONS (CONTINUED)

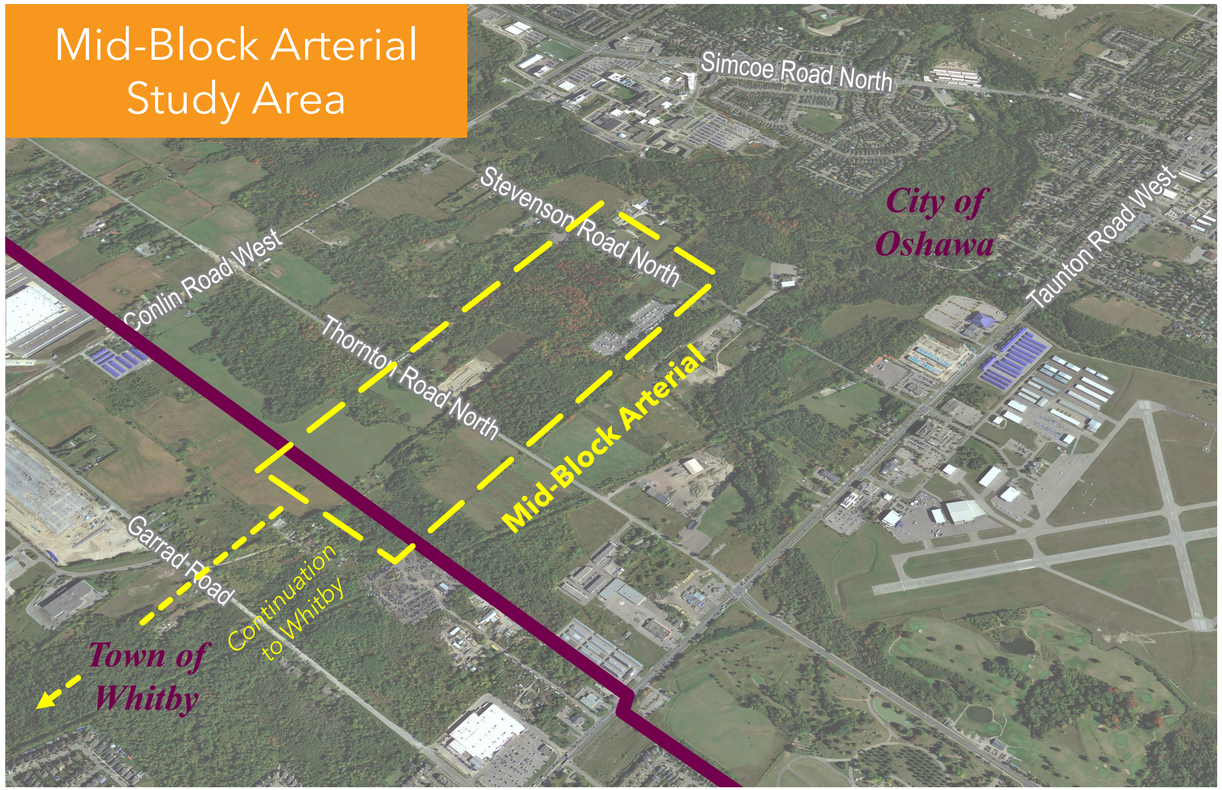
Evaluation Criteria	Rationale / Explanation	Do Nothing (Alternative 1)	Minor Operational Improvements (Alternative 2)	Reconstruct and Widen ROW (Alternative 3)	Summary
TRANSPORTATION					
Travel Time	Improvement to travel times for vehicular traffic	•	•	•	All alternatives maintain a two-lane road configuration and do not improve upon travel times in existing conditions.
Safety	Improvement to safety for all road users	•	●	●	Alternative 1 does not provide improvements to roadside safety, while Alternatives 2 and 3 would provide safety improvements to various road users. Alternative 2 presents more challenges concerning safety given it is constrained within the existing ROW. Alternative 3 with the widened ROW, will provide more opportunities for safety improvement, including physical buffer between cars and pedestrians.
Traffic Operations	Effectiveness to meet future demands for vehicular traffic	•	•	●	Alternatives 1 and 2 do not provide space to support future road widening beyond two lanes, while Alternative 3 provides some space for future road widening.
Accommodation of Public Transit	Effectiveness to accommodate and support future public transit	•	•	●	The sidewalks included in Alternative 3, as well as the greater boulevard space within the ROW, make this option more attractive for future public transit service compared to Alternatives 1 and 2.
Active Transportation (Pedestrians / Cyclists)	Effectiveness to meet future demands for non-motorist transportation modes Connectivity and/or ability to support other transportation modes	•	•	●	Alternatives 1 and 2 do not provide additional infrastructure to support active transportation, while Alternative 3 provides a widened ROW to accommodate pedestrians and cyclists.
Transportation Summary				**PREFERRED**	**From a transportation perspective, Alternative 3 is preferred.**

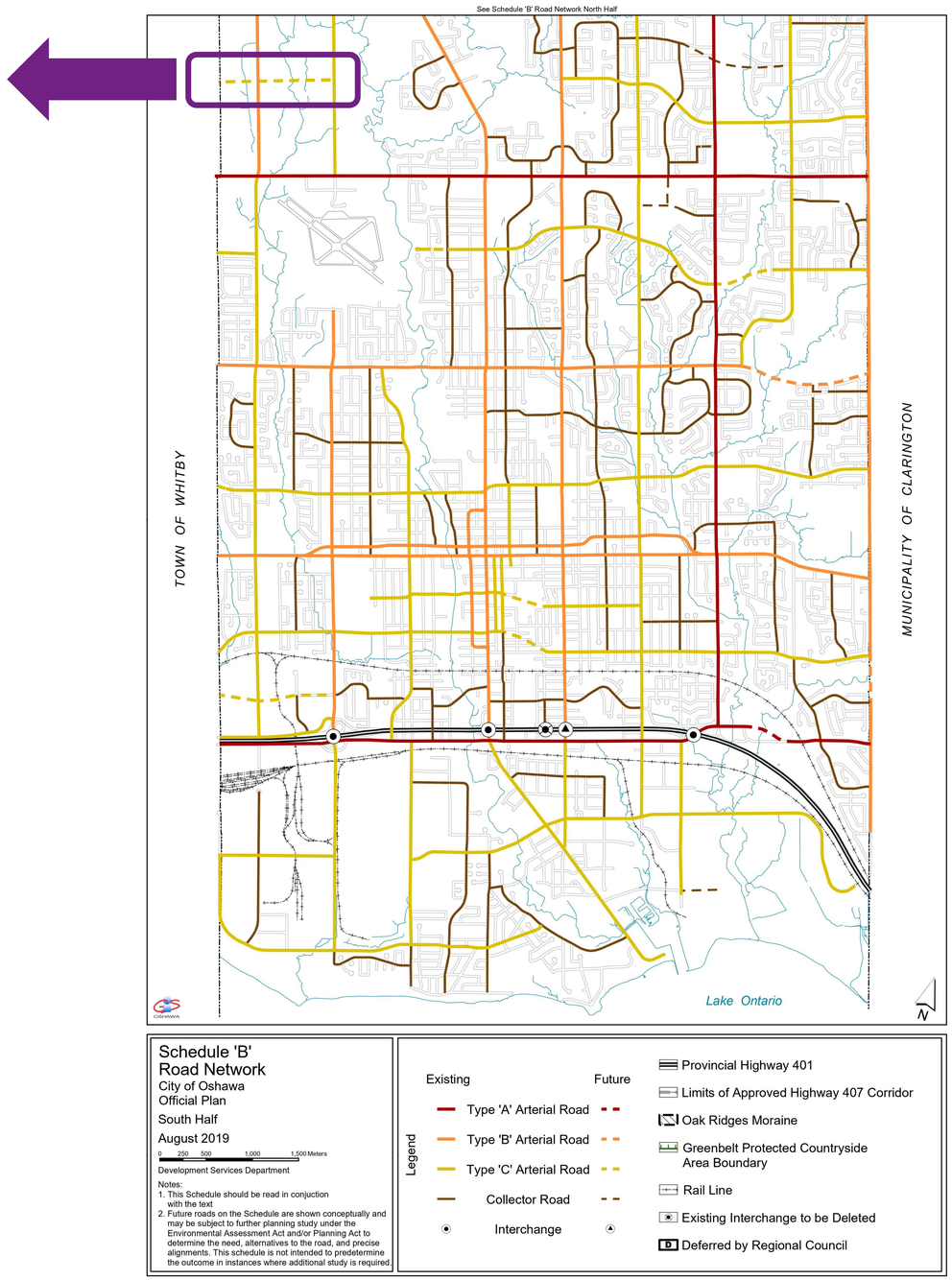
EVALUATION OF ALTERNATIVE SOLUTIONS (CONTINUED)

Alternative Solution	Assessment Summary	Conclusion
Alternative 1: Do Nothing	Alternative screened out as it does not address or enhance road safety, traffic, or provide for active transportation or connectivity in the Study Area. Provides no opportunity to upgrade municipal services to support further development of the Northwood Business Park.	This alternative is not recommended.
Alternative 2: Minor Operational Improvements	Similar to the above, this alternative does not provide additional enhancements or opportunities to support future growth. Although there would be improvements roadway safety – they would be limited.	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.**

Please refer to board #16 for a cross-section visualization of recommended Alternative 3.

