City of Hamilton

DEVELOPMENT INDUSTRY LIAISON GROUP

AGENDA

Date: November 20, 2023

Time: 9:30 a.m.

Location: YouTube Channel Streaming for Virtual Meetings

All electronic meetings can be viewed at:

City's YouTube Channel: https://www.youtube.com/user/InsideCityofHamilton

Taylor Brown (905) 546-2424 ext. 3841

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1. WELCOME

Steve Frankovich

2. MINUTES FROM THE PREVIOUS MEETING(S)

3. DISCUSSION ITEMS

3.1 Major Transit Station Report. (10 minutes)

Lauren Vraets

3.2 Vacant Unit Tax Implementation and Information for Builders. (10 minutes)

Kirk Weaver

3.3 Development Charges Background Study - Update on Public Consultation. (5 minutes)

Carolyn Paton

3.4 Transportation Background Study – Development Charges By-law. (10 minutes)

Scott Johnston, David Pau, John Kemp

3.5 Mid Rise Residential / Transit Oriented Corridor Zone Draft Bylaws. (10 minutes)

Shannon McKie

4. ADJOURNMENT

Tentative Special DILG Meeting on LRT Project - Development Review Process November 27, 2023 (to be confirmed)

Next DILG: January 22, 2024

DEVELOPMENT INDUSTRY LIAISON GROUP

(September 11, 2023)
9:30 AM
Webex

Present:	
Ashraf Hanna, City of Hamilton Adam Ionico Ahmad Sarwar, City of Hamilton Alan Shaw, City of Hamilton Carlo Ammendolia, City of Hamilton Anthony Salemi Arden Semper Joyanne Beckett, City of Hamilton Taylor Brown, City of Hamilton Jorge Caetano, City of Hamilton Carmen Vega, City of Hamilton Hanna Daniels, City of Hamilton Dave Alberton, City of Hamilton Elisha Vankleef Anita Fabac, City of Hamilton Lindsay Gillies, City of Hamilton Glen Schnarr & Associates Inc. Calvin Huizinga, City of Hamilton Jared Marcus Joey Coleman Kevin Hollingworth Binu Korah, City of Hamilton Robert Lalli, City of Hamilton	Justin Lewis, City of Hamilton Matt Johnston - UrbanSolutions Mike Collins-Williams Monir Moniruzzaman, City of Hamilton Tracey Muto, City of Hamilton Gavin Norman, City of Hamilton Melanie Pham, City of Hamilton Stephanie Mirtitsch Steve Spicer Steven Frankovich Janice Takahashi, City of Hamilton Tomide Olaniyi Travis Skelton Heather Travis, City of Hamilton Cari Vanderperk, City of Hamilton Lauren Vraets, City of Hamilton Brenda Khes

1. Welcome – *Ashraf Hanna*

2. Minutes from April 24, 2023

Approved, no comments.

3. Discussion items

3.1 Waterproofing requirements for low-medium density development.
Hanna Daniels, Carmen Vega

The objective is to limit groundwater discharge to the municipal system associated with foundations being advances below the groundwater table. Working on next

steps which include 1. Issue Urban Hydrogeological Study Terms of Reference (status: pending Council approval) and 2. Develop City of Hamilton Foundation Drainage Policy and Guideline (status: in progress)

3.2. Housing Sustainability and Investment Road Map (HSIR).
Justin Lewis, Jeff Wingard

The scope of the roadmap includes affordable market, below-market, community, non-market, public and subsidized housing. It focuses on urgent actions needed to accelerate coordinated activities and the retention of affordable housing. It also focuses on the increased provisions of housing based supports to ensure successful tendencies throughout the city. The four pillars of HSIR are New Construction, Acquisition, Maintain/Preserve, Supports. Link to the HSIR document: City Council Passes Motion to Create Housing & Sustainability Investment Roadmap | City of Hamilton

3.3 Construction Management Plans – Sidewalk and Lane Closures.
Binu Korah

As part of the bill 109 process Development Engineering has completed various guidelines and checklists for engineering submissions to assist applicants with their government application submissions. The documents will provide you guidance on how to prepare the engineering studies and outline the information city expects as part of the development application submission. The documents have been distributed with the minutes**. If you have any questions or comments regarding these documents, please contact Binu Korah by September 28, 2023**.

The Construction Management Plan consist of three major components: construction details, traffic management plan, and the public communication plan. Further updates to come.

3.4. Water and Sewer Drain By-Law.
Calvin Huizinga, *Janice Takahashi*

The revisions to the Sewer and Drain By-Law and the Water Works By-Law aim to modernize the content by aligning the current practices, including industry best practices and City policies. Overview and description provided of each change to the By-Laws.

3.5. Biodiversity Action Plan.
Lauren Vraets

The vision of the Biodiversity Action Plan is “A Hamilton that is resilient to climate change, celebrates nature, and provides a healthy environment for all life”. The 4 Project goals are to protect, explore, connect, and restore. Currently targeting late 2023 – early 2024 to bring forward the final BAP document.

3.6. Staffing Update for Growth Management and Planning.
Ashraf Hanna, Anita Fabac

As result of Bill 109, council approved planning and economic development to create new positions to deliver an effective level of service with the increasing workload. The organizational structure for development planning and development

engineering have been divided by West and East Development. The divisions primary follow the ward boundaries with the exception of the southernly portion of ward 11 where the boundary is along Upper James St. Updated organization chart was shared with the industry.

Next DILG Meeting will be November 20, 2023

Taylor Brown, Minute Taker
Administrative Assistant II, Growth Management Division

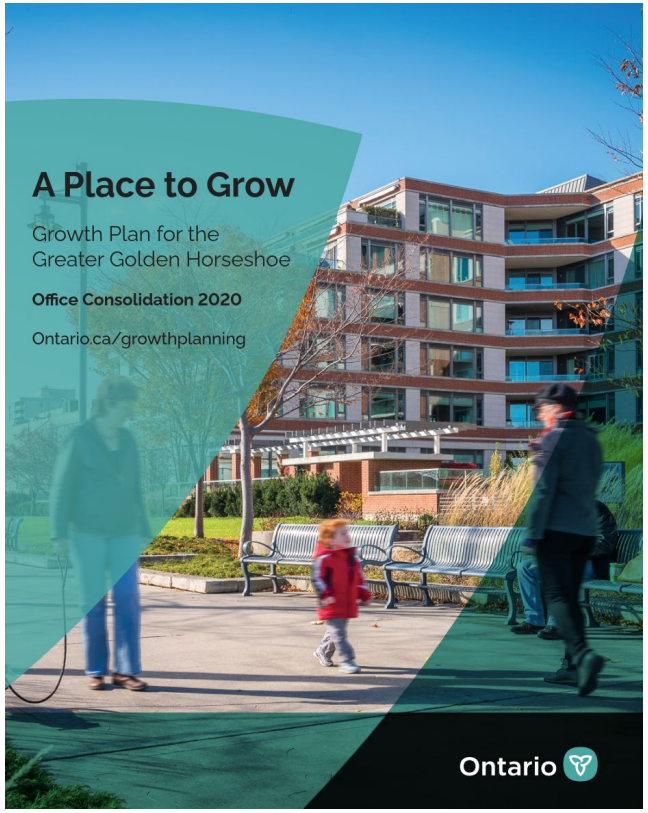
Major Transit Station Areas

Development Industry Liaison Group

November 20, 2023

Major Transit Station Area (MTSA) Defined

- The area including and around any existing or planned higher order transit station or stop within a settlement area.
- MTSAs generally are defined as the area within an approximate **500 to 800 metre radius** of a transit station, representing about a 10-minute walk.
- Subject to provincial approval.



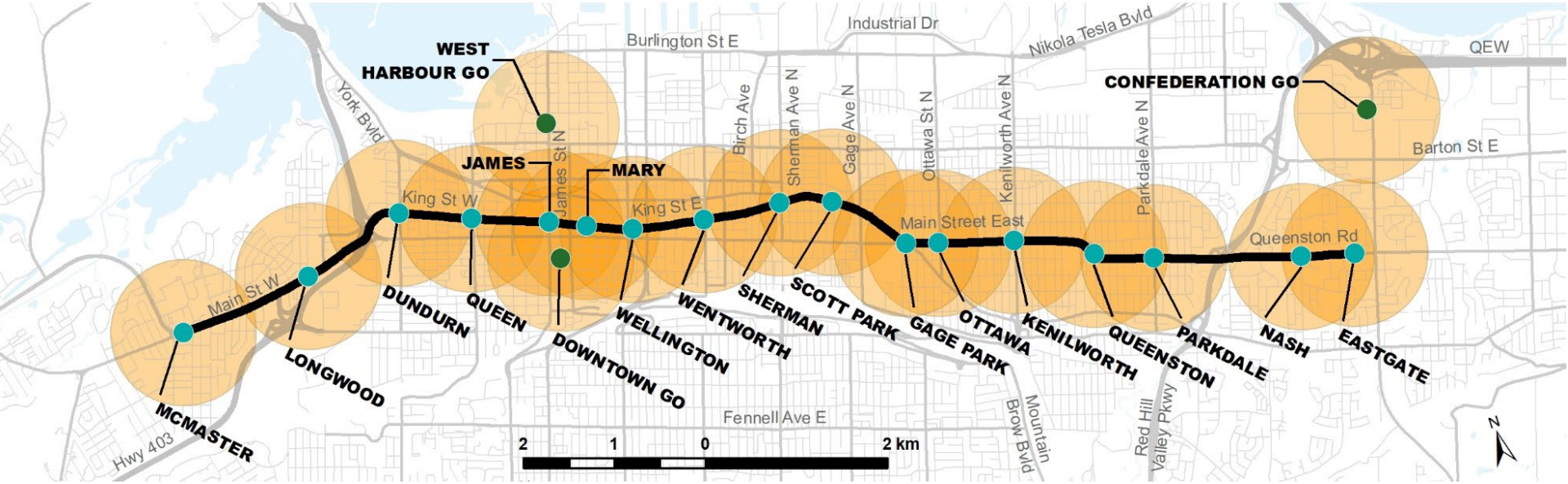
Why are we doing this work?

- Builds on initial work started through GRIDS 2 / MCR
- Major Transit Station Areas (MTSA) are identified as strategic growth areas for intensification in the Growth Plan
- Hamilton's Official Plans must conform to provincial policy documents and plan for MTSAs
- Part of the City's Municipal Comprehensive Review to demonstrate how the City can achieve required density targets

Objectives

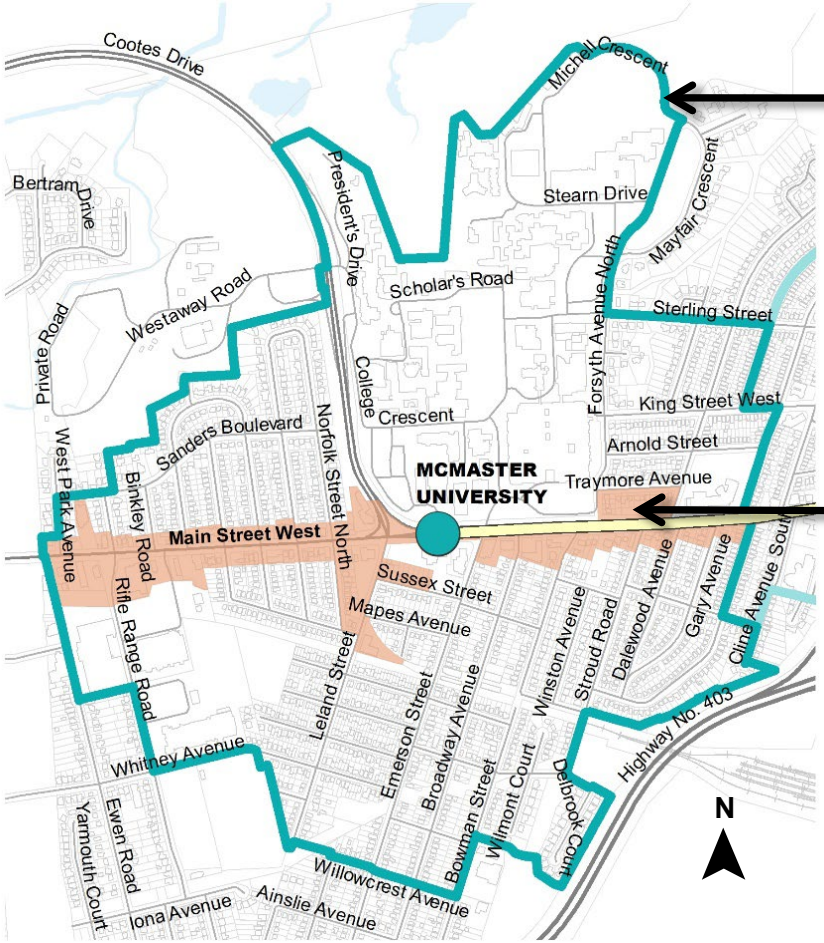
- How do existing land use policies support achievement of the MTSA density targets?
- Which areas cannot meet the Growth Plan target, and why?
- What land use policy changes are needed to support the City's MTSA planning?
- Should the City identify certain Major Transit Station Areas as "Protected" Major Transit Station Areas (PMTSAs) under the Planning Act? (where Inclusionary Zoning could be applied, requires detailed planning of densities for buildings)

MTSAs Density Targets (Growth Plan)



- 160 People and Jobs per hectare (min) land served by LRT
- 150 People and Jobs per hectare (min) lands served by Go Transit
- 800 metre radius

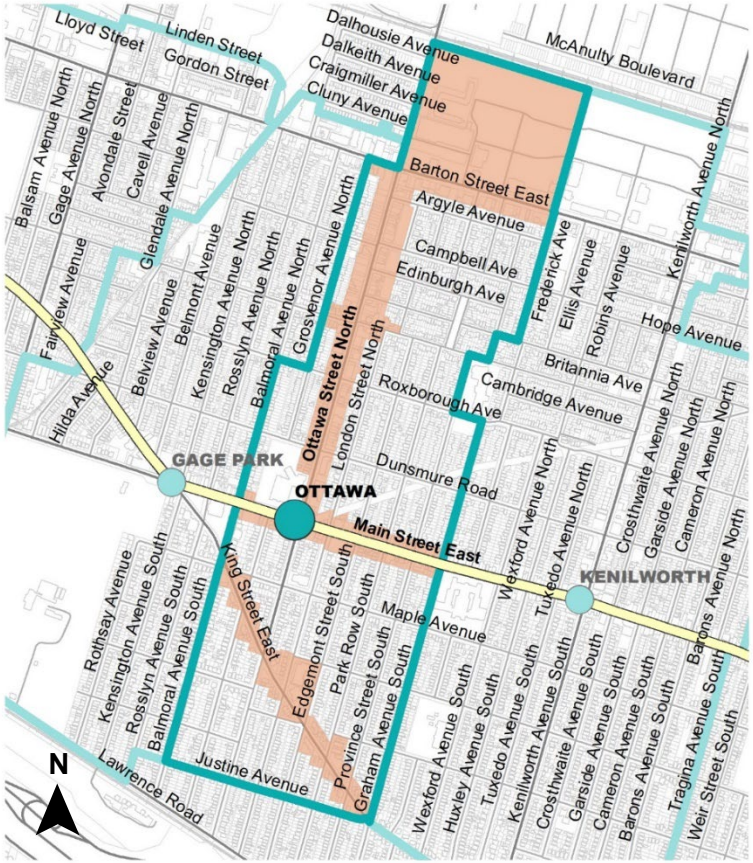
Approach for Delineating MTSAs



MTSA Boundary
(to be incorporated into OP; required for implementing PMTSA framework under Planning Act; resulting minimum density also required for implementing PMTSA framework)

Intensification Area
(only used for modelling/study purposes)

Approach for Delineating MTSAs

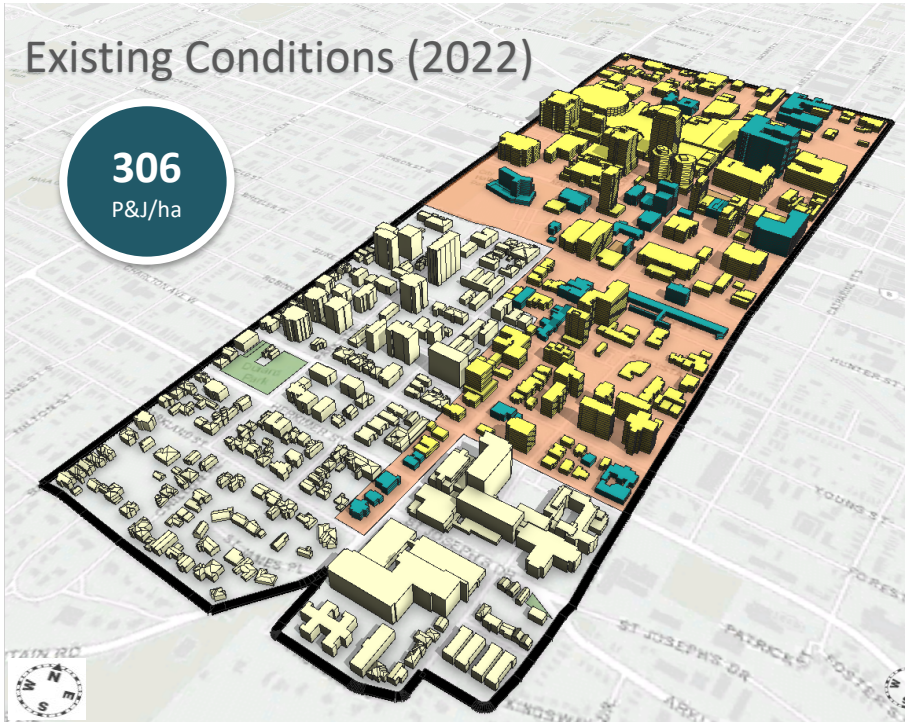


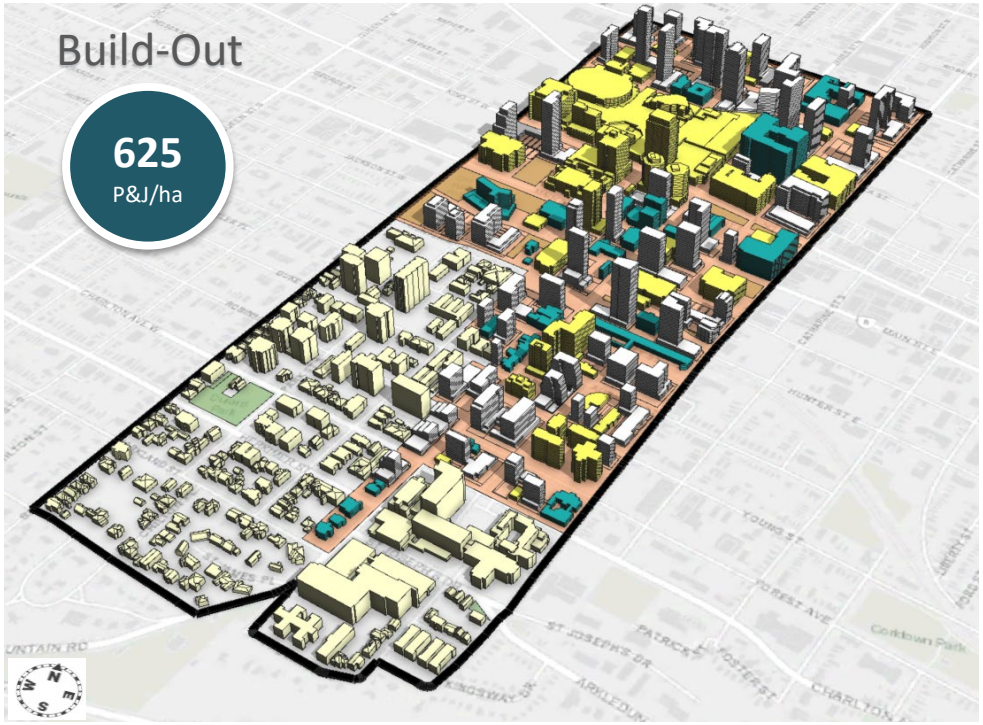
- 800 metres was measured as a radial distance from the transit station location and also as an 800 metre walk
- Each delineated MTSA boundary includes whole blocks
- Considers street/highway/rail corridors for edges/boundaries
- Models the future conditions in a “build out” state (maximized permissions with no fixed date)
- Where there was potential to capture additional intensification opportunities or major trip generators, boundaries slightly beyond 800 metre were considered (e.g., Ottawa and Kenilworth MTSAs).

General Assumptions

- 3D modelling used to confirm build out potential.
- Majority of intensification is concentrated in lands along LRT corridor and is informed by the City's Transit-Oriented Zoning (TOC Zoning) and recent development applications.
- Site with potential for intensification beyond the TOC zoning was examined.
- Assumes residential neighbourhoods within the MTSA (but outside of intensification areas) will not be the focus of major intensification – however, opportunities for small-scale intensification and infilling were considered and applied.
- Considers restrictions on redevelopment for heritage buildings.
- Considers urban design guidelines in the modelling.
- People Per Units, unit mixes and GFA assumptions drawn from City's GRIDS MCR work, building heights based on blend of zoning and existing OP policies.

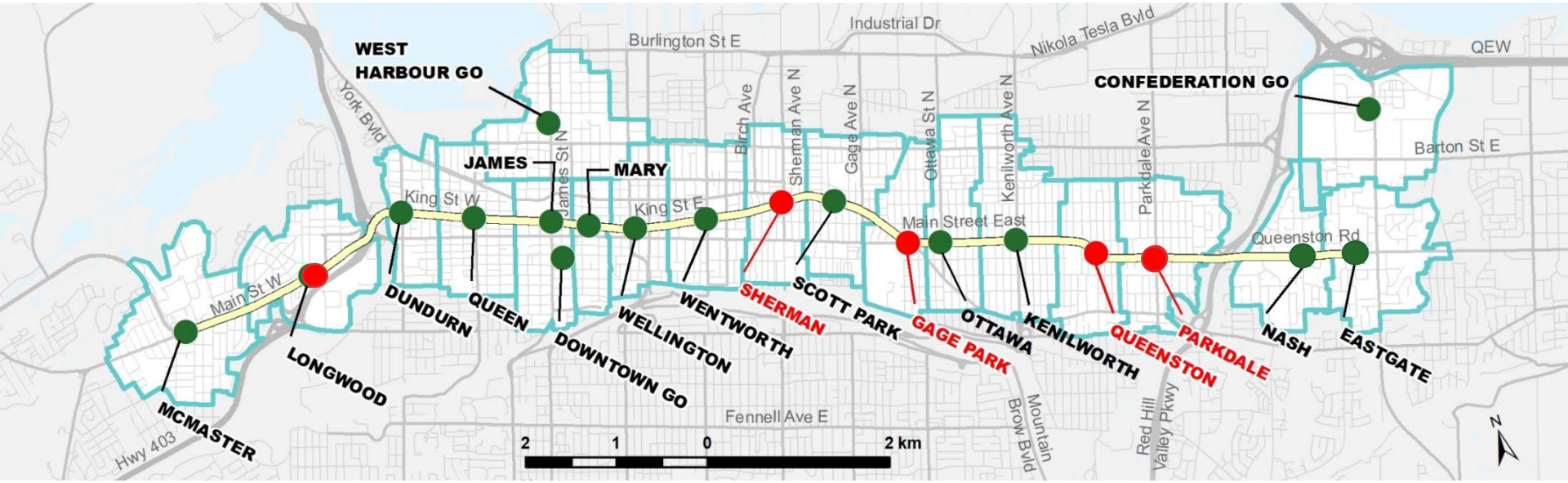
Visualizing and Modeling Growth





James MTSA

Preliminary Results



Achieved Min. Target Below Min. Target

- 14 of 19 MTSAs can meet their required minimum density target
- Five (5) MTSAs may require alternative/lower targets

Alternative Target Rationale (Gage Park Example)

Key Factors:

1. Presence of Gage Park (53% of the entire MTSA)
2. Relatively narrow corridor of land for accommodating future intensification

Project Timeline – Next Steps

Public and Stakeholder Engagement (Oct – Nov 2023)

Review Comments and Revise Final Report (Nov – Dec 2023)

Prepare Draft Official Plan Amendment (Q1 2024)

Statutory Public Meeting for Official Plan Amendment (Q1 2024)

Official Plan Amendment presented for Council Approval (Q2 2024)

Official Plan Amendment to Province for Approval (Q2 2024)

Hamilton

THANK YOU

Contact:
Lauren.Vraets@hamilton.ca,
Charlie.Toman@hamilton.ca
Jennifer.Allen@hamilton.ca
or
GRIDS2-MCR@hamilton.ca

Major Transit Station Areas

Final Report

MCR GRIDS 2
Moving Forward Together

August 2023

DILLON CONSULTING

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Note to Reader: The following report does not take into consideration proposed Provincial policy changes contemplated in the Province's Draft Provincial Planning Statement (released in April 6th, 2023 and updated on June 16th). The Draft Provincial Policy Statement was not in force and effect at the time that this work was undertaken.

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1.0 Introduction

1.1 Project Context

Located at the western corner of Lake Ontario, Hamilton is positioned uniquely in the western centre of the Greater Golden Horseshoe, and functions as a western gateway to the Greater Toronto Region. Hamilton is well placed to take advantage of its geographical proximity to Toronto, the largest business centre in the country. Hamilton's existing and planned higher order transit network, which includes twenty (20) transit stations - seventeen (17) LRT stations and three (3) GO stations, will be a major focus for future growth, intensification and redevelopment over the long term.

In September 2021, Hamilton City Council ratified a memorandum of understanding with Metrolinx and the Ministry of Transportation to construct the 14-kilometre Hamilton Light Rail Transit (LRT) project. The LRT will connect McMaster University in the west end of Hamilton to the Eastgate Square mall in the eastern part of the lower City. In addition to the LRT, a number of improvements are at various stages of implementation for the City's three (3) GO stations. The improvements are being constructed as part of the GO Lakeshore West improvements project, which includes the West Harbour GO (completed in 2015), Downtown Hamilton GO, and the new Confederation GO station. In addition to the LRT and GO, the Hamilton Street Railway's (HSR) BLAST network will provide future residents and workers with additional mode choices along some of the Primary and Secondary Corridors outlined in Schedule E of the Urban Hamilton Official Plan (UHOP). **Figure 2.1** in Section 2.4 of this Report provides an overview of the Primary

and Secondary Corridors that make up the BLAST network. The above noted on-going and planned improvements will provide Hamilton with a diversity of transit-oriented commuting options as well as the opportunity to build attractive, dynamic, and environmentally sound complete communities for people live-in and visit, and for and businesses to thrive.

The success of the City's higher order transit system is dependent on achieving higher levels of population and employment density around each station location. Higher densities of people and jobs in close proximity to higher order transit infrastructure creates a larger market for transit ridership, which can increase farebox revenue and balance flows on the network. Mixing of compatible land uses can also result in pedestrian-friendly 'Complete Street' urban design. Planning for 'Complete Streets' facilitates increased walking trips to and from transit stations and local amenities to help remove first mile/last mile barriers to ridership. Accordingly, the approach to planning for intensification close to higher order transit is a critical factor in determining the long term viability of the transit service. With this in mind, the Ontario Government's long range plan A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), provides further guidance to municipalities on planning around transit stations.

1.2 Project History

The Growth Plan (2019, as amended) provides a thirty-year policy framework for growth management planning and, amongst other things, includes policies and minimum density targets for Major Transit Station Areas (MTSAs), as well as long term population and employment projections for the City. The City of Hamilton is planning for 236,000 new residents and 122,000 new jobs in Hamilton to the year 2051. To plan for this expected population and employment growth, the City is updating its growth strategy (known as GRIDS) as part of the overall Municipal Comprehensive Review (MCR) process. GRIDS is a big-picture planning process that evaluates the land use, infrastructure, economic development and financial implications of growth for the next 30 years. The MCR is the process by which the City brings its Official Plans (both Urban and Rural) into conformity with updated Provincial policies, which apply to Hamilton (Provincial Policy Statement, Growth Plan, Niagara Escarpment Plan, Greenbelt Plan).

Since the approval of the original GRIDS in 2006, a number of major changes have occurred, including but not limited to amendments to the Growth Plan in 2019 and 2020, amendments to the Provincial Policy Statement in 2020, along with a number of changes to the *Planning Act* up to the date of this report. Of particular relevance for the GRIDS process, is the extension of the planning horizon from 2031 to 2051, along with a number of policies for municipalities to consider when planning around transit. For Hamilton, this expanded planning horizon means an additional 40,000 jobs and 100,000 people between 2041 and 2051. To plan for this expected population and employment growth, the City has been working to update GRIDS as part of the City's MCR. This update is referred to as GRIDS2.

Through the GRIDS 2 process, the City is well on its way to completing the MCR. Both a Land Needs Assessment (LNA) as well as the "How Should Hamilton Grow?" evaluation of growth options were completed and presented for final approval to Council on November 19, 2021. Council adopted a "No Urban Boundary Expansion Growth Scenario" and directed City Staff to prepare amendments to the Urban and Rural Hamilton Official Plans to accommodate the forecasted population and job growth to 2051 within the existing Urban Boundary, in addition to conformity-related amendments.

Official Plan Amendment (OPA) 167 to the UHOP, and Official Plan Amendment 34 to the Rural Hamilton Official Plan (RHOP) were approved by Council on June 8, 2022. The two OPAs were provided to the Province for approval on June 10, 2022. The Province of Ontario issued a decision for OPA 167 and OPA 34 on November 4, 2022, which included, among other modifications, direction to add "Urban Expansion Area" lands to the City's Urban Boundary for future development of community uses (including housing). Initial conformity-related amendments for MTSA planning included a framework for insertion of future detailed policies within the UHOP once analysis of the development context surrounding the station locations was completed. No Provincial modifications were made to the City's general mapping of the existing and planned higher order transit routes or the locations of the MTSA locations for the LRT or Go Transit rail stations.

The MCR workplan to move forward with the detailed planning for the City's MTSAs has continued. As part of this process, the City is updating the original analysis of Hamilton's MTSAs, which was well under way in 2019. Due to a pause of the LRT project at the time, the results of the initial MTSA work were not finalized. Following the re-initiation of the LRT project, the previous MTSA planning work required

updating to reflect changes in provincial policy (notably a greater 800 metre distance from station locations), and most recently the approval of OPA 167 – Phase 1 of the City's MCR.

In addition to the Provincial decision regarding the City's MCR, there have also been a number of policy and legislative changes that have taken place since 2019. The updates to the 2019 MTSA work include a review of the recent changes to provincial policy, including updates to the Growth Plan, 2019 as amended regarding MTSA policies and updates to the *Planning Act* related to Inclusionary Zoning (IZ) and Protected Major Transit Station Areas (PMTSA). The details of these major legislative and policy changes are further discussed in **Section 2** of this report.[1]

1.3 Study Area

The MTSAs are primarily located within the historic built-up area of Hamilton, including the oldest established neighbourhoods in the lower city. In addition to the UHOP, a series of secondary plans have been created to provide additional guidance on development for various areas of the city, including the following: Downtown Secondary Plan; West Harbour (Setting Sail) Secondary Plan; Centennial Neighbourhoods; Strathcona Secondary Plan Urban Design Guidelines; and, the Ainslie Wood Westdale Secondary Plan.

Figure 1.1 shows the location of Hamilton's LRT corridor, including the LRT stations and GO stations. The Study Area includes twenty (20) transit stops - seventeen (17) LRT stations and three (3) GO stations - and 800 metre buffers. The figure also identifies the MTSAs, which are subject to the Province's density targets. Generally, MTSAs that are served by LRTs are subject to a density target of 160 people and jobs per hectare and MTSAs that are served by the GO transit rail network are subject to a density target of 150 people and jobs per hectare. In addition, Schedule 5 of the Growth Plan identifies Hamilton's LRT corridor as a Priority Transit Corridor. In addition to a density target of 160 people and jobs per hectare for Priority Transit Corridors, the Province requires detailed planning to be completed for these corridors with further commentary provided in **Section 2** of this report.

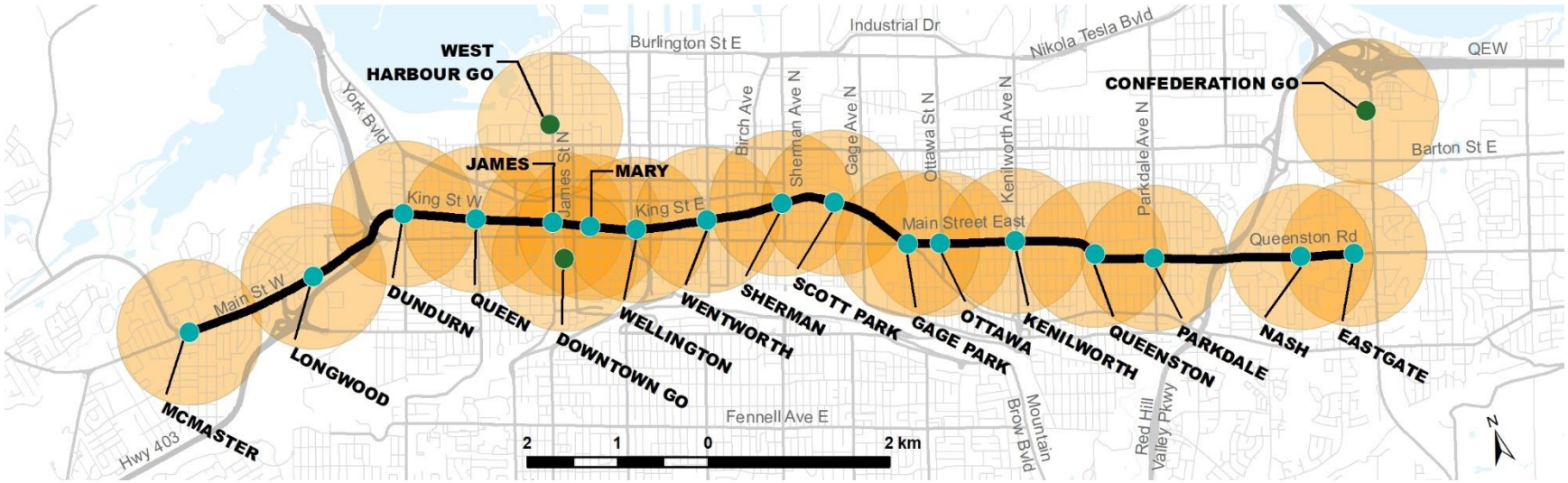
Also note that for the purposes of measuring minimum densities, the James MTSA also includes the Downtown Hamilton GO Station MTSA. Accordingly, for the purpose of this report, there are effectively 19 distinct MTSA geographies. **Table 1.1** below provides a reference for the minimum density targets.

[1] This report does not include a review of the impacts related to recently approved Bill 23.

