SUBJECT: Waterdown/Aldershot Transportation Master Plan  
- Waterdown Road Class Environmental Assessment Phases 3 and 4  
- East-West Road Class Environmental Assessment Phases 3 and 4  
(PW08063) - (Ward 15)

**RECOMMENDATION:**

That the General Manager, Public Works, be authorized to issue three (3) separate purchase orders in the following amounts $426,400 East-West Technical work, $287,800 Waterdown Road Technical work and $252,200 Public Consultation/Project Management, single sourced to Dillon Consulting Ltd. for the completion of Schedule C Class Environmental Assessment Study (Phases 3 and 4) for the Waterdown/Aldershot Transportation Master Plan.

Scott Stewart, C.E.T.  
General Manager  
Public Works

**EXECUTIVE SUMMARY:**

Dillon Consulting Limited has completed Phases 1 and 2 of the Municipal Class Environmental Assessment process. Council approved staff to move forward with Schedule C Class Environmental Assessment process (Phases 3 and 4) and that this work be single sourced to Dillon Consulting Limited. (Council Report 05-011). The cost estimation at that time was $542,000, however the cost is now approximately $966,400 for the work to be completed. A portion of these costs (25%) will be funded by the City of Burlington and the Regional Municipality of Halton. The cost of the work will be covered by budgeted capital as well as the contributions of the City of Burlington and the Region.
of Halton. No additional monies are requested at this time. Approval is sought to increase the previously approved amount to be single sourced from $542,000 to $966,400.

**BACKGROUND:**

The recommendations within this report primarily affect Ward 15 with City wide implications.

The City of Hamilton received Order in Council 1262/2002, dated June 19, 2002 from the Province with respect to the approval of Official Plan Amendment No. 28, in the Former Town of Flamborough and the Memorandum of Agreement between the various property owners, the Former Town of Flamborough and the City of Burlington. The Order in Council that included the Memorandum of Agreement states in part that a Master Environmental Assessment Transportation study must be undertaken. Phases 1 and 2 of this study have been completed and work on a portion of Phases 3 and 4 has commenced.

In February 2008 the City of Hamilton in conjunction with the City of Burlington and the Regional Municipality of Halton completed Phase 2 of the Waterdown/Aldershot Transportation Master Plan (WATMP). The WATMP was carried out in accordance with the Municipal Engineers Association’s Class Environmental Assessment for municipal projects and fulfilled the requirements of Phases 1 and 2 of the five-phase Class EA planning process (Class EA). Phase 1 of the Class EA process (Problem/Opportunity Identification) was completed in July 2004. Phase 2 examined the consideration of alternative ways to solve the identified problems, giving recognition to environmental, social, economic, cost and transportation service considerations and was finalized in February 2008. Four different levels of municipal transportation projects to solve the identified problems are possible, each of which requires a different degree of further EA investigation:

- Transportation Demand Management (TDM) strategies
- Schedule A Projects
- Schedule B Projects
- Schedule C Projects

A number of the initiatives identified in the Waterdown/Aldershot TMP will not require Class EA approvals, such as **Transportation Demand Management (TDM) strategies.** TDM strategies are a combination of initiatives whose goal is to encourage travellers to use alternatives to driving alone.

**Schedule A Projects** are projects that involve minor modifications to existing facilities. Environmental effects of these projects are minimal and the projects are considered pre-approved. Specifically identified strategies not requiring Class EA approvals identified in Phase 2 included the following:

- Implementing the necessary transit service and transportation demand management measures to achieve a 10% reduction in single occupant automobile travel; consistent with the City-wide TMP TDM Policies and City-wide TMP Transit Services Strategy.
Implementing, in addition to the specific improvements and operating targets, the City-wide Walking and Cycling Policies to increase awareness and promote these modes of transportation.

Undertake transit operation’s analyses to confirm appropriate infrastructure/plant to service the Waterdown/Aldershot area.