MID-BLOCK ARTERIAL – CONTEXT & STUDY AREA





- As part of the MCEA study for Stevenson Road North, an additional assessment is being carried out for a proposed east-west mid-block arterial road – extending from Stevenson Road North to Thickson Road; past the Whitby-Oshawa border.
- The road is identified in the City of Oshawa's Official plan as a Future Type 'C' Arterial Road and has also been identified in both the Town of Whitby and Durham Region Official Plans.

MID-BLOCK ARTERIAL – LAND USE & SOCIO-ECONOMIC

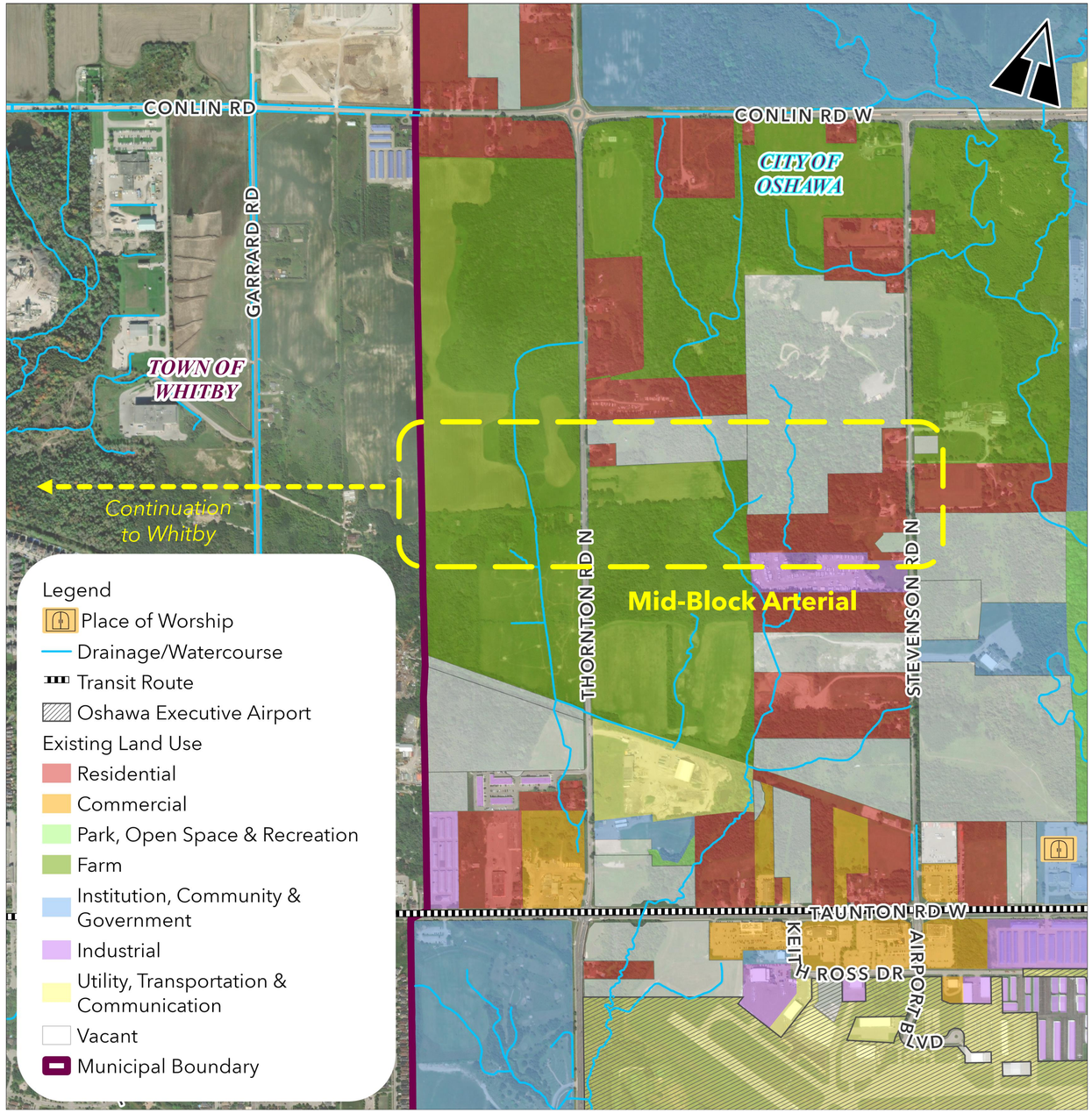
- The midblock arterial is within the Northwood Business Park's (NBP) policy boundary, within a mix of existing land uses: farm, residential, vacant and open space.

- Located within the former Lake Iroquois shoreline, a physiographic region with sensitive hydrologic and ecologic values.

- The Lake Iroquois shoreline, although outside of the Greenbelt in Oshawa, is recognized in the external connection provisions of the Greenbelt Plan, 2017.
  - The Greenbelt Plan stresses the importance for municipalities to consider planning, design and construction practices that maintain or enhance the size, diversity, connectivity, and functions of key natural heritage features, key hydrologic features and key hydrologic areas of those portions of the Lake Iroquois shoreline within their approved urban boundaries.

- The proposed mid-block would not maintain but rather reduce the diversity, connectivity, and functions of features currently located within any selected ROW.

- Meeting the criteria and direction in the applicable watershed planning is often challenging, costly, and lengthy – the mid-block arterial would also reduce the amount of developable land within the NBP.



MID-BLOCK ARTERIAL – NATURAL ENVIRONMENT

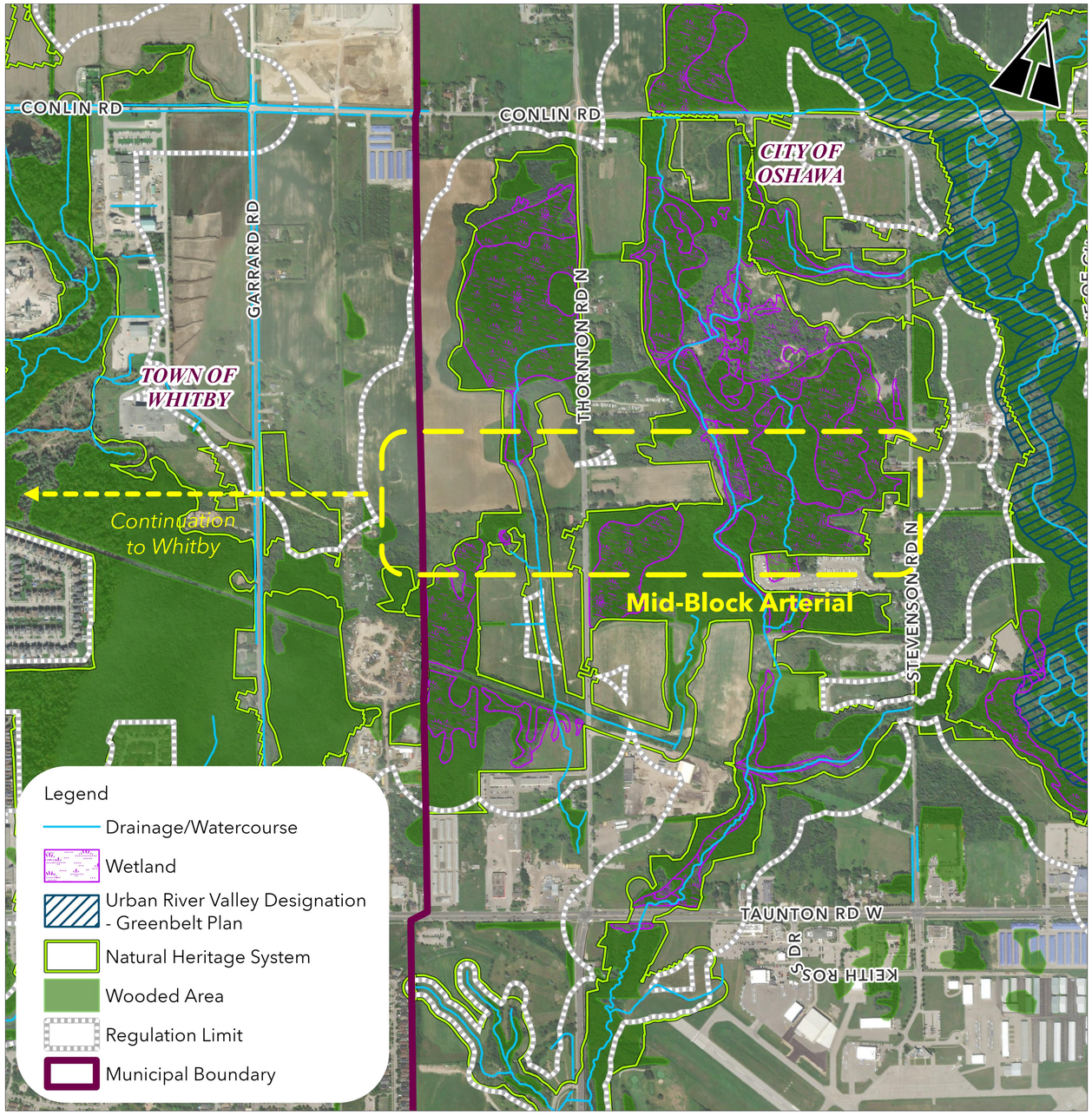
- The mid-block arterial road would cross multiple watercourses within the Goodman Creek subwatershed, including Goodman Creek.
  - One or more of these features may potentially support direct fish habitat.

