



The Corporation of the Town of Milton

Report To:	Council
From:	Barbara Koopmans, Commissioner, Development Services
Date:	July 20, 2020
Report No:	DS-019-20
Subject:	Louis St. Laurent Avenue (James Snow Parkway to Fifth Line) - Environmental Assessment & Preliminary Design Report
Recommendation:	THAT Council approve the preliminary design for the extension of Louis St. Laurent Avenue (from James Snow Parkway to Fifth Line).

EXECUTIVE SUMMARY

The extension of Louis St. Laurent Avenue, from James Snow Parkway to Fifth Line, is identified through the Derry Green Corporate Business Park Secondary Plan (Secondary Plan) work and the Town's Transportation Master Plan (2018) as a requirement to provide sufficient capacity for traffic associated with future growth. Louis St. Laurent Avenue is designated as an arterial road, whose primary functions are to address inter-regional and regional travel, accommodate truck traffic and transit services. As per the key design elements outlined in the Secondary Plan, sidewalks or multi/use trails, as well as separate bicycle lanes are also to be incorporated into the ROW of collector and arterial roads to provide maximum opportunities for pedestrian, bicycle and other similar movement, as well as access to transit services.

The extension of Louis St. Laurent Avenue is classified as a Schedule C project, as defined in the Municipal Class Environmental Assessment (MCEA) process. Therefore, Phases One through Five of the MCEA are required. Phases One and Two were satisfied through the Secondary Plan work and the Town's Transportation Master Plan, and Phases Three and Four have been addressed through the Class Environmental Assessment (EA) Study, currently nearing completion. Phase Five is the implementation of the recommendations in the EA.

The Town has entered into an agreement with OPG Derry Green Lands Inc. (Oxford) (ref: Council Report ENG-035-19), to allow Oxford to complete the MCEA and subsequent detailed design of Louis St. Laurent Avenue, to better align the timing of this work with the Oxford development within the Derry Green Business Park.

The recommended design for the extension of Louis St. Laurent Avenue is to build the road to a 35m urban cross-section, including four travel lanes, a center median, and in-boulevard cyclist and pedestrian facilities.

The draft Environmental Study Report (ESR), as required by Phase Four of the MCEA for Schedule C projects, is nearing completion and will be submitted to both Conservation Halton (CH) and the Ministry of Environment Conservation and Parks (MECP) in July. It is anticipated that the final ESR will be filed for the statutory review period in early August. 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 of the roadway will continue in 2020, with construction likely to begin in early 2021. 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 ESR for review.

REPORT

Background

The extension of Louis St. Laurent Avenue (from James Snow Parkway to Fifth Line) is identified in the Derry Green Secondary Plan as a 35m arterial roadway. The extension is also identified as required to address traffic growth in the Town's Transportation Master Plan (2018). The Town has entered into an agreement with Oxford to have Phases Three and Four of the MCEA completed. The preferred preliminary design for the extension of Louis St. Laurent Avenue is to follow, generally, the same alignment of existing Louis St. Laurent (west of James Snow Parkway), and will consist of a 35m urban cross-section, with four travel lanes, and in boulevard cyclist and pedestrian facilities.

Discussion

Work Completed To Date

The Town entered into an agreement with Oxford in 2019 to allow for Oxford to complete the MCEA for Louis St. Laurent Avenue, from James Snow Parkway to Fifth Line. Oxford engaged Stantec Consulting Ltd. (Stantec) to complete the MCEA. Since this time, staff have worked with Oxford and Stantec to ensure the project moves forward in a timely manner and in compliance with all aspects of the MCEA process.

