



Implementing Light Rail Transit in Hamilton



McMASTER INSTITUTE FOR
**TRANSPORTATION
& LOGISTICS**

Christopher D. Higgins
Mark. R. Ferguson
Pavlos S. Kanaroglou

mitl.mcmaster.ca



Moving Canada and the World Toward
Transportation Behaviours that are Measurably More
Sustainable – Socially, Environmentally and Economically





Hamilton



Relevant Work

The North American Light Rail Experience: Insights for Hamilton

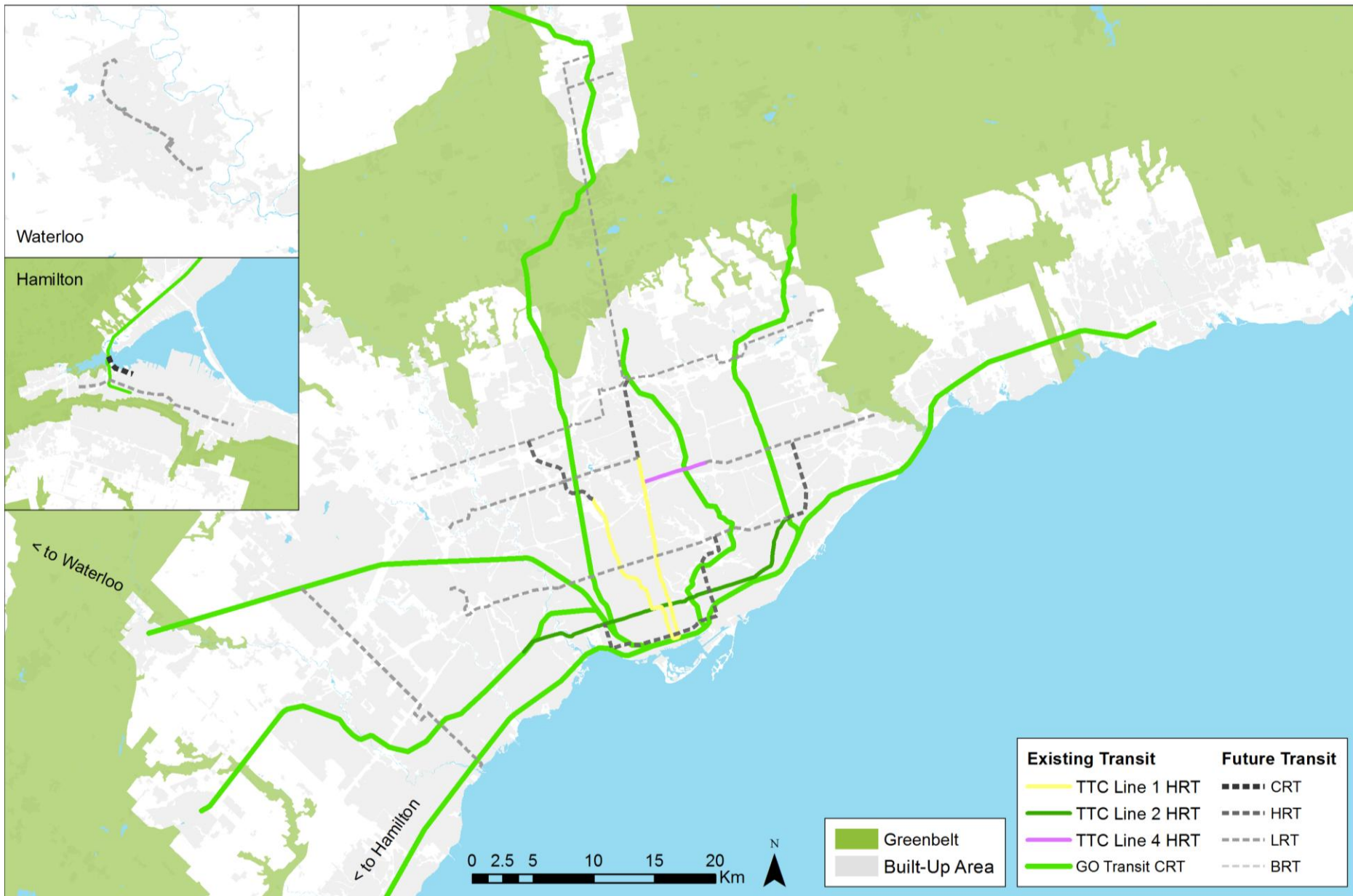
Prepared for the City of Hamilton
April 2012