- Sensitivity to development is likely high; relatively large provincially significant wetland (PSW; Whitby-Oshawa Iroquois Beach Wetland Complex) constitutes a substantial portion of the lands between Stevenson Road North and the Whitby-Oshawa border

- Whitby-Oshawa Iroquois PSW is a significant wildlife habitat of Great Blue Heron. Construction of an arterial road in this vicinity would likely result in destruction of this local population.

- Much of this area is also designated as a **Key Hydrologic Area by CLOCA (CLOCA 2020**).
  - This designation means that the area between Stevenson Road North and the Whitby-Oshawa border is a Significant Groundwater Recharge Area, High Vulnerability Aquifer, and/or an Ecologically Significant Groundwater Recharge Area.

- Proposed alignment will be within sensitive environmental areas and presumably would require their destruction to facilitate the establishment of a ROW.



MID-BLOCK ARTERIAL – TRANSPORTATION

Intersection	2033 without Mid-Block Arterial		2033 with Mid-Block Arterial	
	AM	PM	AM	PM
Taunton Road @ Thickson Road	D	E	D	E
Taunton Road @ Garrard Road	B	B	B	B
Taunton Road @ Thornton Road	B	C	B	D
Taunton Road @ Stevenson Road	A	A	A	A
Taunton Road @ Simcoe Street	E	D	E	D
Conlin Road @ Thickson Road	D	E	C	D
Conlin Road @ Thornton Road	B	A	B	A
Conlin Road @ Simcoe Street	C	C	C	C

Traffic Level of Service (LOS) Legend

LOS A – Smooth flow, little to no delays

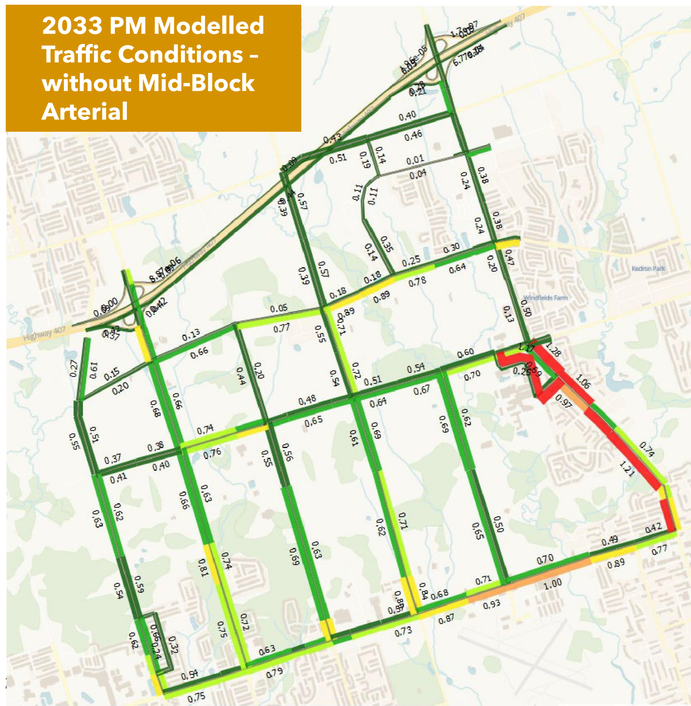
LOS B – Stable flow, little delays

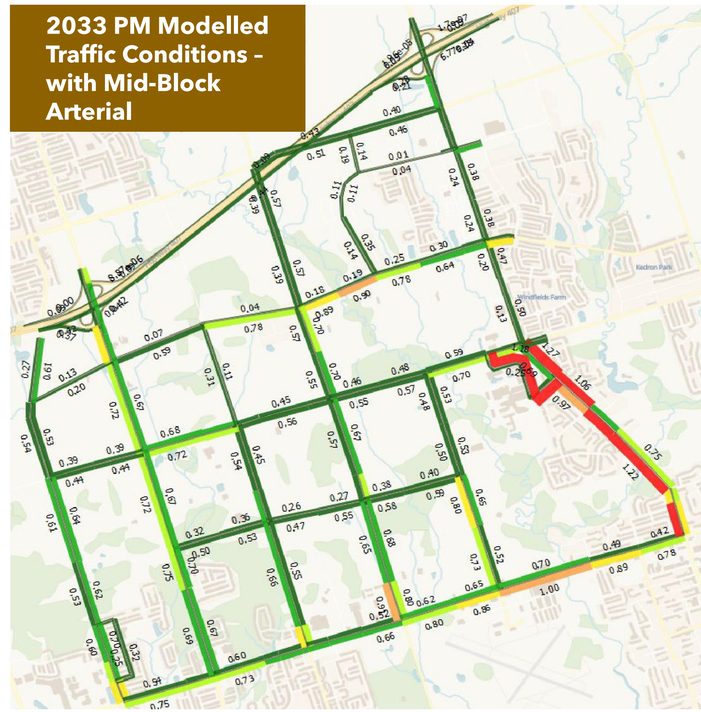
LOS C – Stable flow, some delays

LOS D – Less stable flow, moderate delays

LOS E – Unstable flow, many delays

LOS F – Traffic congestion, stop-and-go conditions

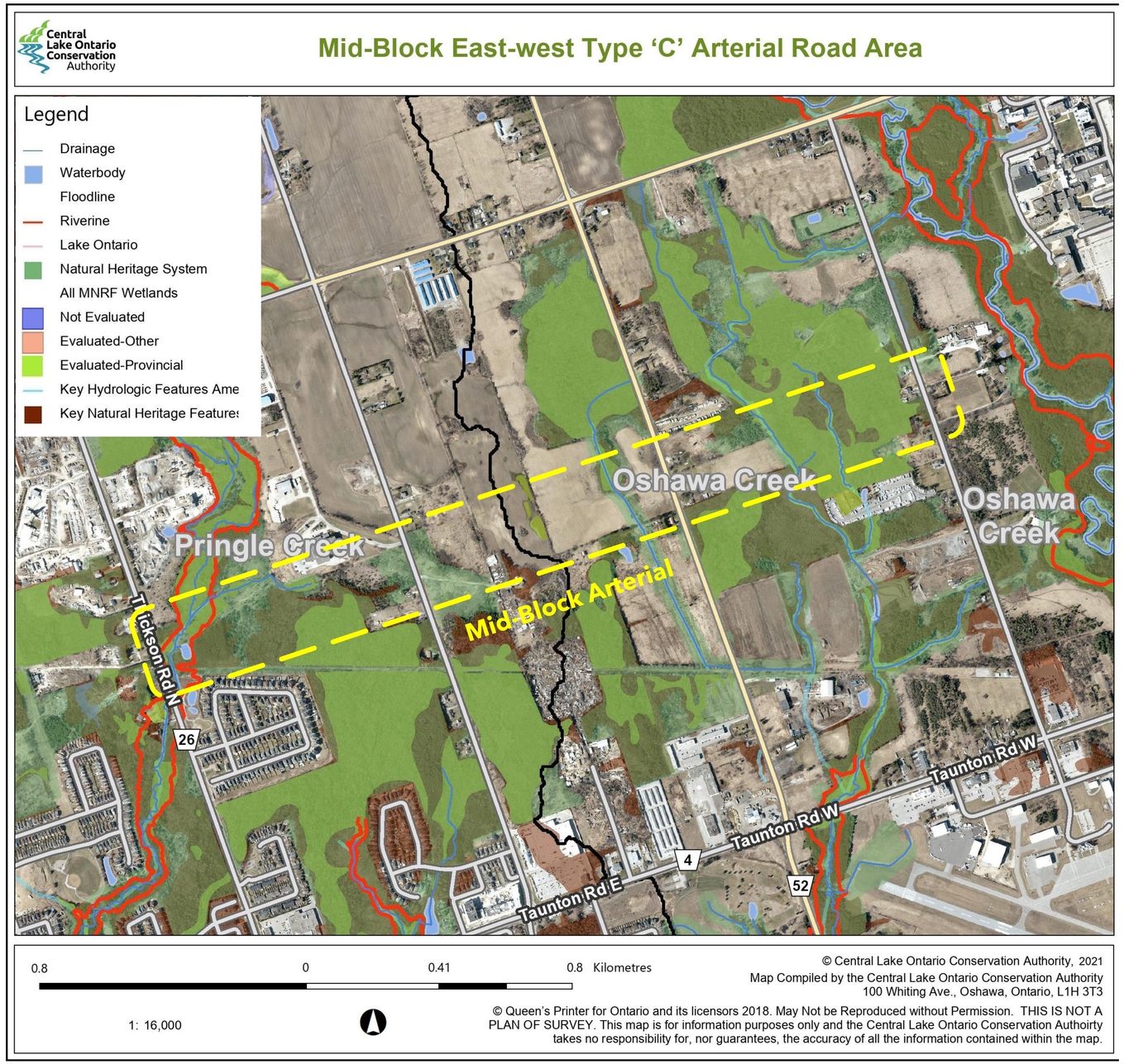




- The mid-block arterial provides some relief to the surrounding parallel roads and is generally used as an alternative route to Conlin Road and Taunton Road.
- If the mid-block arterial is removed, Conlin Road and Stevenson Road are expected to operate with acceptable LOS – Simcoe Street will experience minimal impacts with or without the mid-block arterial.
- In the **2051** horizon year, <u>with or without the mid-block arterial,</u> Taunton Road, Stevenson Road, and sections of Conlin Road operate beyond the typical range of acceptable LOS.