Table 1.1: Minimum Density Targets

LRT Stations Minimum of 160 people and jobs per hectare		GO Stations Minimum of 150 people and jobs per hectare
1. McMaster University 2. Longwood 3. Dundurn 4. Queen 5. James 6. Mary 7. Wellington 8. Wentworth 9. Sherman	10. Scott Park 11. Gage 12. Ottawa 13. Kenilworth 14. Queenston 15. Parkdale 16. Nash 17. Eastgate	1. West Harbour GO 2. Confederation GO 3. Downtown Hamilton GO (considered to be part of James MTSA)

Figure 1.1: Study Area - Hamilton's Major Transit Station Areas



- Minimum of 160 people and jobs per hectare
- Minimum of 150 person and jobs per hectare
- Approximate 800 m radius

1.4 Report Purpose

The purpose of this report is to support the work on the City's GRIDS2 and MCR process and document how the City will meet the minimum Provincial density targets for MTSAs.

This report is structured as follows:

- Introduction: A brief background to the history and background of the project. Introduction of the study area, the process, and the purpose of the report.
- Policy Context: A summary of key policies that shape the density results, provincial guidelines for defining MTSAs and relevant policies within Urban Hamilton Official Plan.
- Methodology: An explanation section on the approaches taken in identifying the MTSA boundaries and intensification areas and the methodology for calculating densities.
- Key Findings and Results: A conclusion regarding the anticipated build-out density relative to the target density for each MTSA illustrated with individual station area profiles and models.
- Conclusions, Recommendations, and Next Steps: Summarizes the conclusions and next steps.

For reference purposes, **Table 1.2** below provides the definitions for several key terms, which are defined in the Growth Plan and referred to further in this report.

Table 1.2: Relevant Definitions from the Growth Plan, 2019 as amended

Term	Definition
Higher Order Transit	Transit that generally operates in partially or completely dedicated rights of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.
Intensification	The development of a property, site or area at a higher density than currently exists through: • redevelopment, including the reuse of brownfield sites; • the development of vacant and/or underutilized lots within previously developed areas; • infill development; and, • the expansion or conversion of existing buildings.
Major Transit Station Area (MTSA)	The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.
Major Trip Generators	Origins and destinations with high population densities or concentrated activities which generate many trips (e.g., urban growth centres and other downtowns, major office and office parks, major retail, employment areas, community hubs, large parks and recreational destinations, post-secondary institutions and other public service facilities, and other mixed-use areas).
Municipal Comprehensive Review	A new official plan, or an official plan amendment, initiated by an upper or single-tier municipality under section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan.
Priority Transit Corridor	Transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing this Plan.
Transit Supportive	Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

2.0 Policy Context

The following section provides an overview of the policy context for planning around MTSAs and Protected MTSAs (PMTSA). This section covers applicable Provincial planning legislation and policies, including the *Planning Act*, Provincial Policy Statement and A Place to Growth: Growth Plan for the Greater Golden Horseshoe, as well as the Urban Hamilton Official Plan (UHOP).

2.1 Planning Act

The *Planning Act* identifies matters of provincial interest, including the appropriate location of growth and development and the promotion of development that is designed to be sustainable, to support public transit and to be orientated to pedestrians, among many other matters. And while the primary focus of this document is the importance of planning around transit, Section 2 of Act does set out a broad range of other matters of Provincial Interest which are related to the contents of this report, such as the conservation of features of significant architectural, cultural and historic, archaeological interest (d), the orderly development of safe and healthy communities (h) and the promotion of built form that is well designed, encourages a sense of place and provides public spaces that of high quality, safe, accessible,

attractive and vibrant (r). Of specific relevance for this report, the *Planning Act* provides guidance on PMTSAs, as well as Inclusionary Zoning (IZ).

A PMTSA refers to the area surrounding an existing or planned higher-order transit station or stop. Higher order transit refers to transit that operates partially or completely in a dedicated right of way, including heavy rail, light rail and buses in dedicated lanes.

The following policies in the *Planning Act* provide direction on PMTSAs for single-tier municipalities, such as Hamilton:

- *"The official plan of a single-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,*

    a. *identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;*

    b. *identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and,*

    c. *identify the minimum densities that are authorized with respect to buildings and structures on lands in the area."* (Section 16.15)

- Policies that identify a PMTSA, including any changes to those policies, cannot be appealed . This also applies to policies that specify the authorized uses, minimum and maximum building heights, and maximum densities of buildings and structures on lands within a PMTSA (Section 17.36.1.4).
- It is the responsibility of the municipality to determine which MTSAs it identifies as PMTSAs. Once PMTSAs have been identified, the PMTSAs must be approved by the Province (Section 17.17.1).

Key Policy Directions from Planning Act

- Transit-supportive development is part of an integrative approach to planning.
- Inclusionary Zoning policies can be applied to lands identified in an Official Plan as a Protected Major Transit Station Area.
- Protected Major Transit Station Area land uses, heights and densities as well as inclusionary zoning policies cannot be appealed once the policy framework is in force and effect.

Within a PMTSA, a municipality may include Inclusionary Zoning (IZ) policies to secure affordable housing units in new residential developments. The following policies in the *Planning Act* provide direction on IZ:

- The identification of a PMTSA allows a municipality to implement IZ as a planning tool (Section 16.5.1(a)). IZ policies may also be implemented in areas with a Development Permit System (DPS), more commonly referred to as a Community Planning Permit System (CPPS) (Section 16.5.1(b)). At the time of writing this report, the City of Hamilton does not have a CPPS.
- To authorize IZ, an official plan of a municipality must contain policies:

a. *"authorizing the inclusion of affordable housing units within buildings or projects containing other residential units; and,*

b. *providing for the affordable housing units to be maintained as affordable housing units over time."* (Section 16.4)

- IZ policies, including any requirements or standards, cannot be appealed (Section 17.36.1.2).

Under the *Planning Act*, Ontario Regulation 232/18 identifies the requirements for municipalities that wish to implement IZ. One of the requirements is to complete a Municipal Assessment Report to confirm feasibility. Hamilton has undertaken the components of a Municipal Assessment Report through completion of a Housing Needs Assessment, and a Market Feasibility Study (including Peer Review).

In addition, under recently approved Provincial Bill 23, *More Homes Built Faster Act* (2022), new provisions have been added regarding IZ, including exemptions from development charges and changes to the dedication of land for parks or other public recreational purposes. Further changes to regulations related to IZ may be forthcoming and should be considered in the future planning of any PMTSAs, which the City may identify.

2.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) (2020), issued under section 3 of the *Planning Act*, provides policy direction on matters of provincial interest related to planning and regulating the development and use of land, including heritage conservation. The *Planning Act* requires that all decisions that affect land-use planning matters must be consistent with the PPS, therefore all municipal Official Plans are required to be consistent with the policies in the PPS.

Key Policy Directions from PPS

- Transit-supportive development is part of an integrative approach to planning.
- A mix of housing options and densities should be provided, including affordable housing.

The following PPS policies are of particular relevance to this exercise:

- Land use planning and growth management should follow an integrated approach by promoting transit-supportive development and the optimization of transit investments (Policy 1.1.1e).
- In Settlement Areas where transit exists, or is being either planned or developed, land use patterns are to include a mix of land uses and transit-supportive densities (Policy 1.1.3.2 f). Having a mix of land uses and densities also contributes to minimizing the length and number of vehicle trips and supporting active transportation (Policy 1.6.7.4).
    - The PPS defines the term "transit-supportive" as *"in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in*

guidelines developed by the Province or based on municipal approaches that achieve the same objectives."

- The PPS provides the following direction on housing options:
    - Housing options, including existing building stock and the availability of planned infrastructure and public service facilities, should be considered when planning transit-supportive developments (Policy 1.1.3.3).
    - In addition, a mix of housing options and densities should be provided, including affordable to low and moderate-income housing (Policy 1.4.3a).
- Land uses, specifically major facilities and sensitive uses, should be planned and developed to avoid or minimize and mitigate adverse effects from issues such as odour, noise and other contaminants, while also minimizing the risk to public health and safety (Policy 1.2.6).
- The PPS provides direction on the preservation of cultural heritage resources, stating that significant built heritage resources and significant cultural heritage landscapes are to be conserved (Policy 2.6.1).

2.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan was amended in 2020 and features several new policies, targets, and definitions which have potential to impact the evolution of the City's planned urban structure. Of particular relevance to Hamilton's MTSA planning exercise are the following key policies:

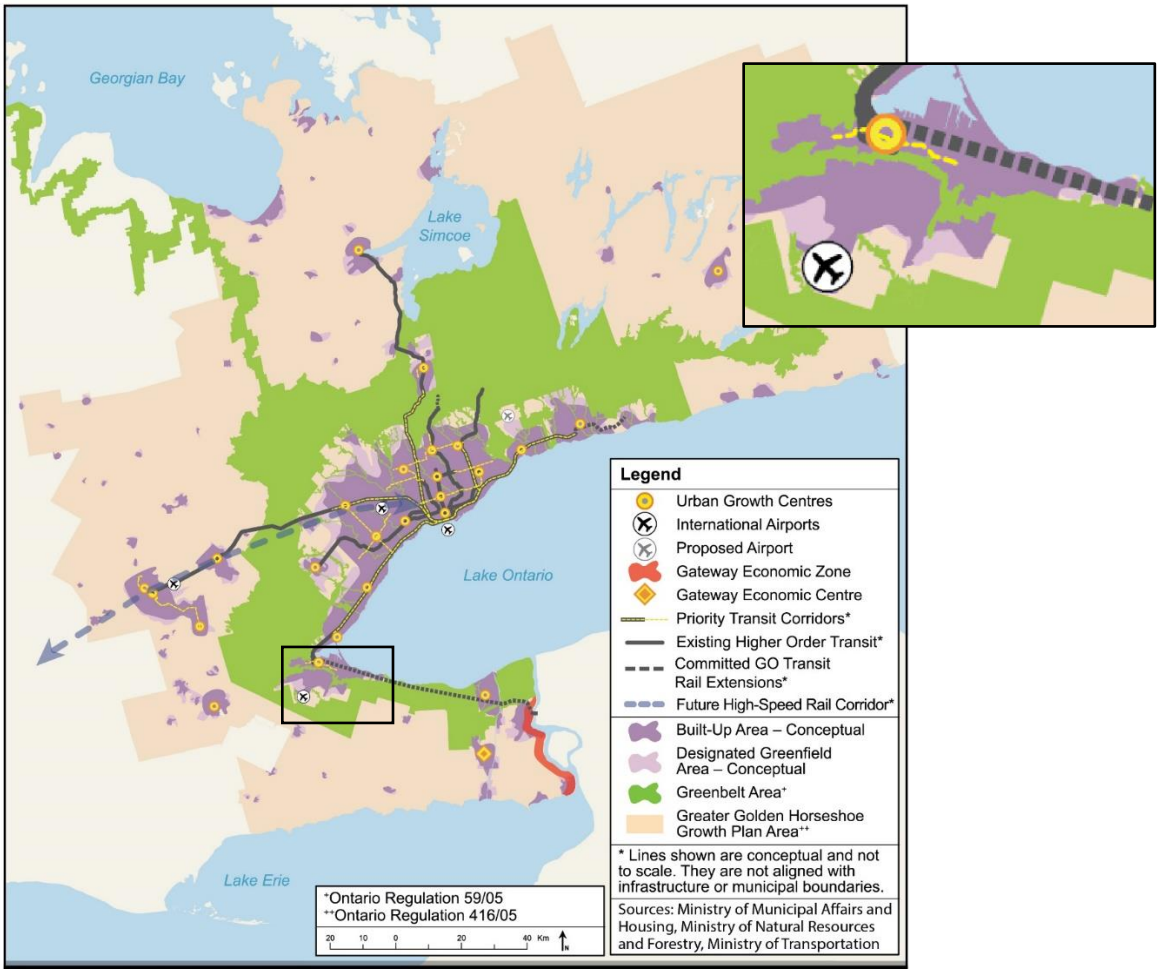
- LRT MTSAs along Priority Transit Corridors should be planned to achieve a density of 160 people and jobs per hectare (Policy 2.2.4.3b);
- GO Transit MTSAs should be planned to achieve a density of 150 people and jobs per hectare along Priority Transit Corridors over the long term (Policy 2.2.4.3c).

Figure 2.1 illustrates the Priority Transit Corridors as identified on Schedule 5 of the Growth Plan. Priority Transit Corridors have been identified to guide municipalities in their detailed planning for MTSAs along these corridors. Based on a high-level review of Schedule 5, all MTSAs along Hamilton's LRT corridor are located along a Priority Transit Corridor.

Key Policy Directions from Growth Plan

- LRT MTSAs along Priority Transit Corridors should be planned to achieve a density target of 160 people and jobs per hectare.
- GO Transit MTSAs should be planned to achieve a density target of 150 people and jobs per hectare.
- The densities are based on a full build-out scenario.
- The density target applies to each MTSA.
- There is some flexibility, which allows municipalities to request an alternative target for a specific MTSA if there are circumstances that limit the development of higher densities.

Figure 2.1: Priority Transit Corridors (Schedule 5 of Growth Plan, 2019, as amended)



- The density targets apply to each of the respective LRT or GO Transit MTSAs, however, the policies allow for instances where an alternative target may be requested, where a density target for a specific MTSA cannot be met. Council may request an alternative target from the Province where it can be demonstrated that the target cannot be achieved because:

    i. development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated areas (Policy 2.2.4.4 a); or,

    ii. there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station stop (Policy 2.2.4.4 b).

- Development within all MTSAs will be planned and designed to be transit-supportive and achieve multimodal access to stations and connections to nearby trip generators by providing, where appropriate, connections to other local or regional transit, infrastructure for active transportation, and commuter drop off/pick up areas (Policy 2.2.4.8);

- Within MTSAs development will be supported by:
    - Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;
    - Fostering collaboration between public and private sectors, such as joint development projects;
    - Providing alternative development standards, such as reduced parking standards; and,
    - Prohibiting land use and built form that would adversely affect the achievement of transit supportive densities (Policy 2.2.4.9).

A recent 2020 update to the Growth Plan pertains to the definition of MTSAs. Whereas the previous Growth Plan definition of a MTSA identified them as an area within an approximate 500 metre radius of a transit station, the updated Growth Plan (2020), defines a MTSA as an area within an approximate 500 to 800 metre radius of a transit station. This change in the size extents for delineating MTSAs represents one of major technical changes since earlier preliminary planning work was completed on the City's LRT MTSAs.

2.4 Urban Hamilton Official Plan (UHOP)

Urban Structure Context

Figure 2.2 identifies the City's planned urban structure (UHOP, Schedule E), illustrating how the urban system is organized. Nodes and corridors are the focus of reurbanization, intensification and redevelopment, providing focal points for Hamilton's local communities and neighbourhoods. The nodes and corridors are connected to each other by various modes of transportation, including planned higher order transit. The expectation is that nodes and corridors provide a vibrant pedestrian environment and facilitate active transportation through excellence in urban design. Over time, the expectation is that the nodes and corridors will evolve to include a wide range of uses and higher densities, which are transit supportive (see Policy E.2.1 of Volume 1 of the Urban Hamilton Official Plan).

The City's current urban structure elements are shown on **Figure 2.2** and illustrate the planned hierarchy of Nodes (Downtown Hamilton Urban Growth Centre, Sub-Regional Service Nodes and Community Nodes) and Corridors (Primary and Secondary) as well as Employment Areas, Neighbourhoods, Major Activity Centres and the Major Open Space system. MTSAs were recently added as a component of the City's Urban Structure through OPA 167, however detailed policies and mapping updates are expected to follow pending the outcome of this study.

Within the context of this study, the LRT corridor overlaps with the Primary Corridor between McMaster University (Major Activity Centre), through the Downtown Urban Growth Centre and terminating at the Sub-Regional Service Node at Eastgate Square. The study area for the City's MTSAs also includes the Community Node near Barton Street East between Ottawa Street North and Kenilworth Street North (known locally as Centre Mall or The Centre on Barton). The multiple elements of the City's urban structure affected by the LRT corridor and GO Transit Station areas underscores the strategic importance of the City's MTSA planning.

Figure 2.2: Schedule E of the Urban Hamilton Official Plan - Urban Structure

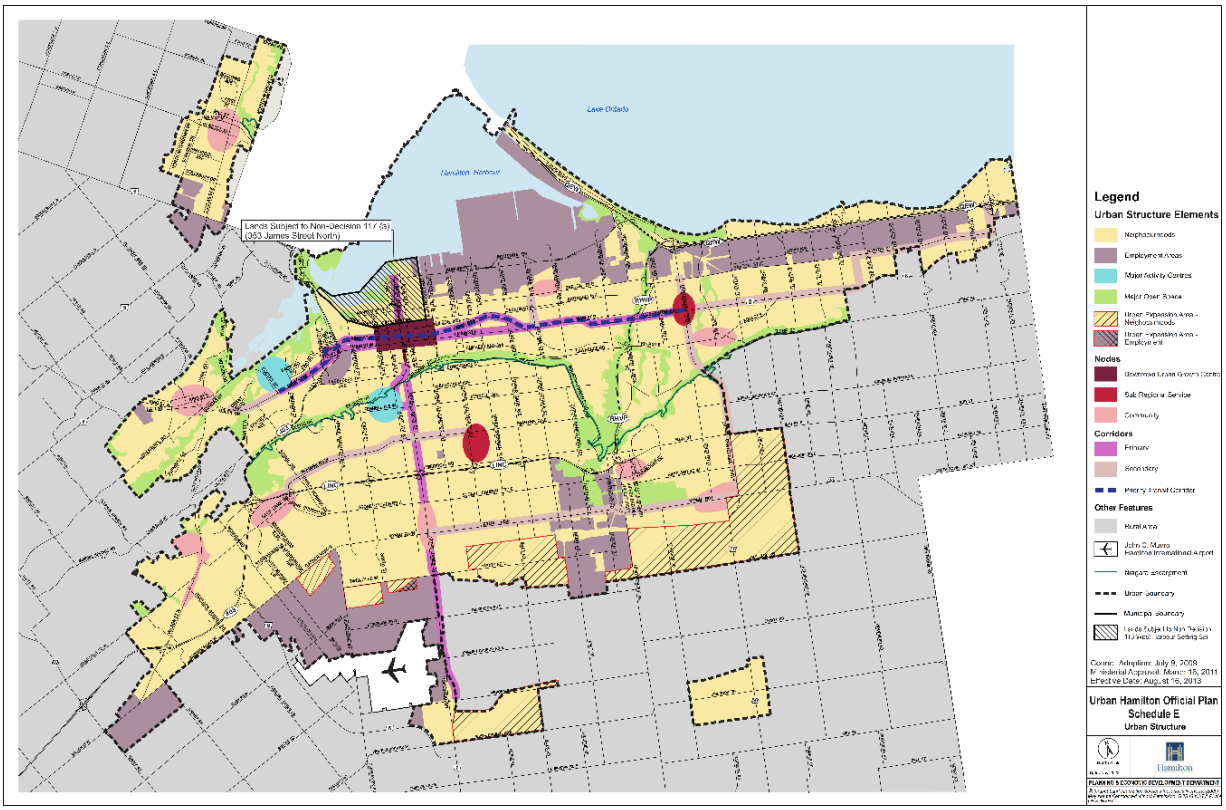


Table 2.1 summarizes the planned function, density and scale policies of the urban structure elements which overlap with the MTSA Study Area.

Table 2.1: Relevant Urban Structure Elements

Urban Structure Element	Planned Function	Density and Scale
Downtown Hamilton Urban Growth Centre Node	• The pre-eminent node in Hamilton due to its scale, density, range of uses, function and identity by residents of the City as the Downtown • Provide services to residents across the City as well as to neighbouring municipalities • Major employment centre in the City • Residential uses will serve a large and diverse population and include a range of housing types, including affordable housing and housing with supports. • Cultural and institutional centre of the City • A major transit hub for the City with two GO rail stations and higher order transit systems extending outwards	• Minimum overall target of 500 persons and jobs per hectare • Planned to accommodate 30% of City's residential intensification
Community Node **(includes Centre Mall / Centre on Barton Area)**	• Provide a range of uses that allow for access to housing, employment, services, and recreation in close proximity to each other and transit • Function as vibrant, mixed use areas containing a range of housing opportunities, including affordable housing and housing with supports • A range of built forms are anticipated, depending on the characteristics of each community node • Planned to accommodate generally between 25,000 and 100,000 square metres of retail floor space • Linked to the higher order transit system through connecting conventional transit or by rapid transit, where possible	• Overall target of 100 to 150 persons and jobs per hectare • Planned to accommodate 40% of City's residential intensification (along with other nodes/corridors).
Sub-Regional Service Node **(includes Eastgate Square)**	• Provide a range of uses that allow for access to housing, jobs, services, and recreation in close proximity to each other and may be accessible by higher order transit. • Function as vibrant, mixed use areas with a large and diverse population. A range of housing types, including affordable housing and housing with supports, shall be encouraged. The predominant form of new housing shall be in medium and high density buildings. • Provide a regional retail function. • Employment centres providing a range of employment largely in population serving offices, retail, personal services, and local institutions. • Important role in the future transit network in the City. Sub-Regional Service Nodes will contain major transit stations.	• Overall target of between 150 and 200 persons and jobs per hectare. • 40% of City's intensification (along with other nodes/corridors).

Urban Structure Element	Planned Function	Density and Scale
Urban Corridor, Primary Corridor	• Function as an integral part of the surrounding Neighbourhood, and serve as a central focal point. • Planned to include a range of higher density land uses, including mixed uses where feasible, supported by higher order transit (on the Primary Corridors). • Urban Corridors shall be a focus for intensification through the Neighbourhoods which they traverse	• Generally consist of low to mid rise forms, but will vary along the length of the corridors with some areas permitted to accommodate high density and high rise built form. • 40% of intensification (with other nodes/corridors).
MTSA **(includes Hamilton Centre GO, West Harbour GO, Confederation GO and future higher order transit station areas along the Priority Transit Corridor)**	• Includes the area including and around any existing or planned higher order transit station or stop. • Approved higher order transit station or stop locations for MTSAs. • MTSAs that are not on the priority transit corridor shall be planned to achieve a mix of uses and densities which are supportive of higher order transit.	• Overall target of between 160 persons and jobs per hectare or a lower target as approved by the Province for LRT MTSAs along Priority Transit Corridors and 150 people and jobs per hectare for GO Transit MTSAs.
Major Activity Centre **(includes McMaster University)**	• Act as mixed use nodal areas with a high level of incommuting. • Major employment generators accommodating major institutional uses (education and healthcare) but also provide for ancillary residential, recreation, research and office uses • Shall be served by a variety of transportation modes, including higher order transit to accommodate students and employees	• No prescribed density target.

Intensification Context

In addition to the overall structure and location of future intensification, the UHOP also provides guidance for how growth is expected to occur. Chapter B, Section 3 Quality of Life and Complete Communities provides guidance for the local economy, housing, urban design, cultural heritage resources, community facilities, health and public safety as well as energy and environmental design. In the context of this study, the UHOP's urban design policies, as well as the policies that provide guidance for cultural heritage resources are of relevance and are further elaborated on in Section 3 of this report.

2.5 Summary of Key Policy Directions

The Urban Hamilton Official Plan has transit-supportive development policies in place throughout the policy document. Volume 1, Schedule E – Urban Structure of the UHOP identifies the lands along the LRT route as a Primary Corridor, with the expectation that these lands will be the long term focus of intensification and redevelopment to compliment investment in higher order transit along the Priority Transit Corridor. The Primary Corridor along the LRT route is anchored by four different types of nodes:

- **Downtown Hamilton Urban Growth Centre:** The Downtown is preeminent node in the City and is expected to be the focus for higher density intensification and redevelopment. The Downtown is expected to have the highest concentration of intensification and include the highest densities. Specific policies related to growth and development in the Downtown Urban Growth Centre are provided in the Downtown Hamilton Secondary Plan in Volume 2 of the UHOP.
- **Community Node:** The Centre Mall / Centre on Barton area is identified as a Community Node. This area offers significant re-development potential, including opportunities for housing, employment, services, and recreation near each other and transit. Detailed Secondary Planning will be required to determine the highest and best use of the area/site and identify any potential limitations.
- **Sub-Regional Node:** Eastgate Square, at the eastern terminus of the LRT corridor, is a Sub-Regional Node. The recently completed Centennial Neighbourhoods Secondary Plan identifies opportunities for mid and high-rise intensification and redevelopment in support of both the LRT and the Confederation GO station.
- **Major Activity Centre:** McMaster University is the western terminus of the LRT and is identified as a Major Activity Centre due to the presence of both the university campus and hospital. Through the policies of the Ainslie Wood Westdale Secondary Plan, McMaster is recognized as providing significant land use context for the community, given its size, number of students, employees and historic buildings. As a Major Activity Centre on the LRT route, development and redevelopment with higher residential densities is anticipated.

The Provincial planning framework directs municipalities to plan for transit-supportive densities along Priority Transit Corridors. The expectation is that Hamilton's LRT MTSAs along the Priority Transit Corridor will be planned to achieve a density target of 160 people and jobs per hectare and Hamilton's GO Transit MTSAs a density target of 150 people and jobs per hectare.

While the City's planned urban structure is aligned with the directions under the *Planning Act*, as well as the policies of the PPS and the Growth Plan, there are some areas which require further direction:

- The need to delineate the boundaries of the MTSAs along the LRT corridor and GO Transit stations;
- The need to identify PMTSAs along the LRT corridor and GO Transit stations, as well as to prescribe associated policies as per the Planning Act requirements; and,
- The need to assess the intensification potential within each MTSA and determine how the provincial density targets can be achieved, including the opportunity to consider potential for small-scale intensification within MTSAs where appropriate

The above-noted items are addressed in the following sections. The potential for Inclusionary Zoning within each MTSA is being addressed as part of a separate study, which is currently being completed by the City.

3.0 Methodology

3.1 Overview of Approach

The following section summarizes the methodology employed for the MTSA assessment. The intent of the assessment is to evaluate the City's ability to meet the applicable density targets for the various MTSA locations, in particular the Growth Plan targets of 150 and 160 people and jobs per hectare at full build-out. The assessment is not intended to be a detailed forecast of the specific types and distribution of development but rather an area-wide analysis and estimate of the overall capacity to accommodate intensification and resulting total population and employment yields. The overall approach covers the following key steps:

1. Defining the MTSAs boundaries;
2. Defining the Intensification Areas within the MTSA boundary;
3. Modelling the Build-Out Potential within the MTSA;
4. Identifying Small-scale Intensification Opportunities;
5. Estimating Population and Employment Yields; and,
6. Calculating the resulting densities for comparison to the Growth Plan targets (150 and 160 residents and jobs per hectare).

3.2 Defining the MTSA Boundaries

The Growth Plan 2019, as amended, defines MTSAs as the area within an approximate 500 to 800 metre radius of a transit station. To maximize the extent of the MTSA and to meet the Province's minimum density target, the overall approach for defining each MTSA is based on an 800 metre walking distance around the approximate location for each transit stop. The 800 metre walking distance (10 minute walk) is refined to maximize the number of people living and working in proximity to the stop. Refinements include the following:

- All uses within 800 metres, including parks, institutional uses, mixed use areas, residential neighbourhoods, commercial uses, industrial uses, transportation corridors are included in the MTSA boundary. The 800 metres was measured as both a radial distance from the higher order transit station location and also as an 800 metre walk using existing pedestrian infrastructure in the area.
- Each delineated MTSA boundary includes whole blocks and avoids cutting/dissecting blocks.

- Streets, highways, rail corridors and natural features were used to define boundaries and edges for the MTSAs.
- In a few instances the extent of the MTSA exceeds the 800 metre distance to maximize the development opportunities for high density, mixed-use, and transit-supportive neighbourhoods or to capture a major trip generator. For example, in the delineation of the West Harbour GO MTSA, the boundaries were extended to capture the Hamilton General Hospital site which is considered a major trip generator.
- The resulting geography for each MTSA varies according to the unique neighbourhood context, and is represented by a gross land area (in hectares) to be used in the calculation of the full build-out densities.

3.3 Defining the Intensification Areas within the MTSAs

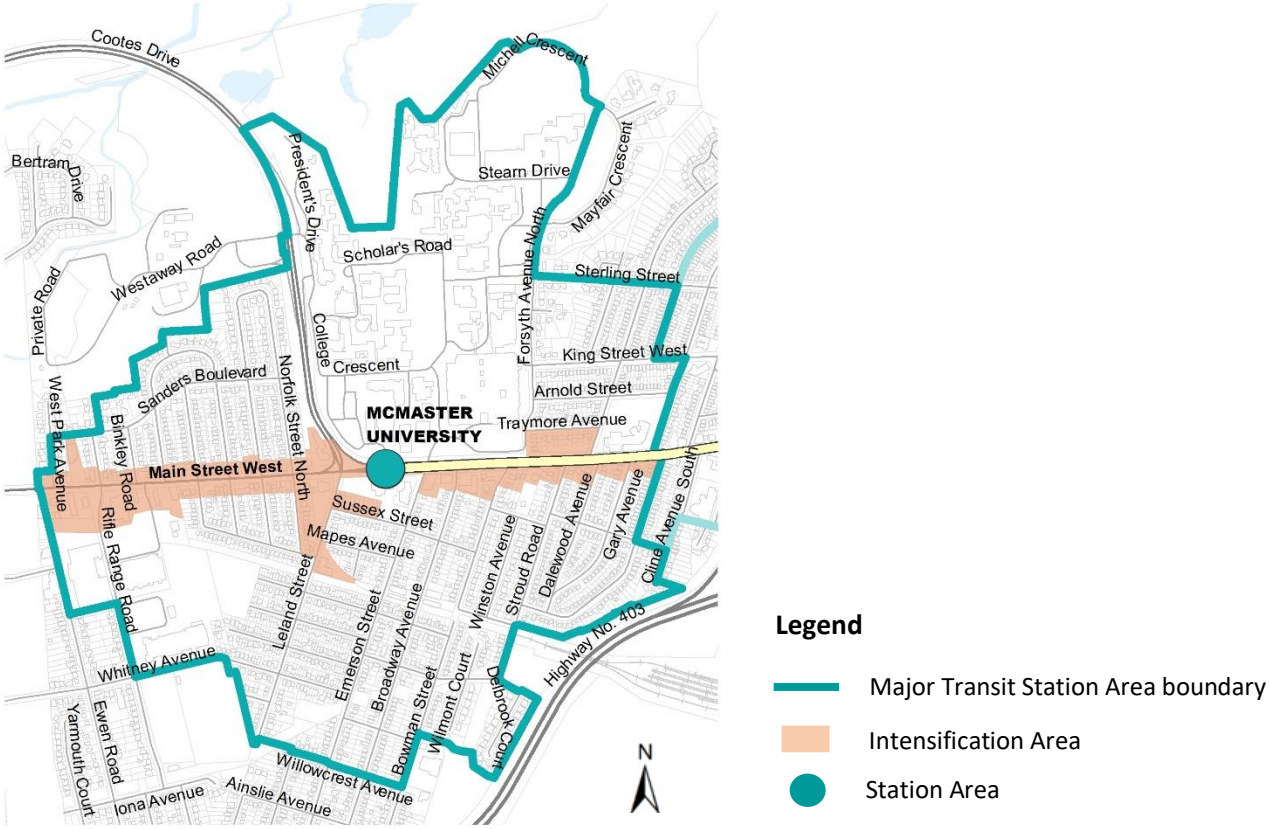
General Approach

Intensification Areas were delineated within each MTSA to better understand how much redevelopment could potentially occur in the future, thereby providing insights into the overall capacity for growth and the potential to achieve the minimum density targets of 150 and 160 people and jobs per hectare. Intensification Areas were identified in areas where intensification could appropriately occur within each MTSA, recognizing that there are some constraints within each area and that not all lands within each MTSA will be subject to intensification. For example, some MTSAs have parks, which are not intended to be developed; others have low density residential neighbourhoods near to the LRT corridor which are not likely to experience a significant amount of intensification through redevelopment over the long term.

The majority of the Intensification Areas are concentrated on lands which front along the LRT corridor and lead to the GO transit stations. They were informed by the City's Transit-Oriented Corridor (TOC) zoning and Commercial and Mixed Use (CMU) and Downtown zoning. Further opportunities for intensification beyond the TOC and CMU zoning were considered, including any under-utilized lands near the transit corridor (e.g., vacant lands, parking lots, closed school sites, etc.), existing high density sites and development proposals. In addition to opportunities within the Intensification Areas, some modest assumptions related to Accessory Dwelling Units (ADUs) potential were also factored into each MTSA's future growth potential.

As an illustration of this approach, **Figure 3.1** illustrates the difference between the broader MTSA boundary delineation and the focused Intensification Area for the McMaster University LRT station.

Figure 3.1: MTSA and Intensification Areas



Approach for the Downtown MTSAs

The process for defining the Intensification Areas within the four downtown MTSAs (Queen, James, Mary, and Wellington) is consistent with the above approach. However, the key difference is the extent of the Intensification Areas in the downtown MTSAs in comparison to the other MTSAs across the City. The Downtown Hamilton Secondary Plan area is bounded by Cannon Street to the north, Victoria Avenue North to the east, Hunter Street to the South and Queen Street to the west. Portions of the Secondary Plan area extend beyond Cannon Street to Stuart Street in the north and to Charlton Avenue in the south. It contains parts of several downtown neighbourhoods: Beasley, Central, Corktown, Durand, Landsdale and Stinson. For the James and Mary MTSAs, the entirety of the MTSA within the Downtown Hamilton Secondary Plan area is considered the Intensification Area. Only the portion of the James and Mary MTSAs at the southerly end, outside of the Secondary Plan area and comprised of established lower density neighbourhoods, are excluded from the Intensification Area.