Shaping Hamilton with Complete Streets

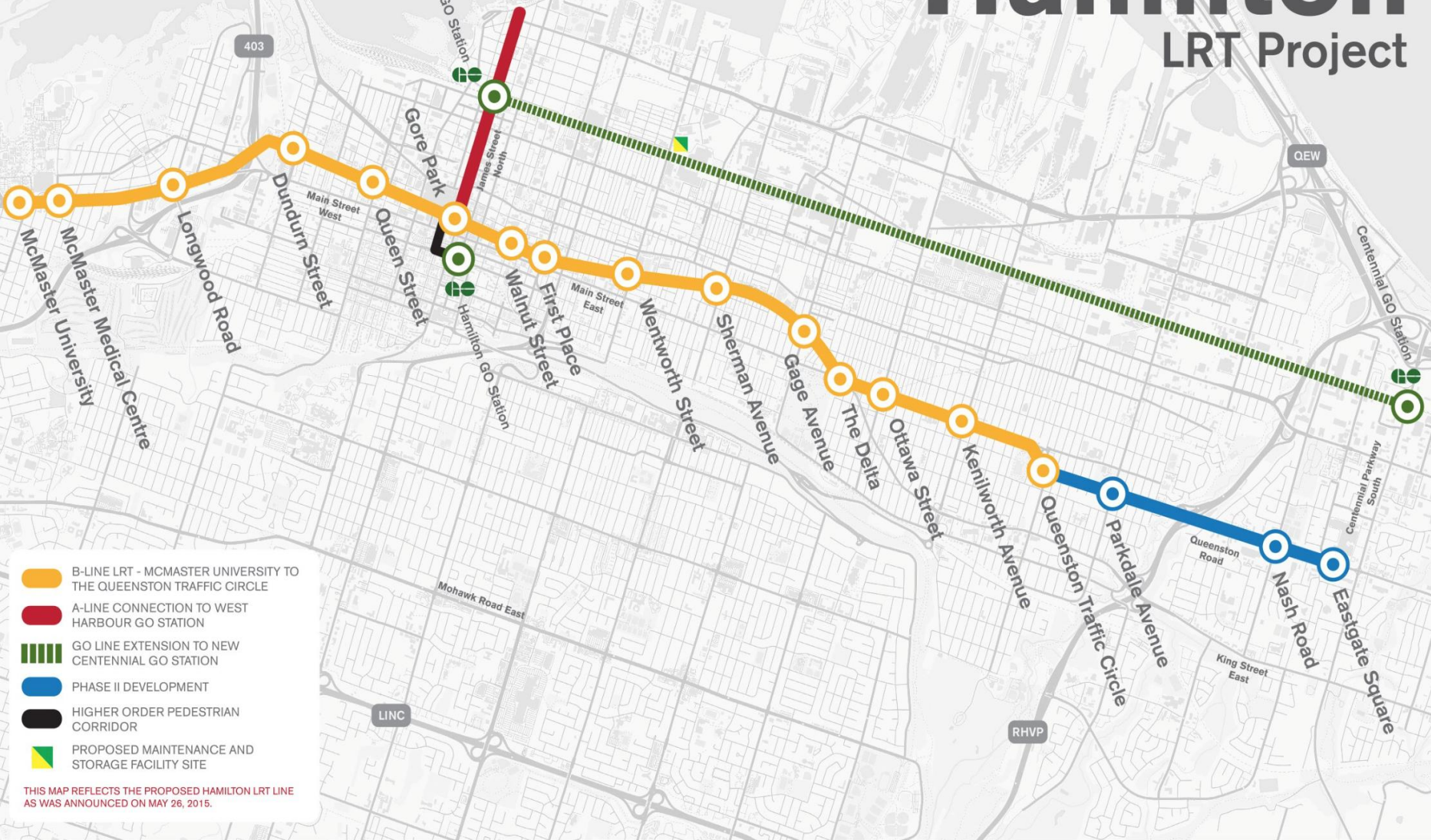
June 2015





Hamilton

LRT Project



- B-LINE LRT - MCMASTER UNIVERSITY TO THE QUEENSTON TRAFFIC CIRCLE
- A-LINE CONNECTION TO WEST HARBOUR GO STATION
- GO LINE EXTENSION TO NEW CENTENNIAL GO STATION
- PHASE II DEVELOPMENT
- HIGHER ORDER PEDESTRIAN CORRIDOR
- PROPOSED MAINTENANCE AND STORAGE FACILITY SITE

THIS MAP REFLECTS THE PROPOSED HAMILTON LRT LINE AS WAS ANNOUNCED ON MAY 26, 2015.