MID-BLOCK ARTERIAL – RECOMMENDATION

- The east-west mid-block arterial is recommended to be removed from the Durham, City of Oshawa, and Town of Whitby Official Plans due to the following:
  - Adverse environmental effects of the mid-block arterial on the surrounding areas.
  - The mid-block arterial is not aligned with the objectives of the Greenbelt Plan, watershed plans, and sound land use planning.
  - The mid-block arterial contributes negligible differences in travel times on Taunton Road and Conlin Road (only savings of 30-40 seconds in the 2033 and 2051 horizon years).

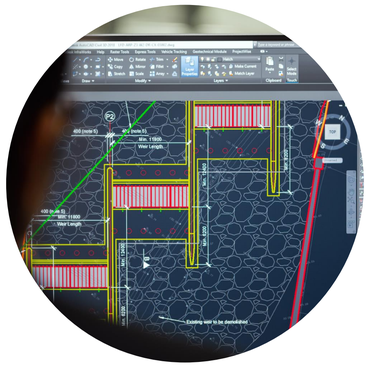


NEXT STEPS

Following this Open House, we will:

Collect all public comments and respond to questions

Confirm the Preferred Alternative Solution

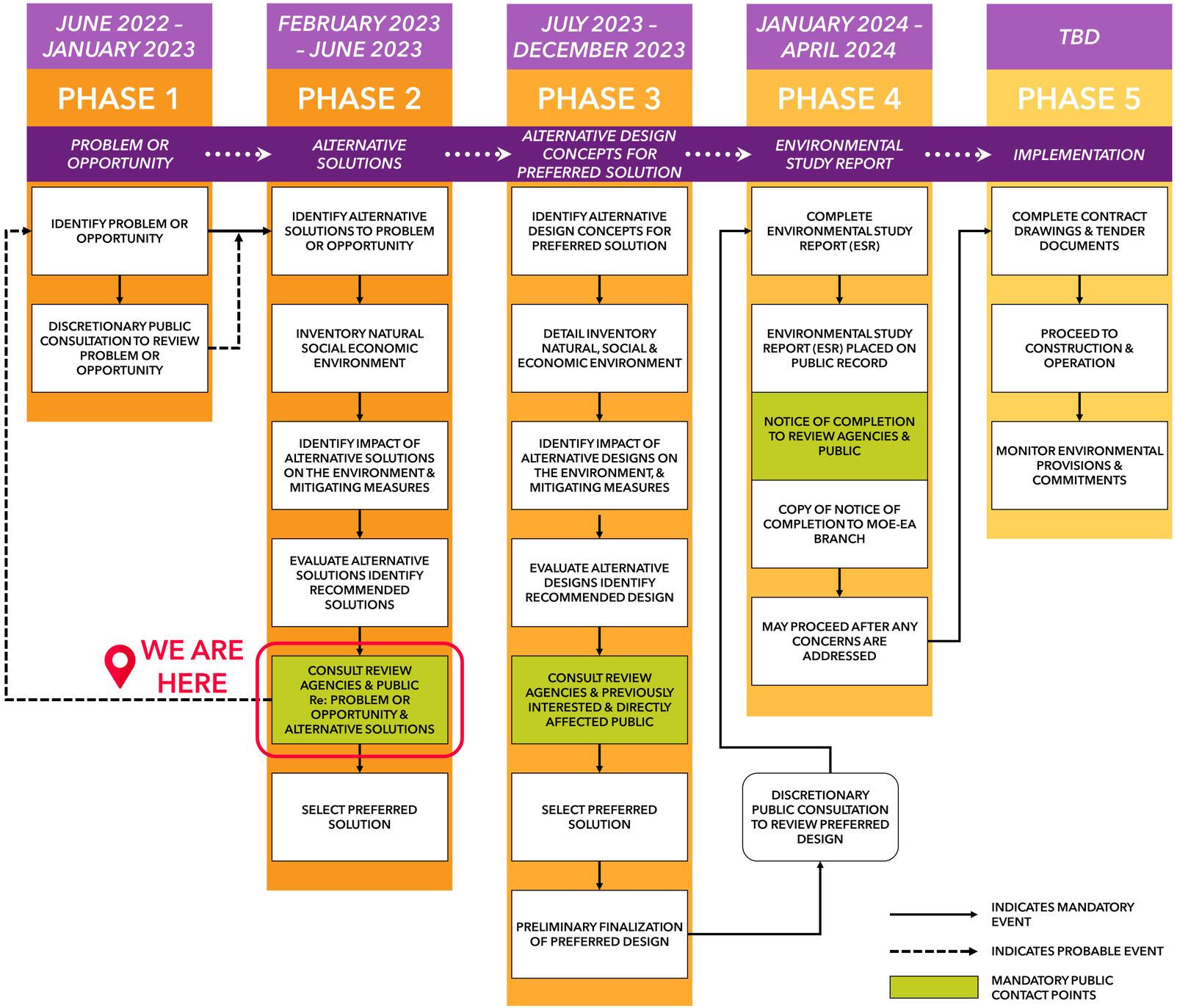


Develop the design alternatives, evaluations and impact assessment of the proposed improvements

Report back to City Council on Preferred Design

Host PIC #2 on the Preferred Design

PROJECT TIMING & SCHEDULE



THANK YOU

Comment Sheets

GANNETT FLEMING

Comment Sheet

Public Information Centre (PIC) # 1

Stevenson Road North Corridor, Northwood Business Park
City of Oshawa
Municipal Class Environmental Assessment Study

Thank you for attending today's public meeting. Please provide your comments on the materials presented.

Board 16 - Raised Cycle tracks - safer & easier to maintain.

Board 23 - instead of mid Block Arterial Road. install MUP.

Please complete your comment sheet and place it in the comment box provided, or send your completed comment sheet by **July 6, 2023** to:

Pidenam Bodjona
Transportation Project Engineer
City of Oshawa
50 Centre St. S
Oshawa, ON, L1H 3Z7
Phone:905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

Catherine Voytenkov
Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: 416-669-5246
Email: cvoytenkov@gfnet.com

Public Information Centre #2

GANNETT FLEMING

Notice of Public Information Centre #2

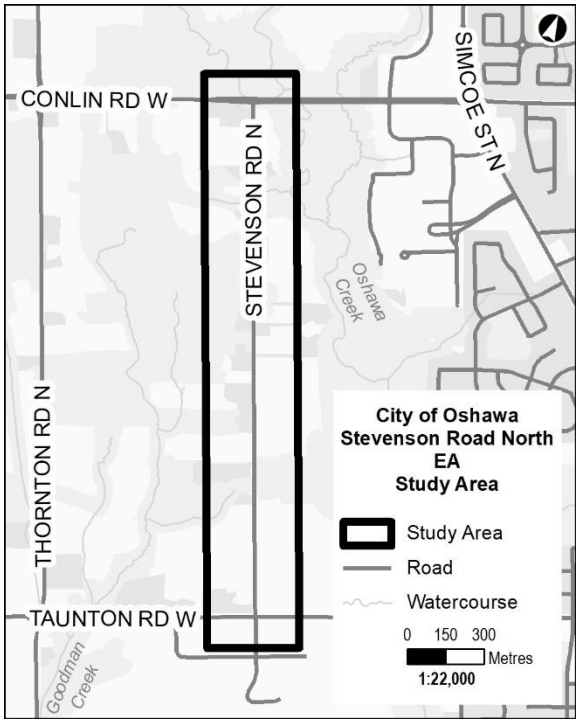
GANNETT FLEMING

Notice of Public Information Centre #2
Municipal Class Environmental Assessment Study
Stevenson Road North Corridor, Northwood Business Park
City of Oshawa
June 3, 2024

Project Overview

The City of Oshawa is undertaking a Municipal Class Environmental Assessment Study (M.C.E.A.) to determine appropriate upgrades to the Stevenson Road North corridor from Taunton Road West to Conlin Road West.

Currently, Stevenson Road North is 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 and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.



Key Map of the Study Area

Process

The Study is being completed in accordance with the *Municipal Class Environmental Assessment (2023)* as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address connectivity among all modes of transportation, road safety and traffic capacity. The purpose of this Notice is to advise area residents, businesses, and agencies of the upcoming second Public Information Centre (P.I.C.).

Public Consultation

This second P.I.C. will present a summary of the first P.I.C held on June 22, 2023, the development and evaluation of alternative design concepts for the preferred solution, the technically preferred design concept, and the next steps in the Study. This second P.I.C. is scheduled for:

Date: **Tuesday, June 18, 2024**
Time: **6:00 pm – 8:00 pm**
Location: **The Embassy Church (Family Center Auditorium)**
416 Taunton Rd. W, Oshawa, ON

Information related to the Study will be available for review on the City's website at Oshawa.ca/StevensonEA. If you would like to be added to the Study contact list or if you have any questions or concerns, please contact:

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Transportation Engineer
City of Oshawa
50 Centre St. S
Oshawa, ON, L1H 3Z7
Phone:905-436-3311 ext. 2117
Email: pbodjona@oshawa.ca

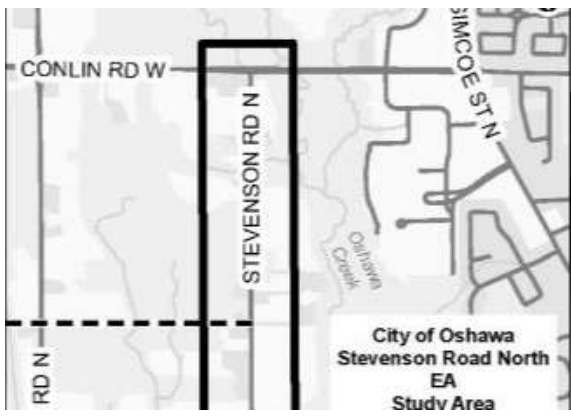
Catherine Voytenkov
Project Manager
Gannett Fleming Canada ULC
200 Bay St., Suite 1600
Toronto, Ontario, M5J 2J3
Phone: 416-669-5246
Email: cvoytenkov@gfnet.com

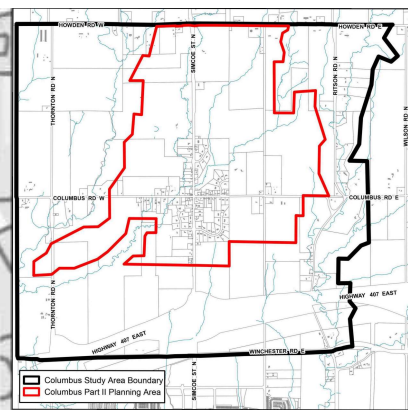
If you have any accessibility requirements for participating in this project, please contact a Project Team member. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will be part of the public record.