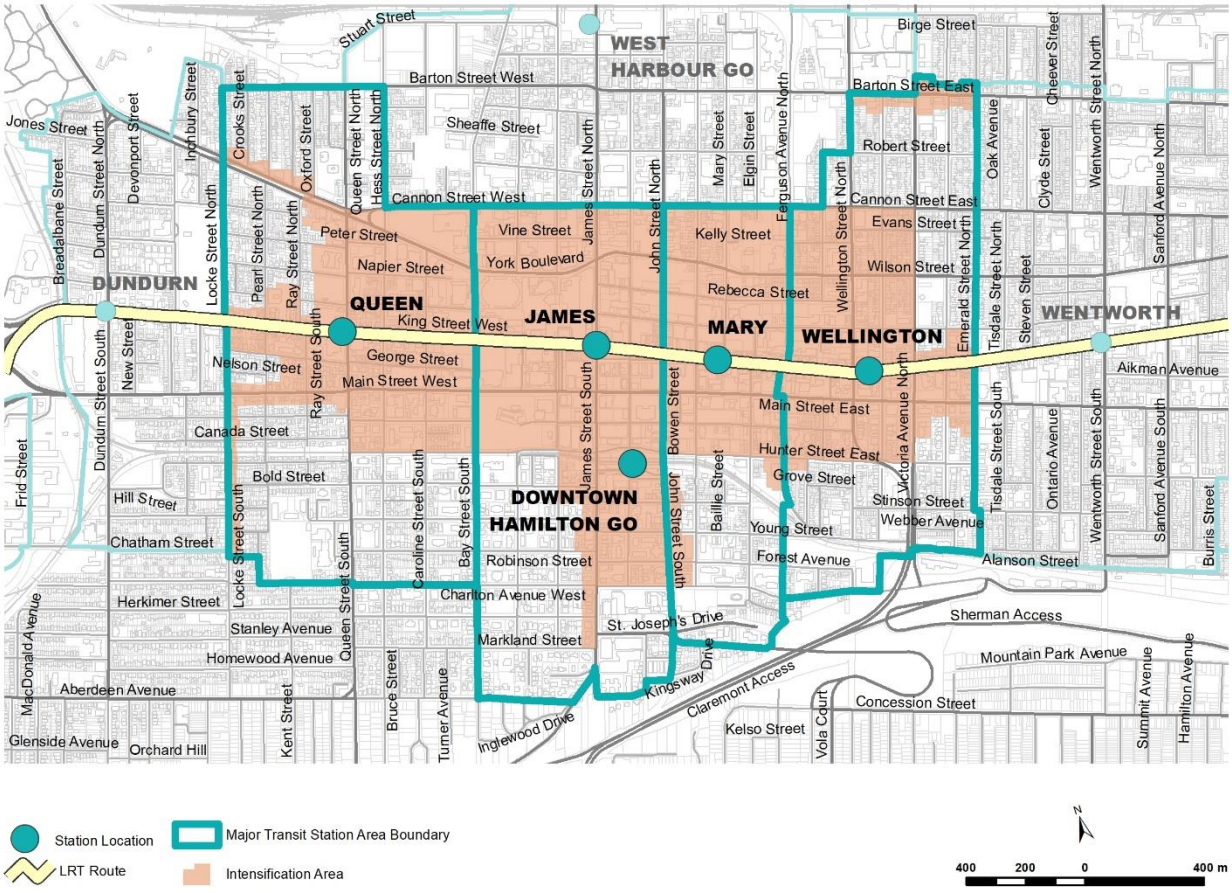
For the Queen MTSA, the entirety of the eastern portion of the MTSA, which is within the Downtown Hamilton Secondary Plan, is identified as Intensification Area. For the westerly portion of this MTSA, outside of the Downtown Hamilton Secondary Plan area, the Intensification Area is consistent with the remaining MTSAs along the corridor, with the Intensification Area is focused on the lands fronting on the higher order transit corridor as well as the north-south arterials. The Queen MTSA also identifies lands

along Main Street West as Intensification Area since Main Street is also identified in the Urban Hamilton Official Plan as a Primary Corridor.

For the Wellington MTSA, almost the entirety of the western portion of the MTSA, which is within the Downtown Hamilton Secondary Plan, is identified as Intensification Area. One area, south of Main Street, bounded by Wellington and Victoria Streets, was not included in the Intensification Area in recognition of the existing low density character of the area, the identification of a cultural heritage landscape, and the low density Downtown Hamilton Secondary Plan designation. For the easterly portion of this MTSA, which is outside the Downtown Hamilton Secondary Plan area, the Intensification Area is consistent with the remaining MTSAs along the corridor, with the intensification area focussed on the lands fronting on the LRT corridor as well as lands fronting on Main Street East.

As shown on **Figure 3.2**, the result for all four of the downtown MTSAs is a larger identified Intensification Area compared to the others along the LRT corridor. This is reflective of the direction of the Downtown Hamilton Secondary Plan, which promotes and facilitates intensification and redevelopment activities within the entire Secondary Plan area.

Figure 3.2: Overview of the MTSAs within the Downtown Area



Approach for Cultural Heritage Resources

The majority of the lower City was built prior to 1950 and there is significant overlap in the MTSA boundaries. As expected, the MTSA boundaries include a number of cultural heritage resources. The general approach for considering cultural heritage resources in the overall process was to exclude any future development associated with designated or registered heritage buildings and only partial development associated with listed buildings.

In addition to the individual buildings, there are areas that would be considered Established Historical Neighbourhoods under the UHOP policy B.3.4.3.6 and accordingly, the MTSAs overlap with a number of Cultural Heritage Landscapes (CHLs). As defined in the UHOP, a CHL refers to a defined geographical area that may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. These areas are to be protected and conserved for present and future generations. It is estimated that approximately 16% of the land area covered by the MTSAs falls within a CHL (400 hectares). While there are CHLs within certain MTSAs, no additional assumptions about development potential were applied in the modelling exercise (beyond those associated with designated, registered and listed buildings[2]).

3.4 Modelling the Build out Potential for Each MTSA

Development potential in each MTSA was modelled in 3D to better understand how the development would fit within the broader area, allowing for each parcel of land to receive its own unique development based on zoning requirements and its surrounding context. The information below provides an overview of the methodology that was applied for the 3D modelling:

- Generate an existing conditions “baseline” model using the City’s latest 3D building dataset;
- Prepare a future conditions model by removing existing buildings from within the intensification area, with the exception of designated heritage lands/sites, select landmark and institutional buildings;
- Generate a new intensification area lot fabric by merging and/or subdividing assessment parcels;
- Model future buildings based on new lot fabric using procedural automation, taking into account zoning performance standards, urban design and secondary plan dimensional requirements, such as building heights, setbacks and transitions. Manual refinements were undertaken for tall buildings to account for minimum tower separation distances (25 metres) and maximum tower floorplates (750 metres);
- Assign a land use category to future buildings broadly based on current zoning, secondary plan, and surrounding uses, including Multiple Residential, Mixed Use - Neighbourhood Transition, Mixed Use - Major Corridor, Mixed Use - Commercial Main St., Commercial, Institutional, Mixed Use - Office Dominant, and Open Space – Park;

[2] Parks, open spaces and other non-developable lands (e.g. Gore Park, Gage Park, etc.) are captured within the estimated CHL land area referenced in this paragraph and accordingly these lands have been excluded from any development assumptions and are accounted for through the modelling exercise.

- Generate Gross Floor Area (GFA) calculations for future buildings based on geometry area; and,
- Convert GFA to people and job estimates, as described in **Section 3.5**.

Building an Illustrative Model

The representation of a potential building in the 3D model does not constitute an approval for a particular development concept or design. The representation of potential buildings in the modelling is meant to be illustrative of the redevelopment potential at a full build-out scenario for each MTSA. At the time of a development application, detailed review of building massing and relationship to the broader neighbourhood context will be evaluated by the City.

Figure 3.3 is an axonometric (layered) diagram illustrating the major components of a transit oriented community and their relationship to one another. On the ground, street retail and commercial uses are emphasized along the transit corridor to animate streetscape with activities and people. Building heights and massing is paired according to its zoning parameters and, most importantly, its surrounding context. For example, intensity of commercial uses is focused around transit stations paired with multifamily residential uses.

Figure 3.3: Density Model Elements

Different assumptions were applied for the stations within and outside the Downtown Hamilton Secondary Plan to reflect the unique characteristics of each area. The following assumptions were used to determine the growth potential for each of the MTSAs:

- 3D Modelling growth is based on a full build-out scenario, where indicative massing is designed to zoning, secondary plans (where applicable), and surrounding context specifications, for all the parcels within each MTSA (each parcel is assigned its own unique development).
- The build-out scenario represents the fullest possible extent of development/redevelopment within the MTSA and maximizes development potential based on zoning permissions and secondary plan guidelines (where applicable).
- The focus of development and redevelopment is within the Intensification Areas of each MTSA, however, some minor adjustments in the density calculations were made to reflect potential for ADUs and to account for those working from home within neighbourhoods.
- Existing high-rise developments and institutional uses are recognized and maintained.
- Allowances for heritage protection are considered within the Intensification Areas:
    - No development/redevelopment is considered for designated heritage buildings;
    - No development/redevelopment is considered for registered but not designated heritage buildings; and,
    - No development/redevelopment is considered for approximately 25% of listed/inventoried heritage buildings.
- The development form along the corridor is generally based on the City's recently adopted TOC and C5 zoning regulations.
- Building heights are based on permissions from applicable Secondary Plans. For lands which are not subject to an existing Secondary Plan, the recent revisions to UHOP policy E.4.6.8 for Mixed Use Medium Density through OPA 167 have been applied.OPA 167, allows for a a maximum height of up to 12 storeys for lands along the Corridor outside of the four Downtown MTSAs. Under OPA 167 height up to 12 storeys is permitted without an OPA, provided certain criteria can be met, such as no adverse shadow impact, progressive building stepbacks abutting Neighbourhoods, and stepbacks from the street to reduce massing. For the Downtown MTSAs, a maximum height of up to 30 storeys was applied in accordance with the Downtown Hamilton Secondary Plan. In addition, the Downtown Hamilton Secondary Plan provides direction on protection of cultural heritage resources through the development approvals process, and notes that adaptive reuse of built heritage resources is encouraged and given priority. For the purpose of this planning exercise, designated heritage buildings have been removed from the density calculations. Potential for adaptive re-use of designated heritage buildings is not captured in the modelling assumptions.

- Development application information was used to help delineate intensification areas, however, specific development applications and their associated built form and unit yields are not reflected in the model.

3.5 Identify Small-Scale Intensification Opportunities

Consideration was given to additional growth within each MTSA outside of the delineated Intensification Areas to account for small-scale intensification opportunities, such as basement apartments, detached Accessory Dwelling Units (ADUs), and the conversion of existing housing to contain three or four separate units.

Recent UHOP policy changes through OPA 167 to policy E.3.4.3 support small-scale intensification within low density residential areas by permitting an expanded range of low density residential uses including four-plexes and six-plexes within those areas. The ability to accommodate opportunities for small-scale intensification throughout the City's built-up area is a critical component in achieving the City's broader housing objectives and accordingly, the following build-out assumptions for ADUs were applied within each MTSA:

- 25% of the existing single-detached dwellings were assumed to accommodate three additional units (total of four units per lot); and,
- 25% of existing semi-detached dwelling were assumed to accommodate an additional two units (total of 3 units per lot).[3]

The above-noted 25% assumption(s) represent the upper limit of what appears to be possible in the context of a longer term build-out scenario based on the following:

- Hamilton's city-wide historic rate for ADUs is estimated to be approximately 3.1% (2021)[4];
- ADUs are more prevalent in older, established neighbourhoods and areas with lower rental vacancy rates;
- For comparison, the City of Toronto's rate is estimated to 16%, which is the highest historic City-wide rate;
- Historic rates noted above are city-wide and the expectation is that rate measured at a neighbourhood scale would be higher in MTSAs which are almost exclusively within older, established neighbourhoods where access to transit or proximity to work-place destinations would increase propensity; and,
- Historic rates also do not take into account recent legislative changes at the Provincial level nor do they take into account any municipal incentives or policy/zoning changes, all of which are expected to increase the overall supply of ADUs.

[3] Earlier versions of the analysis were limited to ADU opportunities associated with the single-detached dwellings. The revised assumptions noted above are reflective of the recent policy changes implemented by the City and are consistent with the City's plans to introduce more housing opportunities in the build-up area.

[4] Canada Housing and Mortgage Corporation, "Secondary units in Ontario: municipal estimates and what contributes to disparities", 2021. The term "rate" refers to the number of ground-oriented dwellings with an accessory dwelling unit, such as a basement apartment, in-law suites, laneway homes and/or accessory apartments.

3.6 Estimating Population and Employment Yields

To estimate the population and employment yield for each MTSA, a set of land use categories for modelling purposes was created. The land use categories are based on the applicable zoning and OP policies, as noted previously in Section 3.4. Next, an overall gross floor area split was allocated to each of the land use categories to take into account opportunities for a range of different building types (e.g. office, residential, mixed-use, etc.).

Below is an overview of the general assumptions applied to estimate the population and employment yields:

- For residential dwellings, a work from home estimate of 2.8% of the total population adjusted for undercount was applied based on work from home estimates completed as part of the City's Lands Needs Assessment. More recent census results, which are heavily influenced by the spike in work from home occurrences during the Covid-era are estimated to be in the 11% range (City-wide). However, the expectation is that over time, this rate will decrease (as Census results represent the peak condition for work from home employment). And while the 2.8% work from home assumption may appear to be overly conservative, it is important to note that in the context of this work carrying a higher rate for work from employment effectively double counts people/jobs which would artificially inflate gross densities.
- For mixed use buildings, the overall gross floor area split is estimated to be 90% residential and 10% commercial based on recent trends found elsewhere in the City. For the commercial component of a mixed use building, the densities are assumed to be one employee per 42 m^2 based on the City's 2019 Development Charges Background Study[5].
- For free standing commercial buildings, the densities are estimated to be one employee per 42 m^2 based on the City's 2019 Development Charges Background Study.
- For institutional buildings with a residential function, the densities are estimated to be 1.1 PPU and an institutional employment rate of one employee per 65 m^2 based on the City's 2019 Development Charges Background Study.
- The overall housing mix along the corridor is based on an average net floorspace size of 106.2 square metres per unit, allowing for a mix of smaller one and two bedroom units and well as larger family sized units (see **Table 3.1**). This estimate is based on the average size of units by type and the historic pattern of apartment unit construction as provided by the City of Hamilton in their recent work on Family Friendly Housing. The resulting weighted average unit size is then grossed-up by 65% to take into account building efficiency factors, such as the need for common spaces, amenities, hallways, etc. **Table 3.1** below provides additional detail on the housing mix and unit size assumptions.

[5] The City undertook a review of recent mixed use development projects in the Downtown and elsewhere in the City and found that the majority of mixed use developments tend have one floor retail/office (10%) with the remaining upper storeys (90%) as residential.

Table 3.1: Residential Units Space per Unit

Unit Type	Unit Size (Sq. M.)	Share	Weighted Average (Sq. M.)	Average Unit Size
Studio Units	43	6%	3	--
Small Units	61	52%	32	--
Medium Units	81	40%	32	--
Larger Family-Sized Units	114	2%	3	--
Sub-Total	75	100%	69	--
Building Efficiency Factor (65% for residential/mixed use buildings)			65%	106.2

Table 3.2 summarizes the category specific assumptions for each land use category and associated building typology.

Table 3.2: Overview of Land Use Categories and Assumptions[6]

Land Use Category Name	Predominant Zoning*	Residential Assumptions			Employment Assumptions	
		% Floorspace	Units	People	% Floorspace	Jobs
Multiple Residential	TOC3, Downtown Multiple Residential, and other Multiple Residential	100%	106.2 m^2 per unit	1.663	0%	Applied work at home at 2.8% of total population adjusted for undercount based on 2021 work from home estimates.
Mixed Use - Neighbourhood Transition	H (Community Shopping and Commercial) and C2 (Neighbourhood Commercial Zone)	90%	106.2 m^2 per unit	1.663	10%	Applied DC rate of 42 m^2 per job for commercial / PRE plus work at home at 2.8% total population
Mixed Use - Major Corridor	TOC1, TOC4, Downtown Zones, C5 and C5a in the downtown and directly along LRT route as well as lands within the Centennial Neighbourhoods Secondary Plan area	90%	106.2 m^2 per unit	1.663	10%	Applied DC rate of 42 m^2 per job for commercial / PRE plus work at home at 2.8% total population
Mixed Use - Commercial Main St	C5, C5a, and areas not on LRT route (sections of Barton, N/S commercial streets)	75%	106.2 m^2 per unit	1.663	25%	Applied DC rate of 42 m^2 per job for commercial / PRE plus work at home at 2.8% total population
Mixed Use - Office Dominant	Predominantly D1 and office areas in the Downtown	25%	106.2 m^2 per unit	1.663	75%	Applied 21.5 m^2 / PRE plus work at home at 2.8% total population

[6] Note that the information in Table 3.2 is not an exhaustive list of zones used in the model and provides an overview of the predominant types used for the analysis.

Land Use Category Name	Predominant Zoning*	Residential Assumptions			Employment Assumptions	
		% Floorspace	Units	People	% Floorspace	Jobs
Commercial	TOC2, H, and C2 (Neighbourhood Commercial Zone)	0%	-	-	100%	Applied job estimates based on the average number of jobs for commercial properties along the MTSA corridor based on the City of Hamilton employment data. If site specific job estimates were not available, a DC rate of 42 m^2 per job for commercial / PRE plus work at home at 2.8% total population was applied.
Institutional	I1, I2, and I3 as well as existing institutional uses that may not be zoned as such	0%	-	-	100%	Applied site specific job numbers were available based on the City of Hamilton's 2019 Employment Survey. If job estimates were not available, a DC rate of 1.1 PPU was applied for institutional space density for housing and an institutional employment rate of 65 m^2 per job.
Open Space - Park	P5 (Conservation/Hazard Land Zone) and P1 to P4 (Park and Open Space)	-	-	-	-	-

3.7 Calculating MTSA Densities

The final step in the process is to calculate the density for each MTSA. The key steps involved are as follows:

- Sum the total population and employment within each MTSA, including all existing and future population and employment growth for a total number of people and jobs;
- Divide the total number of people and jobs by the total land area for the MTSA; and,
- The result of this calculation is an estimated build-out density of people and jobs per hectare for each MTSA.

As noted earlier, the assumptions for redevelopment and intensification are intended to determine whether or not there is an ability to achieve the minimum density targets for the seventeen LRT and three GO station MTSAs. The growth assumptions should not be interpreted as a market-based forecast of where and how the City will intensify. **Section 4** provides a summary and detailed breakdown of the results.

4.0 Key Findings and Results

4.1 Results

In total, fourteen of the nineteen MTSAs which are required to meet the minimum density targets have the potential to meet or exceed the associated Provincial density target. The remaining five stations will require an alternative lower target, including:[7]

1. Longwood: 126 people and jobs per hectare
2. Sherman: 142 people and jobs per hectare
3. Gage Park: 126 people and jobs per hectare
4. Queenston: 134 people and jobs per hectare
5. Parkdale: 135 people and jobs per hectare

[7] Assuming that increased heights beyond 12 storeys are not employed in these MTSAs.

The densities in the Downtown and at several other station areas are capable of accommodating significant population and employment growth (and ultimately ridership potential) to support the LRT and GO train over the long term. Higher densities in the downtown MTSA are expected as the majority of the lands within these MTSAs are expected to see intensification, relatively taller building heights and overall higher densities. This is appropriate and reflective of the direction of the Downtown Hamilton Secondary Plan, which promotes and facilitates intensification and redevelopment activities within the area.

Density Target

The estimated overall density of 225 people and jobs per hectare is driven by primarily by the densities in the Downtown, which range between 292 people and jobs per hectare (Wellington MTSA) and 625 people and jobs per hectare (James MTSA).

Table 4.1 summarizes the results of the modelling analysis, comparing the existing densities for each of the MTSAs and the ultimate build-out potential for each station area. Detailed results for each MTSA is provided in **Section 4.2**[8]. Please refer to **Appendix A** for MTSA Density Calculation Matrix. MTSAs which are currently planned to achieve the minimum target of 160 people and jobs per hectare are highlighted below (shown in yellow **in Table 4.1**). The target includes ADUs and conversion assumptions and site specific employment data based on the City's 2019 employment survey. Refer to **Section 3** for additional details on methodology.

[8] The results shown in **Table 4.1** reflect the methodology described in **Section 3** and also include increased assumptions for ADUs and increased building heights in selection locations.

Table 4.1: 2022 Density Results

Station Area	MTSA Area (ha)	Total Number Existing of People and Jobs (2022)	Existing Density (P&J/ha, 2022)	Projected Total Number of Future People and Jobs (Build-Out)	Projected Future Density (P&J/ha, Build-Out)
1. McMaster	200.1	17,494	87	34,997	**175**
2. Longwood	155.3	10,303	66	19,540	**126**
3. Dundurn	82.5	6,058	73	13,251	**161**
4. Queen	127.1	22,557	177	44,681	**352**
5. James / Downtown Hamilton GO	105.1	32,218	306	65,685	**625**
6. Mary	59.4	10,532	177	35,840	**603**
7. Wellington	97.3	12,450	128	28,444	**292**
8. Wentworth	136.4	14,236	104	25,550	**187**
9. Sherman	114.3	9,179	80	16,260	**142**
10. Scott Park	128.3	10,136	79	23,719	**185**
11. Gage Park	107.6	5,781	54	13,601	**126**
12. Ottawa	116.6	8,665	74	23,790	**204**
13. Kenilworth	167.1	11,560	69	26,996	**162**
14. Queenston	115.2	6,556	57	15,423	**134**
15. Parkdale	150.9	7,529	50	20,313	**135**
16. Nash	119.1	6,138	52	19,186	**161**
17. Eastgate	158.3	9,685	61	29,127	**184**
18. Confederation GO	188.8	7,364	39	30,373	**161**
19. West Harbour GO	174.0	18,295	105	26,405	**152**
Summary	**2,503.5**	**226,738**	**91**	**513,181**	**225**

4.2 Station Area Profiles

The following section presents the results for each MTSA. Each profile includes three parts:

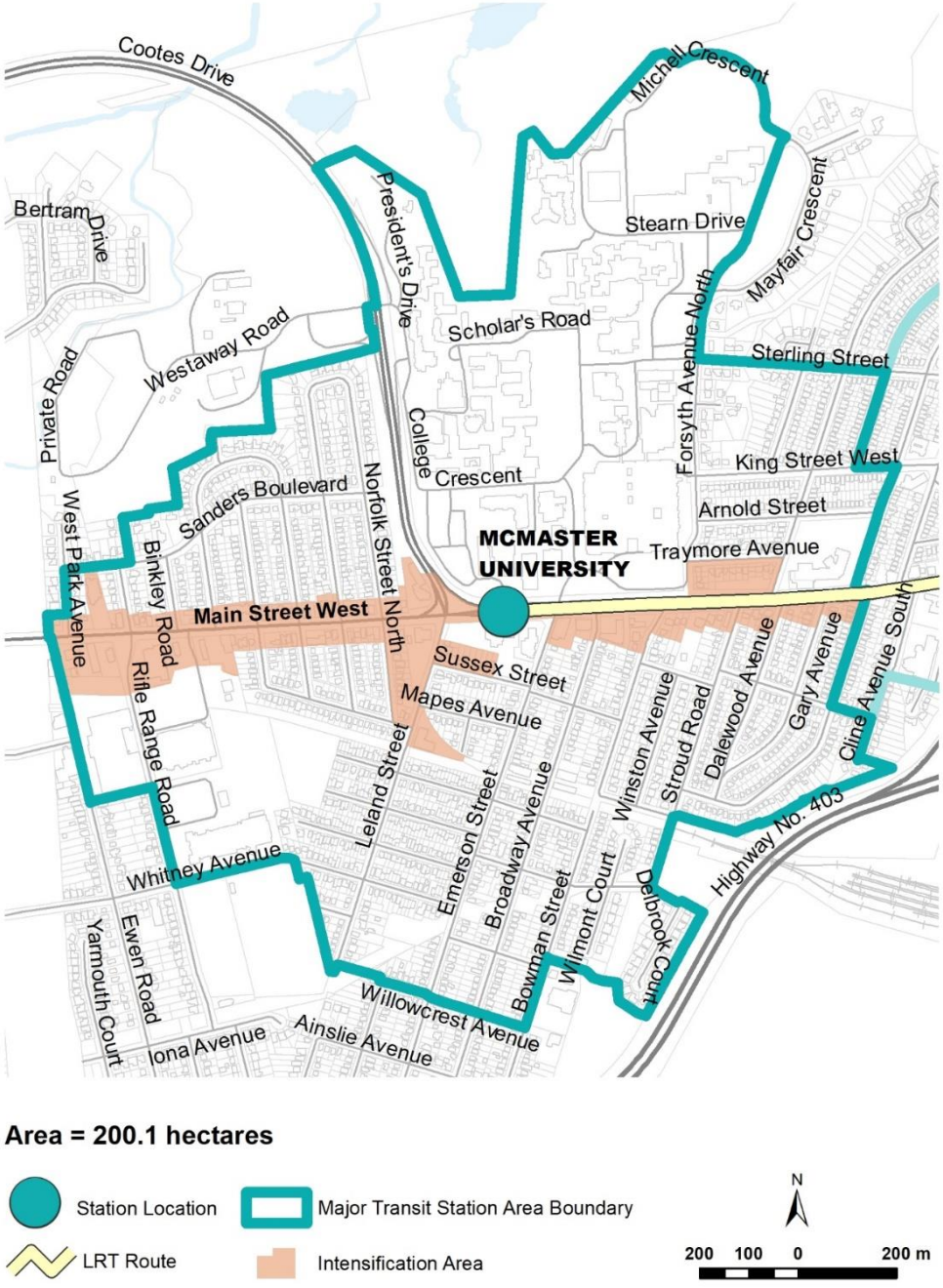
1. Station area boundary;
2. Existing density conditions; and,
3. Build-out density conditions.

The station area boundary diagram includes a proposed alignment of LRT B-Line and its station, and the area of intensification. Existing density conditions are presented with an indicative 3D diagram of the current station area built form. A supporting table illustrates key metrics for both the MTSA and intensification area to derive an existing conditions density result measured by people and jobs per hectare (P&J/ha). The maximum density condition also includes an indicative 3D diagram of the maximum build-out in the Intensification Area, designed around optimizing zoning and respecting its surrounding conditions. A table, similar to existing conditions, illustrates key metrics for MTSA and intensification area to derive to the maximum people and jobs per hectare at build-out. The target density for each LRT station area is to achieve 160 people and jobs per hectare. The target density for each GO station area is to achieve 150 people and jobs per hectare.

McMaster University MTSA

The McMaster University MTSA is located to the west of the Alexander Graham Bell Parkway, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, utilities, warehousing, and vacant lands. The Intensification Area within the MTSA is located in the Ainslie Wood Westdale Secondary Plan. The predominant zoning includes Mixed Use. Some of the unique features in the MTSA include Alexandra Park, the McMaster Historic Core and University Campus, and the Westdale Original Subdivision.

McMaster University MTSA and Intensification Area Boundary



McMaster University MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
87	5,034	12,460	17,494	200	**63**	576	638	1,214	19

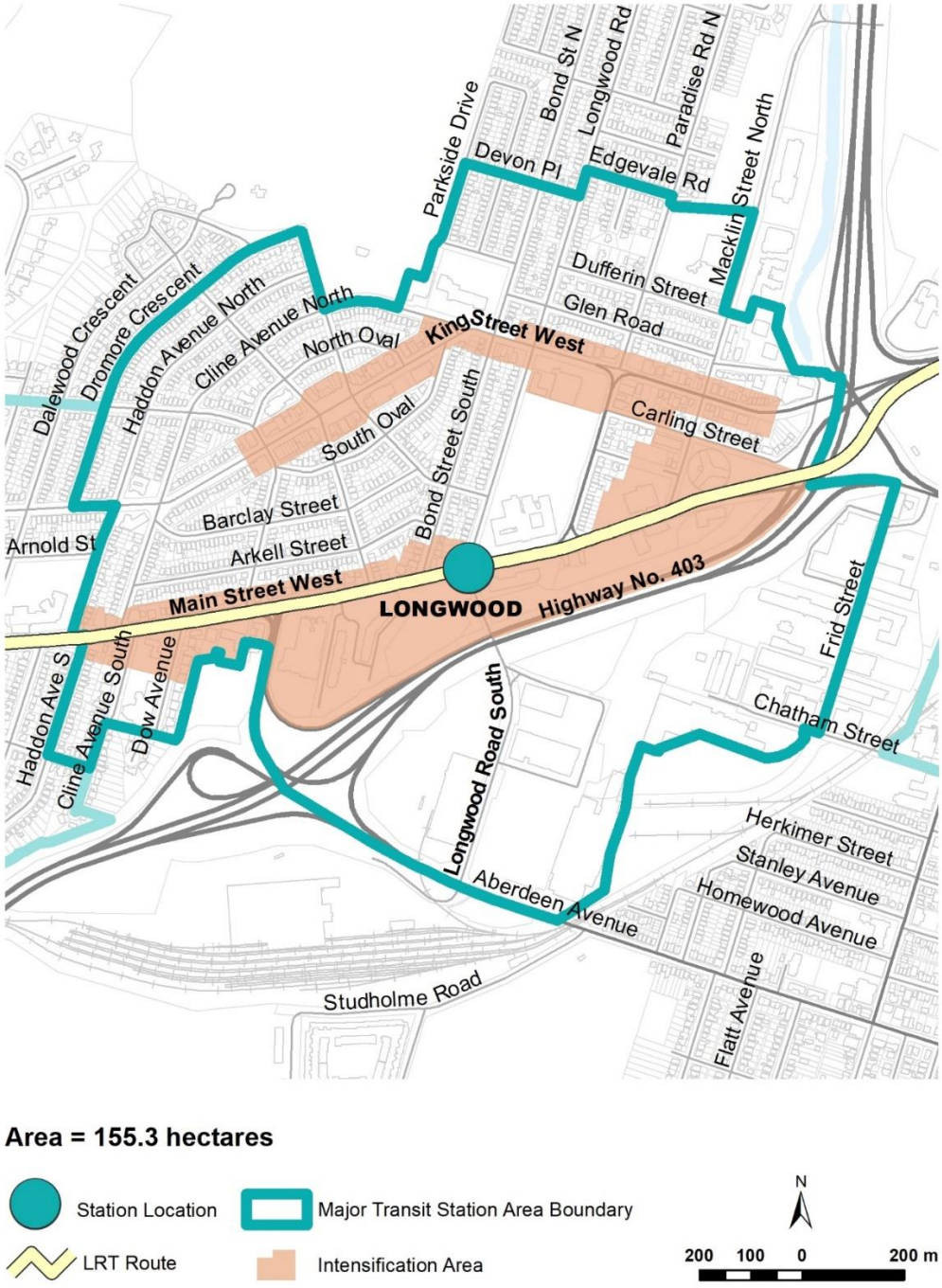
McMaster University MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
175	11,050	23,946	34,997	200	**306**	4,711	1,234	5,945	19

Longwood MTSA

The Longwood MTSA is located to the west of the Alexander Graham Bell Parkway, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The Intensification Area within the MTSA is located in the Ainslie Wood Westdale Secondary Plan. The predominant zoning includes Mixed Use, Multiple Dwellings, and Local Commercial. Some of the unique features in the MTSA include the Westdale Original Subdivision.

Longwood MTSA and Intensification Area Boundary



Longwood MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
66	5,759	4,544	10,303	155	**112**	2,103	2,157	4,260	38

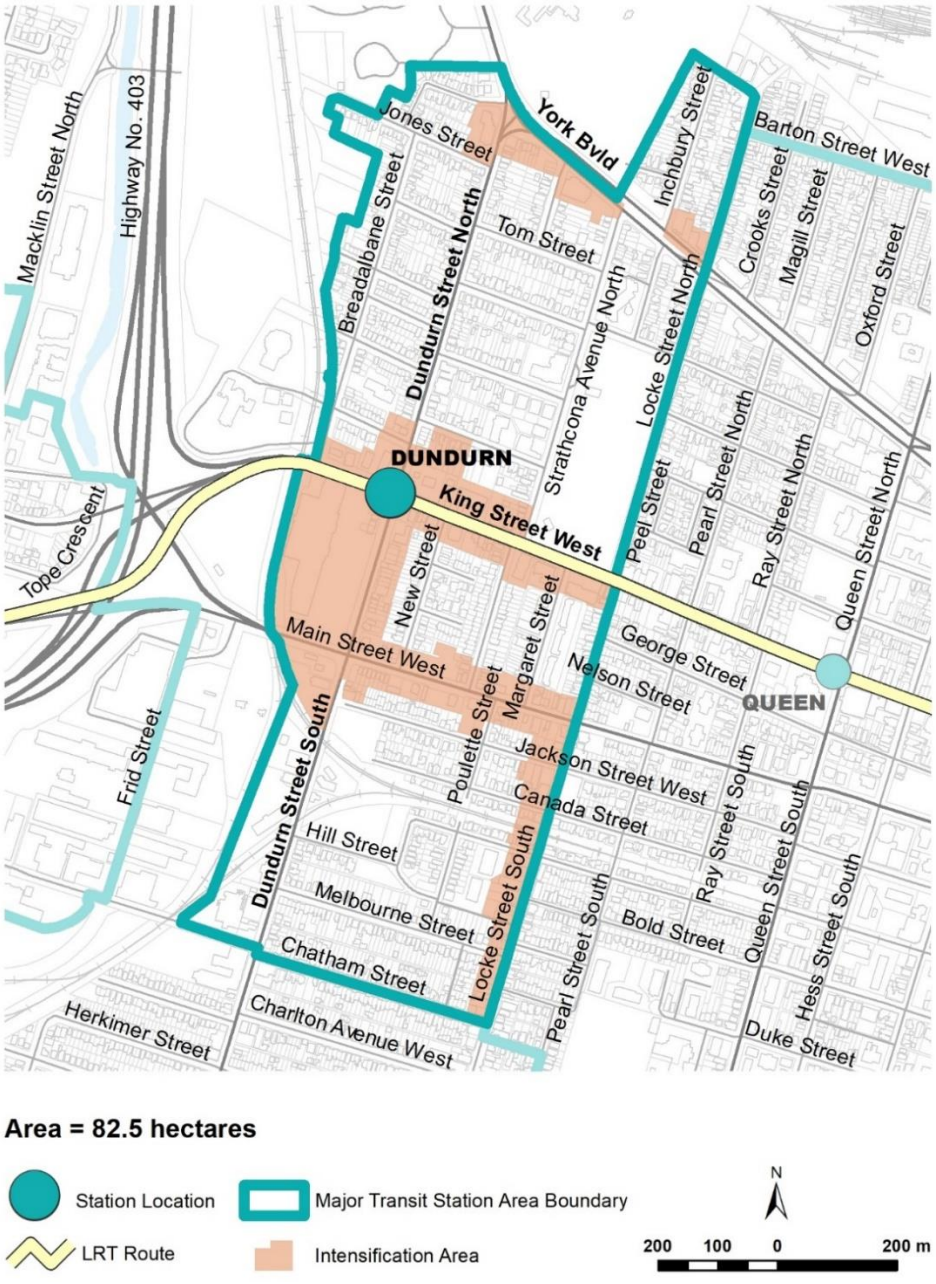
Longwood MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
126	11,213	8,327	19,540	155	**257**	6,131	3,640	9,771	38

Dundurn MTSA

The Dundurn MTSA includes the intersection of King Street West and Dundurn Street North/South, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use and Mixed Use Medium Density. The majority of the Intensification Area (13.4 ha) within the MTSA is located in the Strathcona Secondary Plan (10.5 ha) and the West Harbour (Setting Sail) Secondary Plan (0.2 ha). Some of the unique features in the MTSA include Victoria Park, the former Toronto/Hamilton and Buffalo Railway Station, and the Locke Street commercial area. The MTSA boundary was adjusted to not include Tom Street Park.

