

CITY OF HAMILTON MOTION

General Issues Committee: January 15, 2020

MOVED BY COUNCILLOR B. CLARK

SECONDED BY MAYOR / COUNCILLOR

GRIDS 2 Transportation and Infrastructure Assessment

WHEREAS, the City is undertaking an update to GRIDS, known as GRIDS 2, which is a long-term growth strategy to allocate forecasted population and employment growth from 2031 to 2041;

WHEREAS, approaches and options for the allocation of growth will have impacts on infrastructure needs, and further, that needs may vary by growth option;

WHEREAS, infrastructure needs associated with growth may include new transportation corridors, road capacity enhancements, urbanization of rural cross-sections within or adjacent to growth areas, higher-order transit improvements, and new multi-modal infrastructure, in addition to municipal service upgrades;

WHEREAS, historically, infrastructure for new growth areas has typically been delivered concurrently with development by the private sector and financed through development agreements, or subsequent to development by the City using Development Charge revenues;

WHEREAS, the practice of relying on the private sector to front-end and construct growth-related infrastructure can be advantageous, some potential shortcomings include the potential for delayed delivery of complete networks (e.g. piecemeal corridor construction) and the potential for under-estimation of multi-modal needs and opportunities (e.g. sidewalks, transit upgrades, cycling infrastructure), which are indirectly triggered by development;

WHEREAS, an alternative model whereby major infrastructure is delivered in advance of development may help address problems created by piece-meal infrastructure development;

WHEREAS, alternative approaches to front-ending infrastructure may have an influence on the evaluation of growth options being considered as part of GRIDS 2;

THEREFORE, BE IT RESOLVED:

That staff be directed to undertake a transportation infrastructure needs assessment for growth areas, as part of the analysis being undertaken as part of GRIDS 2, at an estimated cost of \$150,000, to be funded from Reserve 110324 DC Admin Studies – Hard – Residential (\$94,500) and Reserve 110325 DC Admin Studies – Hard – Non-Residential (\$55,500), with that analysis to:

- (i) focus on areas of significant change to include, but not be limited to, Upper Stoney Creek;
- (ii) include the implications of a model whereby major transportation infrastructure is front-ended to occur in advance of major development activity; and,
- (iii) The evaluation of growth options under GRIDS 2 include criteria that reflects the implications of a front-ended infrastructure model.