

# BASIC FACTS

The following statements are supported by consultant and staff reports/documents found in the Final Technical Reports, Affidavits or documents available through this office.

## Cost/Taxes



- The **cost to the City of not building the Red Hill Valley Project (RHVP) will total approximately \$78.2-\$87.2 million dollars**(which includes the repayment to the Ministry of Transportation for their \$41.2 million subsidy), whereas the **cost to the City of Hamilton to complete the RHVP is approximately \$73.45 million dollars.** i
- It will cost approximately \$200 million dollars to complete the Project, with approximately \$125 million dollars coming from the Provincial government. ii
- In 1972 the share of municipal taxes collected was 40% residential and 60% non-residential. Today that figure is reversed, with homeowners responsible for the majority of taxes collected.iii
- Annual taxes from the full development of the North Glanbrook Industrial Park alone is estimated at \$11.9 million.iv

## Transportation/Safety



- The Red Hill Creek Expressway remains a key component of Hamilton's long range planning. The Hamilton-Wentworth Official Plan (December 2000) and the City of Hamilton Official Plan (July 1999) both show the Red Hill Creek Expressway in their transportation schedules.v
- With a completed Red Hill Creek Expressway there will be an average of 195 (conservative estimate) to 426 (liberal estimate) fewer collisions per year for the first twenty years of operation.vi
- Under the local street system the rate of collisions on roads in the vicinity of the Red Hill Creek Expressway is 3.82 per million vehicle kilometres of travel, with the Red Hill Creek Expressway it is estimated there will be 1.02 collisions per million vehicle kilometres of travel.vii
- For the first twenty years of the Red Hill Creek Expressway there will be an average collision cost savings predicted to be \$3 million-\$7.5 million annually.viii

- With the Red Hill Creek Expressway Hamilton can link its manufactured goods to the 401, and American Interstates 69, 75, 87, 90, 94, and 219 which span from Michigan to the American eastern seaboard, giving our local industries access to the most industrialized areas on the continent. ix

## Development



- At full development the North Glanbrook and Airport Industrial Parks alone are anticipated to accommodate almost 14,000 jobs.x
- At an average assessed value of \$360,000 per acre, the developed areas would translate into about \$330 million in annual industrial assessment for the City of Hamilton.xi
- The North Glanbrook and Airport Industrial Parks are anticipated to accommodate 25% of Hamilton's forecasted growth, with the Red Hill Creek Expressway making it easier for goods to flow in and out of Hamilton International Airport.xii
- The total, net vacant employment land supply in the North Glanbrook business park is about 570 acres, the total, net vacant employment land supply in the Airport Industrial Park is about 460 net acres. The total of the two areas, about 1,030 net acres, is almost half of Hamilton's total net supply of about 2, 200 acres of vacant employment land.xiii
- 65% of Hamilton's future employment growth will be accommodated on employment land, with the Industrial Parks the prime location for the growth.xiv
- Designated residential land in Upper Stoney Creek currently represents a supply of about 5,660 units in various stages of planning approval. With development resulting as a result of the Red Hill Creek Expressway this would equate to about \$820 million in additional residential assessment. Based upon a construction value of approximately \$150 million for the remaining component of the Red Hill Creek Expressway and a multiplier of 9.8 direct and indirect person years of employment per million dollars in construction, a total of approximately 1,500 person years of employment would be generated by completing the Project.xv
- In 1971 there were 22,500 work trips into Hamilton and 15,100 work trips out of Hamilton . This means a work surplus of 7,400. In 2001 there were 33,950 work trips into Hamilton and 57,200 work trips out of Hamilton . This means a work deficit of 23,250. xvi
- This commuter deficit results in economic losses to the local economy when commuters shop and use personal services in locations close to places of work outside the City. xvii

- A lack of good highway connections is the major reason the Hamilton International Airport has not yet been able to attract significant amount of business, and the current delays will seriously hamper the ability to attract additional business to the Airport and surrounding community. xviii
- The timely completion of the Expressway was of great importance to Tradeport International when preparing its proposal as bidder for the Airport. xix

## Environmental Improvements xx



- At least 15 trees replaced per 1 tree removed (updated number as of 03/30/05)
- No overall loss of quality natural habitat.
- No net loss of specialized habitats.
- Wetland replacement by at least 2:1 basis by area.
- Avoiding disturbance of key habitats outside construction zone.
- Stable new forest edges within 3-5 years.
- Use of native plantings to minimize establishment of introduced problem species and erosion prevention.
- Seed collection to ensure a supply of locally adapted native plants. (currently underway)
- Removal, storage and re-use of soil propagule banks (topsoil with high concentrations of seed, rhizomes, bulbs) in wetland and riparian zone restoration.
- Salvage of sod, tree stumps, and boulders.
- Naturalization of open space.
- Wetland creation for storm water management in the restored floodplain or in the abandoned creek.
- Planting of native trees and other stewardship activities in adjoining neighborhoods.
- Reforestation on the lakeshore and QEW lands.
- Timing of construction to avoid wildlife/bird nesting periods.
- Rescue and relocation of wildlife such as amphibians and turtles.
- Proposed Red Hill Creek rechanellization increases fish stability, reduces the bank erosion, increased pool quality, reduces the length of concrete

and armoured channels, and eliminates three existing barriers to fish migration.

- The natural design is seen as a positive alteration which will result in a net gain in fish productive capacity.
- Re-vegetation of vacant lands or closed landfill/dump sites.
- Rehabilitation of closed landfill sites.
- There would be no measurable adverse health outcomes in the surrounding community in regards to air quality from the operation of the Expressway.
- Improvements to pedestrian trails and landscaping.

#### References

- i. KPMG. City of Hamilton-Capital and Operating Costs. Build vs. No Build Scenarios. May 26, 2003. <http://www.hamilton.ca/public-works/capital-planning/red-hill-valley-program/reports/Project-Updates/17-June-03/Life-Cycle-Cost-Benefit-Analysis-Final-Rpt.pdf>
- ii. Ibid.
- iii. <http://www.hamilton.ca/public-works/capital-planning/Red-Hill-Valley-Program/reports/city-benefits.pdf>
- iv. Hemson Consulting Ltd. Completing the Red Hill Expressway-Economic Development Implications. July 2003. <http://www.hamilton.ca/public-works/capital-planning/red-hill-valley-program/Final-Reports/One-File-Reports/Ec-Dev-Implications.PDF>
- v. Ibid.
- vi. Affidavit of Hart Solomon. <http://www.hamilton.ca/public-works/capital-planning/red-hill-valley-program/Affidavits/H.Solomon.pdf>
- vii. Ibid.
- vii. Ibid.
- ix. Hemson Report.
- x. Ibid.
- xi. Ibid.
- xii. Ibid.
- xiii. Ibid.
- xiv. Ibid.
- xv. Ibid.
- xvi. Region of Hamilton-Wentworth. "All In a Day's Work.: Commuter Trends and Patterns for Hamilton-Wentworth". June 1999.
- xvii. Ibid.
- xviii. Affidavit of Tony Battaglia. <http://www.hamilton.ca/public-works/capital-planning/red-hill-valley-program/Affidavits/T.Battaglia.pdf>
- xix. Ibid.
- xx. Envision. Landscape Management Plan. April 2003.

<http://www.hamilton.ca/public-works/capital-planning/red-hill-valley-program/Final-Reports/Landscape/01-Introduction.pdf>