Dundurn MTSA and Intensification Area Boundary



Dundurn MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
73	4,478	1,580	6,058	82	**102**	623	1,380	2,003	20

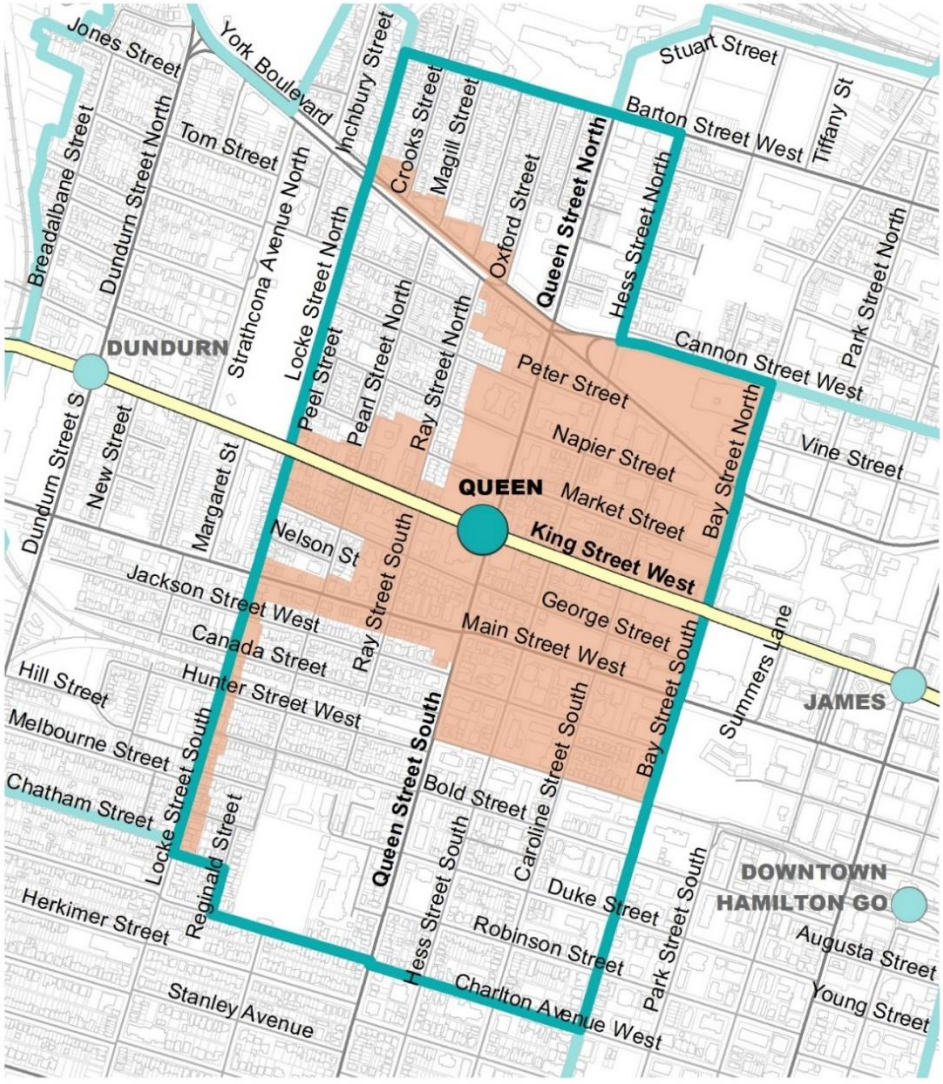
Dundurn MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
161	10,298	2,953	13,251	83	**403**	5,323	2,773	8,096	20

Queen MTSA

The Queen MTSA is located in Central Hamilton, Hamilton's LRT corridor. Existing land uses include commercial, light industrial, institutional, office, open space, residential, utilities, and vacant lands. The predominant zoning includes Downtown Central Business District. Portions of the Intensification Area (38 ha) within the MTSA is located in the Downtown Secondary Plan (24.1 ha), Strathcona Secondary Plan (11.9 ha) and the West Harbour (Setting Sail) Secondary Plan (0.9 ha). Some of the unique features in the MTSA include Victoria Park, the former Toronto/Hamilton and Buffalo Railway Station, and Wesanford Place.

Queen MTSA and Intensification Area Boundary



Queen MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
177	18,536	4,021	22,557	127	**225**	9,080	3,460	12,540	55

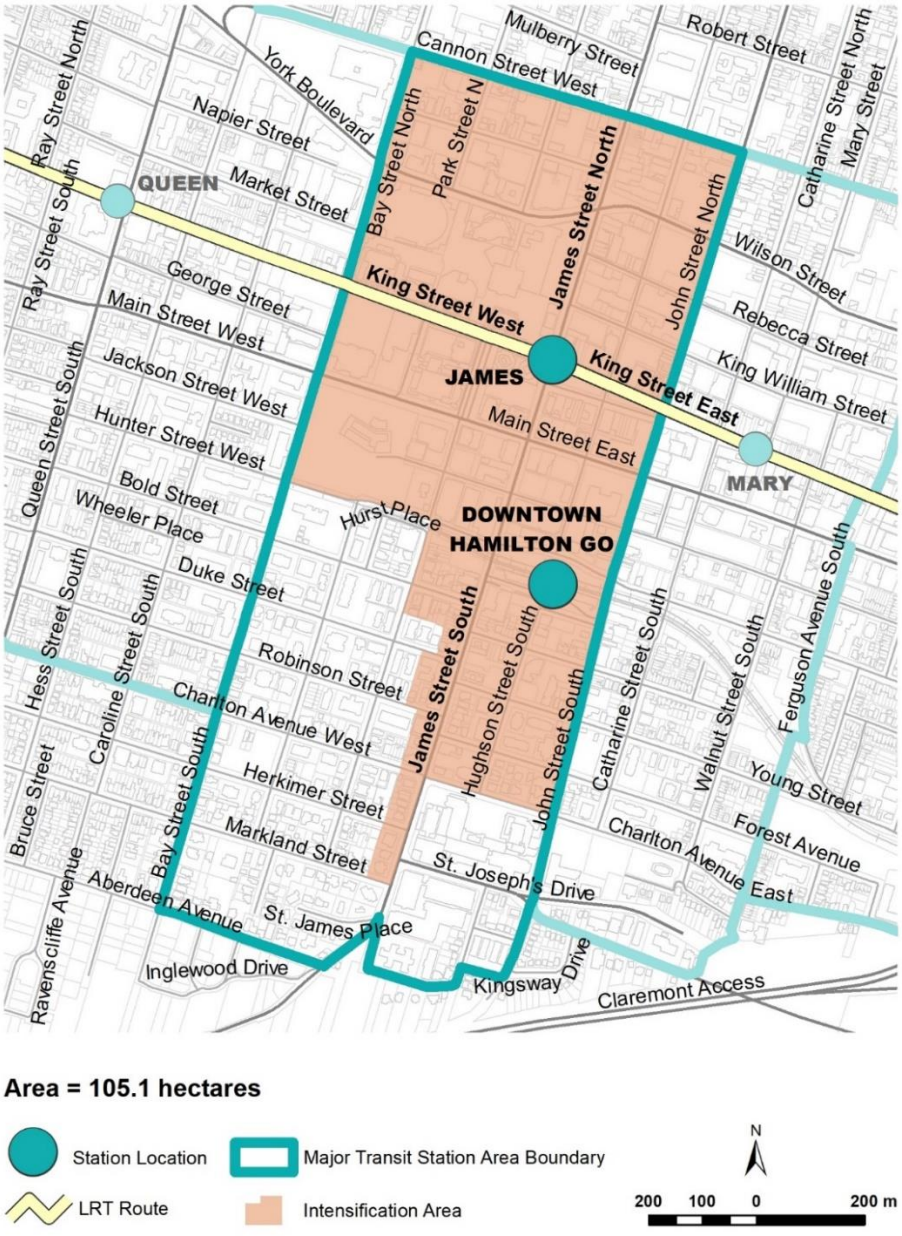
Queen MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
352	24,749	19,931	44,681	127	**601**	13,909	19,350	33,259	55

James / Downtown Hamilton GO Station MTSA

The James / Downtown Hamilton GO Station MTSA is located in Downtown Hamilton, along Hamilton's LRT corridor. Existing land uses include commercial, light industrial, institutional, office, residential, transportation, and vacant lands. The predominant zoning includes Downtown Central Business District and Downtown Mixed Use – Pedestrian Focus. The majority of the Intensification Area (48.4 ha) within the MTSA is located in the Downtown Secondary Plan (42.9 ha). Some of the unique features in the MTSA include the Durand-Markland and MacNab-Charles Heritage Conservation Districts, Durand Park, Gore Park, Hamilton City Hall, First Ontario Centre and Concert Hall, Prince's Square, and the former Toronto/Hamilton and Buffalo Railway.

James / Downtown Hamilton GO Station MTSA and Intensification Area Boundary



James / Downtown Hamilton GO Station MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
306	9,159	23,059	32,218	105	**319**	4,023	17,630	21,653	68

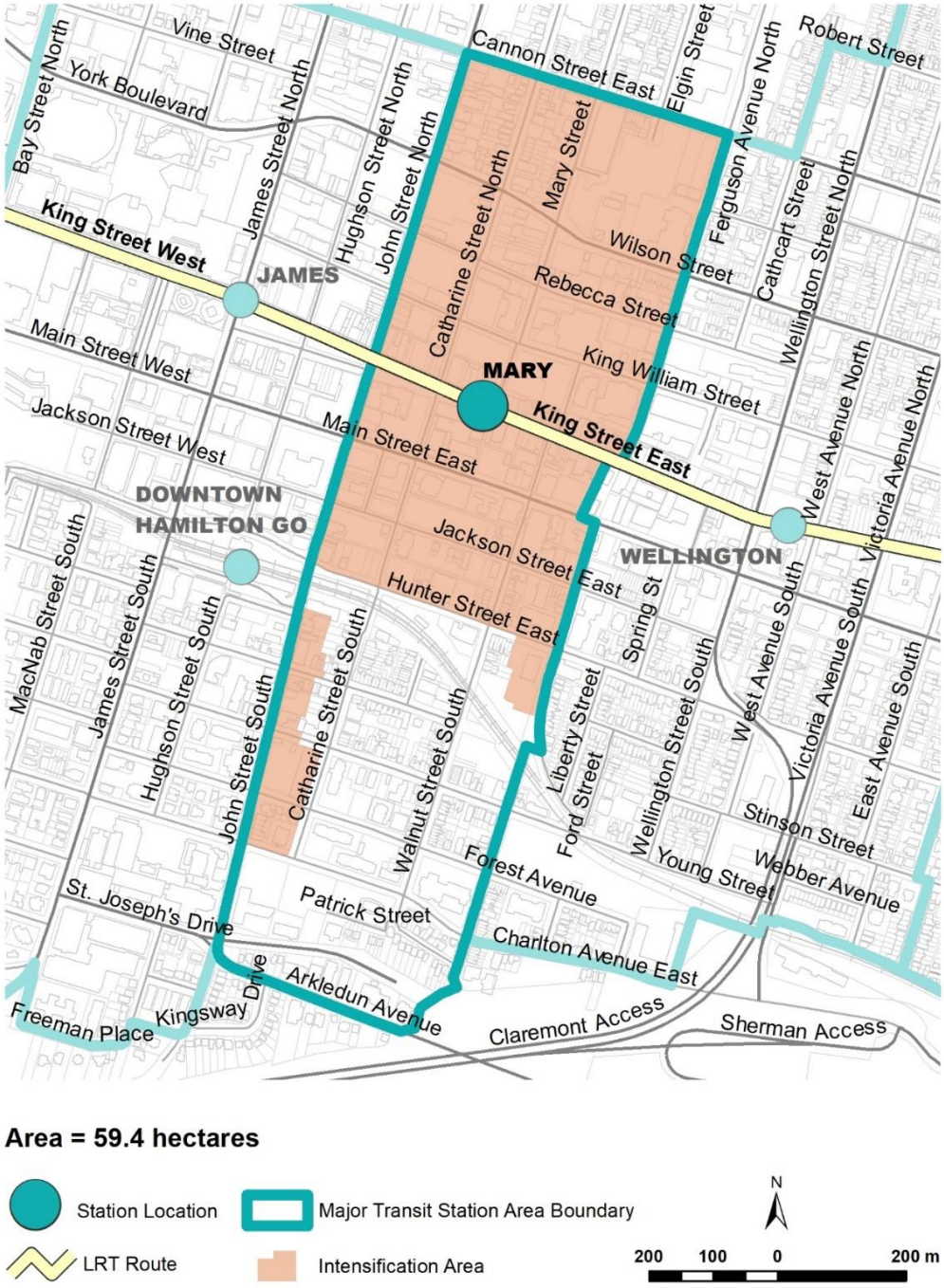
James / Downtown Hamilton GO Station MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
625	21,186	44,499	65,685	105	**811**	15,918	39,070	54,988	68

Mary MTSA

The Mary MTSA is located in Downtown Hamilton, along Hamilton's LRT corridor. Existing land uses include commercial, light industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Downtown Central Business District. The majority of the Intensification Area (26.9 ha) within the MTSA is located in the Downtown Secondary Plan (24.7 ha). Some of the unique features in the MTSA include Beasley Park and Woolverton Park.

Mary MTSA and Intensification Area Boundary



Mary MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
177	6,368	4,164	10,532	59	**190**	3,307	3,925	7,232	38

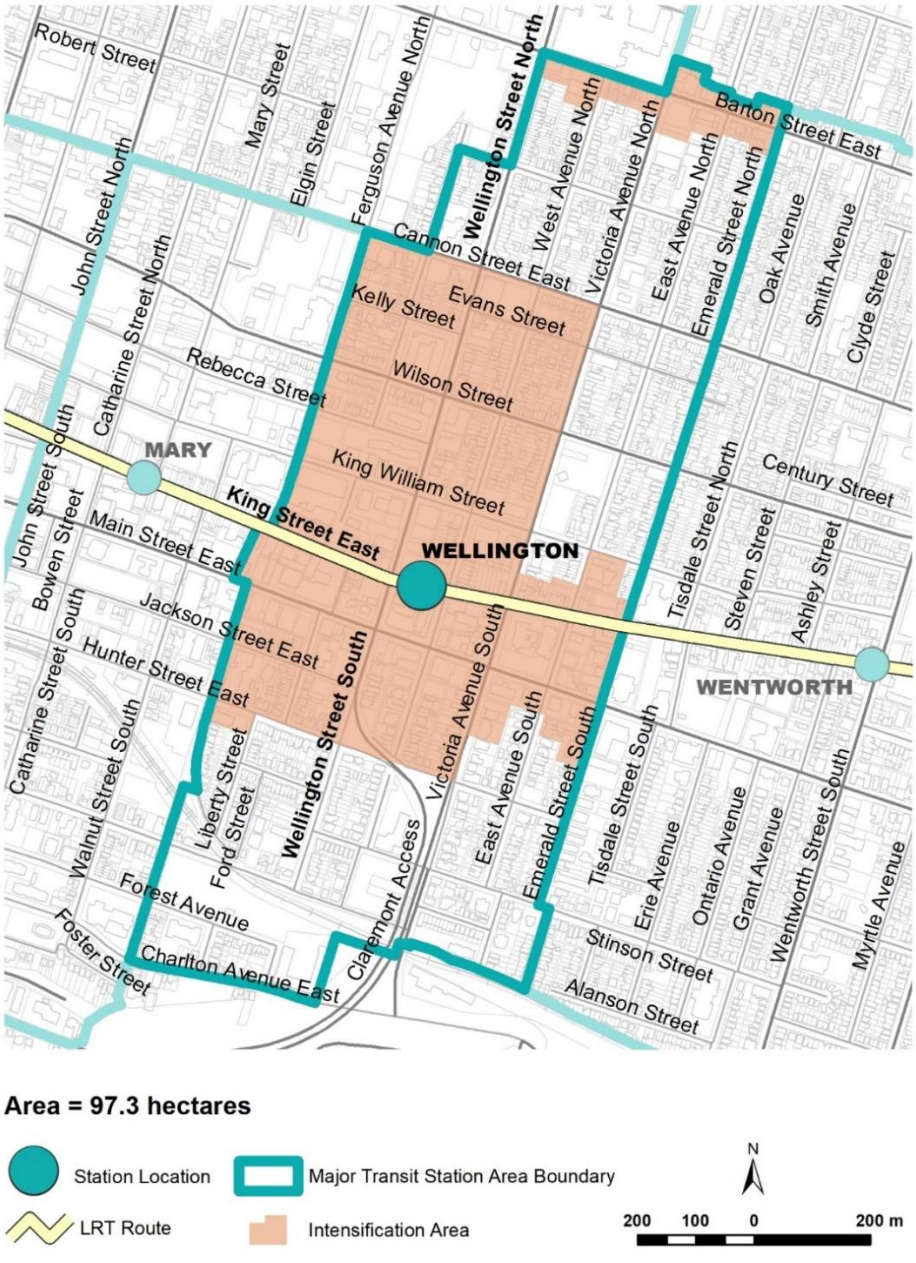
Mary MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
603	11,167	24,674	35,840	59	**851**	7,907	24,435	32,342	38

Wellington MTSA

The Wellington MTSA includes the intersection of King Street East and Wellington Street North/South, along Hamilton's LRT corridor. Existing land uses include commercial, medium industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Downtown Residential. The majority of the Intensification Area (30.4 ha) within the MTSA is located in the Downtown Secondary Plan (24.5 ha). Some of the unique features in the MTSA include Wellington Park, the former Hamilton Collegiate Institute, and the Ferguson Rail Line. The MTSA boundary extends beyond the 800 m distance to capture potential intensification opportunities along Barton Street East which are within a relatively comfortable walking distance from King Street East.

Wellington MTSA and Intensification Area Boundary



Wellington MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
128	10,085	2,365	12,450	97	**176**	6,124	1,961	8,085	46

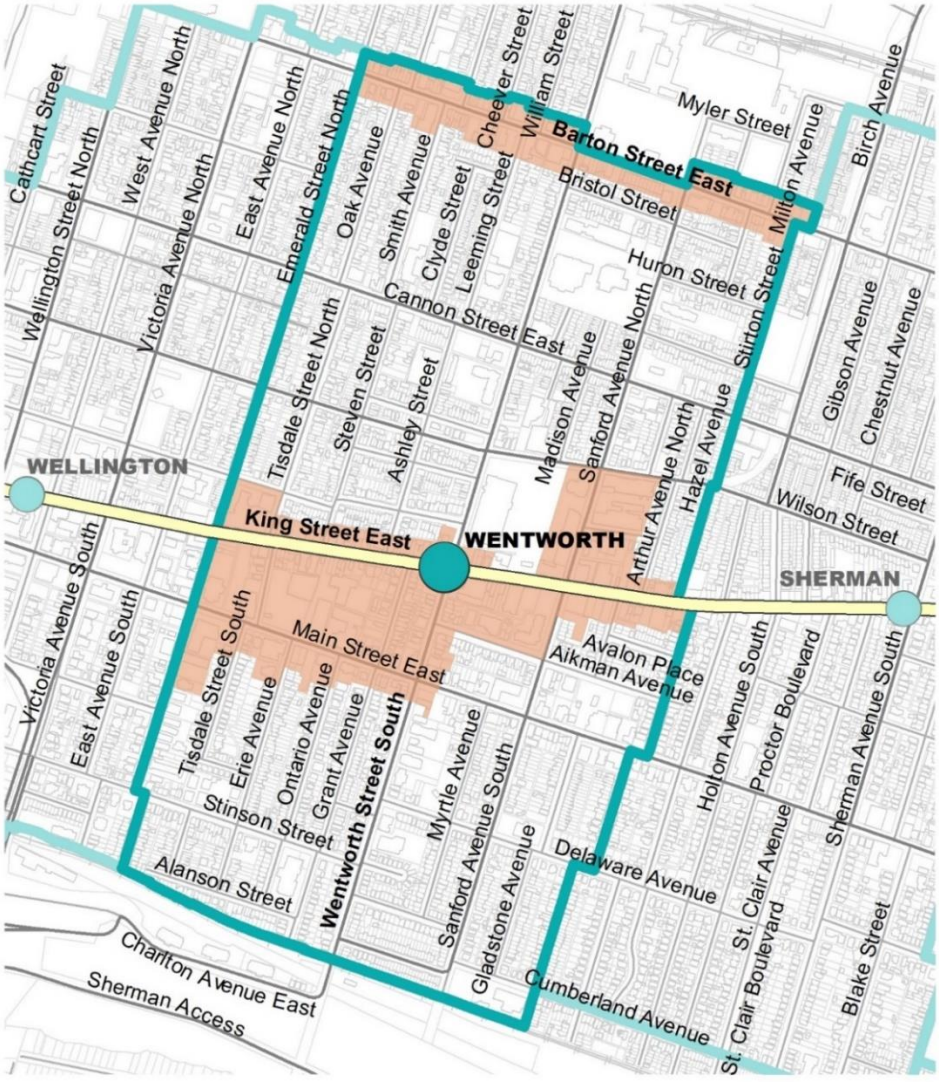
Wellington MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
292	15,405	13,039	28,444	97	**504**	10,515	12,635	23,150	46

Wentworth MTSA

The Wentworth MTSA includes the intersection of King Street East and Wentworth Street North/South, along Hamilton's LRT corridor. Existing land uses include commercial, medium industrial, institutional, office, open space, residential, utilities, warehousing, and vacant lands. The predominant zoning includes Mixed Use. The MTSA boundary extends just slightly beyond the 800 m distance to capture potential intensification opportunities along Barton Street East which are within a relatively comfortable walking distance from King Street East.

Wentworth MTSA and Intensification Area Boundary



Wentworth MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
104	11,701	2,535	14,236	136	**141**	2,968	1,261	4,229	30

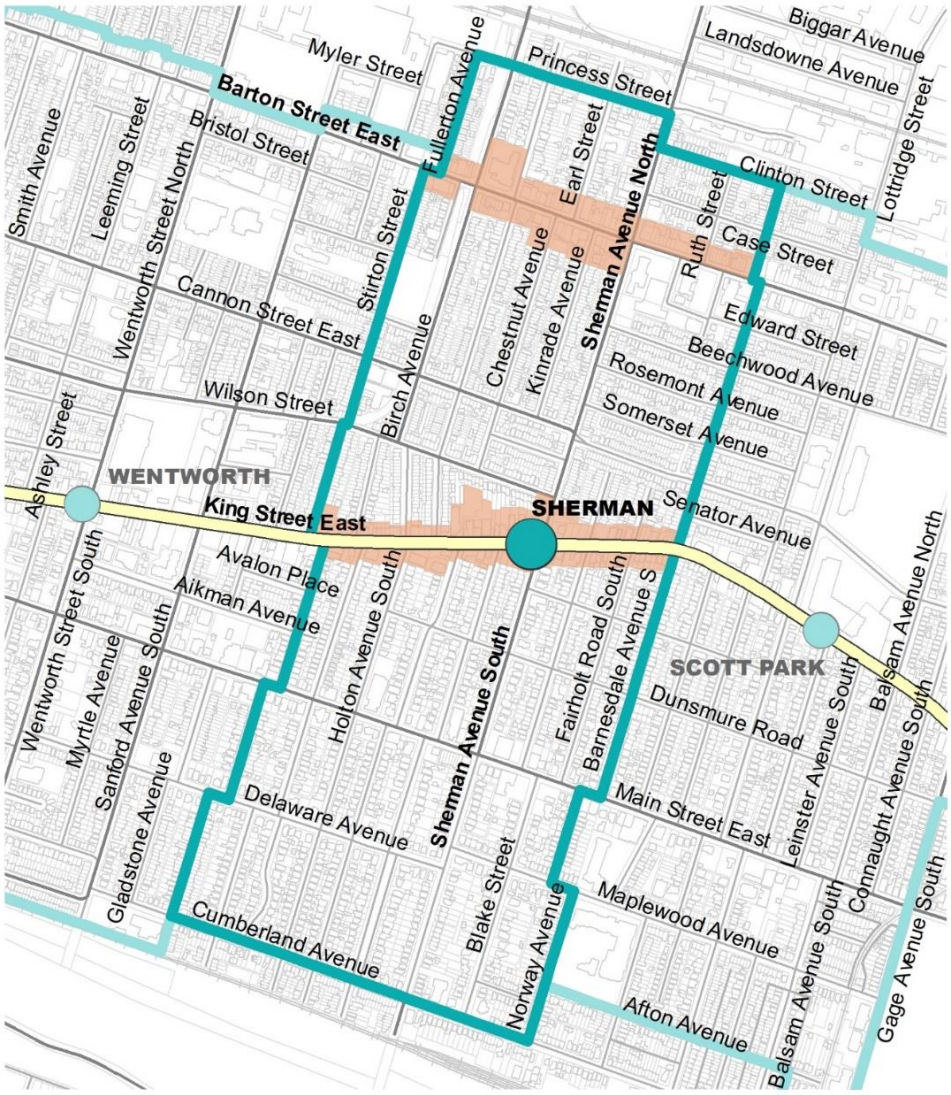
Wentworth MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
187	20,640	4,911	25,551	136	**449**	9,844	3,637	13,481	30

Sherman MTSA

The Sherman MTSA includes the intersection of King Street East and Sherman Avenue North/South, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, utilities, and vacant lands. The predominant zoning includes Mixed Use and Multiple Residential. Some of the unique features in the MTSA include the St. Clair Avenue and the St. Clair Boulevard Heritage Conservation Districts.

Sherman MTSA and Intensification Area Boundary



Sherman MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
80	8,226	953	9,179	114	**99**	732	473	1,205	12

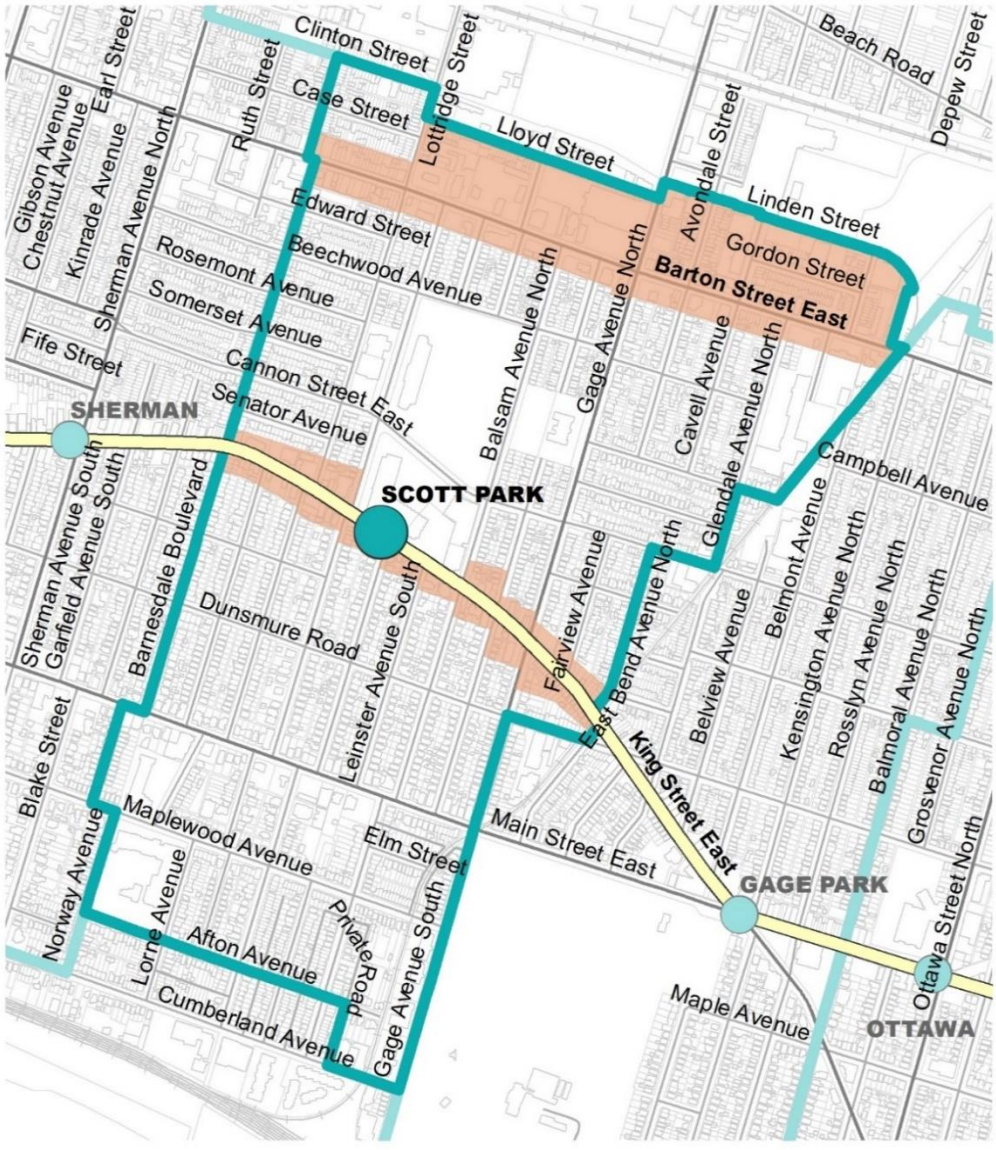
Sherman MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
142	13,892	2,368	16,261	114	**498**	4,187	1,888	6,075	12

Scott Park MTSA

The Scott Park MTSA includes the Stipley neighbourhood. Existing land uses include commercial, industrial, office, transportation, warehousing, and vacant lands. The predominant zoning includes Mixed Use Medium Density. Some of the unique features in the MTSA include the former Toronto/Hamilton and Buffalo Railway.

Scott Park MTSA and Intensification Area Boundary



Scott Park MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
79	7,977	2,159	10,136	128	**63**	962	649	1,611	26

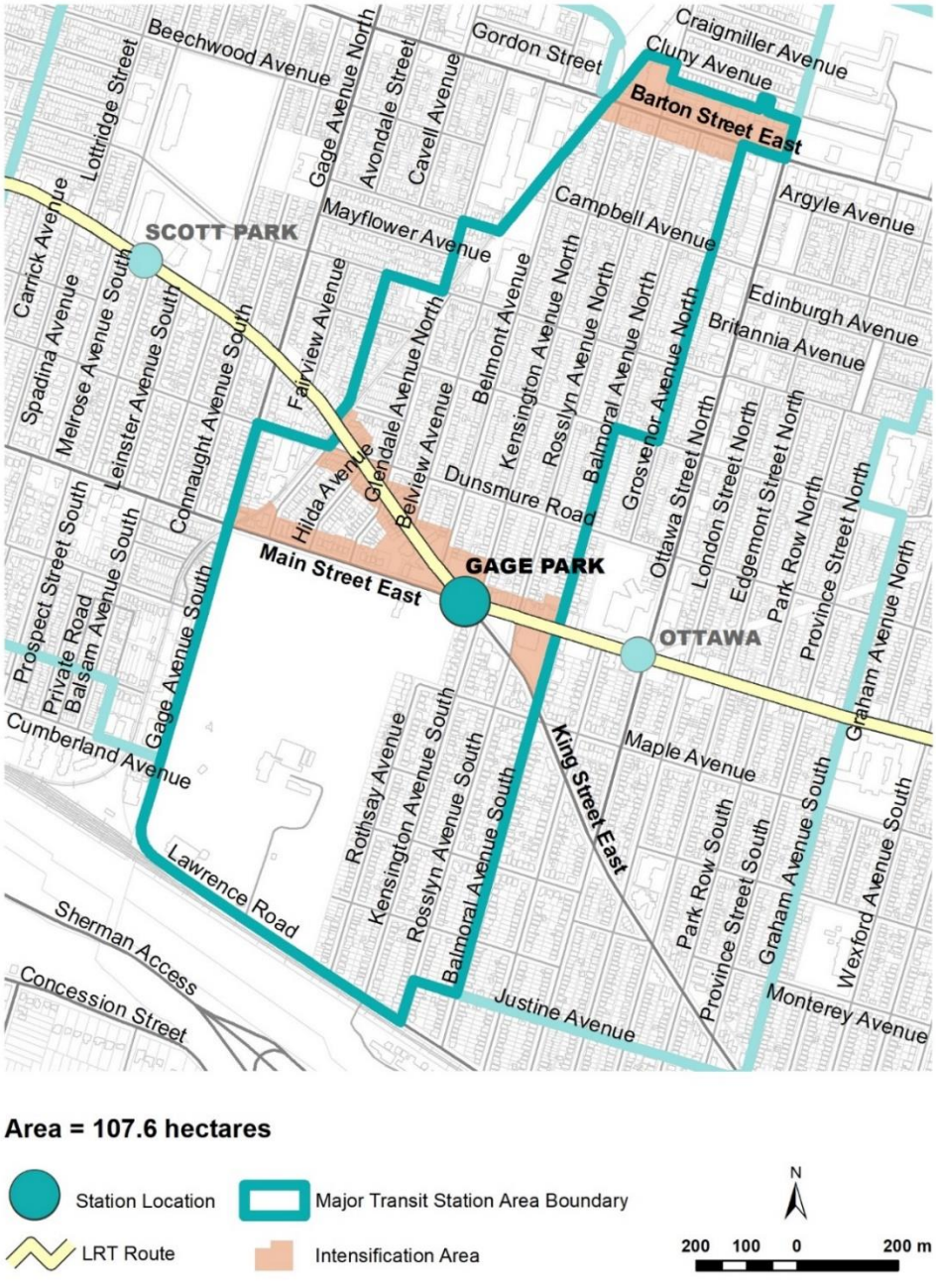
Scott Park MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
185	17,450	6,269	23,719	128	**506**	8,153	4,759	12,912	26

Gage Park MTSA

The Gage Park MTSA includes the neighbourhoods of Crown Point West and Delta West. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density and Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Delta Park and Gage Park (29 ha), the former Toronto/Hamilton and Buffalo Railway Station, and Dundurn Castle. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities along Barton Street East.

Gage Park MTSA and Intensification Area Boundary



Gage Park MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
54	5,071	710	5,781	108	**80**	489	432	921	12

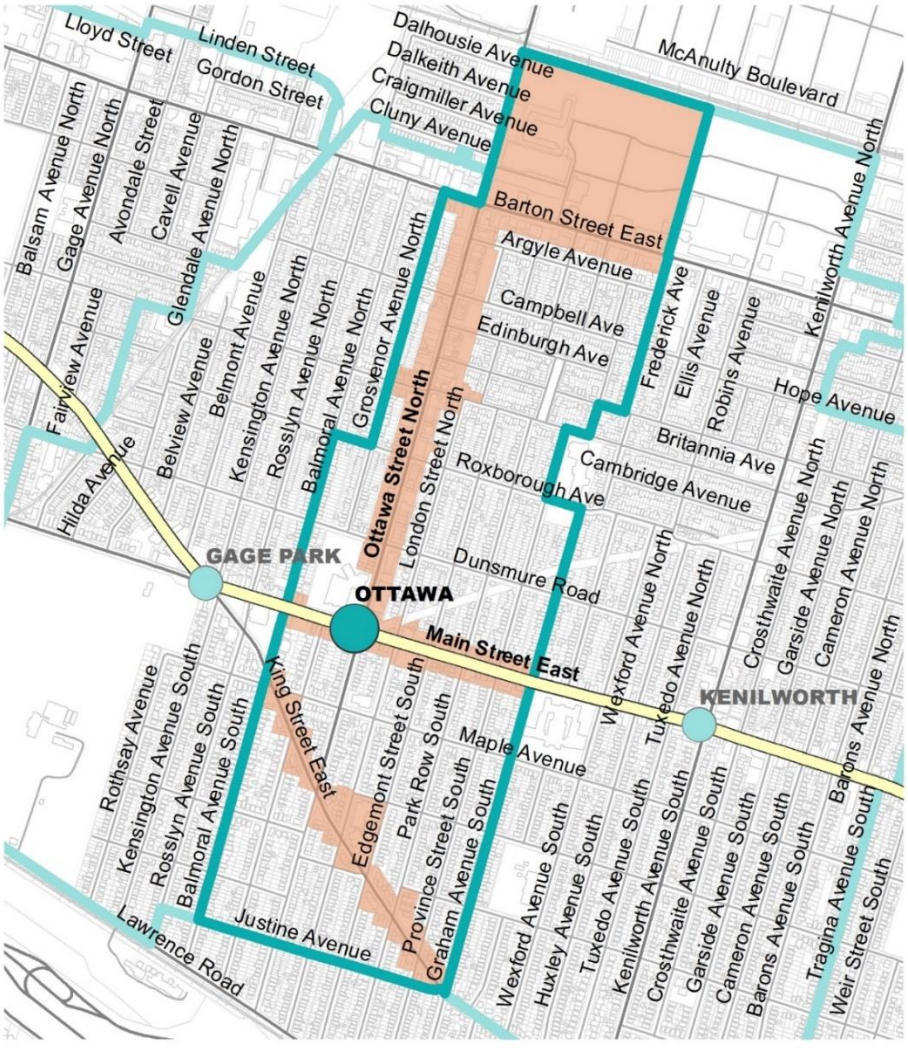
Gage Park MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
126	10,916	2,686	13,602	108	**605**	4,546	2,408	6,954	12

Ottawa MTSA

The Ottawa MTSA includes the intersection of Main Street East and Ottawa Street North/South, along Hamilton's LRT corridor. Existing land uses include commercial, light industrial, office, residential, utilities, and vacant lands**.** The predominant zoning includes Mixed Use High Density. Some of the unique features in the MTSA include the Hamilton Waterworks. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities for the Centre Mall site. The Centre Mall site is identified in the City's urban structure as a Community Node, and future Mixed Use High Density land use designation in the UHOP.