Benchmarking

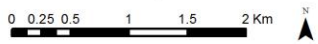
- Provide tools for planning and policy analysis
 1. Transit-Oriented Development
 2. Land Value Uplift

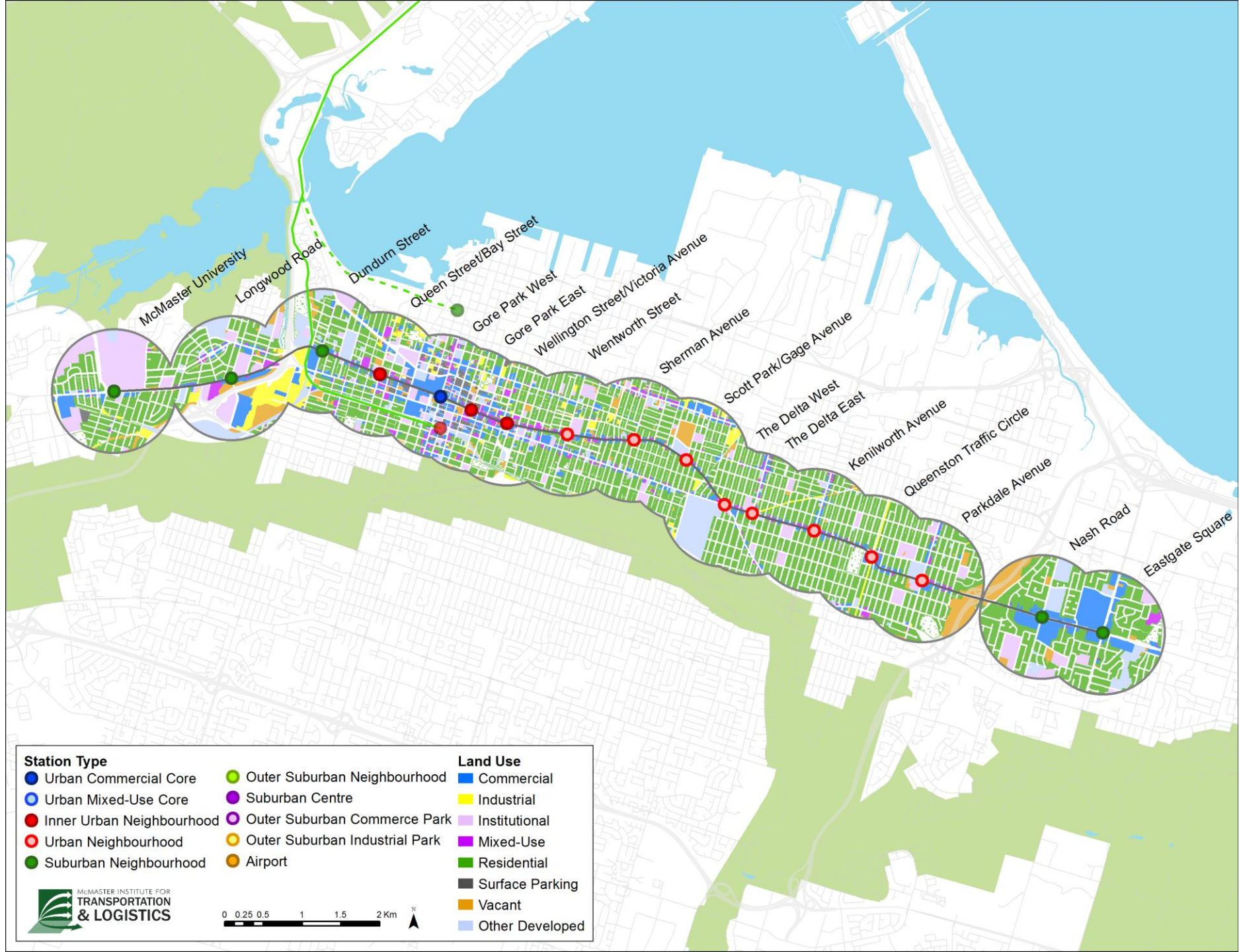
1. Transit-Oriented Development





Station Type		Intensification Areas	
● Urban Commercial Core	● Outer Suburban Neighbourhood	— Intensification Corridor	■ Intensification Node
● Urban Mixed-Use Core	● Suburban Centre	■ Intensification Node	■ Other Major Opportunities
● Inner Urban Neighbourhood	● Outer Suburban Commerce Park	■ Intensification Node	■ Urban Growth Centre
● Urban Neighbourhood	● Outer Suburban Industrial Park	■ Intensification Node	● Airport
● Suburban Neighbourhood	● Airport		



