




# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	December 4, 2023
<b>SUBJECT/REPORT NO:</b>	Terms of Reference – Red Hill Business Park to Highway 6 South Conceptual Link (PED23246) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Steve Molloy (905) 546-2424 Ext. 2975
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

In April 2022, Council adopted an updated Truck Route Master Plan. As part of the discussion of the plan, the lack of suitable truck routes through Glanbrook was highlighted. At the April 4, 2022 Public Works Committee meeting, the following motion was approved:

That staff be directed to develop a Terms of Reference for a Municipal Class Environmental Assessment for an arterial roadway link between the Airport Employment Growth District and the Red Hill Business Park and that funding to complete the study be considered as part of the 2023 Capital Budget.

## INFORMATION

The need for a conceptual roadway corridor connecting the Red Hill Business Park to the Airport Employment Growth District and Highway 6 South has been identified in several strategic planning documents. The link was first identified as part of the City's 2005 Goods Movement Strategy in recognition of the growing needs and opportunities in the Red Hill Business Park and the Airport Employment Growth District. The conceptual link was also identified in the 2018 City-wide Transportation Plan as part of the strategic road network. The conceptual corridor spans approximately 12 kilometres from the area near Upper Red Hill Valley Parkway to the existing Highway 6 South

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

terminus at Upper James. Appendix “A” attached to Report PED23246 identifies the study area for the conceptual corridor.

During the Truck Route Master Plan review, the conceptual link was highlighted as part of the strategic goods movement network for further investigation to address network gaps in the rural community of Glanbrook.

The creation of a new link between Highway 6 South and the Red Hill Valley Business Park has the potential to address a number of historical and on-going issues associated with goods movement in South Hamilton. At present, there is no suitable east-west route for goods movement between Rymal Road and the South Hamilton boundary. This has created difficulties for operators that provide goods and services to the rural community and has resulted in increased demands for enforcement. Several trip kilometres are added to good movement providers in order to comply with the existing truck route network.

The creation of a new link between Highway 6 South and the Red Hill Valley Business Park would be a significant undertaking requiring extensive study. Although previous plans have assumed that the corridor would be a new route, there are many possible alignment alternatives including a combination of new and existing corridors. Extensive work is required to evaluate different alternatives, including the Do Nothing alternative in terms of environmental impacts, capital and lifecycle costs and associated benefits, and impacts to growth and economic development.

Based on Council Direction, the next step in the advancement of the corridor would be to initiate an Environmental Assessment Study. The purpose of the Environmental Assessment Study would be to confirm transportation system needs, as well as, identified alternative route alignments that minimize impacts to the natural environment, sensitive cultural heritage resources, and individual property owners. The Environmental Assessment Study would help to identify land to be protected for a future corridor, thus avoiding missed opportunities to address network needs and/or reduce impacts associated with corridor planning.

The delivery of the project would be carried-out in coordination with the appropriate City departments and will be undertaken consistent with the phases for a Schedule C Municipal Class Environmental Assessment project. Phases 1 and 2, of the Municipal Class Environmental Assessment process, would be completed by Transportation Planning, in the Planning and Economic Development Department, while Phases 3 and 4 would be undertaken and led by Engineering Services in Public Works. Council would be provided an opportunity to approve the results of Phases 1 and 2 of the Environmental Assessment Study before authorizing staff to proceed with Phases 3 and 4.

Overall, the Environmental Assessment Study is intended to provide a clearer understanding of the issues and alternatives for addressing goods movement and overall travel demands in the Highway 6 South to Red Hill Valley Parkway corridor. An Environmental Assessment Study will provide both a broad and detailed assessment and communication of all the impacts in a clear and transparent manner. The study area covers a wide area, and contains a number of watercourses, woodlots, wildlife, and cultural resources, which will require detailed evaluation and assessment. Due to the large study area, the process will take a number of years to complete and does not commit the City to any immediate or short-term infrastructure improvements.

Based on Council direction, funding for this project was identified within the 2023 Ten-year Capital Budget under Project Identification Number 4032455224, \$730 K. Subsequent budgets have been identified in the future Capital Budget forecast years and would be refined based on the outcomes of the Environmental Assessment (Design Study). A summary of the scope of work is provided below and will include extensive public consultation. A more detailed summary of the scope of work is provided in Appendix “B” attached to Report PED23246.

- The Environmental Assessment will comprise of a number of phases as follows:

**Phase 1: Problem and Opportunity**

Undertake various background studies such as natural and cultural heritage inventories and mapping updates as well as a transportation needs assessment to identify a clear problem and opportunity statement. This phase is critically important to establishing the need for the corridor or identifying potential alternatives.

**Phase 2: Alternative Solutions**

Identify long list of alternatives and evaluate route alignments to select a short-list and ultimately a preferred alternative solution. This could include a new corridor, use and upgrade of existing roadways, a combination of new road segments and existing roadways, or other solution as identified through the process.

- Subject to Council approval following the completion of Phases 1 and 2:

**Phase 3: Alternative Design Concepts for Preferred Solution**

Identify design alternatives with the preferred corridor identified in Phase 2. Undertake various detailed field studies such as noise and archaeological assessments, stormwater management plans, and identify right-of-way requirements and property impacts. Evaluate and select preferred design alternative and provide detailed next steps including costing and an implementation phasing strategy.

**Phase 4: Environmental Study Report**

Provide comprehensive documentation of study findings and all associated preliminary design drawings.

**Project Schedule**

The various Environmental Assessment phases will take several years to complete. Phases 1 and 2 is anticipated to commence in 2024 and completed at the end of 2025. Based on the outcomes of these project phases, the timing of schedule of the project will be updated to reflect the preliminary preferred alternative.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PED23246 - Conceptual Corridor Study Area

Appendix “B” to Report PED23246 - Draft Scope of Work