**Schedule B Projects** are projects that involve minor expansions to existing facilities. For these projects, there is some potential for adverse environmental effects, and they are required to proceed through a screening process including public consultation. More formal Class EA approval will be required for, at least, two of the proposed roadway improvements recommended in the TMP that are categorized as **Schedule C Projects**. Schedule C projects are projects that involve the construction of new facilities and/or major expansions to existing facilities. These projects must pass through the entire EA planning process outlined the Class EA. The projects subject to this Work Plan are considered Schedule C projects. Phase 2 of the Waterdown/Aldershot TMP recommended that “The Problem” identified in Phase 1 (lack of east/west and north/south transportation capacity) be addressed by the above noted initiatives plus the following Schedule C projects:

- Constructing a new east-west roadway generally between Parkside Drive and the greenbelt boundary from Highway 6 dropping to Parkside Drive just west of Robson Road, and then following Parkside Drive to a new roadway along the east boundary of the Upcountry development area.
- A north/south widening of Waterdown Road between Highway 403 and Mountain Brow Road, the widening of Mountain Brow Road to a new north/south link joining this road with Dundas Street, through the Waterdown South Secondary Plan area.
- Widening Dundas Street between the new east–west road and Brant Street to a six-lane crosssection – or some other way to provide additional east/west capacity in this area.

The Phase 3 and 4 work plan has identified two Schedule C Class EA projects:

- Waterdown Road Class Environmental Assessment Phases 3 and 4
- East-West Road Class Environmental Assessment Phases 3 and 4

The project partners, the Cities of Hamilton and Burlington and the Regional Municipality of Halton have a cost sharing agreement in place, based on cost sharing of the Phase 2 study. This agreement apportions the costs in the following manner:

- City of Burlington 15%
- Region of Halton 10%
- City of Hamilton 75%

The City of Burlington and the Region of Halton have budgeted $65,000 and $90,000, respectively, for this study. Their portions of the overall costs are substantially more and staff is meeting with the project partners to discuss their contribution to this study.
In June 2005, City of Hamilton Council recommended (Council Report 05-011) that staff proceed with a Schedule C Municipal Class Environmental Assessment study process and that the work be single sourced to Dillon Consulting Limited. A Schedule C Municipal Class Environmental Assessment study would encompass Phases 3 and 4 of the study. At that time the estimated cost for Phases 3 and 4 was $542,000. The Dillon work budget for Phases 3 and 4 is now set at the following:

<table>
<thead>
<tr>
<th>Work</th>
<th>Work Assigned to</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New East-West Technical Work</td>
<td>Dillon Consulting Ltd</td>
<td>$426,400</td>
</tr>
<tr>
<td>Waterdown Rd Technical Work</td>
<td>Dillon Consulting Ltd</td>
<td>$287,800</td>
</tr>
<tr>
<td>Public Consultation – Project Management</td>
<td>Dillon Consulting Ltd</td>
<td>$252,200</td>
</tr>
</tbody>
</table>

It was not until Fall 2007 that the Phase 2 work for the WATMP was endorsed by all 3 project partners. Since all three municipal partners have endorsed moving forward with the TMP, the project team have recently finalized the work plan for Phases 3 and 4 of the Class EA process. The cost and the work plan has changed significantly since 2005. The cost to complete the technical work plan and public consultation piece for Phases 3 and 4 is now $966,400.

The level of effort that will be necessary to complete the projects has increased significantly as a result of the requirement to undertake new work or expend additional time due to increased complexity in a number of areas (over what was originally forecast). Additionally, escalation costs are also a contributing factor. The following are specific items that have lead to the increase in work as well as cost:

- Considerable additional public/agency/property owner liaison and project administration work will be required to complete the current program. The revised estimate of the levels of staff hours to undertake this work has, in part, been based on WATMP Phase 2 work that involved extensive public contact, follow-up and correspondence. The project team expects that this level of involvement will continue for the remaining phases.

- The project team expects that additional work will be required in the production of the two final Environmental Study Reports (ESRs), based on the recent experience in completing the WATMP Phase 2 report. This additional work and cost has been included in the revised estimate for the issuing of additional Draft ESR editions including a draft for public and agency review.