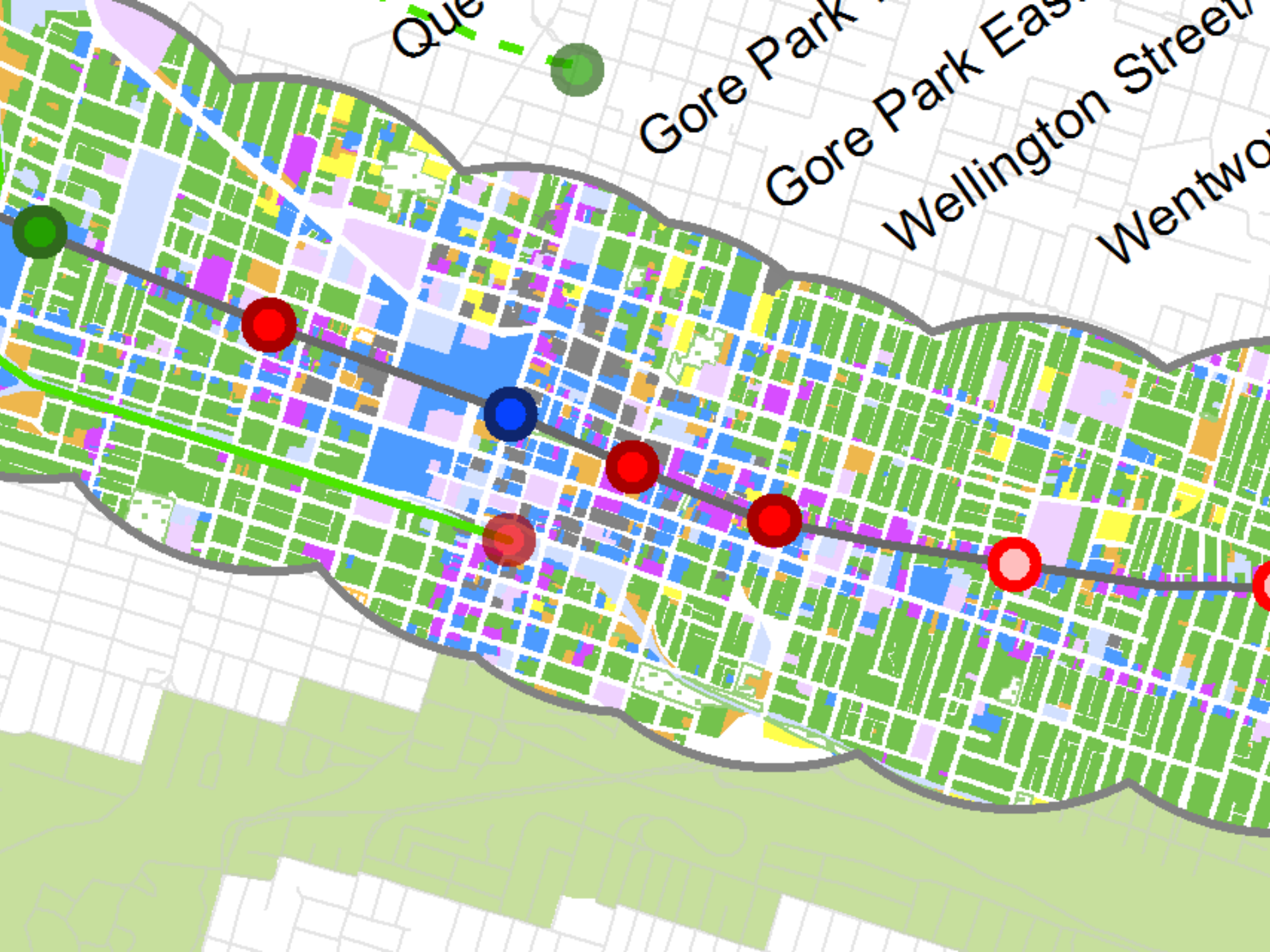


- Station Type**
- Urban Commercial Core
 - Urban Mixed-Use Core
 - Inner Urban Neighbourhood
 - Urban Neighbourhood
 - Suburban Neighbourhood