Website

GANNETT FLEMING

Environmental Assessments





Stevenson Rd. N. Study | Columbus Study | Completed Environmental Assessments

Stevenson Rd. N. Study

The City of Oshawa has retained Gannett Fleming Canada ULC to undertake a Municipal Class Environmental Assessment Study to determine appropriate upgrades to the Stevenson Rd. N. corridor from Taunton Rd. W. to Conlin Rd. W.

Currently, Stevenson Rd. N. is 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 Rd. N. by upgrading the roadway infrastructure and municipal services to contribute to the development of adjacent lands and advance economic and job creation opportunities for the City.

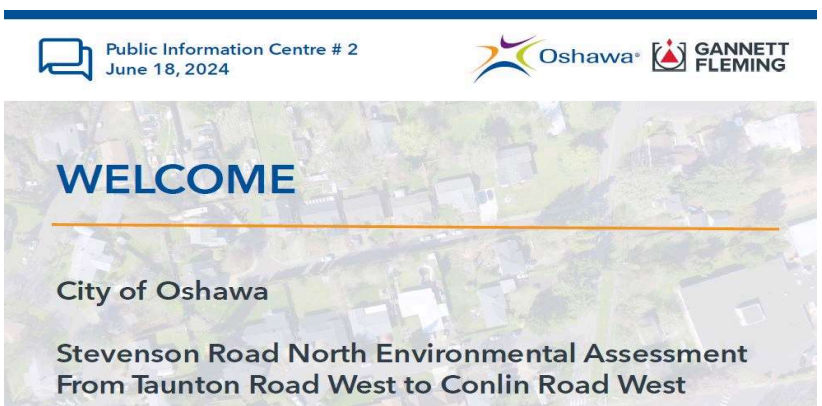
The Study is being completed in accordance with the Municipal Class Environmental Assessment (2023) as a Schedule 'C' project. The Study will consider a transportation strategy that will adequately address connectivity among all modes of transportation, road safety and traffic capacity.

Public Consultation

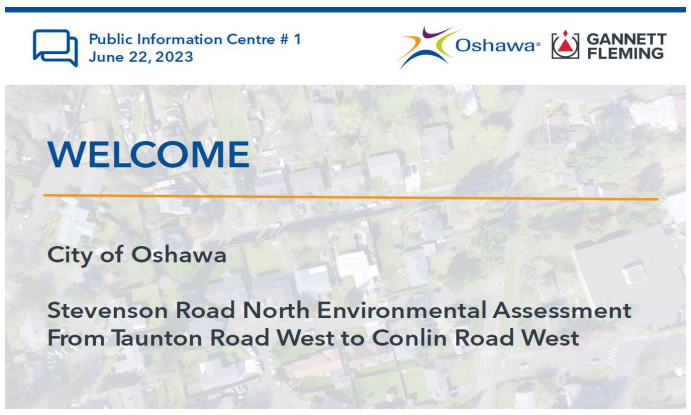
The second Public Information Centre (P.I.C.) was held on June 18, 2024 and included:

- a summary of the first P.I.C. held on June 22, 2023,
- the development and evaluation of alternative design concepts for the preferred solution,
- the technically preferred design concept, and
- the next steps in the Study.

Thank you to all who provided project feedback; it will be considered in the study.



Public Information Centre 1 resources

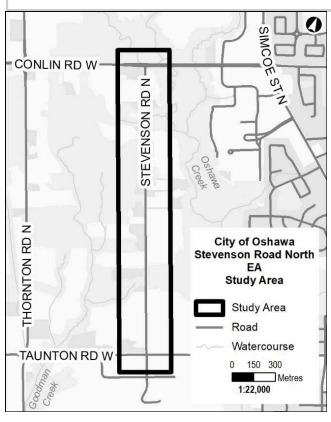


Resource documents

- Notice of commencement
- Report ED-23-98
- Newspaper ad

Project contacts

Gannett Fleming Canada ULC	City of Oshawa
Catherine Voytenkov Project Manager Gannett Fleming Canada ULC 200 Bay St., Suite 1600 Toronto, ON, M5J 2J3 416-669-5246 cvoytenkov@gfnet.com	Pidenam Bodjona Transportation Project Engineer City of Oshawa 50 Centre St. S. Oshawa, ON L1H 3Z7 905-436-3311 ext. 2117 PBodjona@oshawa.ca



Stevenson Rd. N. Study area

Completed Environmental Assessments

To obtain information about a completed environmental assessment, please contact Engineering Services.

- Oshawa Creek Site 3 – Preliminary Design and Municipal Class Environmental Assessment
- Harmony Creek
- Windfields Connection
- Townline Rd N.
- Thornton Rd N.
- Ritson Rd. N. and Columbus Rd. E.
- Kedron Major Roads
- Conlin Rd. E.
- Britannia Ave.

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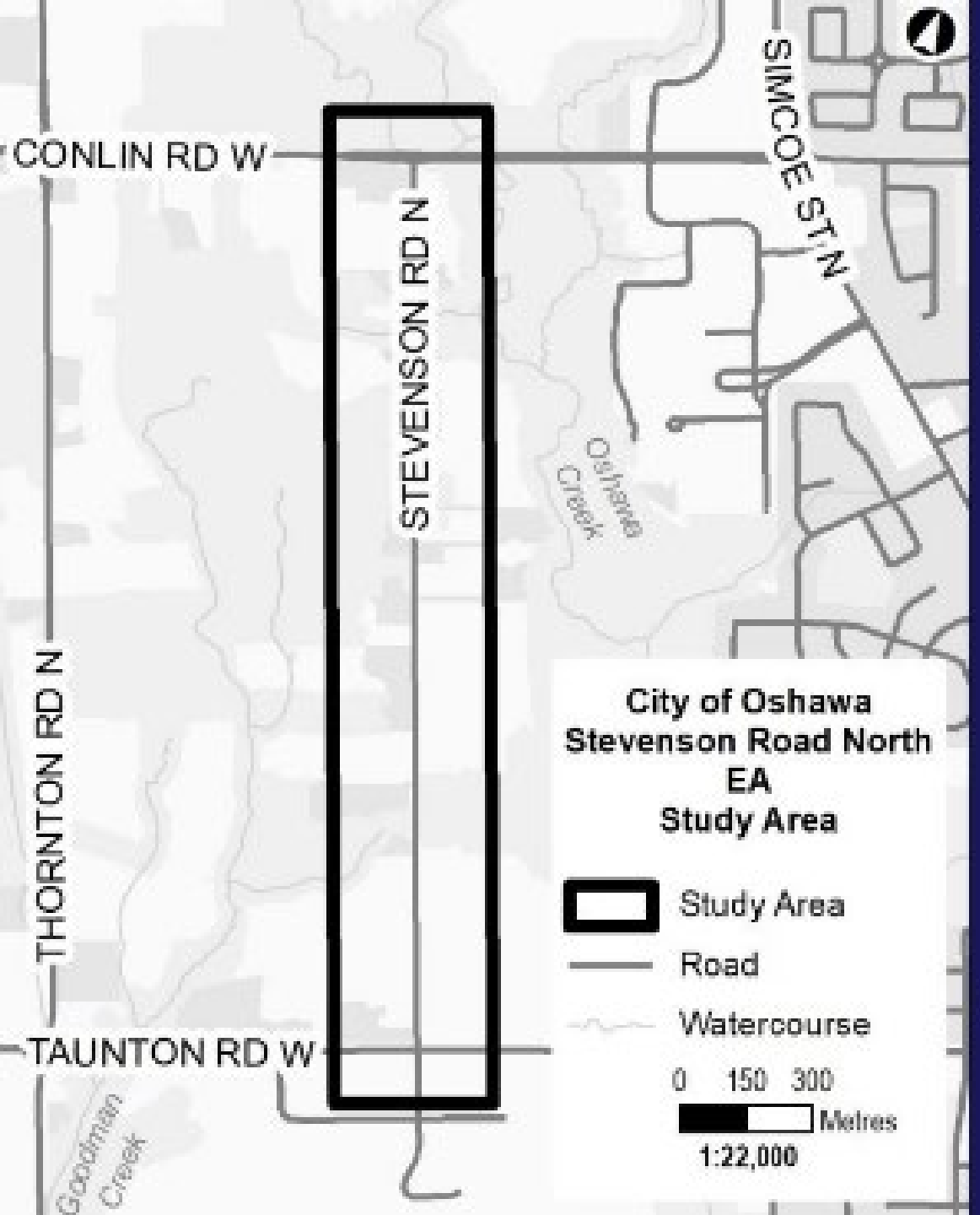
Service Oshawa
1st Floor, West Wing, City Hall
50 Centre St. S.
Oshawa, ON L1H 3Z7
Phone: 905-436-3311
Toll Free: 1-800-667-4292
Email: service@oshawa.ca

Social Media Posting

GANNETT FLEMING



Public Information Session

Stevenson Rd. N. Environmental Assessment Study

Date: Tuesday, June 18, 2024

Time: 6 to 8 p.m.