Since the fall of 2019, the following work has been completed:

- Review of available background/planning studies to confirm Phases One and Two of the MCEA were satisfied through the Secondary Plan
- Completion of supporting studies and technical memos to inform the ESR
- Stakeholder consultation (including various Town staff, provincial agencies, Conservation Halton, Halton Region, adjacent landowners, Halton Catholic and Public School Boards, utilities)
- Meetings with Halton Region and Conservation Halton

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

Evaluated Alternatives (Phase Three of the MCEA)

As required by Phase Three of the MCEA, all feasible and reasonable planning solutions were considered for evaluation. For this project, a staged approach to identifying and evaluating different design concepts was implemented, meaning alternative alignments were evaluated first, and then alternative cross-sections.

The following three alternatives for the alignment of the extension were evaluated:

- Swing the alignment to the north of the existing Louis St. Laurent alignment
- Extend the existing alignment of Louis St. Laurent (essentially a straight line extension all the way to Fifth Line)
- Swing the alignment to the south of the existing Louis St. Laurent alignment

These alignments were then evaluated based on the following criteria:

- Social/Community - (considering existing land use, existing property impacts, impact to future development plans, noise and aesthetics)
- 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, fisheries and aquatic habitat, including any species at risk that may be in the area)
- Transportation/Technical - (considering connection to transportation network, traffic capacity, drainage/stormwater management, constructability, operations and maintenance, provision for active transportation)

As Louis St. Laurent Avenue is identified as an arterial road, cross-section alternatives were developed for a 35m ROW, four-lane urban cross-section. These design alternatives were then evaluated based on the following criteria:

- Social/Environmental - (considering active transportation, streetscaping, natural environment impacts and drainage)
- Transportation/Technical - (considering connection to transportation network, traffic capacity, operations and maintenance, provision for active transportation and transit, design criteria/operational safety (i.e. Town of Milton Engineering

Standards, Ontario Traffic Manual) geometrics (Transportation Association of Canada design guidelines), and cost (capital and operating/maintenance costs)

The tables in Appendix I of this report detail the evaluation of the alignment and cross-section alternatives, considering the above criterion.

Preferred Alternative Design

As a result of the evaluation of the alignment and cross-section alternatives, the preferred design is to extend Louis St. Laurent Avenue along the same alignment as Louis St. Laurent Avenue west of James Snow Parkway. This alignment has the least impact on both the socio-economic and natural environments, follows the same alignment as Regional servicing already installed, and has no more impact on the cultural environment than the other two alignment alternatives.

The preferred cross-section design includes four travel lanes, a centre median, and in-boulevard pedestrian and cycling facilities on both the north and south sides of the road. The boulevard facilities will include a 1.8m sidewalk, 0.5m stamped concrete buffer, and 2.0m bike path. This design provides optimum separation between all travel modes and has the highest potential to provide a safe and comfortable environment for active transportation users.

The preferred cross-section preliminary design can be seen in Appendix II of this report.

Land

As the project is entirely within the lands owned by Oxford, the property required for the extension of the Louis St. Laurent Avenue will be conveyed to the Town as part of the subdivision process.

Construction

It is anticipated that detailed design will be completed in 2020, with construction starting in late 2020 or early 2021. In order to facilitate construction and ensure efficiencies with the surrounding development, it is anticipated that construction of the extension of Louis St. Laurent Avenue will be completed by Oxford, and the details of which will be addressed through a separate agreement between the Town and Oxford.

Financial Impact

The section of Louis St. Laurent Avenue from James Snow Parkway to Fifth Line was originally scheduled for construction in 2023 at an estimated amount of \$4,705,510 as identified through the 2020 Capital Budget and Forecast. This amount will be refined



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through the detailed design work referenced through this report, which will provide a preliminary construction estimate.

It is anticipated that Oxford will complete and initially fund the construction of this section of roadway. The details of the front-end funding and subsequent re-imburement of the construction costs will be addressed through an agreement between the Town and Oxford that is expected to be presented to Council later in 2020.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Development Services

For questions, please contact: Diana Jiona

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Attachments
Appendix I: Detailed Evaluation Tables Appendix II: Preferred Preliminary Design

CAO Approval
Andrew M. Siltala
Chief Administrative Officer