

Design of Westminster Drive and Woodhaven Park Drive Improvements History of Projects

Westminster Drive

2017: Completion of Coronation Park Drainage Improvements Class EA with improvements recommended for Westminster Drive.

2017: Approved Active Transportation Master Plan (ATMP) recommended one-sided sidewalks for Westminster Drive.

2018: Detail design of Westminster started, where the Town held a public information center in June 2018. The notice delivered to the residents indicated:

In the Spring of 2019, a new storm sewer will be installed on Westminster Drive from Hixon Street to Lakeshore Road West. The storm sewer work will include the installation of a new storm sewer, installation of catch basins in the ditches, boulevard and ditch grading, topsoil and sod restoration, replacement of some water services to property line, replacement of the culvert at Lakeshore Road West and lowering of the watermain.

Note that although the ATMP was completed at start of the Westminster detail design project, the consolidation of improvements to construct the road once (adding a sidewalk) was not included originally. The material presented at the June 2018 PIC stated that curb and gutter and a sidewalk were not included in the project scope.

2019: Design and construction funds of \$895,000 had been approved prior to 2018. In the 2019 budget, \$1,025,000 was approved for construction.

September, 2019 At the [September 9, 2019 Planning and Development Committee](#) meeting, the following information noted the status of the Westminster project:

Construction of approximately 700 m of storm sewer is proposed on Westminster Drive discharging into the new Coronation Park channel, as per the recommendations of the Coronation Park EA. The project will also

improve an existing culvert at Lakeshore Road West and address standing water in ditches along the street. The proposed work also includes replacement of water services to property line and the lowering of the watermain at three locations.

Design work for the Westminster storm sewer is complete. Prior to construction, relocation of gas and hydro infrastructure is required. Union Gas completed relocation work in summer 2019 and Oakville Hydro is currently finalizing plans for relocation of its assets. The pedestrian signal at Lakeshore Road West and Westminster Drive will be relocated east to accommodate the Lakeshore Road West crossing as part of the contract.

Staff recommends delaying the release of the tender for this work until timing of the completion of the utility work is confirmed. It is anticipated that construction will begin in the first half of 2020. The construction cost of this project is being reviewed to reflect the most recent, higher, unit prices that have been observed on projects such as the first phase of the Maplehurst Drive storm sewer. Should additional funds be required, they will be requested through the 2020 Capital Budget process.

2020: Oakville Hydro relocation work was not completed in 2019 and during the COVID pandemic this project was deferred and funding returned, requiring a new budget request as part of the 2021 capital budget.

2021: staff re-initiated the detail design project, and obtained capital budget in the amount \$3,750,000 for the construction of Westminster based on the EA approved design.

2022: an additional \$1,099,000 in capital funding was approved for the construction budget.

2022: Comprehensive review was conducted:

- Determined any other works that had been identified for Westminster by applying the asset management principle of constructing an area “once” which resulted in an added objective to include AT infrastructure as identified by ATMP in the renewed detail design process.

- Performed technical evaluation of the original EA preferred alternative with additional drainage modeling and analysis of drainage patterns, which showed that the EA recommendation of a new storm sewer and ditch regrading would result in properties that continue to be susceptible to flooding (see Appendix C, Exhibit C-3).
- Conducted site visits and reviewed flood reports by residents to validate multiple drainage issues including soggy roadside ditches, damaged or deteriorating driveway culverts and restricted overland drainage system flow capacity.
- The hydro relocation work within the boulevard areas was completed in 2022. Some hydro cable relocation, within the roadway, will be completed in conjunction with the construction of the storm sewer.

2023: The construction cost was increased by \$600,000 as part of the 2023 capital budget and \$380,000 was requested through the 2024 budget process to provide sufficient funding for the curb and gutter cross section.

July, September 2023: Council motioned that green infrastructure be “preferred”...and through the Rainwater Management Financial Plan report, it indicated that projects that are not subject to the EA process will complete a green infrastructure assessment, followed by consultation and design before construction begins.

Staff further conducted the green assessment evaluation. The green infrastructure (ditch only without storm sewer) option was assessed, which determined major ditch regrading is not feasible to be implemented due to property impacts and the inability to contain flows for a 100-year storm. To store and convey enough stormwater to significantly reduce the flood potential in a 100-year storm, ditches would be over 8m wide. Trees would need to be removed and utilities would require relocation. There would be no space for a sidewalk, the ditch and culvert maintenance requirements for residents would increase, and the ditch would extend close to, or up to, the front property line. The road cross-section with ditches only and the modelled limits of flooding in a 100-year storm are included in Appendix C (Exhibit C-5 to C-8). The urban cross-section and storm sewer significantly reduce the flow limits as compared to existing conditions and EA preferred solution (Appendix C – Exhibit C-9).

