



The Corporation of the Town of Milton

Report To: Council

From: M. Paul Cripps, P. Eng., Commissioner, Engineering Services

Date: June 24, 2019

Report No: ENG-020-19

Subject: Thompson Road (Louis St. Laurent to Britannia) – Environmental Assessment & Preliminary Design Report

THAT Council receive report ENG-020-19 for information;

Recommendation: AND THAT Council approve the preliminary design for the widening and urbanization of Thompson Road (from Louis St. Laurent to Britannia) a four lane urban standard.

EXECUTIVE SUMMARY

The Town of Milton's Official Plan identifies Thompson Road as a 35m arterial road that will service transportation needs to support development associated with the Boyne Secondary Plan. The widening and urbanization of Thompson Road is identified as a Schedule C project, as defined in the Municipal Class Environmental Assessment (MCEA) process. Therefore, phases 1 through 5 of the MCEA are required. Phases 1 and 2 were satisfied through the Boyne Secondary Plan work, and phases 3 and 4 have been addressed through the Class Environmental Assessment (EA) Study, currently nearing completion. Phase 5 is the implementation of the recommendations in the EA.

It is proposed to widen Thompson Road from Louis St. Laurent Avenue to Britannia Road to a four-lane, center median divided urban cross section. The design includes roundabouts at future Whitlock Avenue (approximately 500m south of Louis St. Laurent) and at future Logan Drive (approximately 400m north of Britannia). Due to the existing land use at the NE corner of Britannia and Thompson, the roundabout at Logan Drive will be built as a signalized T-intersection in the interim condition. On-street bike lanes and in-boulevard multi-use paths also form part of the design.

The draft Environmental Study Report (ESR), as required by phase 4 of the Municipal Class Environmental Assessment for Schedule C projects, has been completed and is



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under review with both Conservation Halton (CH) and the Ministry of Environment Conservation and Parks (MECP). It is anticipated that the final ESR will be filed for the statutory review period in mid-July. It should be noted that the date of filing is dependent on timing required to address agency comments, so this timing may shift slightly. Detailed design will continue in 2019, and construction tender is anticipated in early 2020, with an early spring 2020 construction start. The purpose of this report is to inform Council of the project status and to obtain Council approval for the preliminary design, ahead of filing the final ESR for review. A copy of the draft ESR is available on our website: [Thompson Road Draft ESR](#)

REPORT

Background

Thompson Road, from Louis St. Laurent Avenue to Britannia Road, is identified in the Boyne Secondary Plan as a 35m arterial road. The road is currently built to a two-lane rural section. Staff have engaged WSP to complete phases 3 and 4 of the MCEA for this project. The preferred design for Thompson Road, as supported by the ESR, is to generally widen along the existing centerline, to a four-lane urban cross section. To mitigate impacts to the farmland at the NE corner of Thompson Road and Britannia, the widening is shifted to the west from Britannia Road to approximately 800m north.

Discussion

Work Completed To Date

Staff engaged WSP, one of the Town's Civil Engineering Roster Consultants, to complete the MCEA for Thompson Road in late 2017. Since this time, the following work has been completed:

- Review of available background/planning studies to confirm phases 1 and 2 of the MCEA were satisfied through the Boyne Secondary Plan
- Completion of supporting studies and technical memos to inform the ESR (including Stormwater Management/Drainage report, Natural Heritage Assessment, Built Heritage Assessment, Stage 1 Archaeological Assessment)
- Preparation of design alternatives for evaluation
- Stakeholder consultation (including various provincial agencies, Conservation Halton, Halton Region, adjacent landowners, Halton Catholic and Public School Boards, utilities)
- Meetings with affected landowners, Halton Region and the adjacent development community



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- Public engagement via an online engagement event through Let's Talk Milton – including presenting the preferred alternative
- Preparation of the draft ESR for Town and environmental agency review

Evaluated Alternatives (Phase 3 of the MCEA)

As required by phase 3 of the MCEA, all feasible and reasonable planning solutions were considered for evaluation. The following three alternatives for Thompson Road were evaluated:

- Widen by the centerline
- Widen to the east only
- Widen to the west only

As Thompson Road is identified as a 35m ROW in the Town's Official Plan, design alternatives were developed for a four-lane urban cross section of this width. These design alternatives were then evaluated based on the following criterion (as described in Section 4.1 of the ESR):