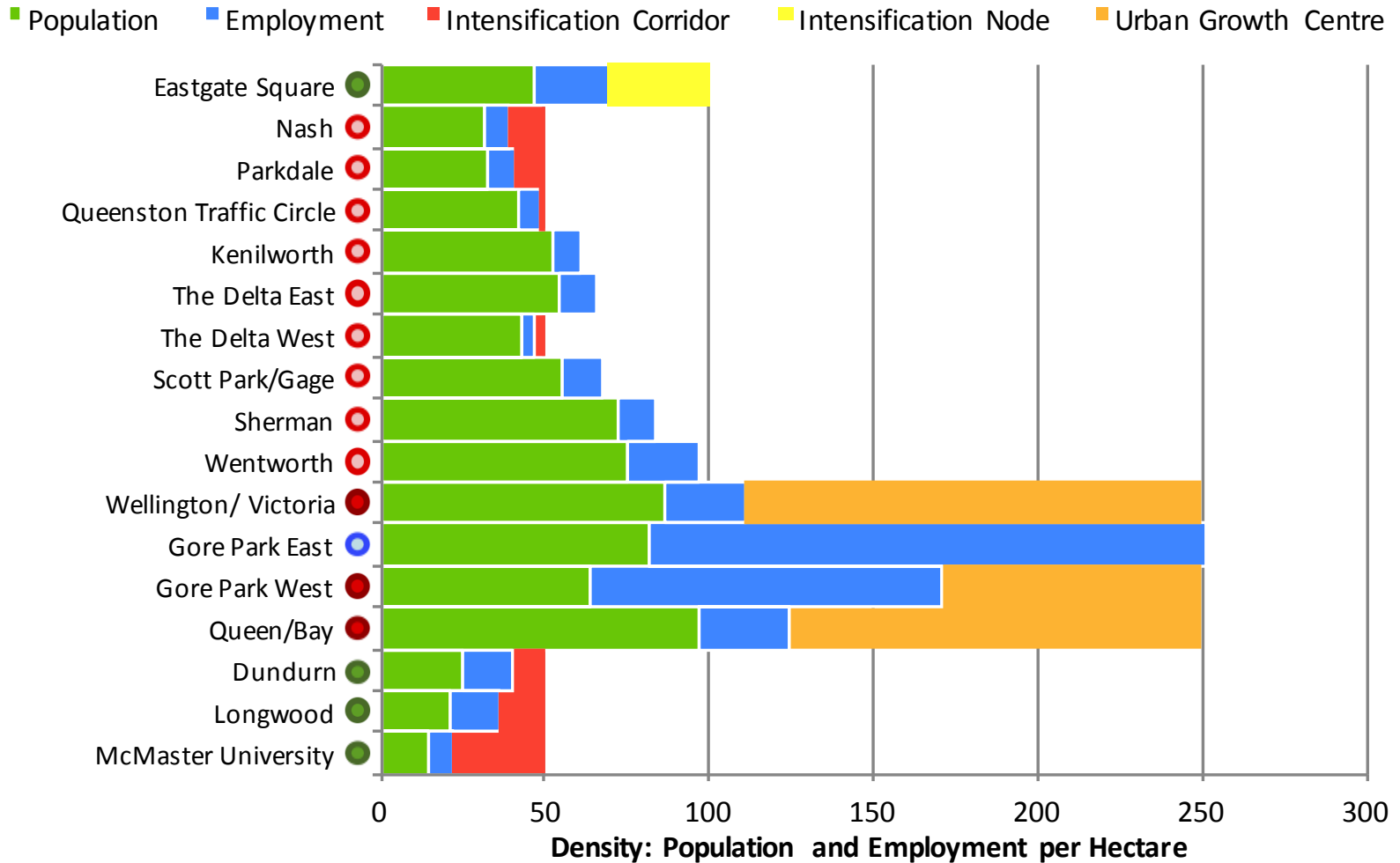
- Land Use**
- Outer Suburban Neighbourhood
 - Suburban Centre
 - Outer Suburban Commerce Park
 - Outer Suburban Industrial Park
 - Airport