October 5, 2023: Held Public Information Centre (PIC) for Westminster to provide an update to residents on the planned works for Westminster Drive with design drawing to a conclusion, and that to inform the resident that the construction is planned for in 2024. Public meeting materials were also available on the Town's website, and comments accepted for over three weeks at Oakville.ca.

The PIC materials and presentation outlined the four-step process that was utilized through the design process:

- 1) Review the preferred Coronation Park EA option and green infrastructure
- 2) Review active transportation infrastructure requirement
- 3) Review drainage concerns
- 4) Select the preferred design

There were overall concerns with changing the character of the road by removal of the ditches and addition of the sidewalk. The majority of residents who commented on the sidewalk are not in favour of adding a sidewalk to Westminster Drive. Comments included feeling comfortable walking on the road on their street, opportunities to take other routes if pedestrians wanted to use a sidewalk, impact on the character of the neighbourhood and increased winter maintenance (clearing snow from sidewalks). There were some residents who were supportive of the addition of a sidewalk. Some residents support constructing the storm sewer and urban cross-section as planned; others are opposed to this design. The residents who expressed their support urged the town to proceed to construction as soon as possible. Others were not in support and cited the need for more analysis of green infrastructure options, identified the differences from the Coronation Park EA recommendations, concerns about loss of infiltration opportunities, and impacts to community character.

Woodhaven Park Drive

2017: Completion of Coronation Park Drainage Improvements Class EA with improvements recommended for Woodhaven Park Drive. Appendix E – Class Environmental Assessment Update Technical Memorandum added Willowdown Road and Hixon Street improvements to the scope of work.

2017: Approved Active Transportation Master Plan (ATMP) recommended one-sided sidewalks for Westminster Drive.

2018: Detail funds for Woodhaven Park Drive were included in the capital budget.

2019: Construction funds for Woodhaven Park Drive were included in the capital budget.

September, 2019 At the [September 9, 2019 Planning and Development Committee](#) meeting, the following information noted the status of the Woodhaven Park Drive project:

Approximately 1 km of storm sewer on Woodhaven Park Drive storm sewer with an upgraded storm sewer outlet at Lake Ontario is proposed. In addition, extending the storm sewer north of Hixon Road is to be reviewed through the detailed design stage.

The anticipated construction timing for this project was accelerated as part of the 2019 Capital Budget process, however delays with the Westminster Drive Storm Sewer project have resulted in this project also being delayed. Construction is now anticipated to begin in the first half of 2021. The construction cost of this project is being reviewed to reflect the most recent, higher, unit prices that have been observed on projects such as the first phase of the Maplehurst Drive storm sewer. Should additional funds be required, they will be requested through the 2020 Capital Budget process.

Through that report, funds were transferred from the Woodhaven Park Drive Sewer project to the Maplehurst Storm Sewer Project to ensure town is eligible for grant funding from the Government of Canada's Clean Water and Wastewater Fund (CWWF).

2020: Design and construction funds were included in the capital budget.

2020: COVID pandemic. Funds were returned, and the project was put on hold.

2021: Design funds were included in the capital budget, and staff initiated the detail design.

2021: notices were sent to residents advising them of borehole drilling in the area. This work was conducted to gather geotechnical and hydrogeological information to be used in the design of a new storm sewer on Woodhaven Park Drive.

2021/22: Conducted site visits and reviewed flood reports by residents to validate multiple drainage issues including soggy roadside ditches, damaged or deteriorating driveway culverts and restricted overland drainage system flow capacity.

2022: A review was conducted to determine if there are other works that had been identified for Woodhaven Park Drive by applying the asset management principle of constructing an area “once” which resulted in an added objective to include AT infrastructure as identified by ATMP in the renewed detail design process.

2023: residents were advised that a subsurface utility engineering contractor would be working in the project area to gather utility information for the design of the new storm sewer.

2023: 60% design is underway. Based on the asset management principle of constructing “once”, a sidewalk is included on one side of Woodhaven Park Drive.

2023: Green infrastructure review to be completed as part of the design work, in accordance with Council resolution. Design to be presented to the public in 2024.

2023: Construction funds (\$9,538,000) for the curb and gutter cross section are included in the 2024 Capital Budget and Forecast for 2025 construction.