Ottawa MTSA and Intensification Area Boundary



Ottawa MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
74	6,811	1,854	8,665	117	**80**	1,454	1,764	3,218	40

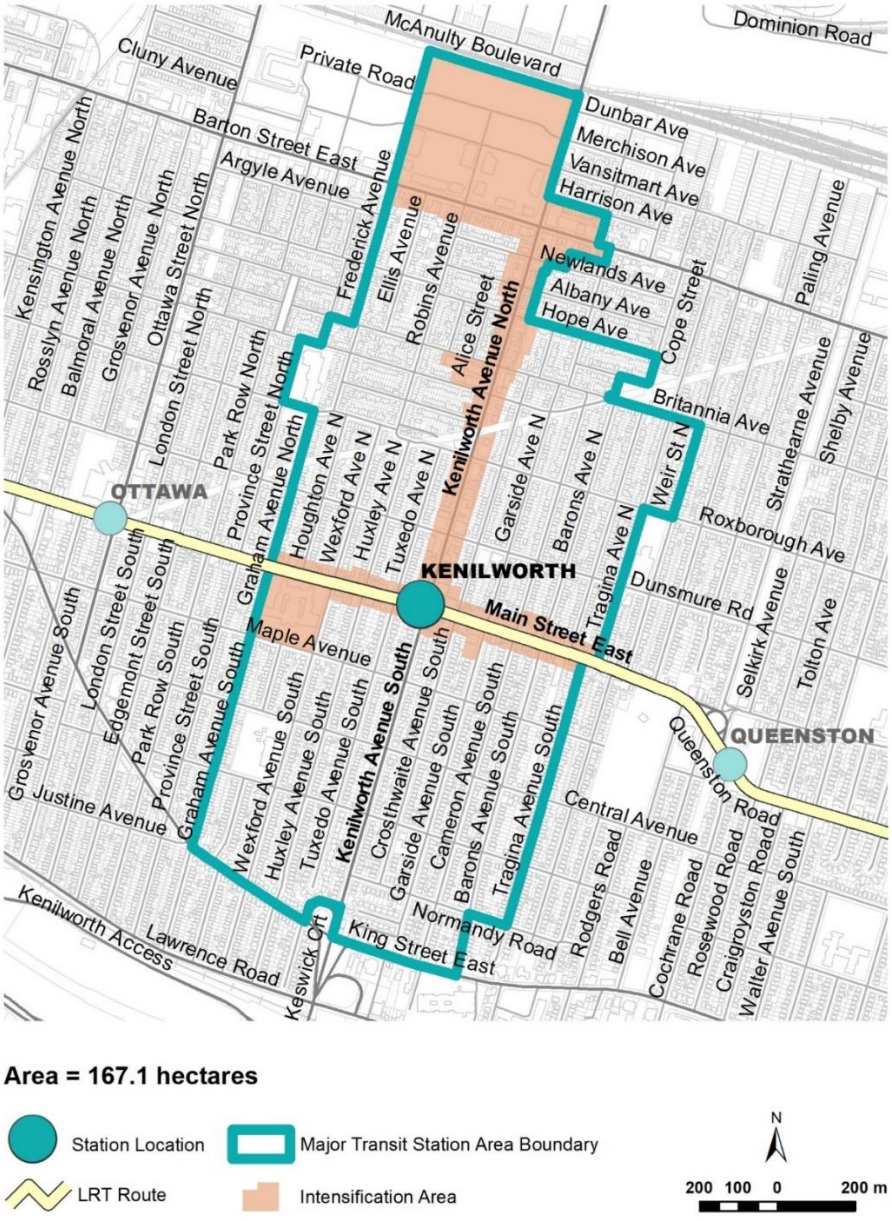
Ottawa MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
204	17,512	6,278	23,789	117	**402**	9,908	6,188	16,096	40

Kenilworth MTSA

The Kenilworth MTSA includes the intersection of Main Street East and Kenilworth Avenue North/South, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density. The MTSA includes the former Delta High School, which is a designated heritage building, and the A.M. Cunningham Elementary School. The MTSA boundary extends beyond 800 m to capture potential intensification opportunities for the Centre Mall site. The Centre Mall site is identified in the City's urban structure as a Community Node, and future Mixed Use High Density land use designation in the UHOP.

Kenilworth MTSA and Intensification Area Boundary



Kenilworth MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
69	9,418	2,142	11,560	167	**63**	706	1,636	2,342	37

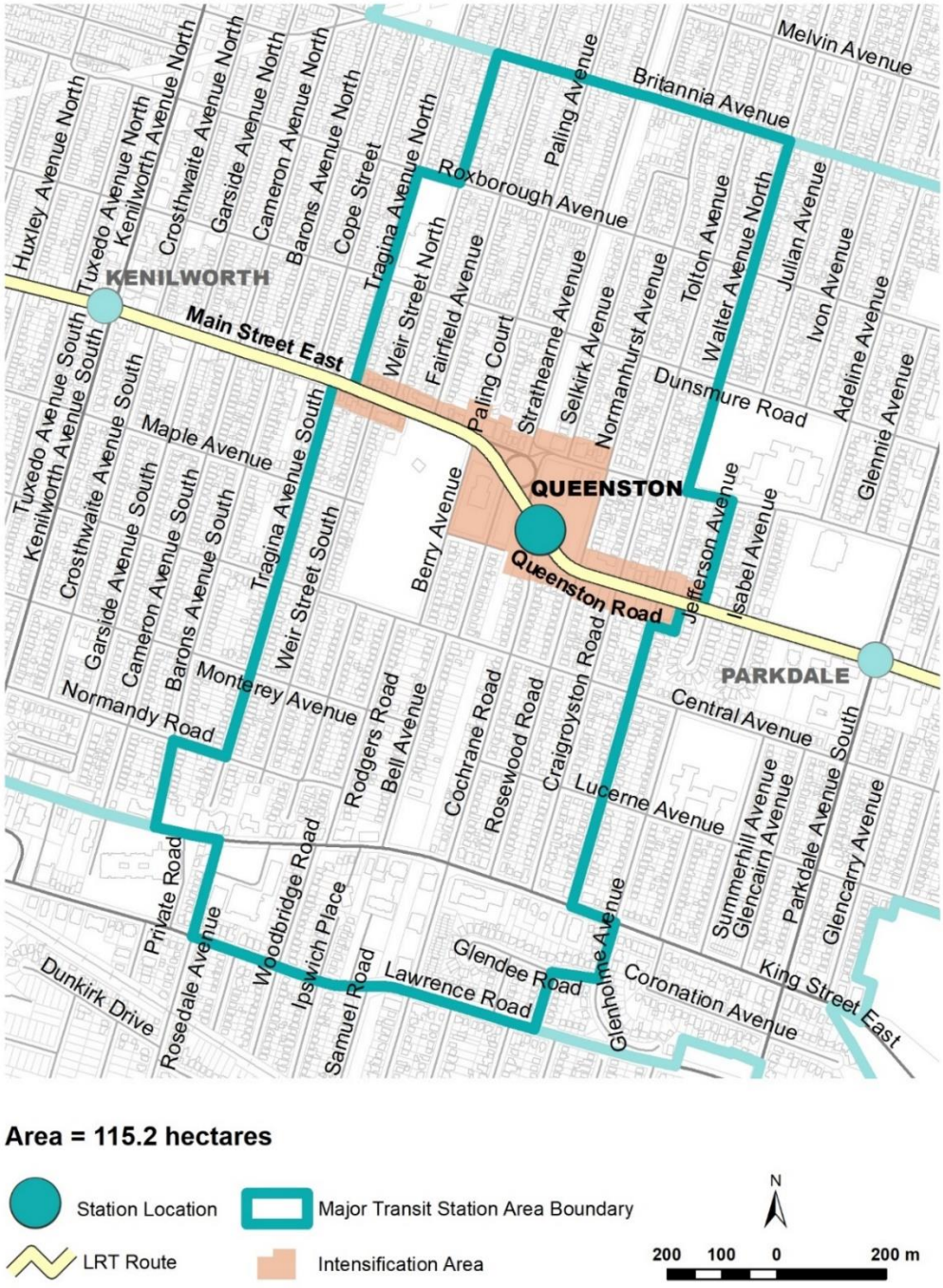
Kenilworth MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
162	22,212	4,783	26,995	167	**382**	9,893	4,277	14,170	37

Queenston MTSA

The Queenston MTSA includes the neighbourhoods of Normanhurst and Bartonville. Existing land uses include commercial, light and medium industrial, institutional, office, residential, utilities, and vacant lands. The predominant zoning includes Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Montgomery Park (5 ha).

Queenston MTSA and Intensification Area Boundary



Queenston MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
57	5,838	718	6,556	115	**34**	92	255	347	10

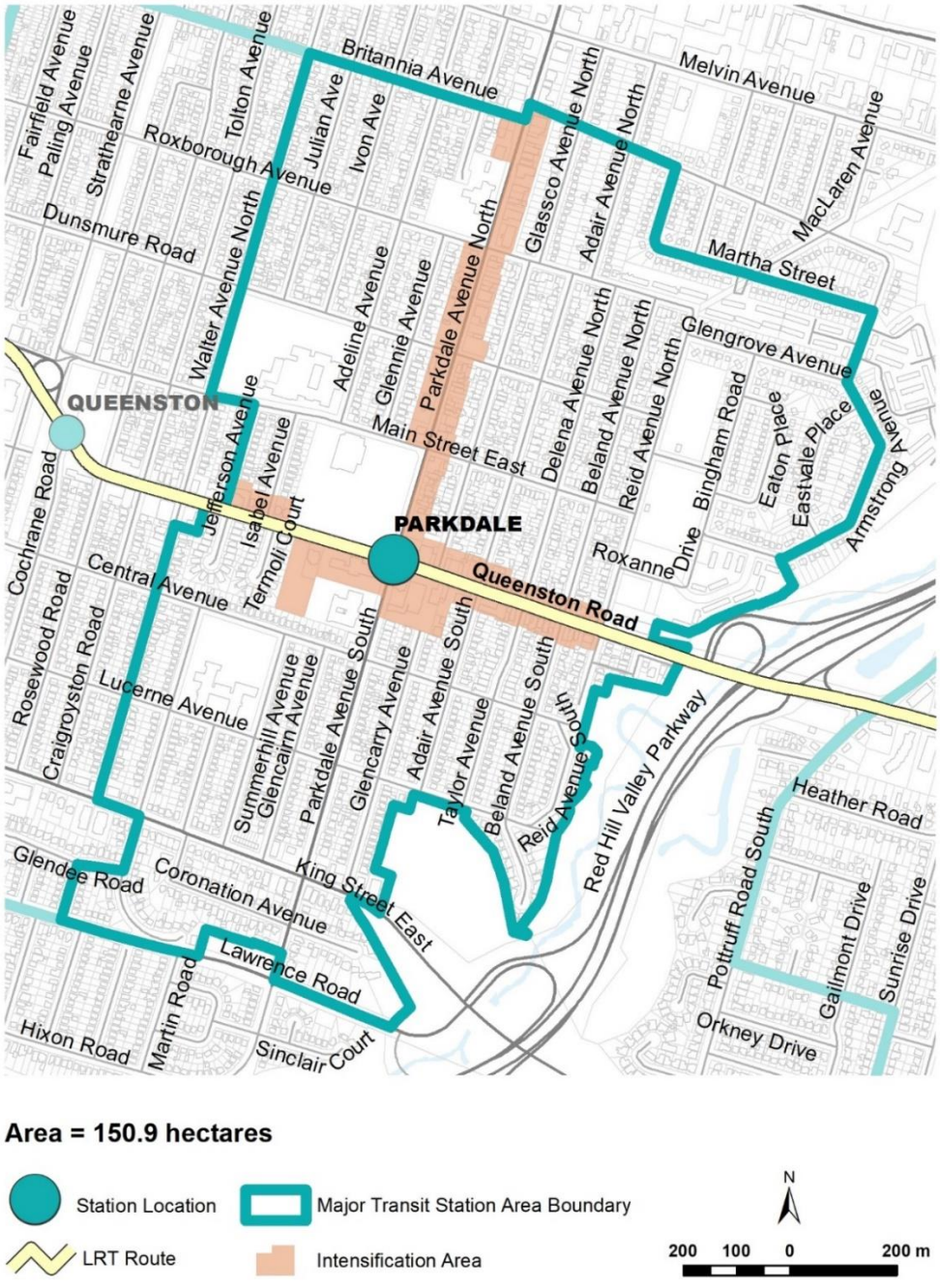
Queenston MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
134	13,668	1,755	15,423	115	**714**	5,919	1,292	7,211	10

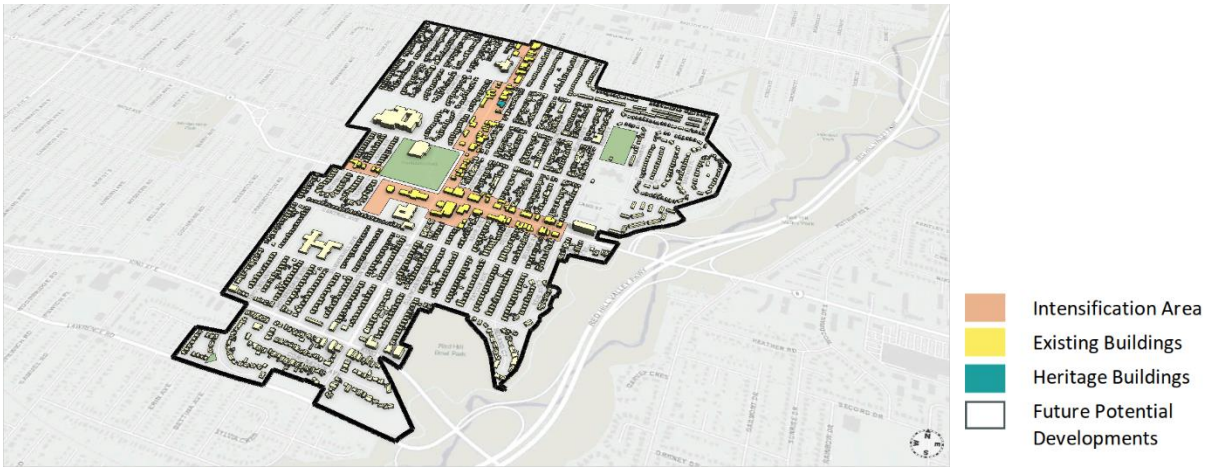
Parkdale MTSA

The Parkdale MTSA includes the intersection of Parkade Avenue North/South and Queenston Road, along Hamilton's LRT corridor. Existing land uses include commercial, institutional, office, residential, and vacant lands. The predominant zoning includes Mixed Use Medium Density and Transit Oriented Corridor Mixed Use Medium Density. Some of the unique features in the MTSA include Parkdale Park and Red Hill Valley.

Parkdale MTSA and Intensification Area Boundary



Parkdale MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
50	6,519	1,010	7,529	151	**62**	199	597	796	13

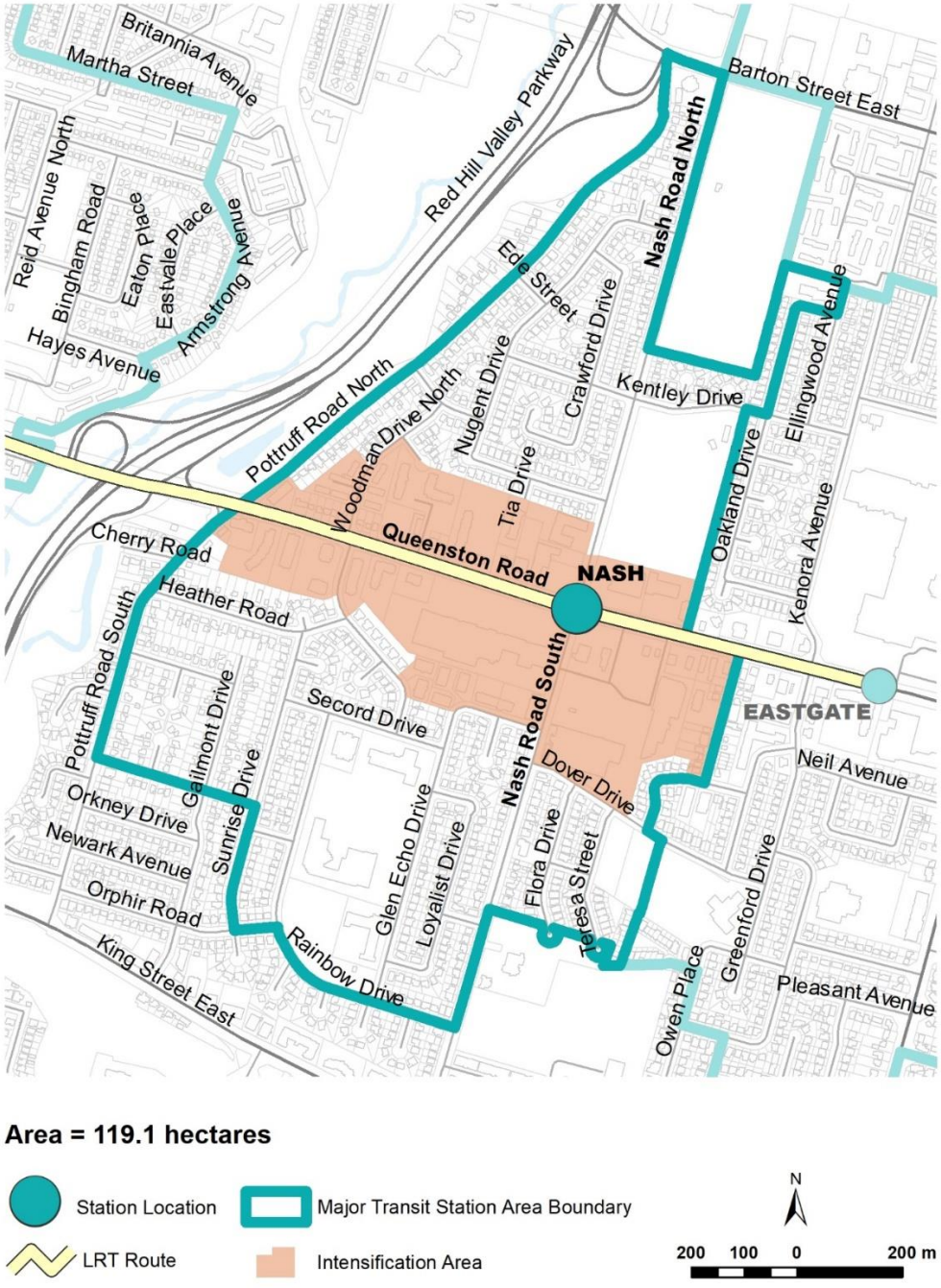
Parkdale MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
135	16,297	4,016	20,313	151	**876**	7,694	3,603	11,297	13

Nash MTSA

The Nash MTSA is located to the east of Red Hill Valley Parkway along Hamilton's LRT corridor. Existing land uses include commercial, office, residential, and vacant lands. The predominant zoning includes Transit Oriented Corridor Mixed Use High Density, Multiple Dwellings, and Transit Oriented Corridor Mixed Use Medium Density. The Intensification Area (28.2 ha) within the MTSA is located in the Centennial Neighbourhoods Secondary Plan (28.2 ha).

Nash MTSA and Intensification Area Boundary



Nash MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
52	4,885	1,253	6,138	119	**101**	2,365	1,044	3,409	34

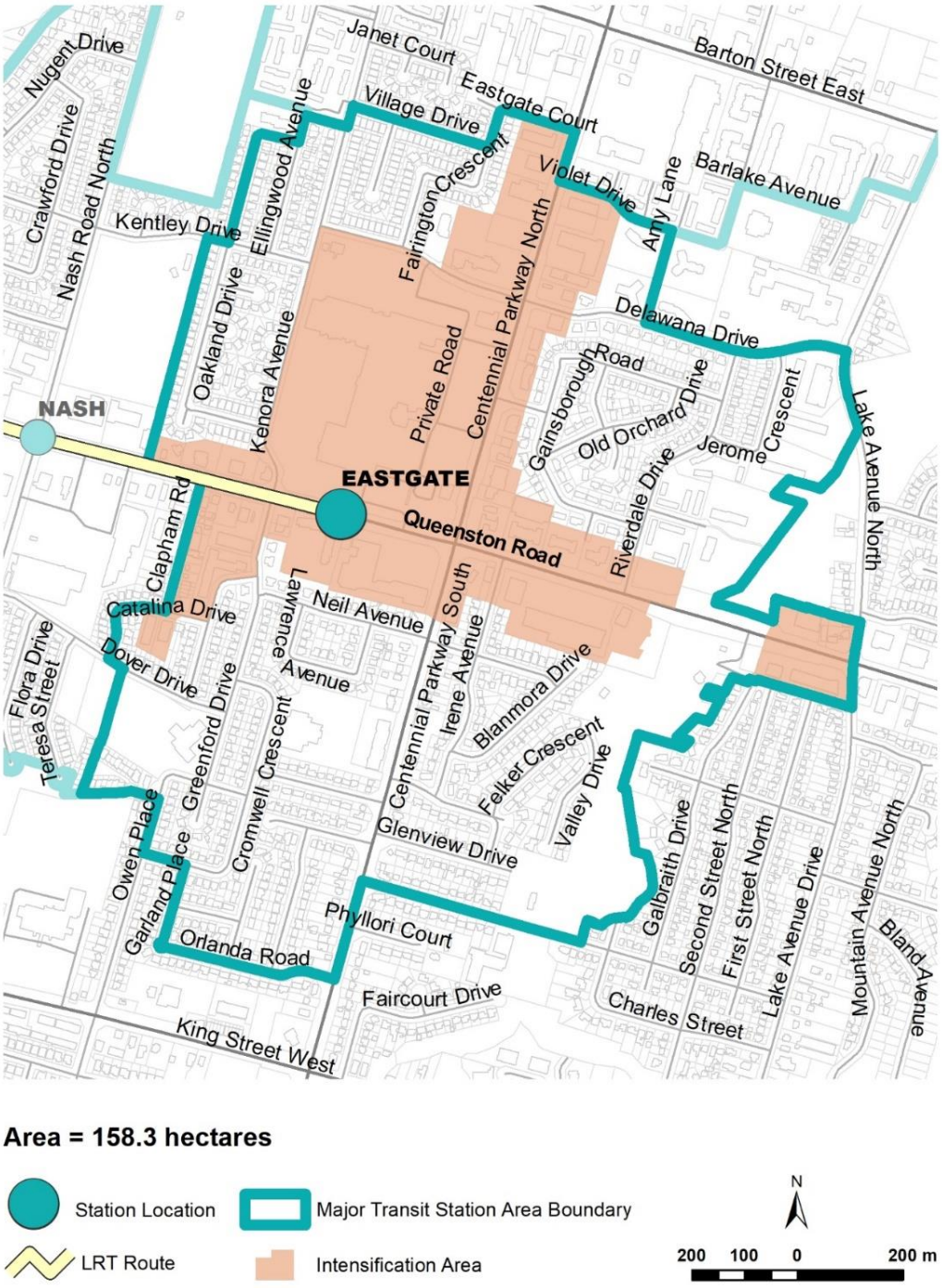
Nash MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
161	17,151	2,035	19,186	119	**456**	13,596	1,826	15,422	34

Eastgate MTSA

The Eastgate MTSA is located to the east of Red Hill Valley Parkway, along Hamilton's LRT corridor. Existing land uses include commercial, intuitional, office, residential, and vacant lands. The predominant zoning includes Transit Oriented Corridor Mixed Use High Density. The majority of the Intensification Area (41.5 ha) within the MTSA is located in the Centennial Neighbourhoods Secondary Plan (40.7 ha).

Eastgate MTSA and Intensification Area Boundary



Eastgate MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
61	7,000	2,685	9,685	158	**80**	1,616	2,511	4,127	52

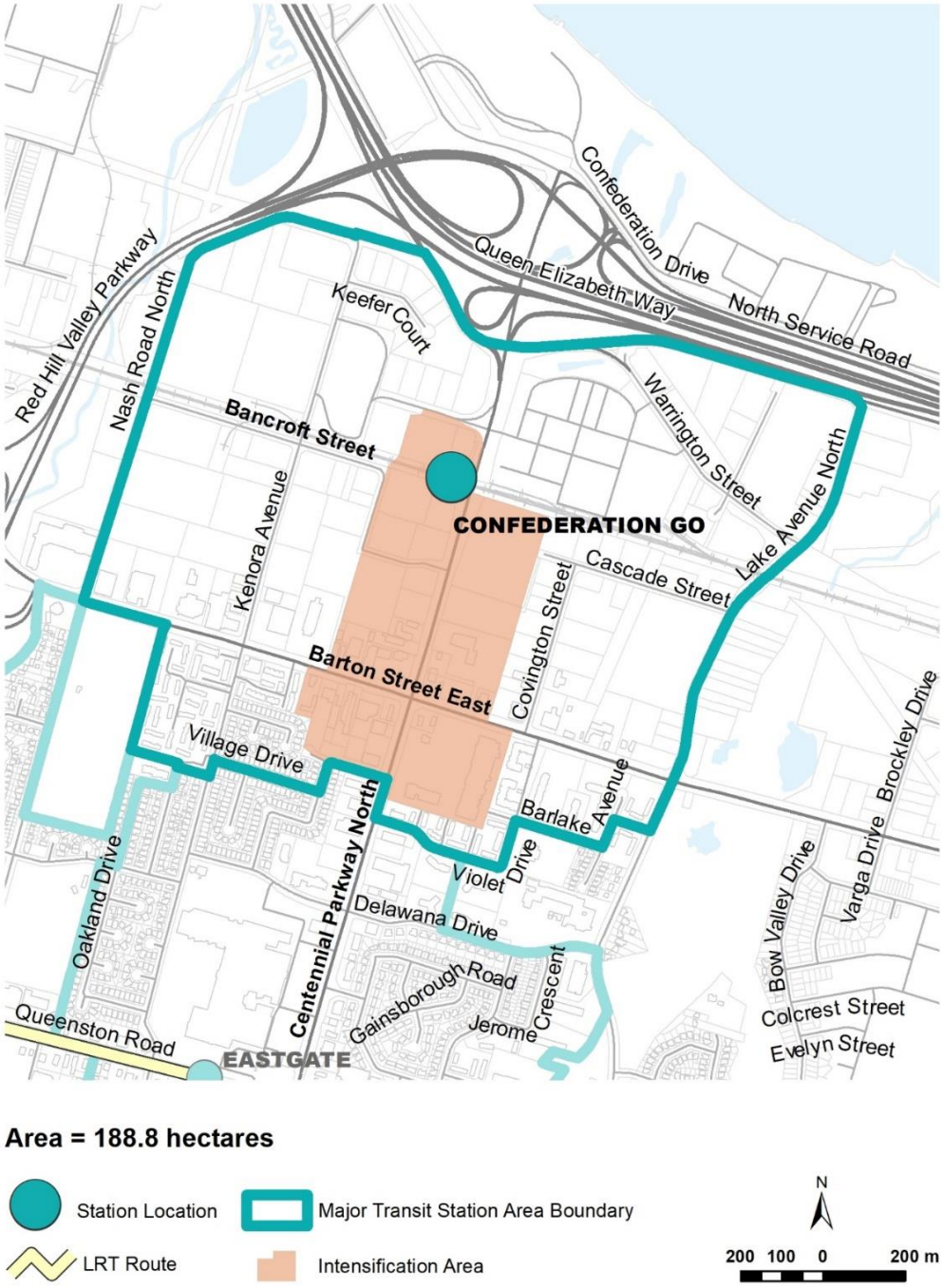
Eastgate MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
184	25,484	3,643	29,127	158	**434**	18,944	3,469	22,413	52

Confederation GO MTSA

The Confederation GO MTSA is located to the north of Hamilton's LRT corridor and in proximity of the QEW. Existing land uses include commercial, industrial, office, transportation, warehousing, and vacant lands. The predominant zoning includes Restricted Community Shopping and Commercial District, Restricted Light Industrial, Designated Shopping Centre. The Intensification Area (29.6 ha) within the MTSA is located in the Centennial Neighbourhoods Secondary Plan (29.6 ha).

Confederation GO MTSA and Intensification Area Boundary



Confederation GO MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
39	2,909	4,455	7,364	189	**32**	3	1,132	1,135	36

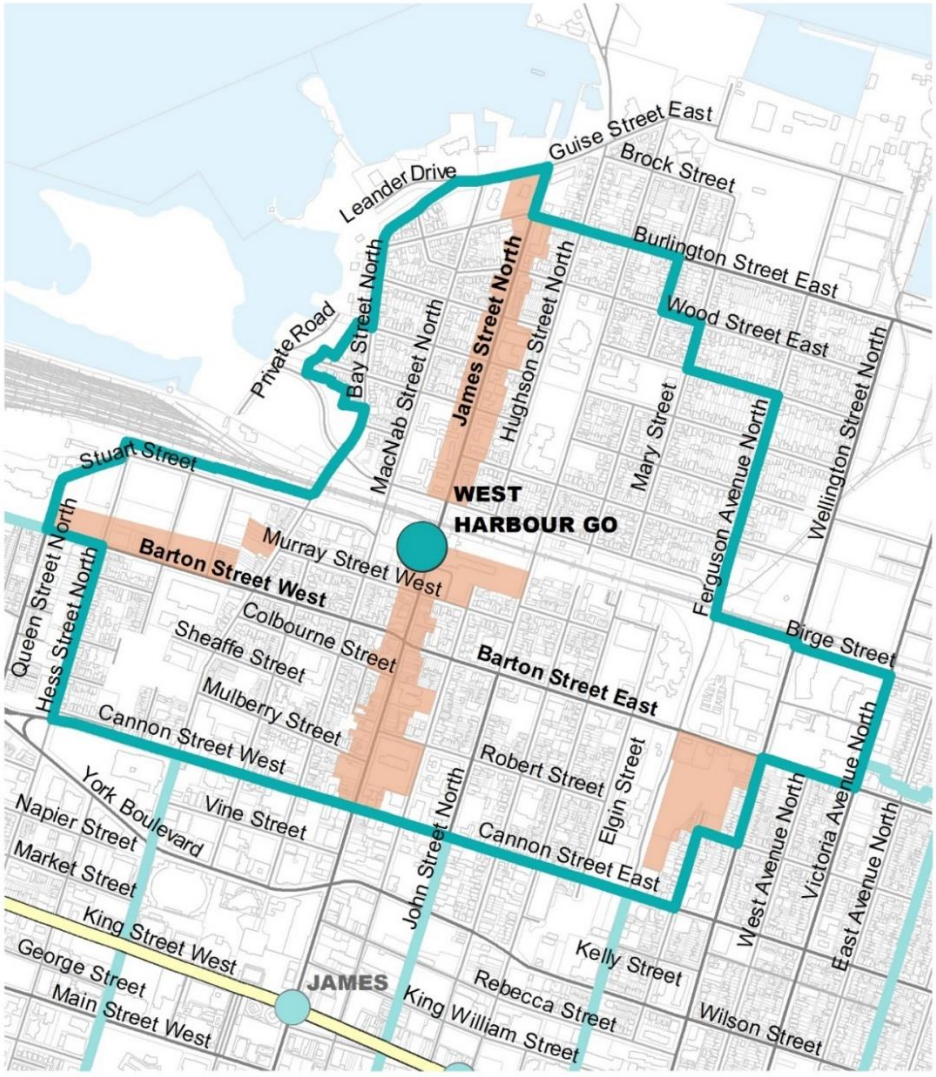
Confederation GO MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
161	21,663	8,709	30,372	189	**668**	18,673	5,386	24,059	36

West Harbour GO MTSA

The West Harbour GO MTSA is located to the north of Hamilton's LRT corridor and includes the North End. Existing land uses include commercial, institutional, office, open space, residential, and vacant lands. The predominant zoning includes Downtown Mixed Use - Pedestrian Focus. Portions of the Intensification Area (17.3) within the MTSA is located in the Downtown Secondary Plan (6.4 ha) and the West Harbour (Setting Sail) Secondary Plan (10.9 ha). Some of the unique features in the MTSA include Bayfront Park, Central Park, Port Hamilton, and the Canadian national (CN) Railway. The MTSA boundary includes Jackie Washington Park and the Hamilton General Hospital.

West Harbour GO MTSA and Intensification Area Boundary



Area = 173.9 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area

N

200 100 0 200 m

West Harbour GO MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2022 Density (P&J/ha)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
105	8,418	9,877	18,295	174	**124**	1,094	1,748	2,842	23

West Harbour GO MTSA Max

Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
152	15,071	11,334	26,405	174	**402**	6,052	3,205	9,257	23

5.0 Conclusions and Recommendations

5.1 Conclusions

The results of the density analysis demonstrate that the City has the potential to achieve the Provincial density target of 160 people and jobs per hectare at thirteen (13) of seventeen (17) MTSAs, and that all three (3) of the MTSAs with a GO station can also be planned to achieve the minimum density target of 150 people and jobs per hectare. In a number cases, there is potential to greatly exceed the minimum density targets. Alternative minimum density targets are recommended for the following five (5) stations:

1. Longwood: 126 people and jobs per hectare
2. Sherman: 142 people and jobs per hectare
3. Gage Park: 126 people and jobs per hectare
4. Queenston: 134 people and jobs per hectare
5. Parkdale: 135 people and jobs per hectare

5.2 Recommendations

The focus of this study was to examine the potential to meet the minimum density targets for the City's MTSAs. And while the focus of the exercise was technical in nature, there remain a number of policy development opportunities to be explored through future exercises to improve opportunities for transit-supportive development along the LRT and GO train corridor. The following summarizes several key recommendations for consideration as the City moves forward through its MCR process:

Consider identifying all MTSAs as PMTSAs under the *Planning Act*. Sections 16.5(a) and 16.15 of the *Planning Act* enables municipalities to designate MTSAs as PMTSAs. The requirements to designate a MTSA as a PMTSA include identifying the minimum density target, permitted uses and any minimum densities with respect to buildings; identifying the minimum number of residents and jobs per hectares; and, identifying the authorized uses of land in the MTSA and of buildings or structures on lands in the area. One of the benefits to designating an MTSA as a PMTSA includes the ability to introduce inclusionary zoning policies within the area. Further, PMTSA land uses, heights, densities, and inclusionary zoning policies cannot be appealed once the policy framework is in force and effect. This means that once in force, the Official Plan policies for the PMTSAs are protected from Ontario Land Tribunal (OLT) appeals (Section 17.36.1.4).