- *Social/Community* (considering existing land use, existing property impacts, impact to future development plans, consistency with planning policies, access to adjacent properties)
- *Cultural Environment* (considering impact on archaeology, built heritage and cultural landscape resources)
- *Natural Environment* (considering direct and/or indirect impacts on wildlife, terrestrial vegetation, wetlands, and fisheries and aquatic habitat, including any species at risk that may be in the area)
- *Transportation/Technical* (considering connection to transportation network, provision for active transportation and transit, and design criteria (i.e. Town of Milton Engineering Standards) and geometrics (Transportation Association of Canada design guidelines).

Table 4.1 in the [ESR](#) details the evaluation of the three alternatives, considering the above criterion.

Preferred Alternative Design

As a result of the evaluation of the three design alternatives, the preferred design is to widen by the existing centerline of Thompson Road. All three alternatives had similar impacts regarding natural environment, and all three had no direct impact to built heritage or archaeology resources. As the alternative to widen by the centerline



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balances the property impacts between the east and west side of Thompson, it was selected as the preferred alternative.

The preferred design has Thompson Road being widened and urbanized to a four-lane cross section, with a raised center median. On-street bike lanes and in-boulevard multi-use paths are proposed for both the east and west sides, with roundabouts at both Whitlock Avenue and Logan Drive.

The preferred alternative was reviewed with adjacent landowners. As a result of the concerns raised by 1487 Thompson Road (an active farm) regarding the impacts to the property at 1487 Thompson Road, the preferred design was modified to shift the widening to the west only in the localized area from Britannia Road to approximately 800m north.

In addition, the proposed roundabout at Logan Drive will be built to a signalized T-intersection in the interim. The property required to build the ultimate roundabout will be secured from the owner to the west, while the property required from the east property (1487) will be acquired when/if this property develops.

The preferred alternative can be seen in Plates 1 through 6, as included in the draft [ESR](#).

Land

The project requires a widening of the existing road allowance from the current 20m road allowance to 35m to accommodate the proposed design. The majority of the land required for the widening will be acquired through conveyances from the developers in the vicinity, through the Boyne financial agreement.

There are two non-developer owned properties (1198 and 1487 Thompson Road) where property and/or permission to enter will be required to facilitate construction. Early discussion has already taken place with the owner of 1487 Thompson Road, and these discussions will continue as detailed design progresses.

The draft R plan for the property requirements at 1198 Thompson Road is currently underway, and when available, negotiations will start with the owner regarding the acquisition by the Town of the property required to facilitate the construction.

Construction

It is anticipated that detailed design will be complete in 2019, with construction tender in early 2020. Ongoing coordination will be required with both the adjacent development community, to ensure access is maintained to all new and existing



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residents, as well as Halton Region, as the Region will be widening and urbanizing Britannia Road to six lanes.

Financial Impact

As of 2019, a total of \$2,029,519 has been approved through capital project C340021 for Thompson Road (Britannia Rd to Louis St. Laurent). This amount provides for the land acquisition, design and relocation of utilities. In addition, the 2019 budget identified \$6,268,412 for the construction phase of the project in the year 2020. This forecasted budget amount was based on information available from the Town's consultant through the preliminary Environmental Assessment process and past projects of a similar nature (i.e. Bronte Street from Louis St. Laurent to Britannia).

The ESR has provided a preliminary cost estimate for the widening and urbanization of approximately \$11,280,000 (\$11,478,528 once non-refundable HST is considered). A significant portion of the higher estimate relates to the inclusion of \$4,640,190 in storm sewer costs (including a provision for the related engineering, contingency and miscellaneous costs). It is anticipated that there will be developer recoveries associated with this storm sewer work that have not been included in the project funding. The forecast will be updated through the 2020 budget process to reflect any cost revisions to the pre-construction estimate and will include identified developer recoveries. Any operating budget impacts associated with the road widening will also be incorporated through the budget process.

Respectfully submitted,

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Commissioner, Engineering Services

For questions, please
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Attachments

None

CAO Approval
Andrew M. Siltala
Acting Chief Administrative Officer