Location: The Embassy Church
416 Taunton Rd. W.
(Family Centre Auditorium)

Oshawa.ca/StevensonEA

Presentation

GANNETT FLEMING

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**

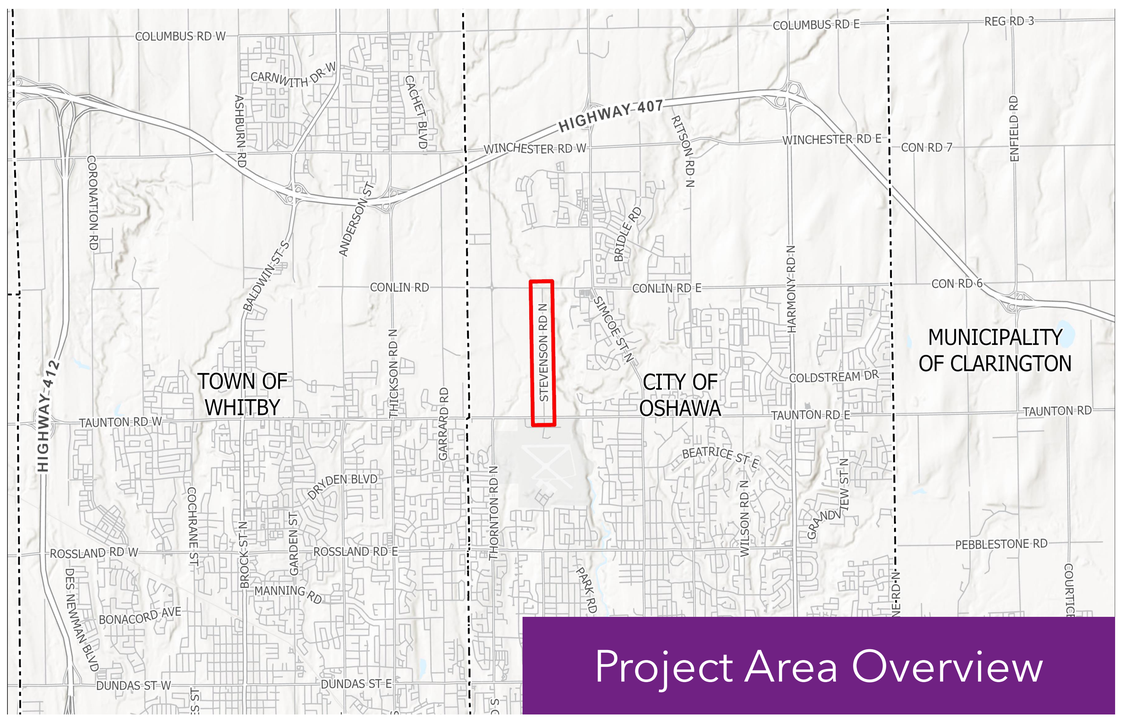
Join the study mailing list by emailing the Project Team at **pbodjona@oshawa.ca** to receive future study notices

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.