Presently, a number of the MTSAs include a critical mass of rental housing and other tenure types, as well as a full range and diversity of housing types. The market potential for significant intensification in these areas has the potential to disrupt and possibly undermine the City's broader housing objectives if future land uses are not appropriately planned and protected for. Some further sensitivity analysis to better quantify the risks in the immediate short term may be warranted. And more broadly, given the potential for significant intensification within the MTSAs it is critical that the City implement the PMTSA framework

to ensure that there is a balanced approach between achieving intensification objectives and protecting the valuable diversity of existing housing stock within the MTSAs.

The following provides a potential approach to implement the above noted recommendation within the Urban Hamilton Official Plan:

Minimum Density Targets within the MTSA/PMTSA

- **Chapter B – Communities, Urban Hamilton Official Plan, Section 2.4.1 - General Residential Intensification Policies:** Identify the minimum densities that are authorized with respect to buildings and structures on lands within each PMTSA (*Planning Act*, Section 17.36.1.4). Explain the planned function of the MTSAs and the need to balance opportunities for significant intensification with the need to also protect and preserve the critical mass of rental and affordable housing types.

Minimum Planned Density (Residents and Jobs per Hectare)

- **Chapter A – Introduction, Urban Hamilton Official Plan, Section 2.3.3 – Other Targets:** Identify the minimum number of residents and jobs per hectare that are planned to be accommodated within each PMTSA based on the MTSA density targets outlined in **Section 4.2** of this report (*Planning Act*, Section 16.15(a)).

Authorized Uses of Land in the MTSA/PMTSA

- **Chapter C - City Wide Systems and Designations, Urban Hamilton Official Plan, Section 3.2 – Urban Area General Provisions:** Update Schedule E to include the MTSA boundaries with supporting policies to address density, land use, and persons and jobs per hectare. The policy may note that PMTSA boundaries align with the MTSA boundaries. **Figure 5.1** shows the existing urban structure based on Schedule E of the Urban Hamilton Official Plan.

  Update Schedule E-1 to include the authorized uses of land in the MTSA and buildings or structures on lands within each PMTSA (*Planning Act*, Section 16.15(b)). **Figure 5.2** shows the existing urban land use designations on Schedule E-1 of the Urban Hamilton Official Plan. Where secondary planning does not exist for a PMTSA, the City may need to undertake a high level review of planned land uses within each PMTSA to maintain a balanced approach to intensification.

Additional Considerations

- **Chapter B- Communities, Urban Hamilton Official Plan, Section 2.4 - Residential Intensification:** Consider acknowledging the role of MTSAs and/or PMTSA in the context of residential intensification.
- **Chapter B- Communities, Urban Hamilton Official Plan, Section 3.2.1 – Urban Housing Goals:** Add a policy identifying the role of PMTSAs in the context of affordable housing. An opportunity exists to make reference to the potential for IZ within the PMTSAs.
- **Chapter G – Glossary:** Consider adding a definition of PMTSAs in the Hamilton context.

Review feasibility of implementing IZ policies as part of the PMTSAs under the *Planning Act*. Section 16.5.1(a) of the *Planning Act* enables municipalities to require a certain percentage of set-aside units for affordable housing in new development over a certain size, if through review it is deemed that IZ interventions are feasible. An opportunity exists to apply an equity lens as part of the IZ provisions based on the City's demographic profile to better understand the impacts of intensification on existing residents within the MTSAs and avoid unintended displacement of vulnerable populations. An equity lens could include a review of socio-economic data within each PMTSA, such as data on incomes, demographics and tenure. Depending on the findings of this analysis, an appropriate range of policy measures should be explored (in addition to IZ).

Notably, an IZ review is being undertaken as a separate investigation by the City and the recommendations in this report are preliminary pending the detailed outcome of the IZ study.

Figure 5.1: Hamilton Urban Structure Plan (current Official Plan)

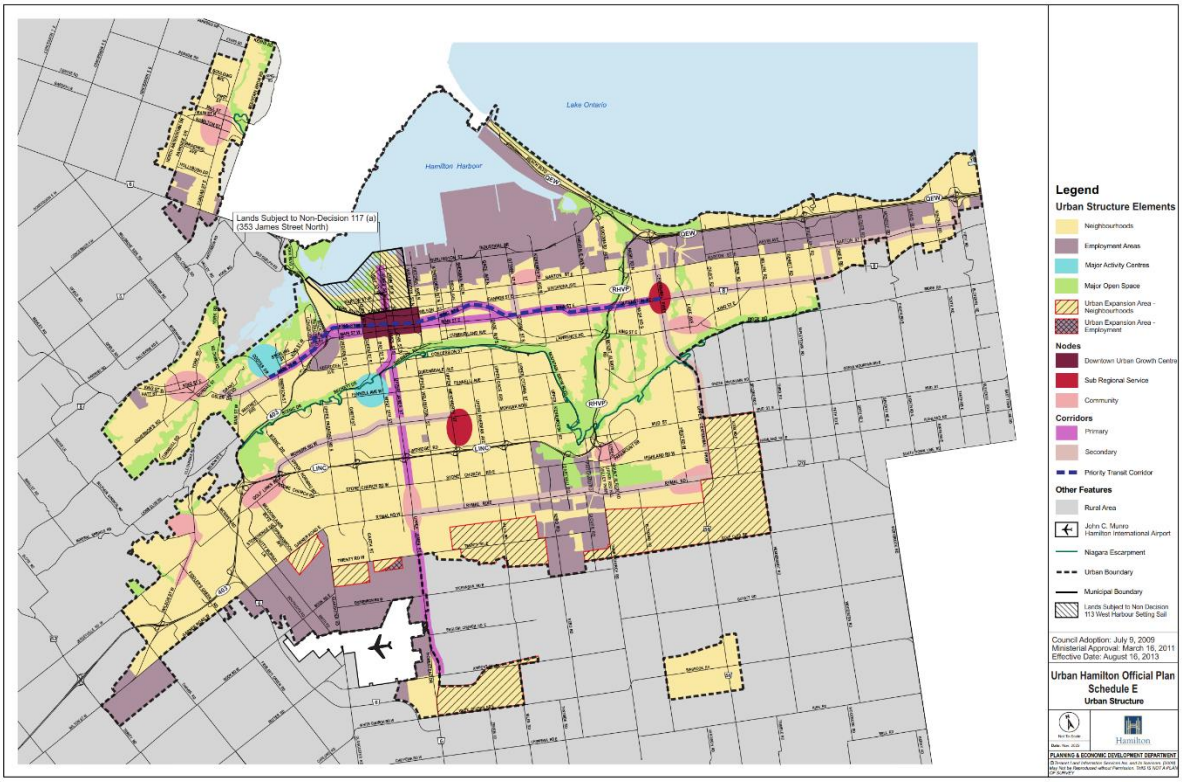
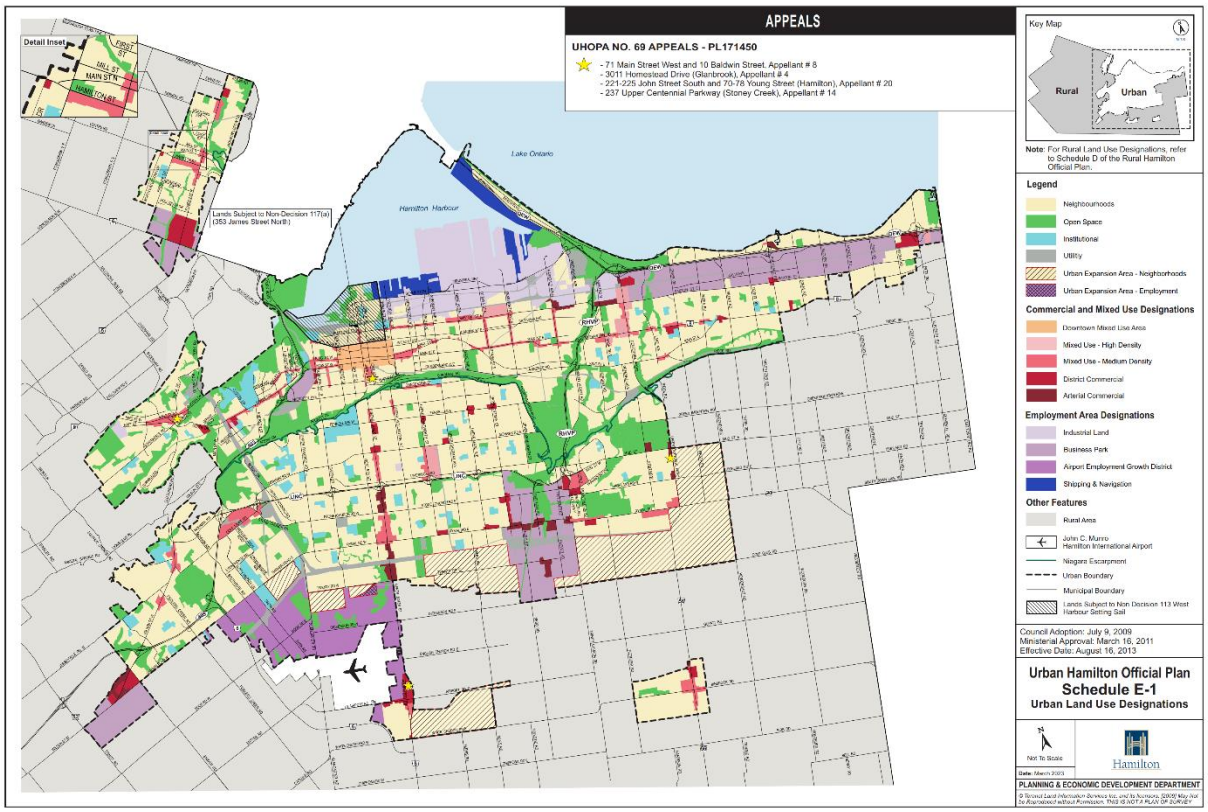


Figure 5.2: Hamilton Urban Land Use Designations (current Official Plan)



Appendix A: Density Matrix

MTSA Summary

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification	McMaster University
McMaster University	175	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units	New Jobs (added to Total P&J)
		87	5,034	12,460	17,494	200	63	576	638	1,214	19	175	11,051	23,946	34,997	200	306	4,711	1,234	5,945	19	1,882	10,890

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification	McMaster Innovation Park
Longwood	126	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units	New Jobs (added to Total P&J)
		66	5,759	4,544	10,303	155	112	2,103	2,157	4,260	38	126	11,213	8,327	19,540	155	257	6,131	3,640	9,771	38	1,426	2,300

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
Dundurn	161	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		73	4,478	1,580	6,058	83	101	623	1,400	2,023	20	161	10,298	2,953	13,251	83	403	5,323	2,773	8,096	20	1,120

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
Queen	352	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		177	18,536	4,021	22,557	127	226	9,080	3,440	12,520	55	352	24,750	19,931	44,681	127	601	13,909	19,350	33,259	55	1,385

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
James Downtown GO	625	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		306	9,159	23,059	32,218	105	319	4,023	17,630	21,653	68	625	21,186	44,499	65,685	105	811	15,918	39,070	54,988	68	132

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
Mary Downtown GO	603	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		177	6,368	4,164	10,532	59	190	3,307	3,925	7,232	38	603	11,166	24,674	35,840	59	851	7,907	24,435	32,342	38	198

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
Wellington	292	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		128	10,085	2,365	12,450	97	176	6,124	1,961	8,085	46	292	15,405	13,039	28,444	97	504	10,515	12,635	23,150	46	928

	Max (P&J./ha.)	Existing Conditions within MTSA	Existing Conditions within Intensification Area	Maximum Estimated Density, People and Jobs per Hectare within MTSA	Intensification Areas Only, Estimated Full Build Out Potential	Gentle Intensification

Wentworth	187	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		104	11,701	2,535	14,236	136	141	2,968	1,261	4,229	30	187	20,639	4,911	25,550	136	449	9,844	3,637	13,481	30	2,062

Sherman	Max (P&J./ha.) 142	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		80	8,226	953	9,179	114	99	732	473	1,205	12	142	13,892	2,368	16,260	114	498	4,187	1,888	6,075	12	2,212

Scott Park	Max (P&J./ha.) 185	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		79	7,977	2,159	10,136	128	63	962	649	1,611	26	185	17,450	6,269	23,719	128	506	8,153	4,759	12,912	26	2,282

Gage Park	Max (P&J./ha.) 126	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		54	5,071	710	5,781	108	80	489	432	921	12	126	10,915	2,686	13,601	108	605	4,546	2,408	6,954	12	1,787

Ottawa	Max (P&J./ha.) 204	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		74	6,811	1,854	8,665	117	80	1,454	1,764	3,218	40	204	17,512	6,278	23,790	117	402	9,908	6,188	16,096	40	2,246

Kenilworth	Max (P&J./ha.) 162	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		69	9,418	2,142	11,560	167	63	706	1,636	2,342	37	162	22,213	4,783	26,996	167	382	9,893	4,277	14,170	37	3,607

Queenston	Max (P&J./ha.) 134	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		57	5,838	718	6,556	115	34	92	255	347	10	134	13,668	1,755	15,423	115	714	5,919	1,292	7,211	10	2,003

Parkdale	Max (P&J./ha.) 135	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
		2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		50	6,519	1,010	7,529	151	62	199	597	796	13	135	16,297	4,016	20,313	151	876	7,694	3,603	11,297	13	2,283

	Max (P&J./ha.)	Existing Conditions within MTSA					Existing Conditions within Intensification Area					Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential					Gentle Intensification
Nash	161	2022 Density (P&J/ha.)	2022 Population	2022 Employment	2022 Population and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Max Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha.)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Total Number of People in Additional Units
		52	4,885	1,253	6,138	119	101	2,365	1,044	3,409	34	161	17,151	2,035	19,186	119	456	13,596	1,826	15,422	34	1,035
Eastgate	184	61	7,000	2,685	9,685	158	80	1,616	2,511	4,127	52	184	25,484	3,643	29,127	158	434	18,944	3,469	22,413	52	1,156
Confederation GO	161	39	2,909	4,455	7,364	189	32	3	1,132	1,135	36	161	21,664	8,709	30,373	189	668	18,673	5,386	24,059	36	85
West Harbour GO	152	105	8,418	9,877	18,295	174	124	1,094	1,748	2,842	23	152	15,071	11,334	26,405	174	402	6,052	3,205	9,257	23	1,695

Hamilton MTSA Overall Average P&J/ha	MAX (P&J/ha.)	TARGET	Total Number of People	Total Number of Jobs	Total Number of People and Jobs
	225	160	317,025	196,156	513,181

VACANT UNIT TAX

Development Industry Leadership Group

November 20, 2023

Vacant Unit Tax

- An Optional Tax on Vacant Residential Units was included under the Ontario's Fair Housing Plan of 2017 to address housing issues.
- The Residential Vacant Unit Tax (VUT) is intended to support the City's housing efforts by encouraging owners to make vacant properties available.
- It is designed primarily as a housing tool rather than a revenue tool.
- An additional outcome of the VHT would be additional revenue for the municipality to dedicate to housing programs.

Historical Background

- February & July 2021:
  - Considerations to Implement a Vacant Home Tax in Hamilton (Reports FCS21017, FCS21017(a) / PED21114)
- September 2021:
  - Public engagement
- May 2022:
  - City obtained Provincial designation
- June 2022:
  - Council approval (Report FCS21017(b) “Vacant Home Tax in Hamilton”)
  - Approval of $2.6M for implementation
  - Annual costs and 16 FTE’s funded by program revenues

Vacant Unit Tax Framework

- The Residential Vacant Unit Tax (VUT) is an annual tax payable by the owner of a residential unit that has been vacant for more than 183 days in the previous calendar year.

- It would apply to properties included in the final assessment roll for which the tax applies
  - New developments will be eligible once they are included in the roll

- Only residential taxable properties

- Selected property codes

Vacant Unit Tax Framework

Annual Declaration

- All owners of residential units must submit an annual declaration on the status of their property.
- Failure to submit a declaration will result in the unit deemed vacant and made subject to the VUT.
- Principal residences are not subject to the tax but must submit the mandatory declaration.
- For properties with more than one residential unit, a declaration must be submitted for each unit.

Vacant Unit Tax Framework

Exemptions

The tax will not be charged if any of the following exemptions apply:

- Death of an owner (exemption applies to year of death plus one subsequent year only).
- Major renovations that make living in the unit impossible for more than 183 days in the same calendar year, provided a building permit has been issued.
- Sale of the property (the exemption applies in the year of the sale if the transfer is to an unrelated individual or corporation).
- Principal resident is in a hospital or long-term care facility.
- A court order that prohibits the occupancy of the unit.

Vacant Unit Tax Framework

Tax rate

- A tax rate of 1% will be charged to properties considered vacant

Fees, Fines, Penalties and Offences

- $250 late declaration fee
- $250 non-declaration fee
- Penalty of 1.25% on the first day of default and interest of 1.25% per month
- Other charges and offenses

Audits

- Properties deemed vacant will be charged

Dispute resolution

- Two tier mechanism
  - Complaint process
  - Appeal

Declaration Process

- Declaration period: January 16th – March 31st
- Late declaration period: April 1st – 30th
- Primarily online
- One declaration per unit
- User friendly
- Minimum information required
  - Roll number
  - Access code
  - Supporting documentation for exemptions

Key Dates

- **January 2024**
  Declaration letter mailed
- **March 31, 2024**
  Mandatory declaration deadline
- **April 1-30, 2024**
  Late mandatory declarations will be accepted with a fee
- **First week of June 2024**
  VUT bills are mailed out with Final Property Tax bills
- **June 28, 2024**
  First VUT payment due
- **July 2, 2024**
  Complaint/appeal period begins
- **September 30, 2024**
  Second VUT payment due

THANK YOU

S T R A T E G I C TRANSPORTATION NETWORK REVIEW:

Transportation Inputs to the 2024 Development Charges Background Study and By-Law

Development Industry Liaison Group
November 20, 2023

Agenda

- Meeting Purpose
- Study Process
- What is the STNR?
- Why is this Study Being Undertaken?
- Transportation Project Evaluation
- Transportation Project Costing
- Transportation Projects: Apportioning Benefit

Meeting Purpose

- To present to DILG the STNR work commissioned by the City to update the **future transportation requirements** and **transportation inputs** to the 2024 DC Background Study.
- To present the updated **project costs** and **benefit apportioning** to the DILG
- Comments are invited from DILG members on **transportation network-related** and **transportation DC-related material**.
- The City of Hamilton and Arcadis intend to incorporate comments received into a final report that will be published for public review in the new year.
- Similar information will be provided to the public through a PIC.

Study Process

Policy Review and Developing Project List
Fall 2022

Developing Project List and Evaluation Framework
Winter 2023

Public Information Centre #1
Spring 2023

Evaluating and Costing Projects
Spring/Summer 2023

Public Information Centre #2
Fall 2023

Final Transportation Inputs to the Development Charges Background Study
Fall 2023

2022 → 2023

We are here

What is the Strategic Transportation Network Review?

- The City of Hamilton has initiated a **Strategic Transportation Network Review (STNR)** to update its planned future transportation network.
- The study will determine the **short and long-term transportation needs** to support servicing requirements to the year **2041** with consideration for 2041-2051. The STNR will:

Align with the 2018 Transportation Master Plan **Vision** and **Desired Outcomes**.

Identify projects that update the **road**, **transit**, and **active transportation** networks (along with supporting infrastructure)

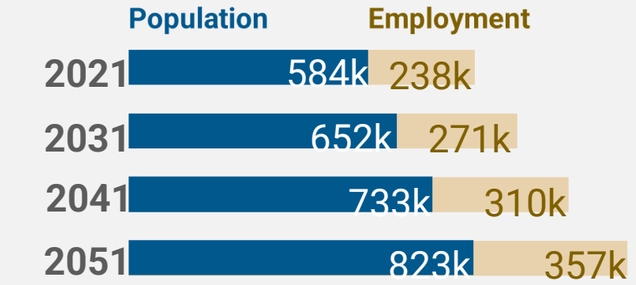
Include the anticipated **timing** and updated **costs** of each project

- The STNR will provide inputs to the **2024 Development Charges (DC) By-Law.** This new by-law must be in place before the expiry date of the current DC By-Law (June 13, 2024).
- While the STNR horizon is 2051, the 2024 DC By-Law Horizon is **2031** – all post-2031 projects will receive **100% post-period benefit (PPB)** and will be included in future DC By-Law updates.

How to Ask a Question

- *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Growth Plan) and the *Growth Related Integrated Development Strategy* (GRIDS 2) plan for **236,000** new residents and **122,000** new jobs in Hamilton to the year 2051

Hamilton's Growth to 2051



This growth will occur through both intensification and greenfield development:

- The Growth Plan identifies a minimum **50% intensification** target in Hamilton.

- In areas without existing development approvals, the density is planned to be **70 persons and jobs per hectare**. This anticipates that most new housing units will be built at a higher density.

There is a need to provide resilient infrastructure to **sustainably accommodate increased travel demand**, support economic development and foster healthy and safe communities.

Transportation Project Evaluation

Determining Future Transportation Needs

1 The 2018 TMP is still in effect today, and the Strategic Transportation Network Review (STNR) **follows the vision and desired outcomes of the 2018 TMP**.

2 Given new anticipated growth to 2051, the City has identified a **long list of potential future transportation projects** from multiple sources, including the *2018 Transportation Master Plan* (TMP) and *GRIDS 2*.

3 **Evaluation criteria** were developed that were consistent with the 2018 TMP.

4 The evaluation framework included five categories: **Transportation**, **Environment**, **Social**, **Economic**, and **Implementation**. Projects were phased based on their scores.

5 Projects were then classified into three time horizons based on the evaluation and phasing process: **To 2031**, **2031 to 2041**, and **Post-2041**.

Road Project Evaluation Results

- The STNR drew on a range of sources including the 2019 DC Background Study, 2018 Transportation Master Plan, Secondary Plans, and the STNR Infrastructure Needs Assessment to identify **131 road projects** to evaluate.

- Out of these 131 road projects, **87 road projects** are recommended for implementation by 2041. The remaining projects are recommended for implementation post-2041.

- 2041 road projects include:

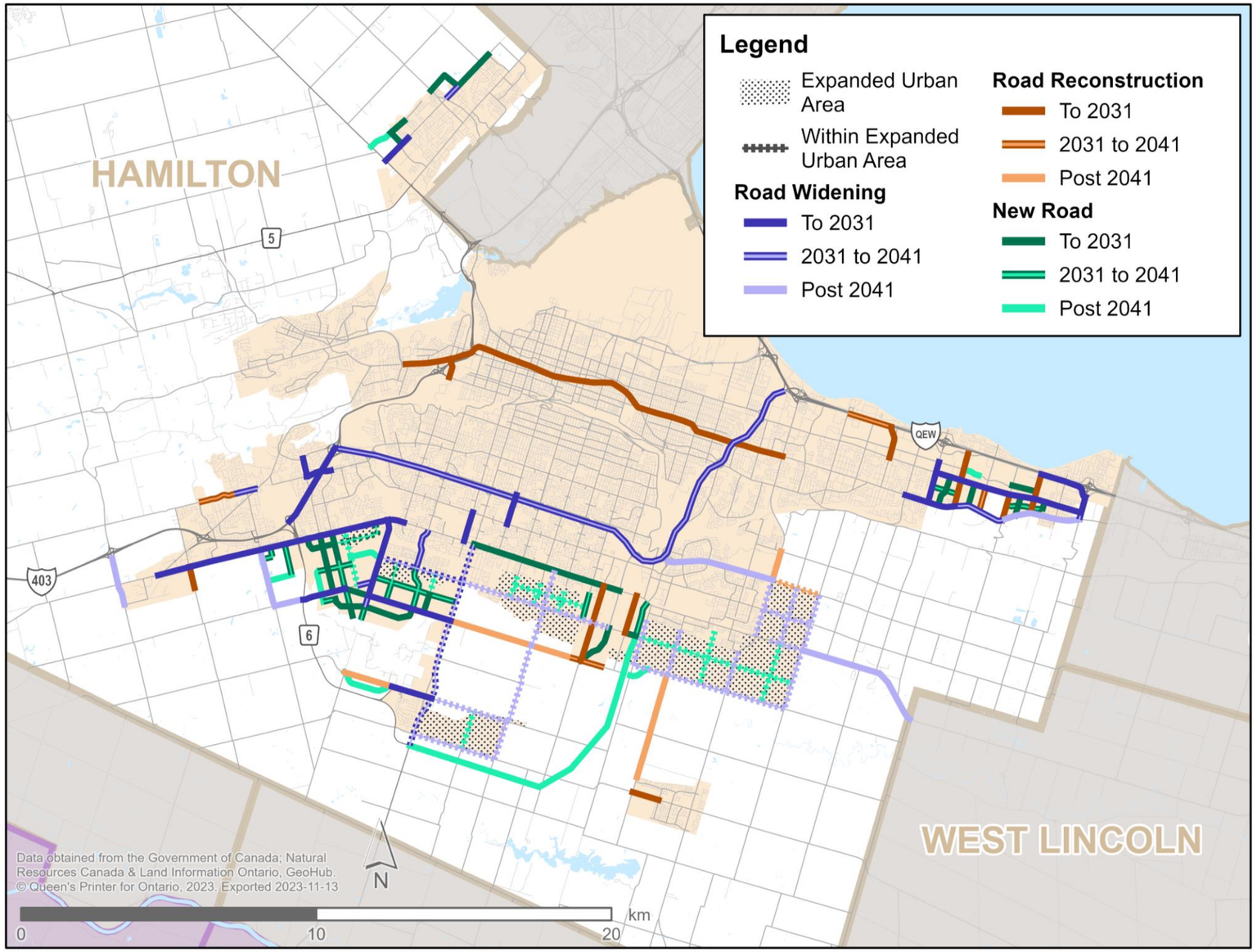
New Roads	Road Widenings	Road Reconstructions and Urbanizations
40 Projects	**30 Projects**	**17 Projects**

- These **131 projects** were carried forward for consideration in the 2024 DC Background Study.

Future Transportation Projects – Road

Road projects include:

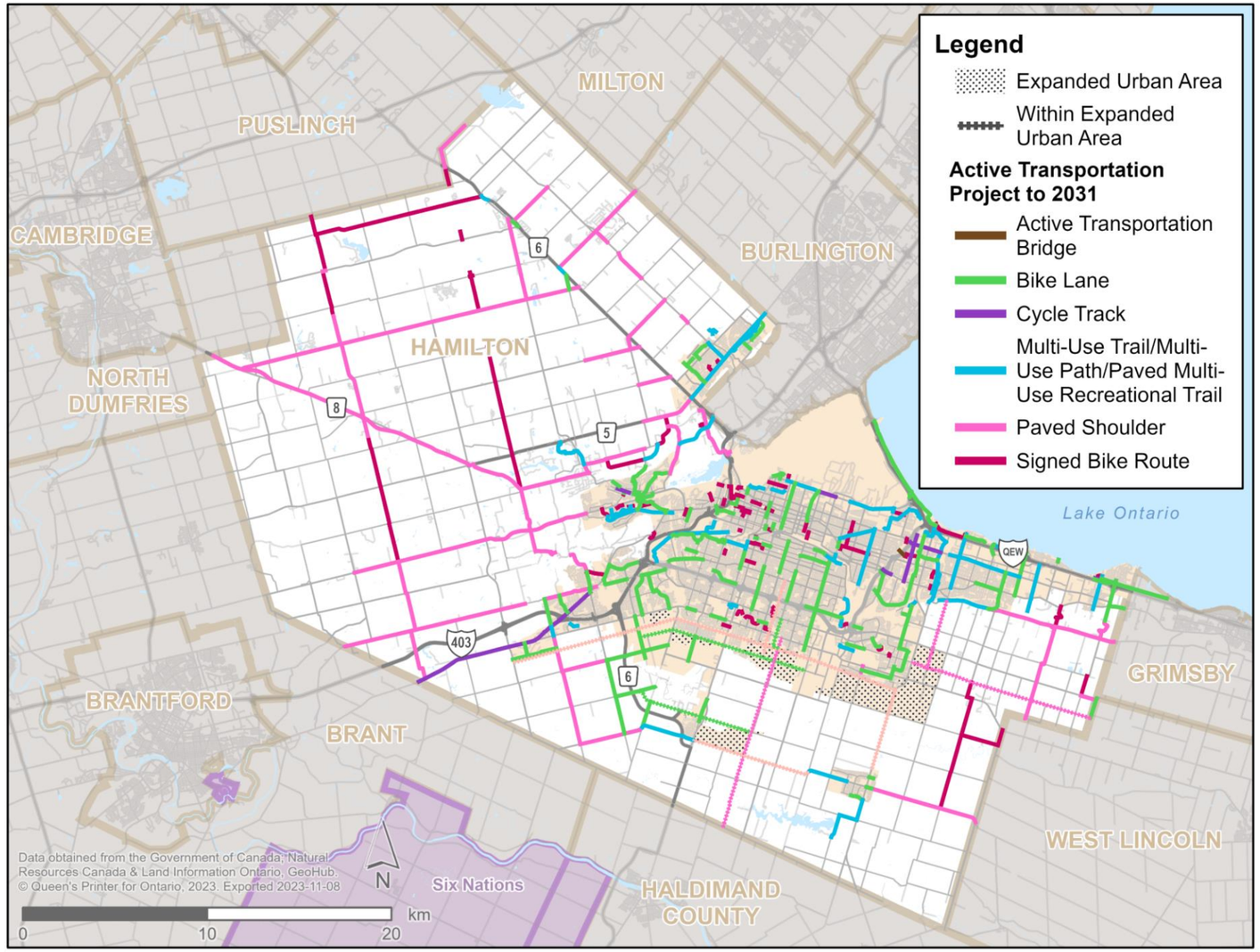
- New Roads
- Road Widenings
- Road Reconstructions



Future Transportation Projects – Active Transportation

Active Transportation projects include:

- Active Transportation Bridge
- Bike Lane
- Cycle Track
- Multi-Use Trail/Multi-Use Path/Paved Multi-Use Recreational Trail
- Paved Shoulder
- Signed Bike Route



Future Transportation Projects – Additional Projects

- In addition to the Road and Active Transportation projects, future transportation projects also include the following:

Major Structures

Major transportation infrastructure that is required to **facilitate and support the flow of vehicles and people** across road, transit, and active transportation networks.

Examples

- Highway Interchanges
- Pedestrian Bridges
- Grade Separation

Transit

Transit buses and supporting vehicles/facilities to **serve new development** and support **growing transit ridership** throughout the city.

Examples

- New buses
- Transit Supervisor Vehicles
- Transit Facility Vehicles
- Transit & Maintenance Storage Facility

City-Wide Programs

Transportation-related infrastructure and initiatives that **supports the overall transportation network** (spanning roads, transit, and active transportation)

Examples

- Advanced Traffic Management Systems
- Sidewalks
- Street Lighting
- Traffic Signals

Transportation Project Costing

Project Costing – Road Projects

Recent Tender Documents

- The City of Hamilton provided cost details for recently completed construction projects.
- This included **tender bids** and **average construction costs**.
- This was used as the foundation for developing updated costs.

Component Unit Rates

- The City of Hamilton provided unit rates for **components of road projects** (i.e. concrete, curb, catchbasin).
- These were reconciled with recent tender documents and inflation factors were applied where necessary.

Road Project Unit Costs

- Component costs were combined to form general per kilometre unit rates for various road project types.
- Project types included **new construction** (i.e. new roads) and **reconstruction** (i.e. upgrades and widenings)

Bridges and Culverts

- Additional costs were added based on the presence of **bridges and/or culverts** for applicable projects.
- Bridge and culvert costs were calculated using unit costs based on the perceived complexity and length of the bridge/culvert.

Property Acquisition

- High-level property acquisition costs were added based on the right-of-way width required, length of road, developer dedication, and land cost per square metre.

Project Costing – Active Transportation, Transit, Structures, Programs

Active Transportation (AT)

- AT projects from the previous DC By-Law were carried forward with an **inflation factor**.
- New AT projects were costed using **unit rates** provided by the City of Hamilton.
- AT project costs were adjusted to account for overlap with road projects.

Transit

- Transit costs were provided by **Hamilton Street Railway (HSR)**.

Structures

- Structures from the previous DC By-Law were carried forward with an **inflation factor**.
- New structure costs were provided by the **City of Hamilton**.

Programs

- Programs from the previous DC By-Law were carried forward with an **inflation factor**.
- New program costs were provided by the **City of Hamilton**.

Transportation Projects: Apportioning Benefit

Apportioning Benefit – Road Projects

- The costs of all transportation projects are divided among three groups: Benefit to Existing (BTE), Benefit to Growth, and Post-Period Benefit (PPB).
- Development Charges only reflect the **Benefit to Growth** portion of total costs.
- For road projects scheduled beyond 2031, a **100% PPB** is applied.
- For road projects to 2031, a **0% PPB** and the following BTE percentages are applied:

Road Reconstruction and Urbanization	Road Widening	New Road
15%	15%	0%

Apportioning Benefit – Transit

- The process of apportioning benefit for transit is primarily based on the **composition of future ridership** between existing and new growth populations as well as excess vehicle capacity within the DC horizon.

- This process considers population projections, demographic information, mode share targets, existing and future bus ridership, conventional and specialized service, and other transit-supportive operations and facility needs.