- The revised budget includes the completion of a more comprehensive drainage assessment than was originally scoped. This was based on reviews of recent background drainage reports and discussions with conservation authorities regarding their expectations and knowledge of drainage issues associated with both corridors.
The project team have added into the Work Plan the further evaluation/refinement of corridor alignments for the East-West Road and Waterdown Road Class EA’s. (e.g. Option 4/Option 5 and the north-south connection through Waterdown South)

Also added into the Work Plan is the full development of a 3-lane alternative in the Waterdown corridor.

For the East-West Road corridor the project team has had an opportunity to review the structural requirements in more detail and have included additional effort to complete the required structural assessments and detailing of two new bridges and one major culvert.

The project team has added permitting and approvals work associated with the main watercourse crossings in the East-West Road corridor (Borers Creek, Grindstone Creek). This work will be required to finalize the level of mitigation and necessary environmental treatments for detailing in the ESR.

Toward the end of Phase 2 the project team identified the need to complete a topographical survey of the complete Waterdown Road corridor. This was due to the very complex terrain that exists in this corridor through the residential areas.

Escalation costs. The original Dillon budget was based on the completion of both projects by December 2006.

Phases 1 and 2 works have been completed and the associated remaining budget has been transferred over to cover the additional costs associated with Phases 3 and 4. The budget to carry out Phases 3 and 4 was approved by City of Hamilton Council for $1,000,000 under the 2007 Capital Budget and was funded 90% from development charges and 10% from the tax levy. As a result of the increase in costs the project will be funded over 2 years with additional funds included in the 2009 Capital budget submission. Once, the City of Hamilton receives the Region of Halton’s and the City of Burlington’s 25% share, we will be able to complete the study.

ANALYSIS/RATIONALE:

Dillon Consulting Limited has completed the work on Phases 1 and 2 of the Municipal Class Environmental Assessment process for the WATMP. Phases 3 and 4 must be completed for the preferred alternatives in accordance with the requirements of the Municipal Class Environmental Assessment process. Dillon Consulting has the knowledge and background to carry forward with this work therefore providing continuity on the project for the City as well as the public. Dillon Consulting also has established credibility with the staff from the participating municipalities and agencies as well as the public. Costs would be expected to be significantly higher if the partner’s were to retain a new firm.

This report is to clarify that there has been an increase in the cost to complete Phase 3 & 4 of the Municipal Class Environmental Assessment work that is to be single sourced to Dillon Consulting Limited. No additional budget is being requested at this time.
There are two alternatives for consideration:

(a) The recommendation is approved and Dillon will complete the assignment on time and within budget.

(b) The recommendation is not approved and the work goes through the tendering process. This will delay the project and increase the cost.

Financial/Staffing/Legal Implications:

Financial Implications:
The study is funded from approved capital budget Project ID# 4030755707 and no additional funds are being requested at this time. The remainder of the funds to cover the cost of this study is to be recovered from the City of Burlington (15%) and the Region of Halton (10%).

The purpose of this report is to seek approval to continue with Dillon Consulting, for the increased amount on the basis of single sourcing. If the project partners were required to retain a new firm for the study costs would be expected to be significantly higher as a new firm would have to undertake a detailed and lengthy review of background studies and material.

Staffing Implications:
There are no staffing implications as a result of this report.

Legal Implications:
A delay in the completion of this study may or may not result in legal implications.

Policies Affecting Proposal:
The recommendations in the Waterdown/Aldershot Transportation Master Plan are consistent with the Regional Official Plan, Township of Flamborough Official Plan and will not alter or contravene any City policy.

The recommendations in the Waterdown/Aldershot Transportation Master Plan are consistent with the Public Works Strategic Plan. The Municipal Environmental Assessment study highlights the goals of the Public Works Strategic Plan in “greening” and “stewardship” of the City. The Waterdown/Aldershot Transportation Master Plan is a model for integrated community sustainability planning.

Relevant Consultation:
This report was prepared in consultation with the Purchasing Section of Corporate Services.
CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens.

Proceeding with Phases 3 and 4 of the Municipal Class EA ensures that all aspects of the natural, social, environmental and technical implications are taken into account.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

Economic Well-Being is enhanced. ☑ Yes ☐ No
Infrastructure and compact, mixed use development minimize land consumption and servicing costs.

Does the option you are recommending create value across all three bottom lines?

☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?

☐ Yes ☑ No