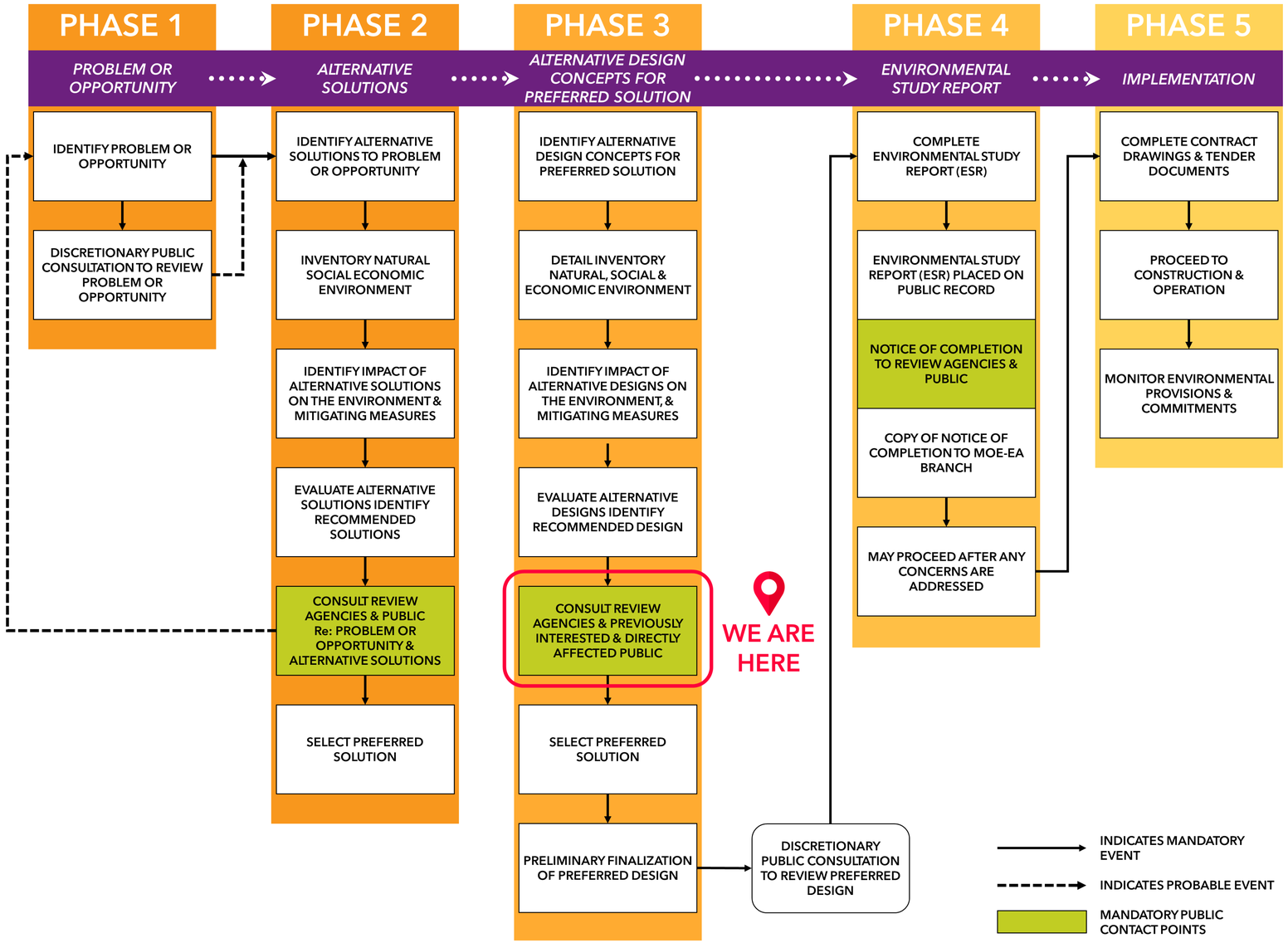
Project Area Overview

Project Study Area

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

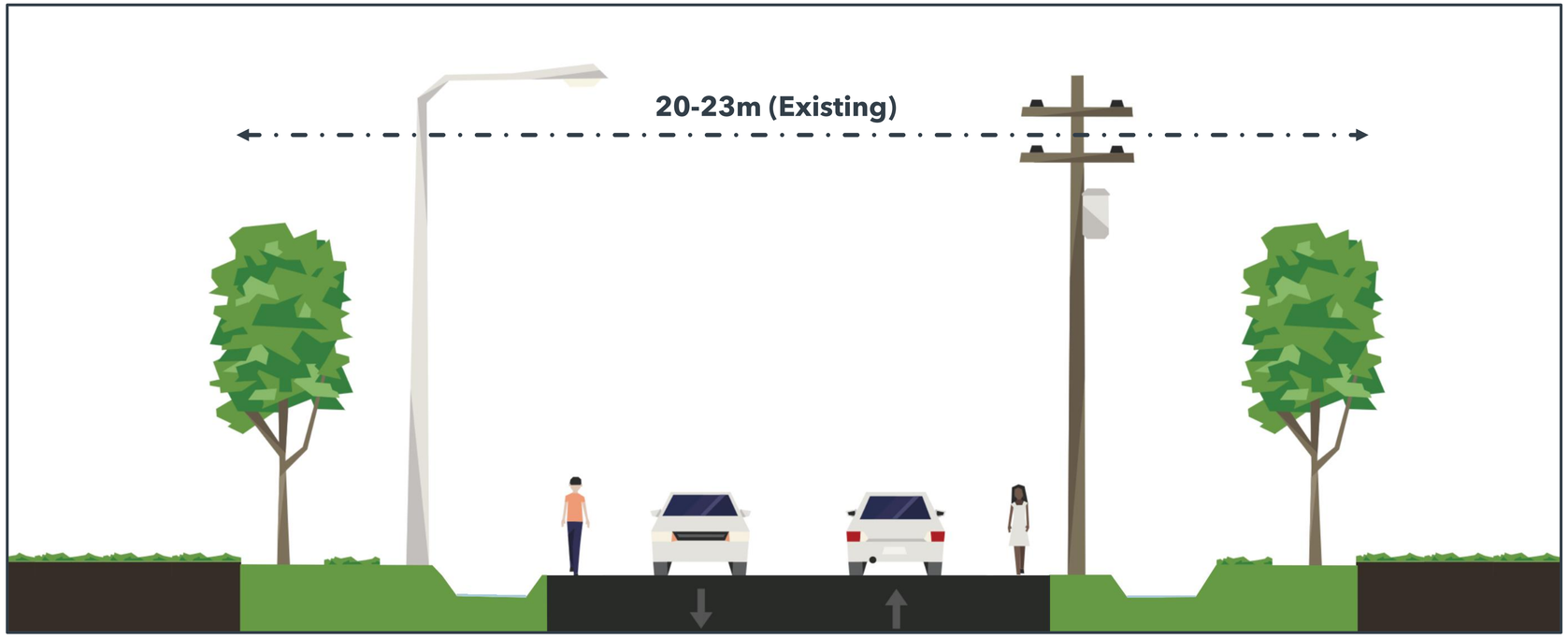
- Most traffic on Stevenson Road is travelling to/from Ontario Tech University/Durham College.
- The surrounding roads are operating at acceptable levels, apart from movements on/off Highway 407.
- Select turning movements on/off Taunton Road West and Conlin Road West are operating at higher-congested 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	Alternative screened out as it does not address or enhance road safety, traffic, or provide for active transportation or connectivity in the Study Area. Provides no opportunity to upgrade municipal services to support further development of the Northwood Business Park.	This alternative is not recommended.
Alternative 2: Minor Operational Improvements	Similar to the above, this alternative does not provide additional enhancements or opportunities to support future growth. Although there would be improvements roadway safety – they would be limited.	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

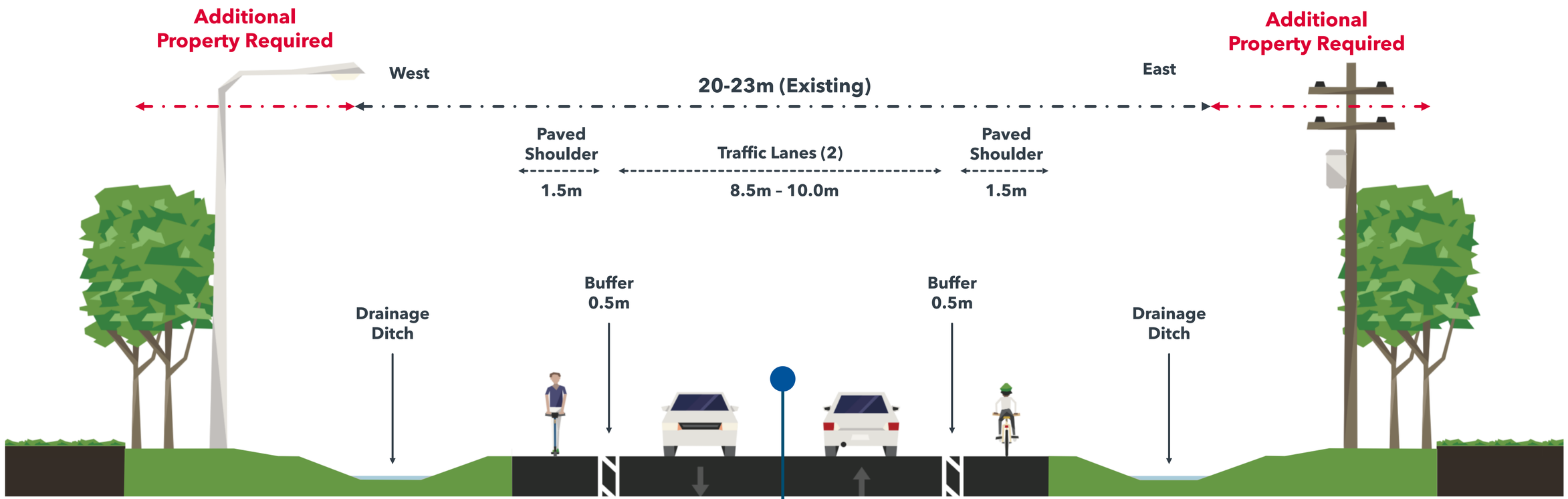
- Two-lane Rural
- Two-lane Urban (East MUP)
- Two-lane Semi-Urban (West Rural, East Urban)

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

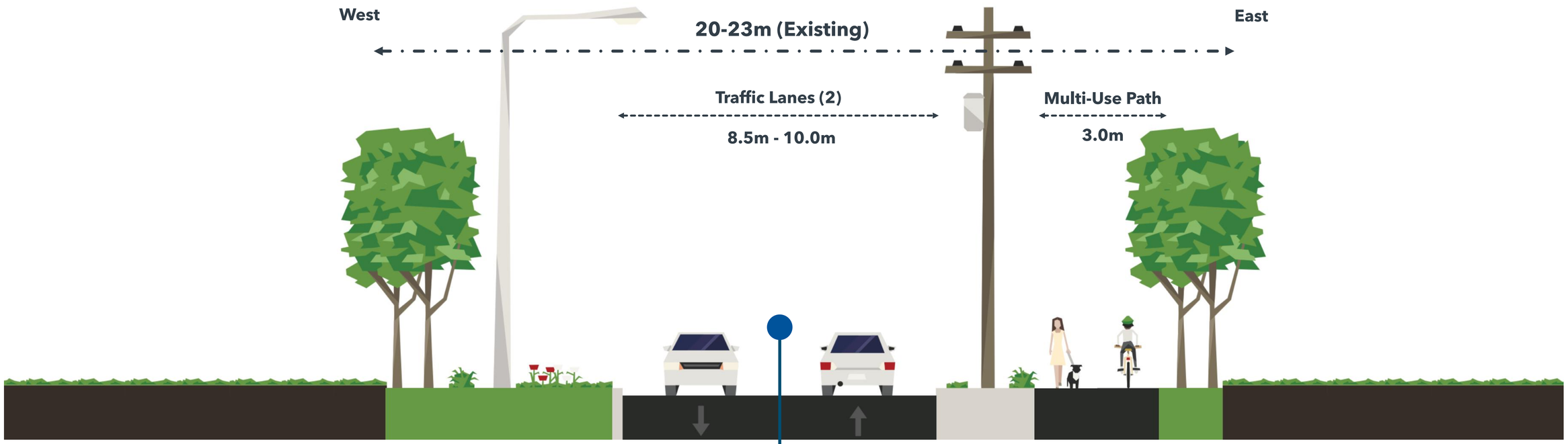
DESIGN CONCEPT 1: TWO-LANE RURAL



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

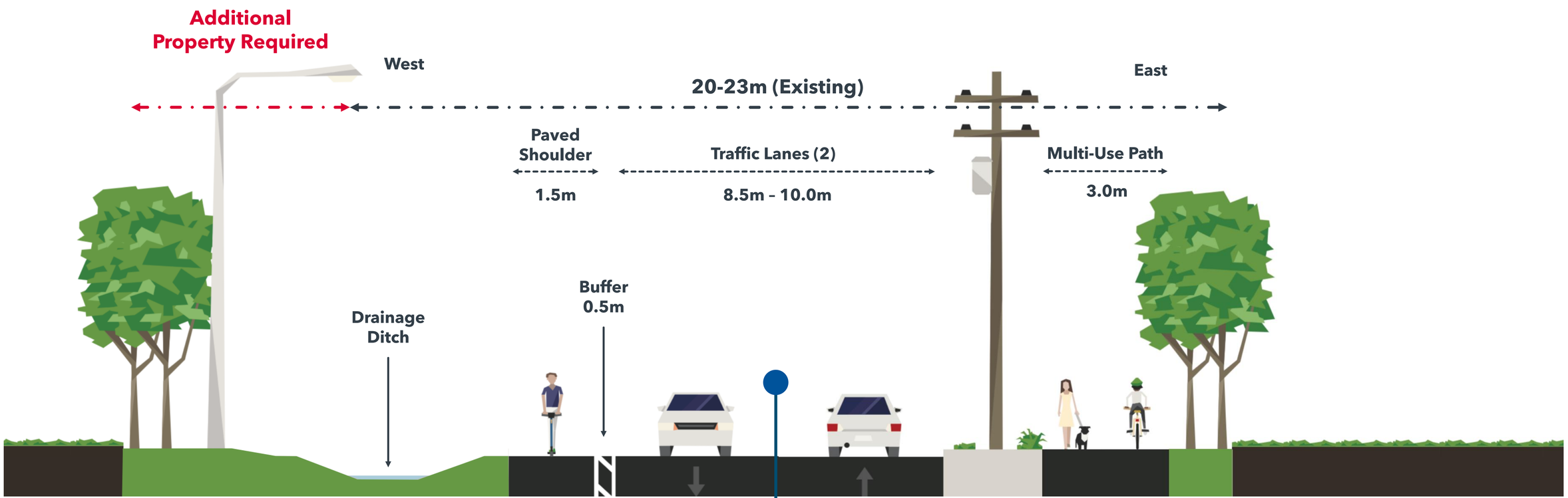
DESIGN CONCEPT 2: TWO-LANE URBAN (EAST MUP)