- The table below outlines the benefit allocation for transit:

	BTE	Benefit to Growth	PPB
Conventional Transit Vehicles	84.9%	12.9%	2.2%
Specialized Transit Vehicles	75.5%	24.5%	0%
Operations Vehicles	0%	100%	0%
Facility Vehicles – 10-year Operational Life	75.3%	24.7%	0%
Facility Vehicles – 20-year Operational Life	75.3%	1.6%	23.1%

Apportioning Benefit – Active Transportation and Structures

- For active transportation and structures, a **0% PPB** and the following BTE percentages are applied:

Active Transportation	BTE
New Growth AT (New Facility)	0%
New Growth AT (Facility Upgrade)	15%
Infill AT	81%

Structures	BTE
Highway 5/6 Interchange	0%
QEW Off-Ramps at Fifty Road	15%
Grade Separation	25%
Mohawk Road-Highway 403 Interchange Ramp, Centennial Parkway at QEW Interchange Reconfiguration	50%
Active Transportation Bridges	81%

Apportioning Benefit – Programs

- For programs, a **0% PPB** and the following BTE percentages are applied:

Structures	BTE
New Sidewalks	0%
Development Road Urbanization, New Traffic Signals, Traffic Signal Upgrades, Traffic Controller Cabinet Replacements, Miscellaneous Land Acquisition, New Signals	5%
Durable Pavement Markings	15%
Transit Shelter Expansion	50%
Advanced Traffic Management Systems	75%
Intersection Improvements, Bike Parking, Micromobility, Transportation Demand Management, Street Lighting Enhancement, Pedestrian Crossovers, Sidewalk Missing Link	81%
Bus Stop Shelter Rehabilitation	85%

Project Costing – Summary of Gross Capital Costs

- The total gross capital costs (before deductions) of the transportation capital projects within the DC horizon (2032 for Transit, 2031 for all other projects) is outlined below:

Road Projects	Active Transportation	Transit
$690,000,000	$160,000,000	$490,000,000

Structures	Programs
$190,000,000	$100,000,000

The total gross capital cost (before deductions) of all projects is approximately **$1,630,000,000**

Project Costing – Summary of Net Capital Costs

- The total net capital costs (after deductions) of the transportation capital projects within the DC horizon (2032 for Transit, 2031 for all other projects) is outlined below:

Road Projects	Active Transportation	Transit
$580,000,000	$92,000,000	$35,000,000

Structures	Programs
$80,000,000	$75,000,000

After accounting for additional provisional PPB deductions* and reserve fund adjustments, the total potential DC chargeable cost is approximately **$635,000,000.** For comparison, the 2019 DC chargeable cost was approximately **$740,000,000.**

**Provisional PPB deductions may change based on final capital list and broader DC Background Study inputs.*

Questions?

Please provide comments by Dec 4, 2023.

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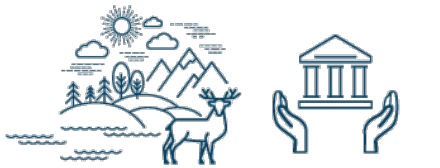
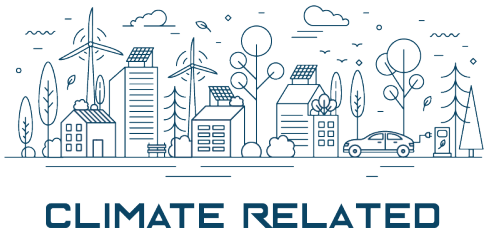
REIMAGINING NEIGHBOURHOODS

Official Plan Review

- The City has completed Phase 1 of its Official Plan Review - Municipal Comprehensive Review: Provincial conformity update.
- Concurrently, the City initiated the GRIDS 2 process – an update to the Growth Related Integrated Development Strategy to plan for future growth.

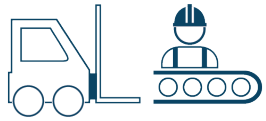
Official Plan Review

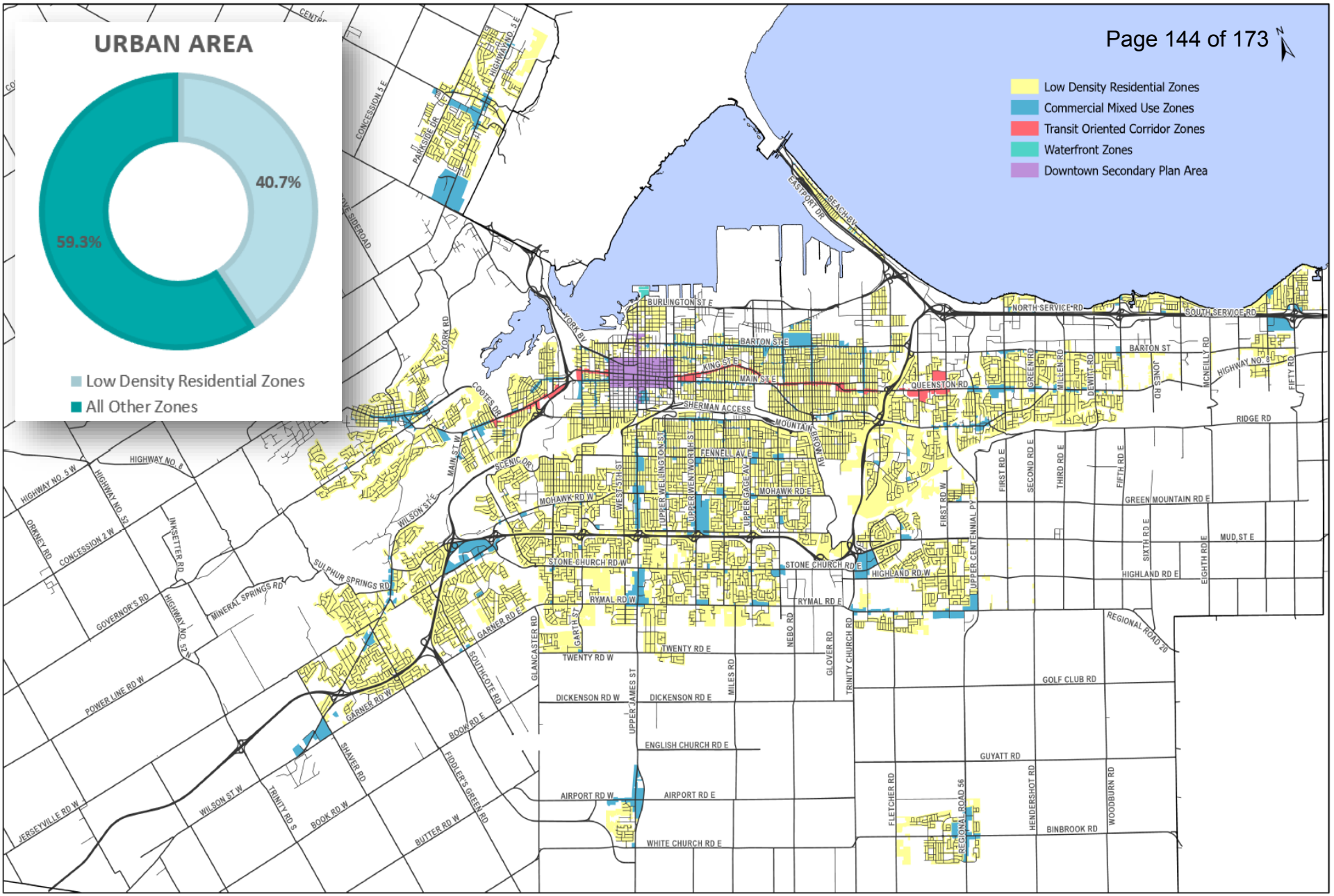




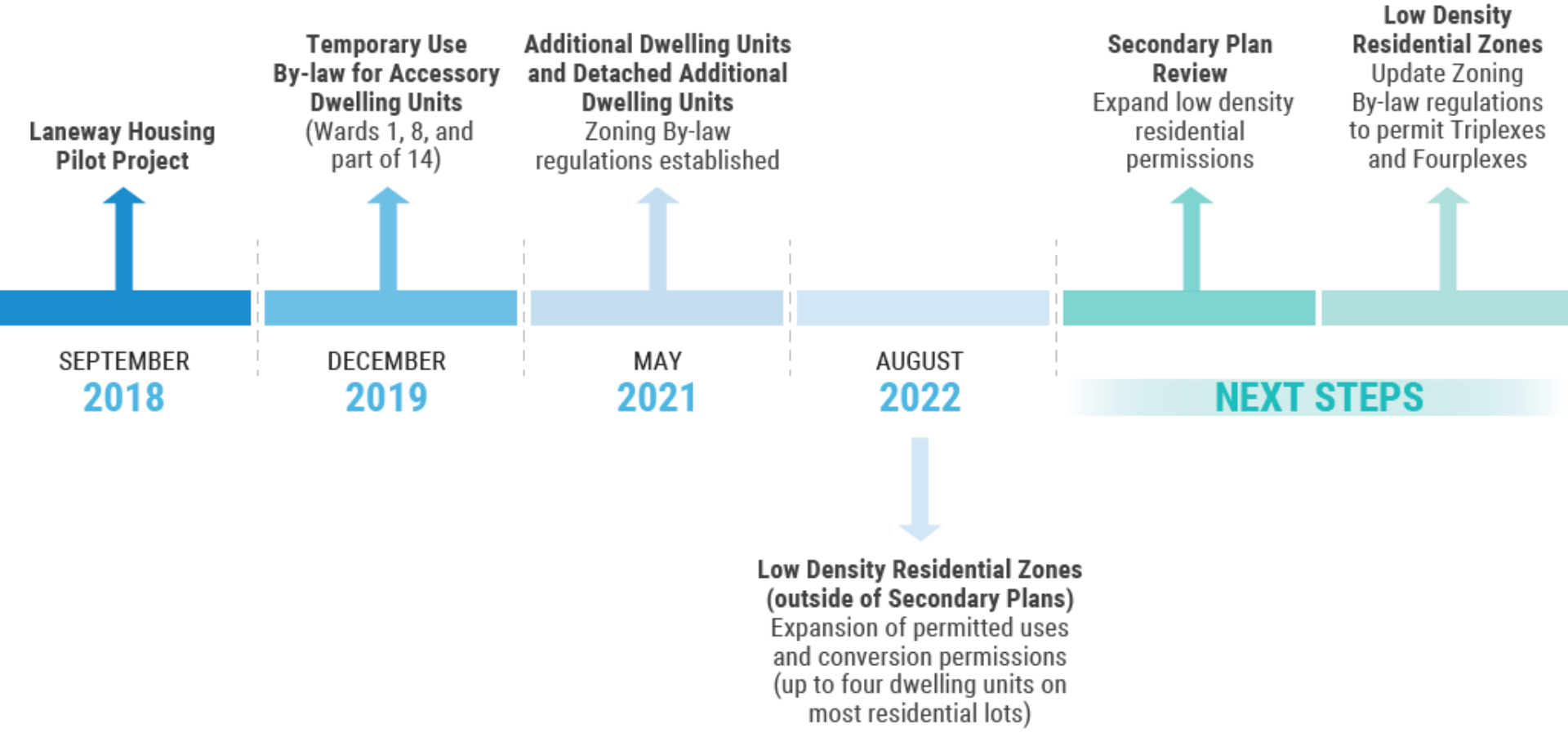
Ontario

PROVINCIAL PLANS




URBAN AREA
40.7%
59.3%
Low Density Residential Zones
All Other Zones
Low Density Residential Zones
Commercial Mixed Use Zones
Transit Oriented Corridor Zones
Waterfront Zones
Downtown Secondary Plan Area
BURLINGTON ST E
BARTON ST E
KING ST E
MAIN ST E
SHERMAN ACCESS
MOUNTAIN BROW BLVD
QUEENSTON RD
NORTH SERVICE RD
SOUTH SERVICE RD
BARTON ST
RIDGE RD
GREEN MOUNTAIN RD E
HIGHLAND RD E
MUD ST E
REGIONAL ROAD 20
GOLF CLUB RD
GUYATT RD
BINBROOK RD
FENNELL AV E
MOHAWK RD W
MOHAWK RD E
STONE CHURCH RD W
STONE CHURCH RD E
RYMAL RD W
RYMAL RD E
TWENTY RD W
TWENTY RD E
DICKENSON RD W
DICKENSON RD E
ENGLISH CHURCH RD E
AIRPORT RD W
AIRPORT RD E
WHITE CHURCH RD E
HIGHWAY NO. 5 W
HIGHWAY NO. 8
ORKNEY RD
CONCESSION 2 W
HIGHWAY NO. 52
INKSETTER RD
GOVERNOR'S RD
SULPHUR SPRINGS RD
MINERAL SPRINGS RD
POWER LINE RD W
JERSEYVILLE RD W
WILSON ST W
TRINITY RD S
BOOK RD W
BUTTER RD W
SHAVER RD
BOOK RD E
FIDDLER'S GREEN RD
GARNER RD W
GARNER RD E
SOUTHCOTE RD
GLANCASTER RD
GART LST
UPPER JAMES ST
MILES RD
NEBO RD
GLOVER RD
TRINITY CHURCH RD
FLETCHER RD
REGIONAL ROAD 56
HENDERSHOT RD
WOODBURN RD
EASTPORT DR
BEACH BLVD
YORK BLVD
YORK RD
COOTES DR
SCENIC DR
MAIN ST W
WILSON ST E
WEST 5TH ST
UPPER WELLINGTON ST
UPPER WENTWORTH ST
UPPER GAGE AV
GREENHILL AV
MILLEN RD
DEWITT RD
JONES RD
MCNEILLY RD
HIGHWAY NO. 6
FIFTY RD
FIRST RD W
FIRST RD E
SECOND RD E
THIRD RD E
FIFTH RD E
SIXTH RD E
EIGHTH RD E
UPPER CENTENNIAL PY
CONCESSION 5 E
PARKSIDE DR
HIGHWAY NO. 5 E
CONCESSION SIDEROAD

An Incremental Approach to Small-Scale Intensification



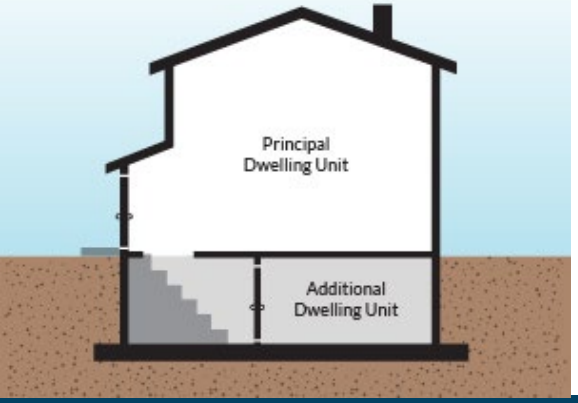
Providing Housing Choice in Hamilton's Neighbourhoods

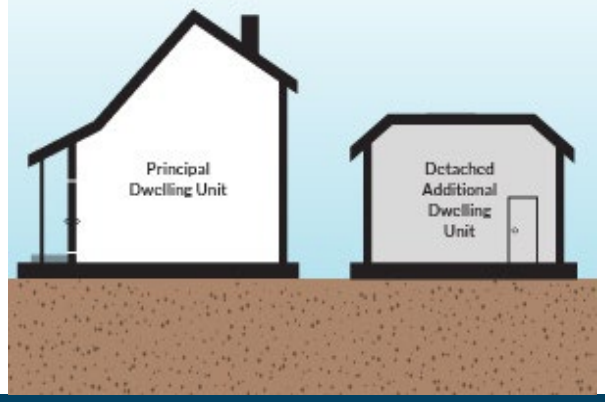
- The City's Zoning By-laws have been amended to:
  - **Expand the uses permitted** within Low Density Residential (LDR) Zones;
  - Permit the **conversion** of existing dwellings to contain up to 3 **Additional Dwelling Units;** and,
  - Permit **Detached Additional Dwelling Units** on residential properties.
- The changes allow up to **4 dwelling units** on most low density residential properties.

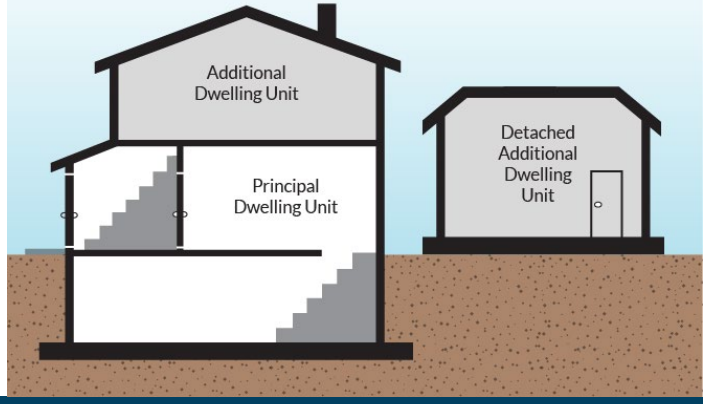
Additional Dwelling Units
Detached Additional Dwelling Units

Introduced in May 2021

- Additional Dwelling Unit (Secondary Dwelling Unit) permitted in both the Urban and Rural Areas; and,
- Detached Additional Dwelling Units permitted in the Urban Area.



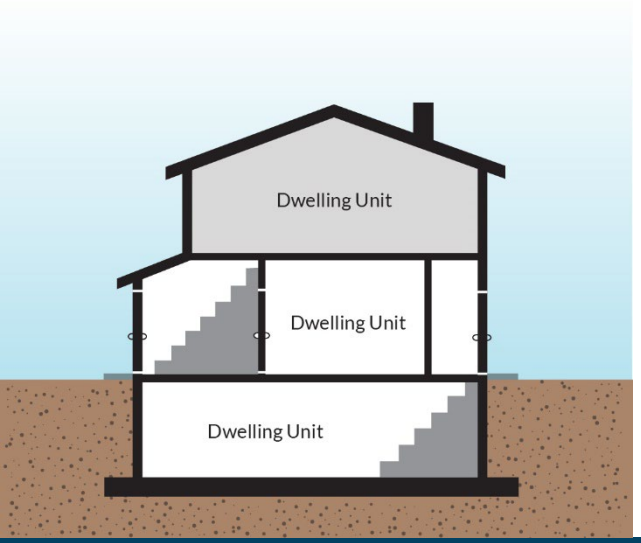


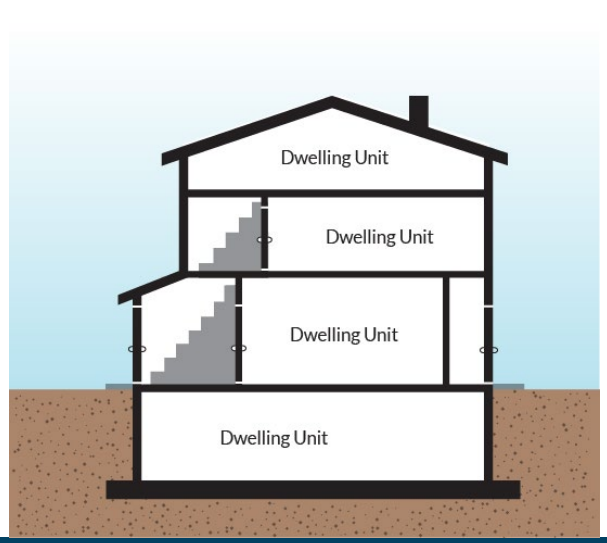


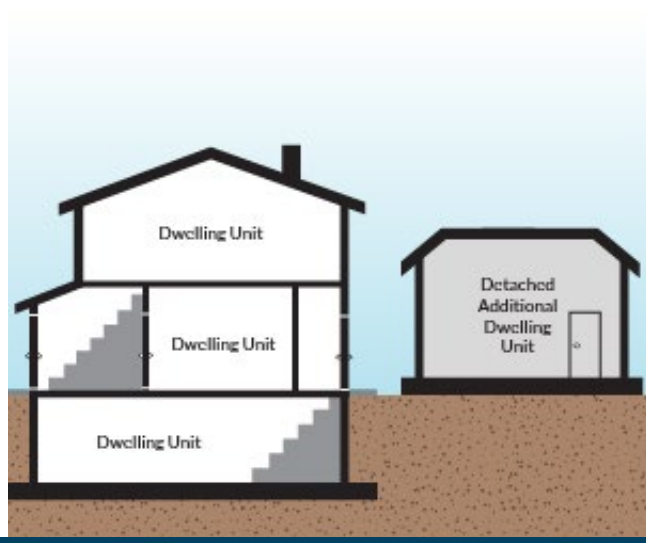
Converted Dwellings

Introduced in August 2022 (in effect as of November 2022)

Introduced to the Urban Area, permitting an **existing** Single Detached or Duplex Dwelling to convert to contain up to four dwelling units on the lot.







Providing Housing Choice in Hamilton's Neighbourhoods

Removes the barriers of exclusionary zoning which restricts the types of housing permitted in neighbourhoods.

Promotes sustainable growth that makes use of existing infrastructure and services.

Provides housing choice and more affordable housing options for residents

Provides more housing options for residents at various stages of life.

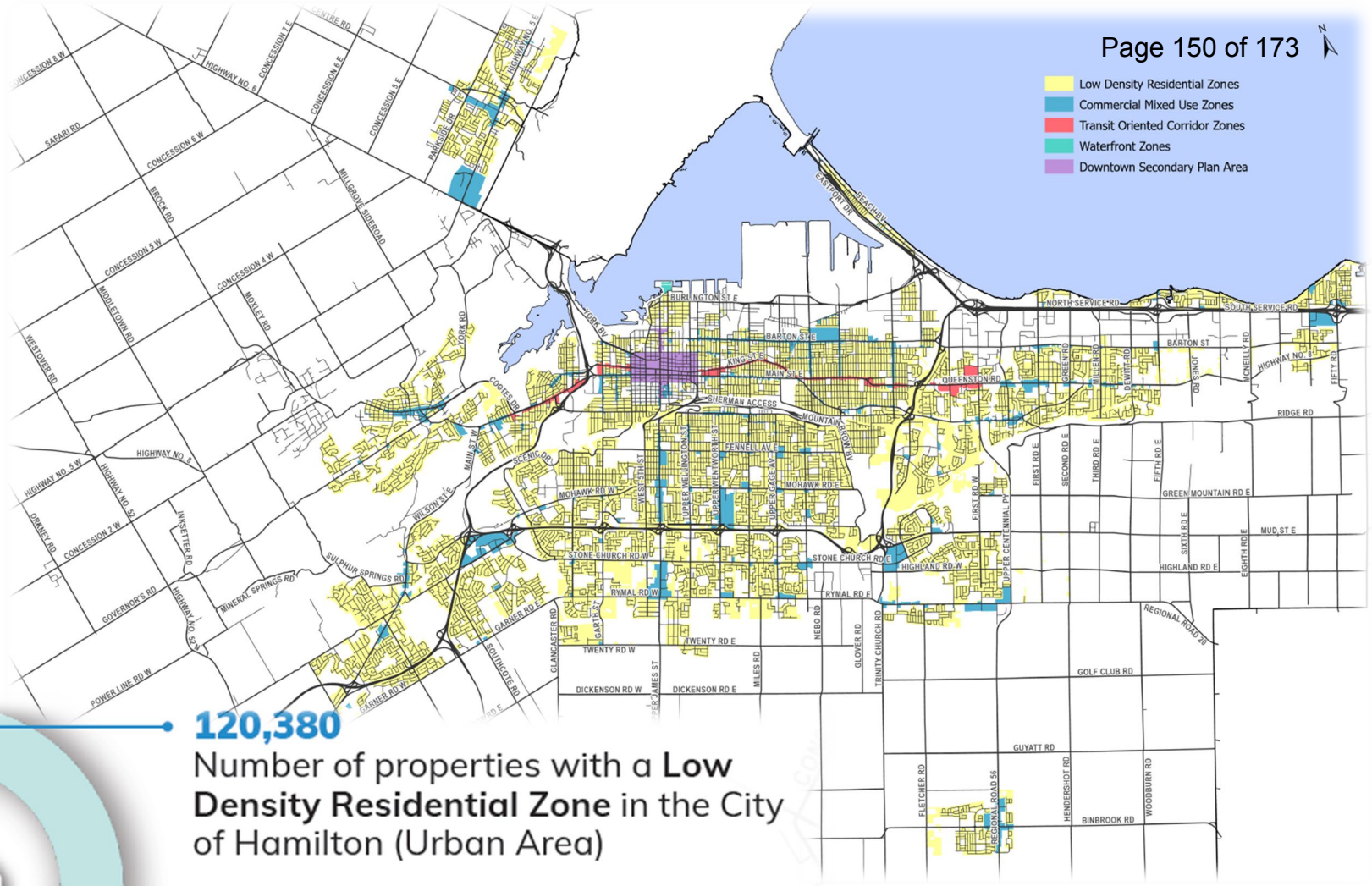
Single Detached and Duplex Dwellings

Semi-detached Dwellings

Triplex

Fourplex

Street Townhouse



120,380

Number of properties with a **Low Density Residential Zone** in the City of Hamilton (Urban Area)

82,810 - 69%

Number of properties where the **zoning has changed to allow for a greater range of housing options**

Proposed Mid Rise Residential Zones

- Flexibility for residents by improving housing choices.
- Providing opportunities for intensification by allowing a broader range of housing types on the periphery of neighbourhoods across the City.
- Provides for a transition between Low Density Residential and more intense uses (High Density Residential, Commercial, etc.)

Within the City's existing neighbourhoods, more people can be accommodated by providing a greater mix of housing options.

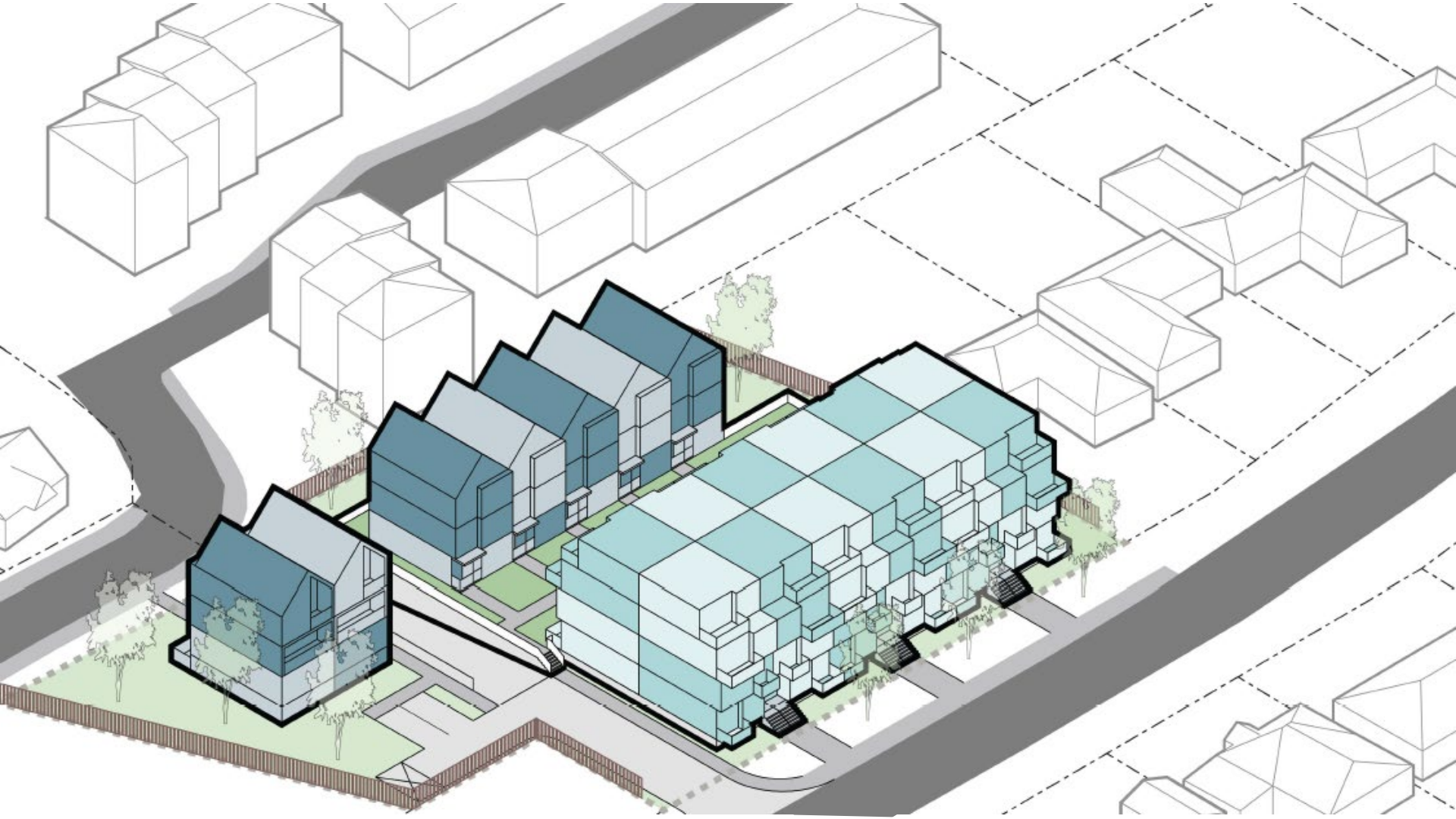
This improves the housing choice and more affordable housing options for residents.

Proposed Mid Rise Residential Zones

- Mid Rise Residential (R3) Zone
  - Applied to arterial roads, at intersections, larger lots;
  - Maximum building height – 44 metres (12 storeys) with implementation criteria; and,
  - Ground floor commercial uses permitted.
- Mid Rise Residential – Small Lot (R3a) Zone
  - Typically applied along arterial roads in proximity to low density residential;
  - Zone provisions guide a built form that acts as a transition to low density residential;
  - Maximum building height – 22 metres (6 storeys); and,
  - Ground floor commercial uses not permitted.

Proposed Mid Rise Residential Zones

- Summary of Zone Provisions
  - Maximum building height;
  - Scaling interior side yard setback relative to height;
  - Scaling setback relative to height;
  - Introducing interior building separation;
  - Considered amenity area and minimum landscaped area requirements;
  - Location and appropriateness of ground floor commercial; and,
  - Implementation of City-Wide Parking Study.

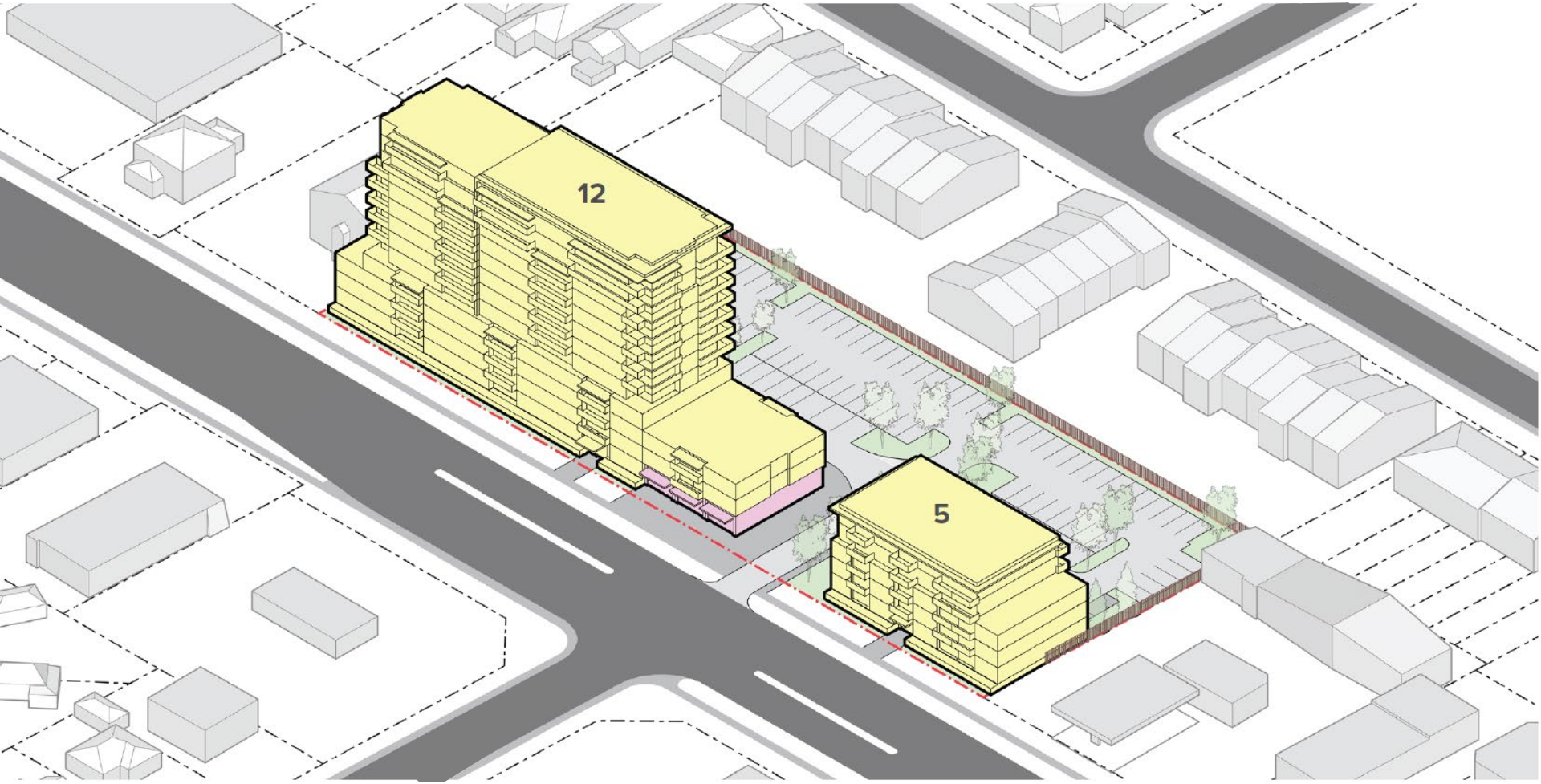


Transit Oriented Corridor + Zoning

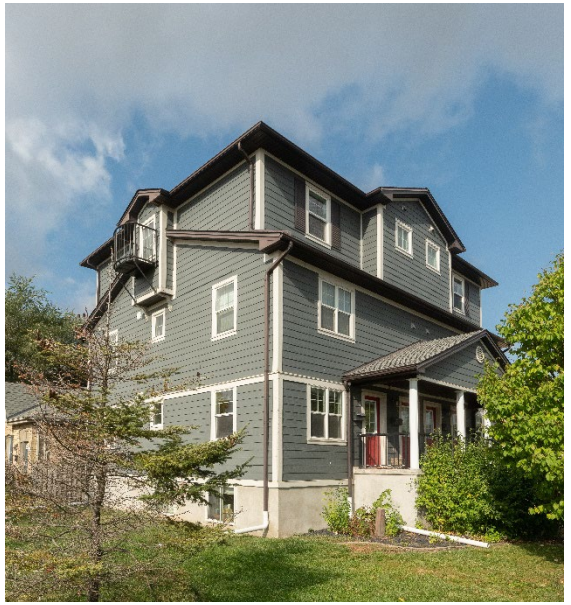
Transit Oriented Corridor + Zoning

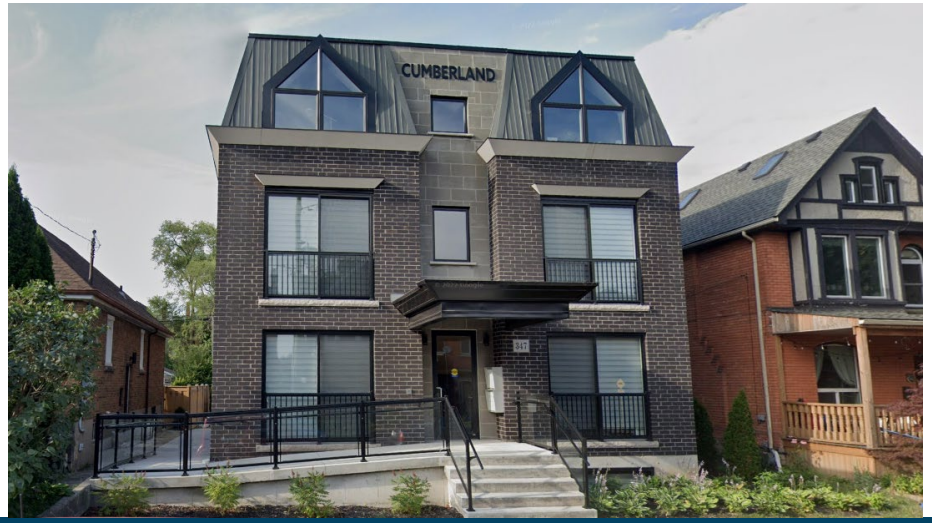
- Application of the TOC Zones on the City's BLAST Network.
- Consideration given to the designation and the local context.
- Reviewing existing regulations for implementation issues and opportunities for improvement.
- Coordinating the review of Mid Rise Residential Zones and TOC+ to align criteria and create a comprehensive network of intensification opportunities.

Transit Oriented Corridor + Zoning



Neighbourhood Infill Design Guidelines and Zoning Regulations





Purpose of the Neighbourhood Infill Design Guidelines

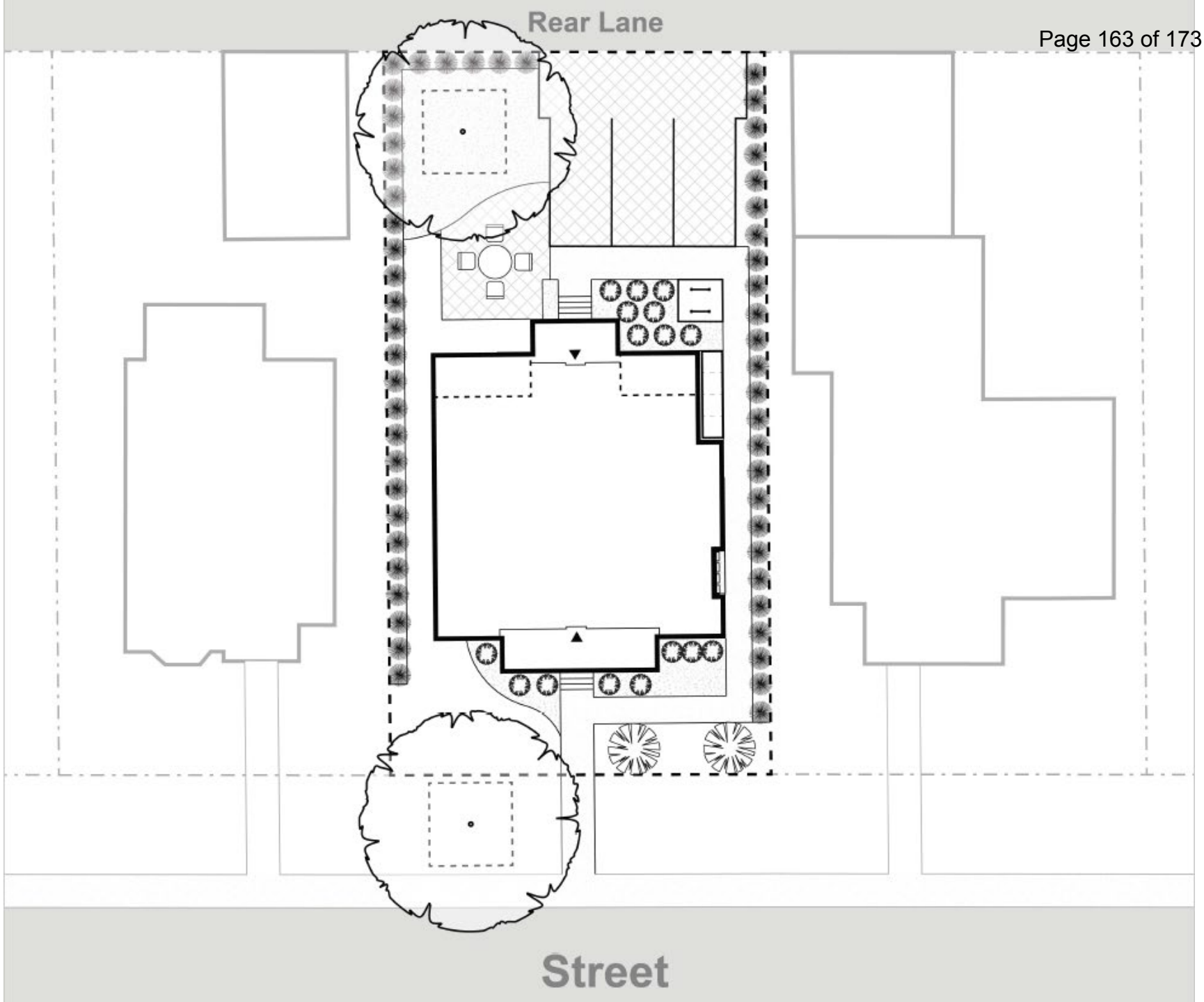
- Intended for purpose-built triplexes, fourplexes, and applications for fiveplexes and sixplexes (multiplexes).
- The guidelines are intended to guide the creation and evaluation of multiplex development in neighbourhoods to promote high quality design adapted to complement the existing streetscape.
- The guidelines will be used by planners in the evaluation of applications for infill development and by architects and designers working on multiplex proposals.

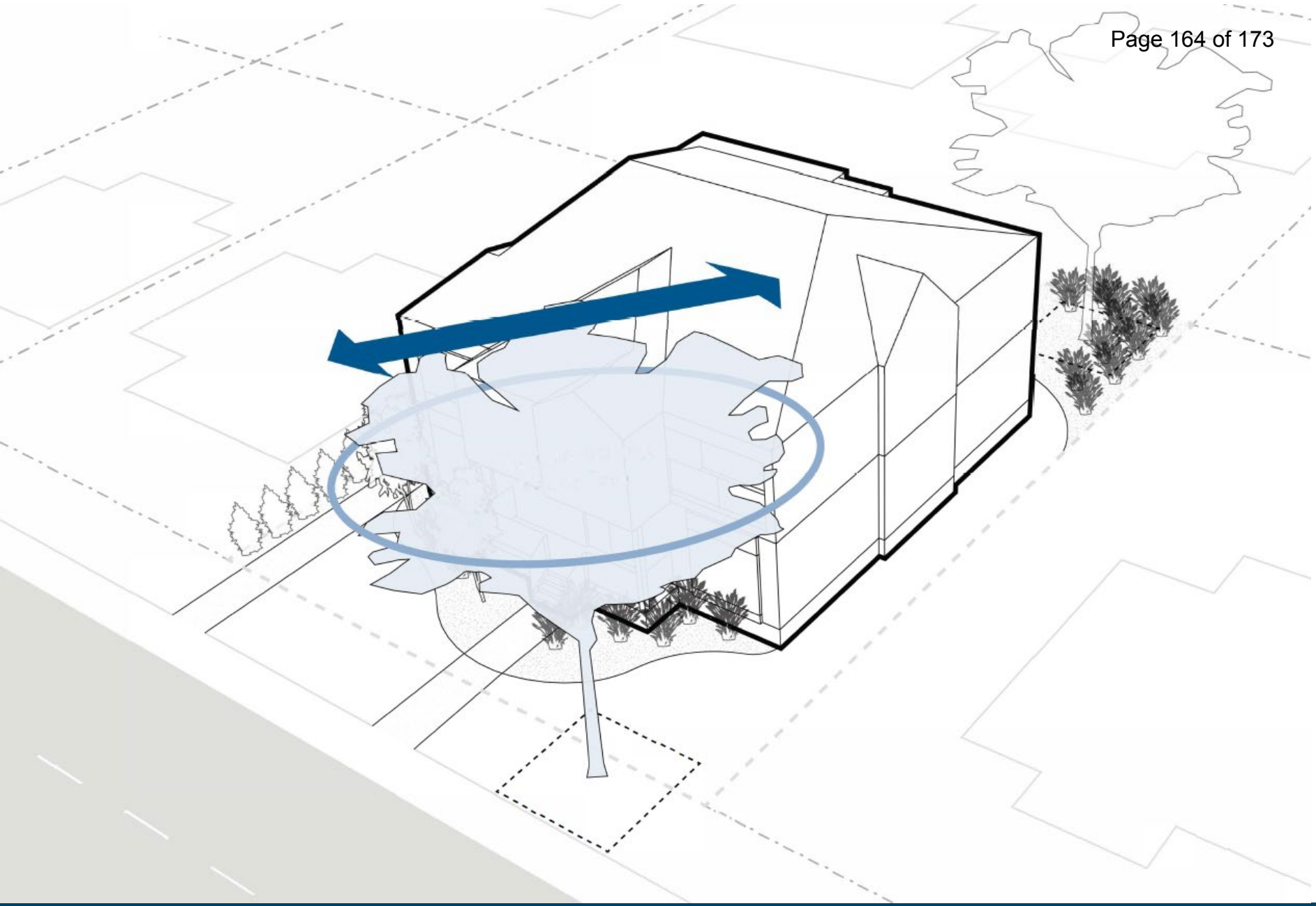
Objectives of the Neighbourhood Infill Design Guidelines

- Support greater housing choice by providing guidance around site layout and building design that complements the neighbourhood.
- Provides some flexibility by providing guidelines to evaluate proposed development that varies from some of the requirements of the Zoning By-law.

Guidelines – Landscaping, Amenity Area

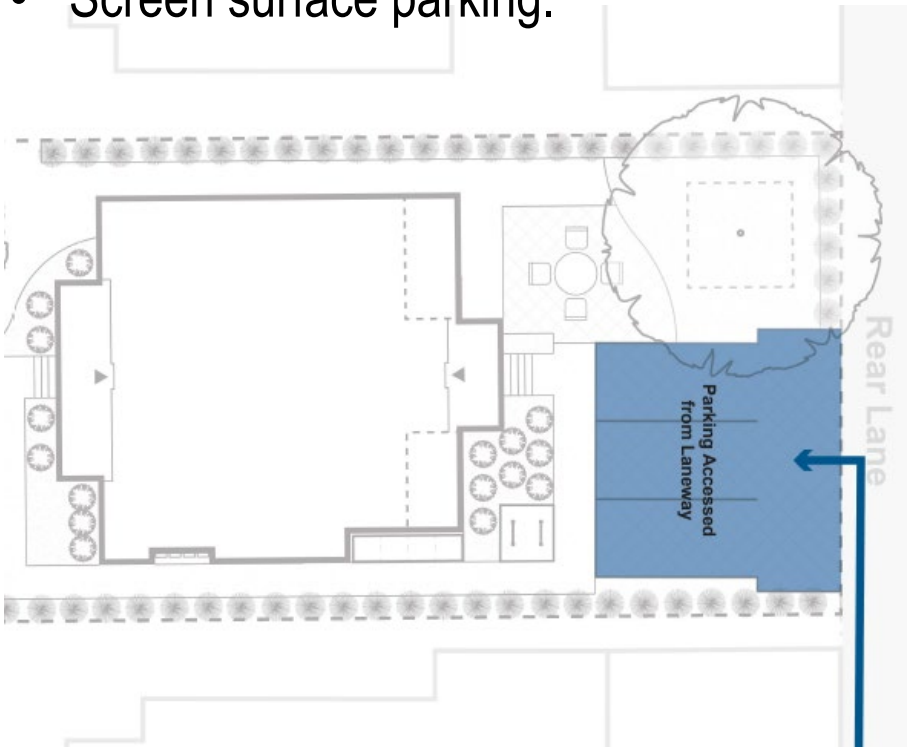
- Tree planting to support urban tree canopy coverage.
- Soft landscaping along public frontages.
- Natural and resilient vegetation.
- Privacy planting to screen parking, utilities, garbage enclosure.
- Provide private or communal amenity area for each residential unit – porch, balcony, deck, or at grade space.
- Access to sunlight and screened.

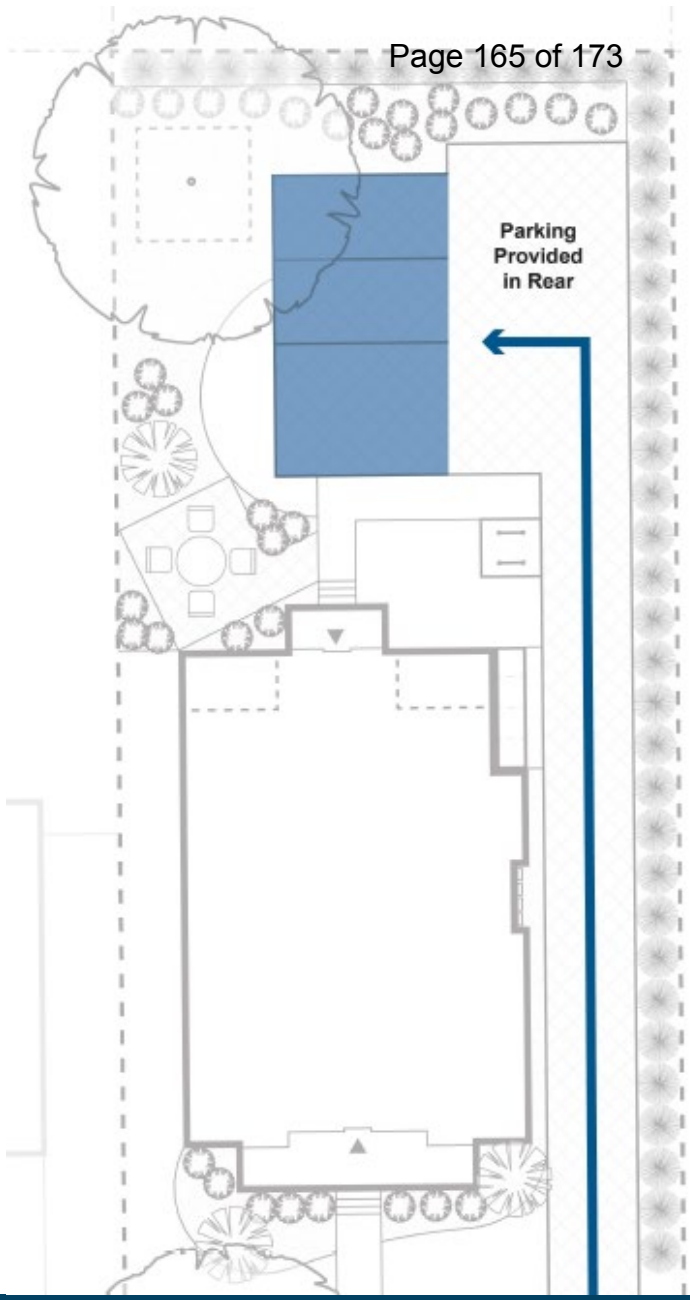

Rear Lane
Street



Guidelines – Parking

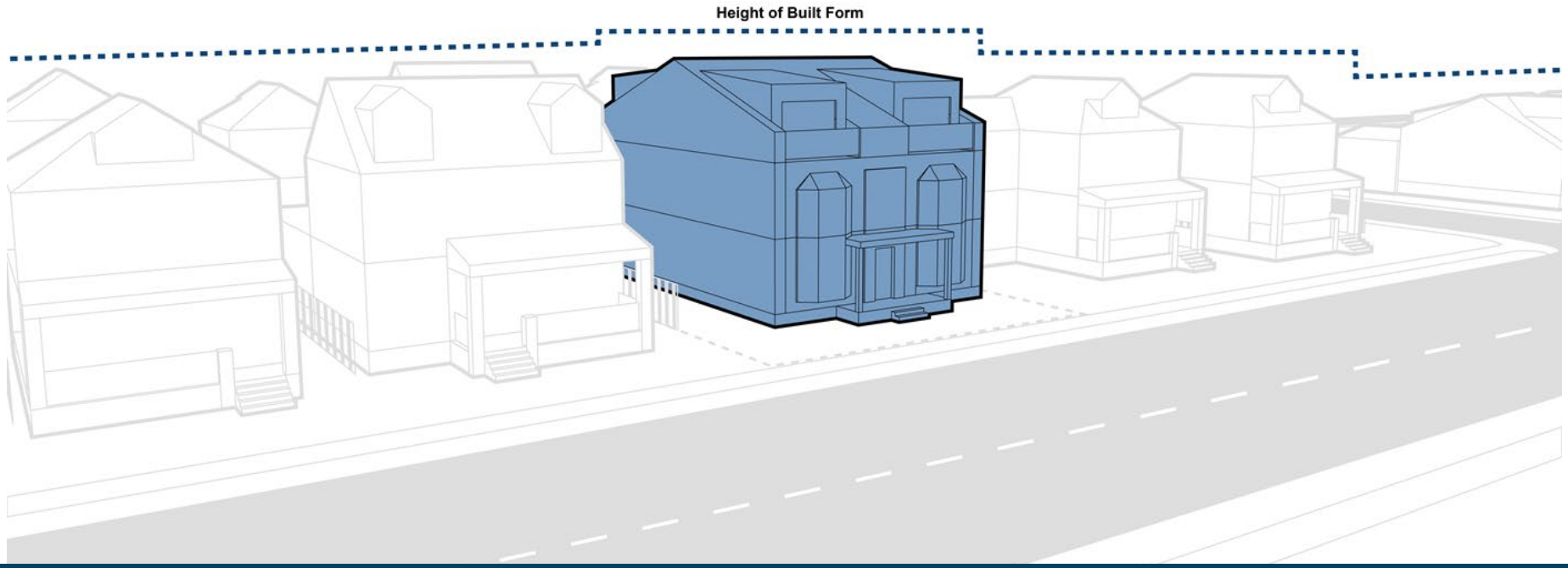
- Rear parking via rear laneway or side yard on wider lots.
- Permeable pavers for driveways and parking areas preferred.
- Screen surface parking.



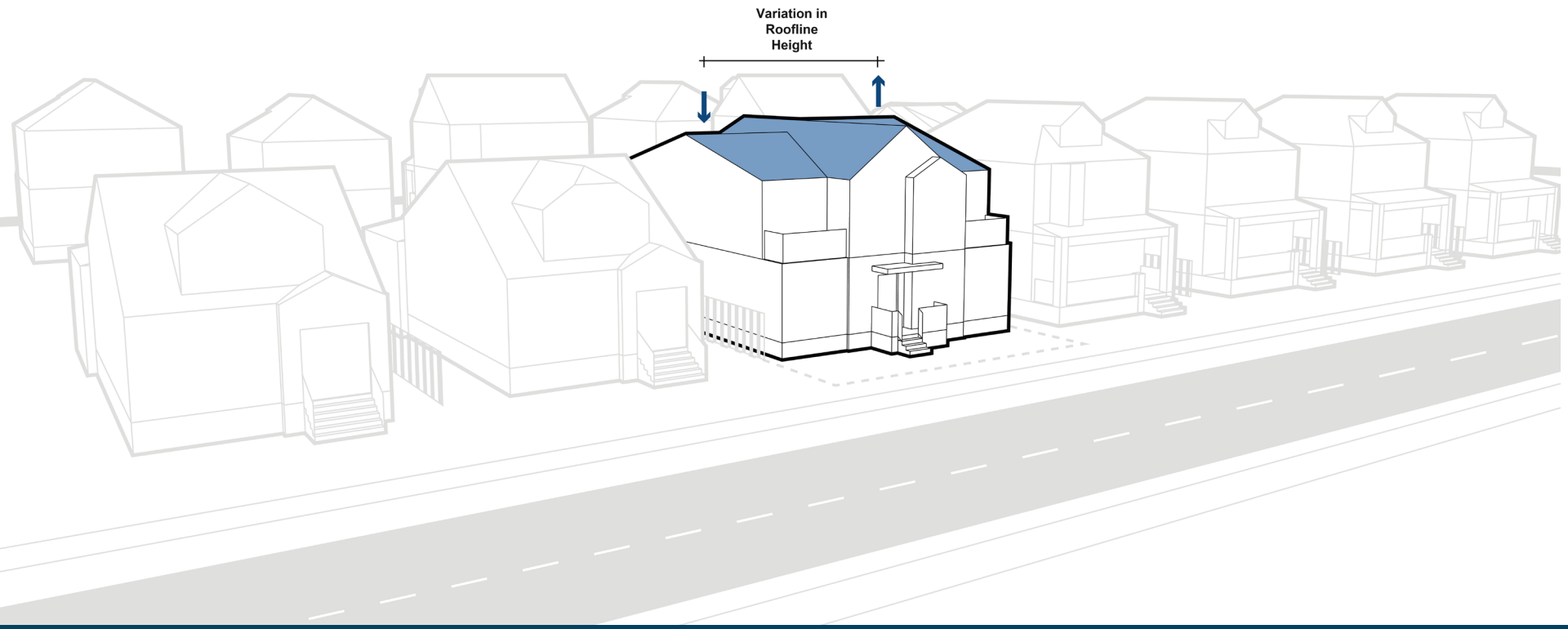


Guidelines – Building Massing, Height

- Well proportioned built form to complement existing streetscape appearance.
- Design roofs with smaller roof forms e.g. dormers.
- Provide varied height in rooflines.

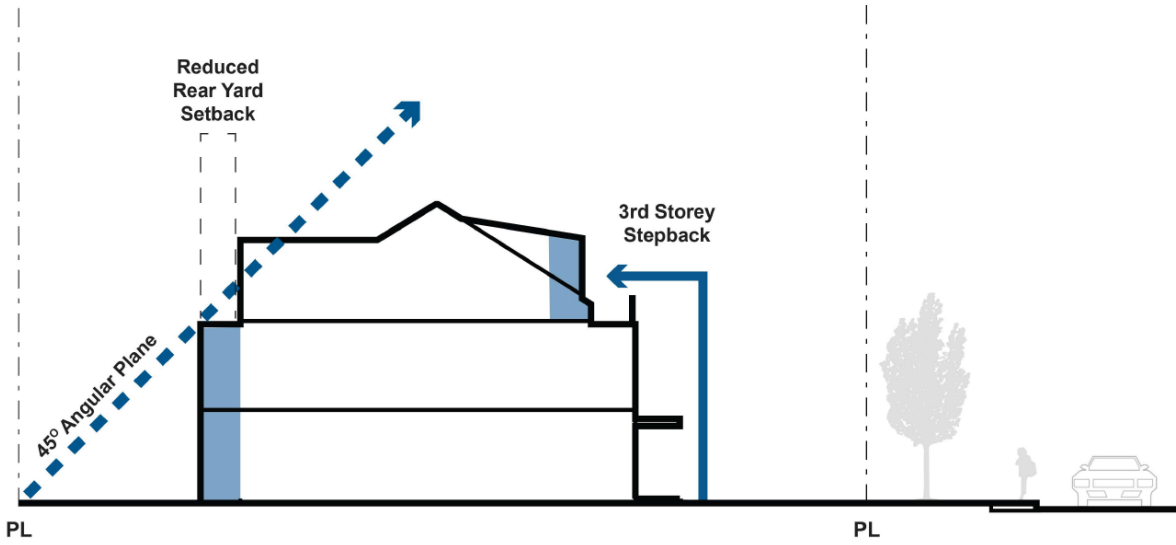


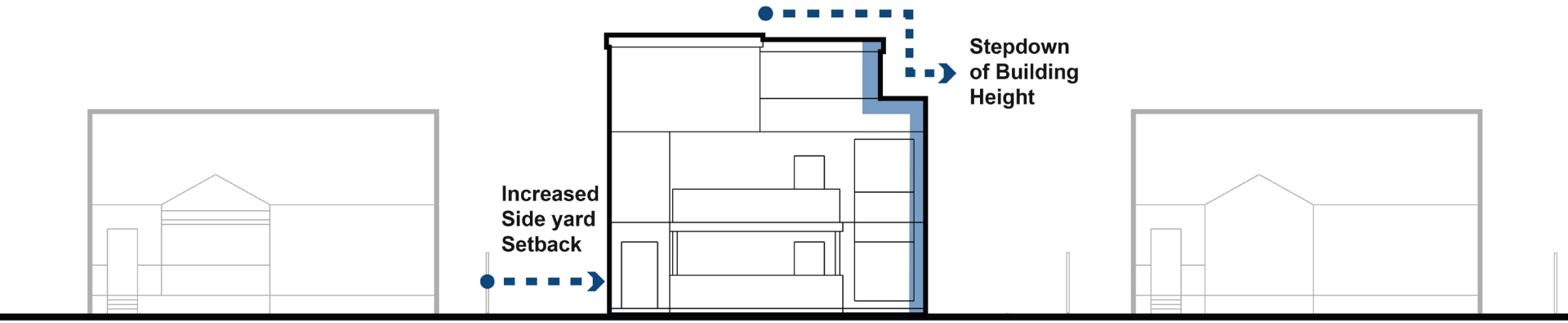
Guidelines – Building Massing, Height



Guidelines – Building Massing, Height

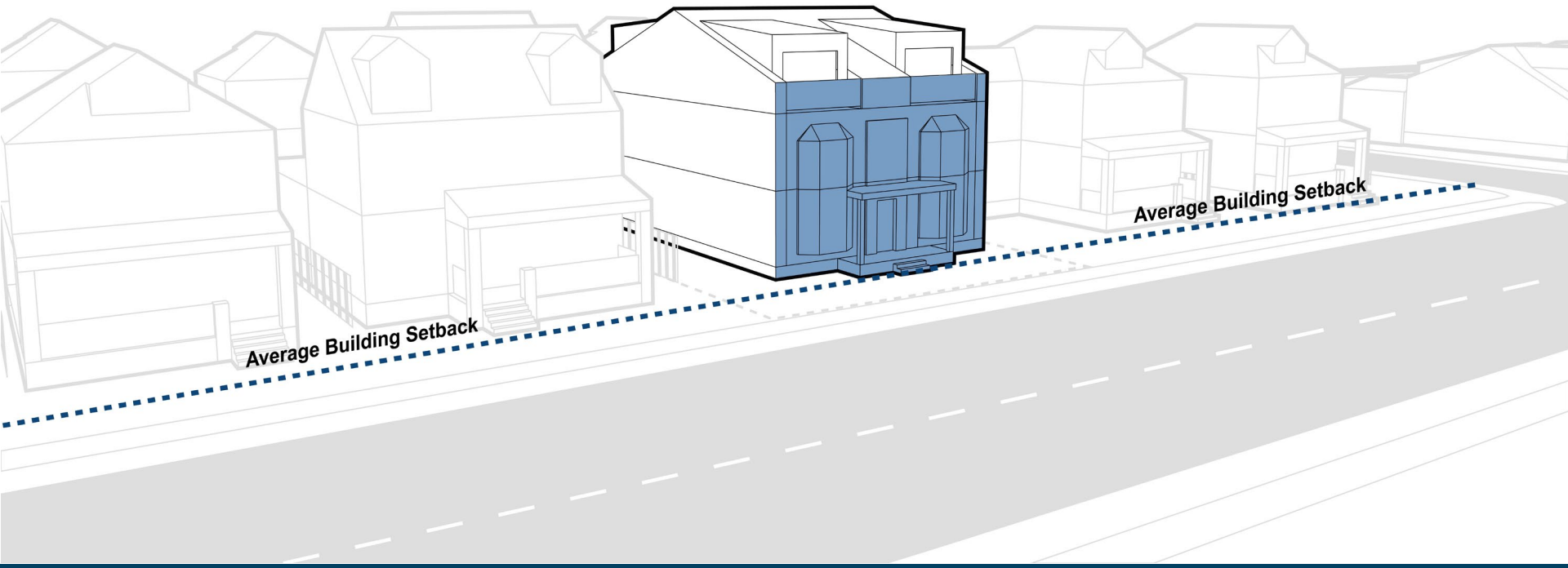
- Provide transitions in height to reduce impacts (step-backs).
- Building should not interfere with a 45 degree angular plane if rear yard setback is reduced.





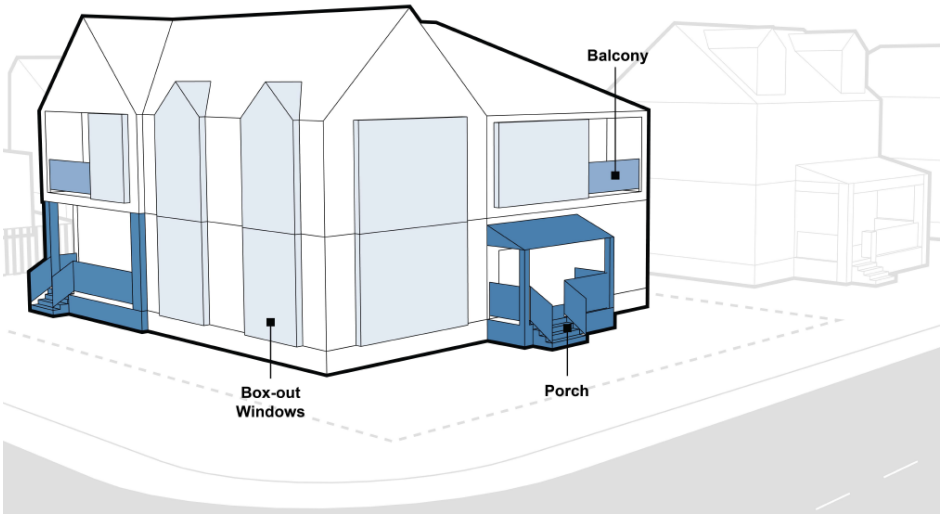
Guidelines – Setbacks

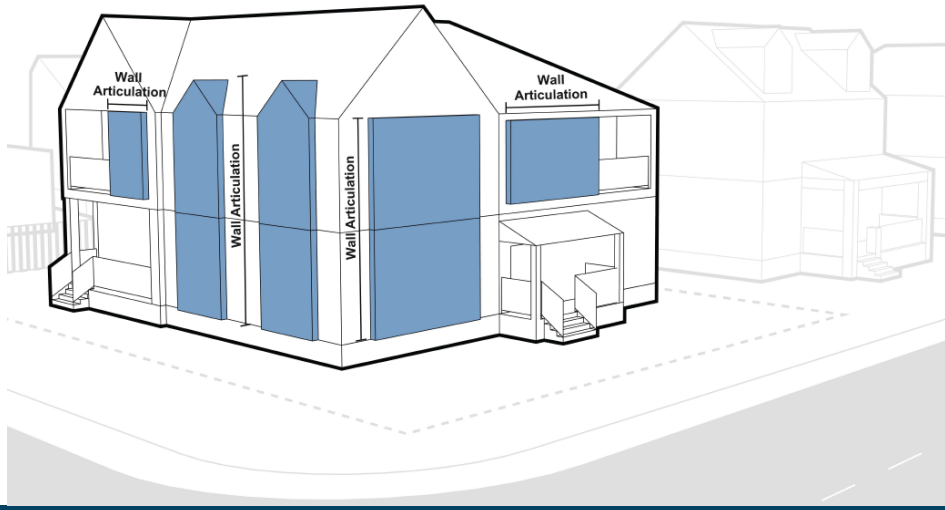
- Follow the established pattern in the neighbourhood – front and side yard setback.
- Setbacks considerate of overlook conditions and the provision of adequate privacy for adjacent lots.
- Variations in setbacks may be considered to protect mature trees.



Guidelines – Façade Treatment

- Façades should be designed to enhance a pedestrian-friendly environment and contribute to the sociability of the street.
- Provide articulated facades including enhanced window treatment and breaks in wall treatments.
- Create a main entrance along street frontage.
- Avoid blank walls.



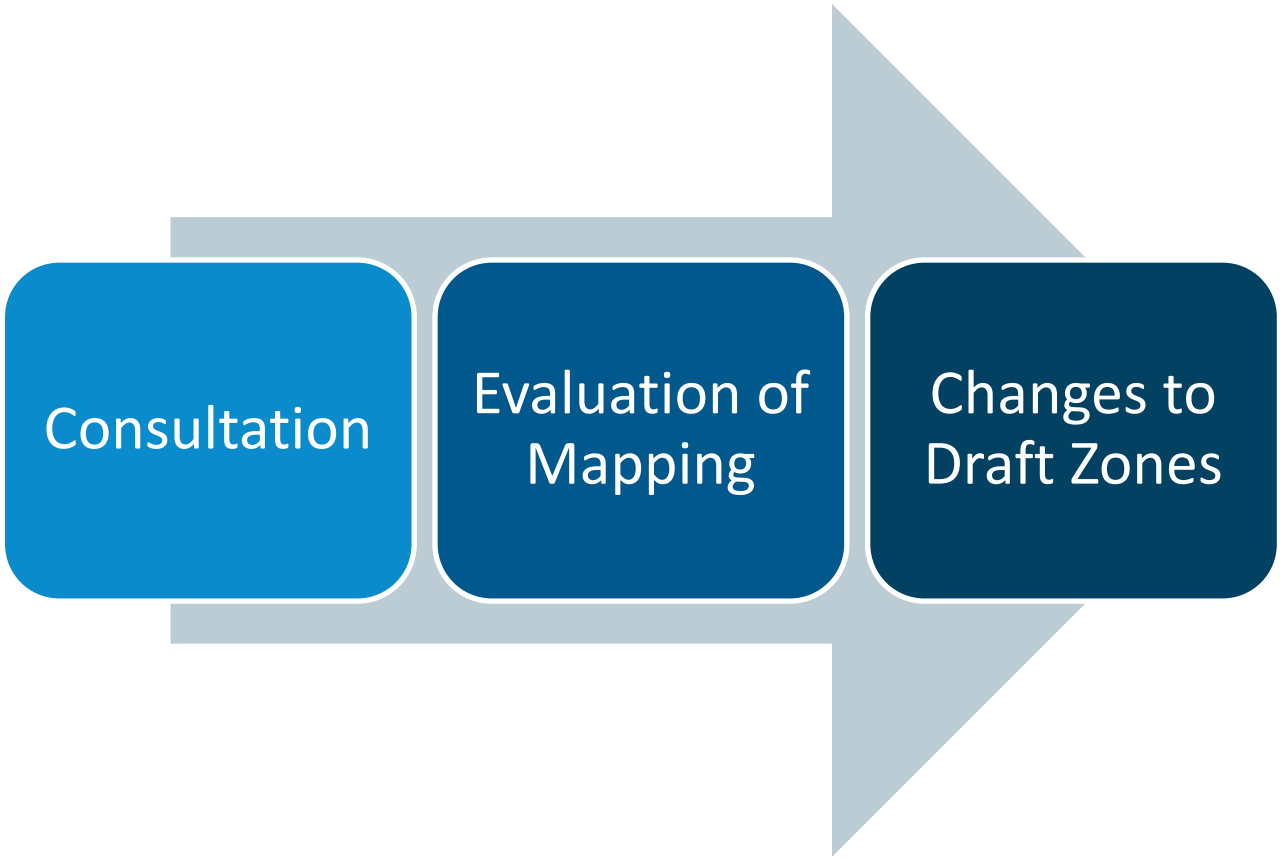


Guidelines - Implementation

The Neighbourhood Infill Guidelines will be implemented by:

- Implementing guidelines in Zoning regulations where possible, including regulations for:
  - Minimum amenity area;
  - Minimum landscaped area;
  - Parking treatments; and,
  - Building design.
- Incorporating guidelines into City Wide Development Standards.
- Aligning with the City's work on Low Impact Development and Green Buildings Standards.

Next Steps


Consultation
Evaluation of Mapping
Changes to Draft Zones

Hamilton

THANK YOU
QUESTIONS?

REIMAGINING NEIGHBOURHOODS