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

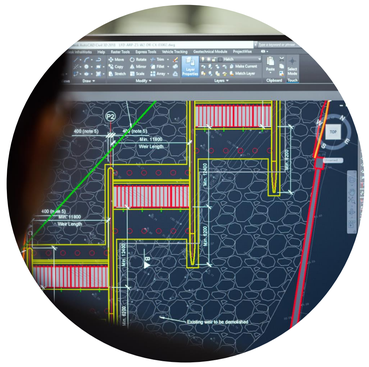
◒ Partially Preferred

○ Least Preferred

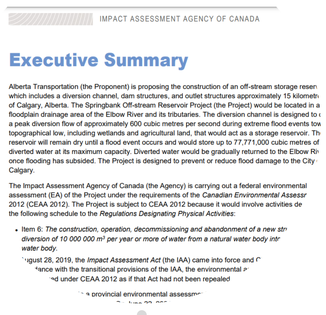
NEXT STEPS

Following this Open House, we will:

Collect all Public Comments and Respond to Questions



Confirm the Preferred Design Concept



IMPACT ASSESSMENT AGENCY OF CANADA

Executive Summary

Alberta Transportation (the Proponent) is proposing the construction of an off-stream storage resen which includes a diversion channel, dam structures, and outlet structures approximately 15 kilomet of Calgary, Alberta. The Springbank Off-stream Reservoir Project (the Project) would be located in a floodplain drainage area of the Elbow River and its tributaries. The diversion channel is designed to a a peak diversion flow of approximately 600 cubic metres per second during extreme flood events tow topographical low, including wetlands and agricultural land, that would act as a storage reservoir. Th reservoir will remain dry until a flood event occurs and would store up to 77,771,000 cubic metres of diverted water at its maximum capacity. Diverted water would be gradually returned to the Elbow Ri once flooding has subsided. The Project is designed to prevent or reduce flood damage to the City Calgary.

The Impact Assessment Agency of Canada (the Agency) is carrying out a federal environmental assessment (EA) of the Project under the requirements of the *Canadian Environmental Assess* 2012 (CEAA 2012). The Project is subject to CEAA 2012 because it would involve activities de the following schedule to the *Regulations Designating Physical Activities*:

- Item 6: *The construction, operation, decommissioning and abandonment of a new str diversion of 10 000 000 m³ per year or more of water from a natural water body int water body;*

ugust 28, 2019, the *Impact Assessment Act* (the IAA) came into force and (ance with the transitional provisions of the IAA, the environmental a d under CEAA 2012 as if that Act had not been repealed

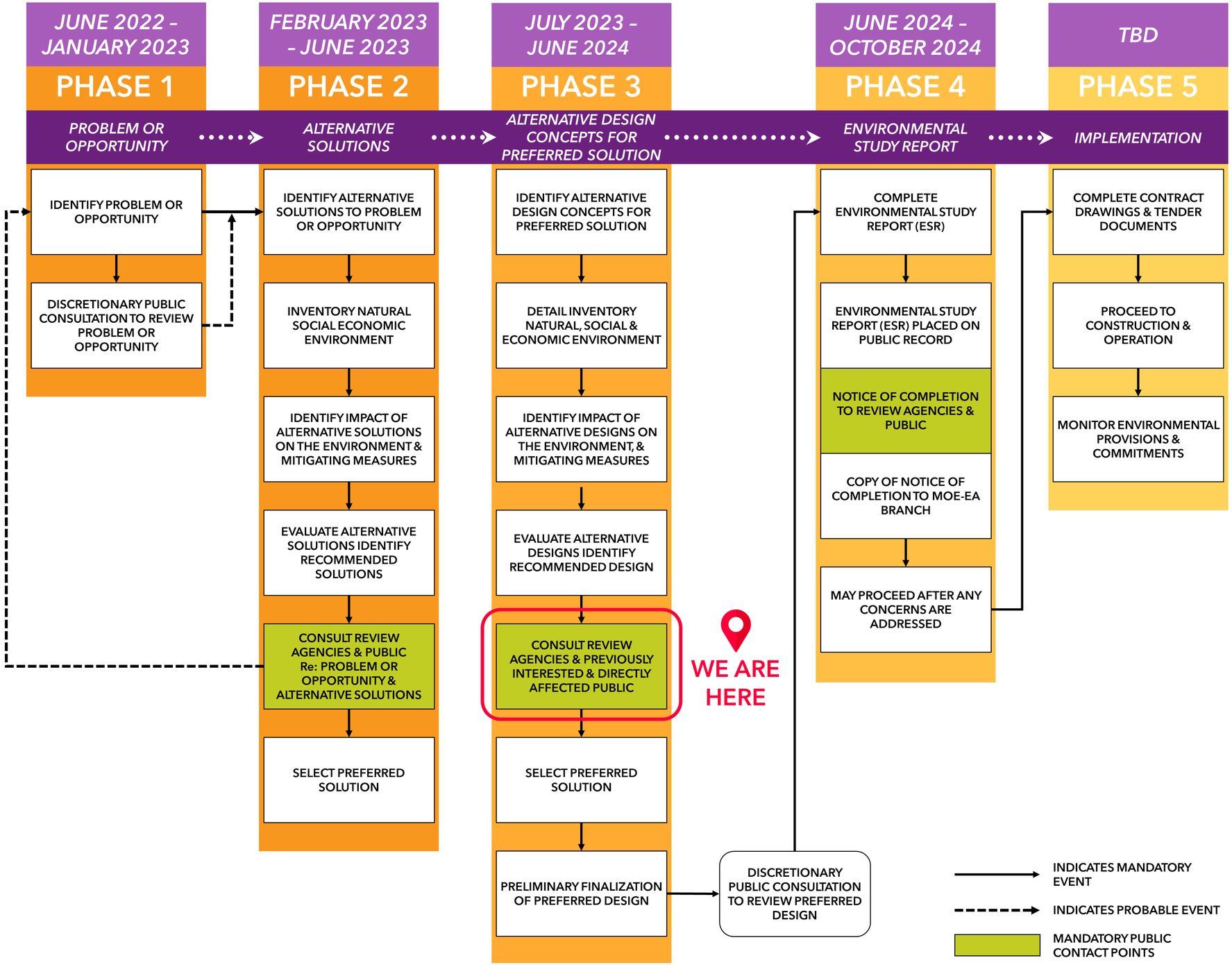
a provincial environmental assessm

Complete the Environmental Study Report (ESR)

Issue the Notice of Completion to Review Agencies and the Public

Tender/ Construction

PROJECT TIMING & SCHEDULE



THANK YOU

Rollplan

GANNETT FLEMING

STEVENSON ROAD NORTH ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #2

RECOMMENDED DESIGN CONCEPT (TWO-LANE FULL URBAN)

LEGEND:

- Roadway Improvements*
- Sidewalk**
- Long-Term Future Sidewalk***
- Multi-Use Path
- Boulevard
- Existing Property Limits/ROW
- Long-Term Future ROW***

** Pavement markings are shown indicatively and are to be further developed in the detailed design phase. The roadway median on Airport Boulevard will be removed to suit the intersection reconfiguration.*

*** AODA and cyclist upgrades at intersections are to be further developed in the detailed design phase.*

**** The Long-Term Future ROW limits are shown indicatively for a 30.0m ROW that is to be established in 2051-beyond.*

SCALE: 1:250

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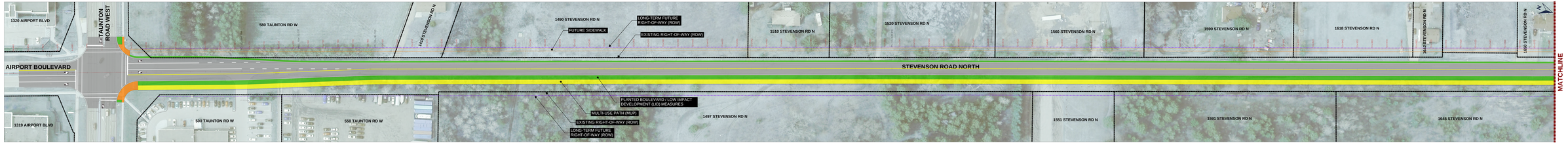
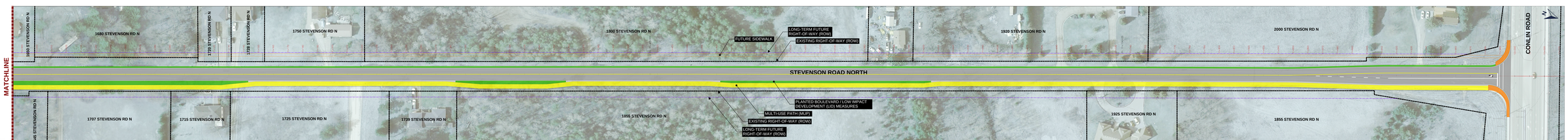
Oshawa GANNETT FLEMING





Comment Sheets

GANNETT FLEMING

Comment Sheet

Public Information Centre (PIC) # 2

Stevenson Road North Corridor, Northwood Business Park
City of Oshawa
Municipal Class Environmental Assessment Study

~~Sota~~ Preferred #2. Please Widen MUP to 3.5 - 4 metres.
makes it easier to pass + walk + Ride with friends + family

Thank you for attending today's public meeting. Please provide your comments on the materials presented. Please complete your comment sheet and place it in the comment box provided, or send your completed comment sheet or email us your feedback by **July 5, 2024** to:

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