- Land Use**
- Commercial
 - Industrial
 - Institutional
 - Mixed-Use
 - Residential
 - Surface Parking
 - Vacant
 - Other Developed

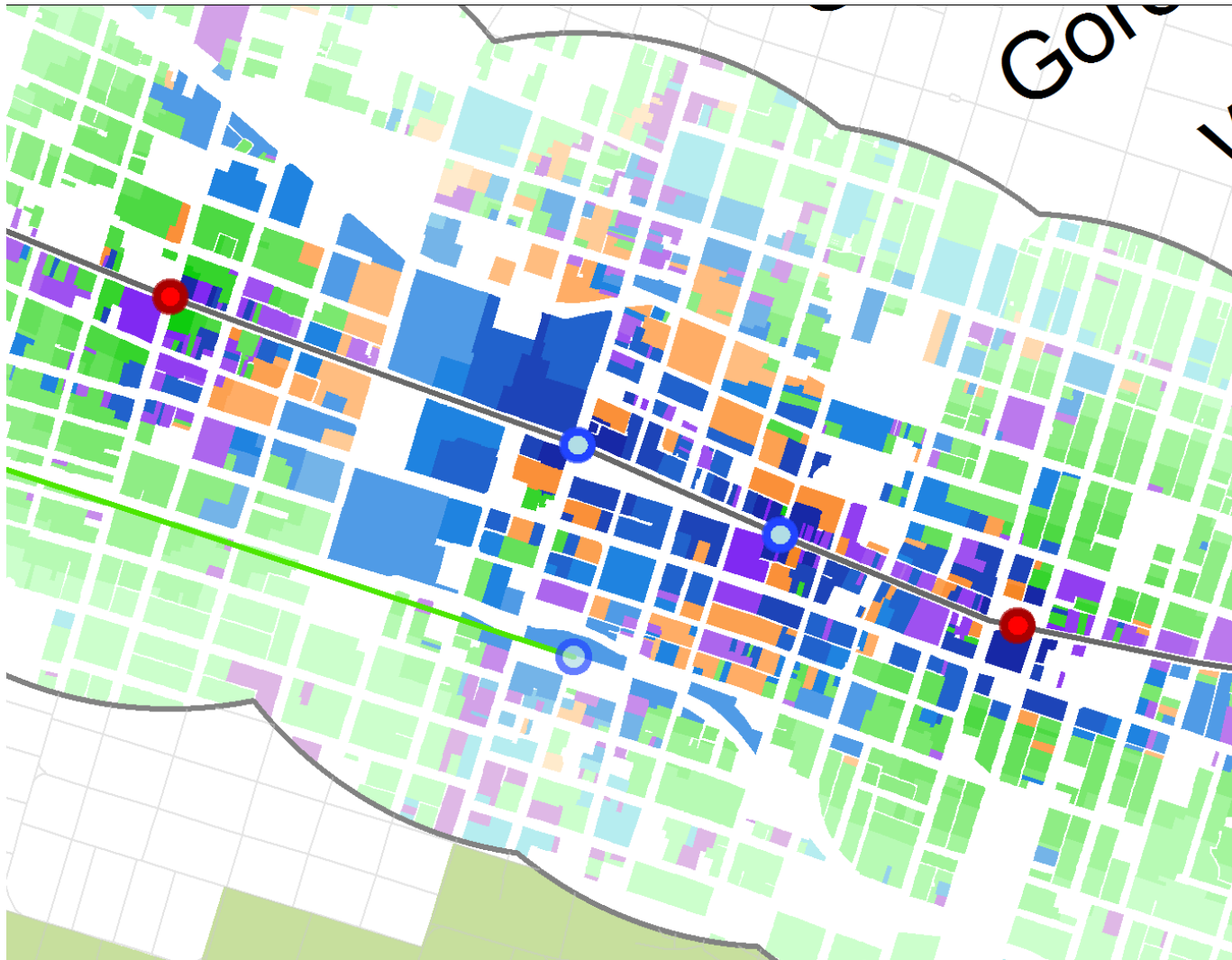


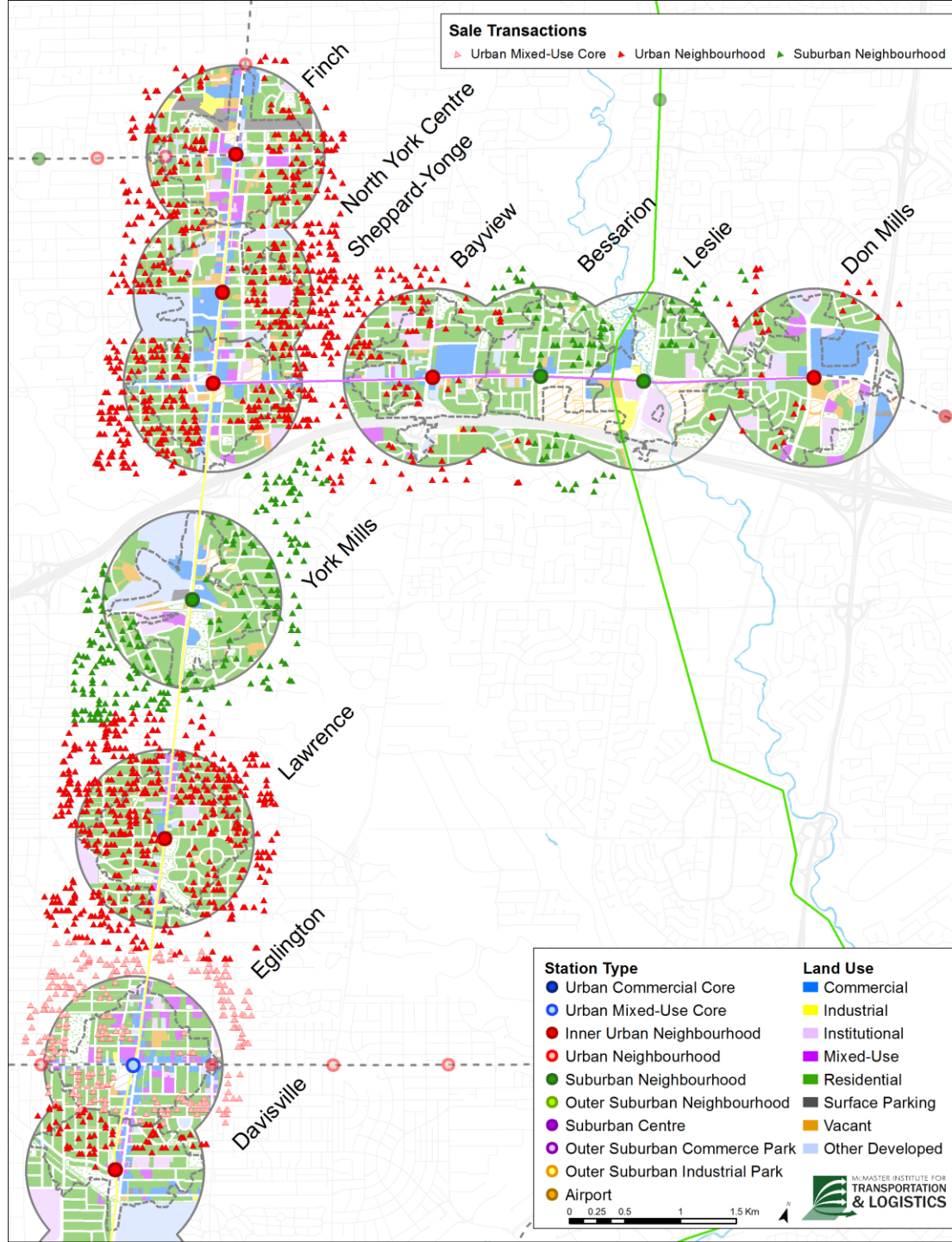


B-Line Population and Employment Densities

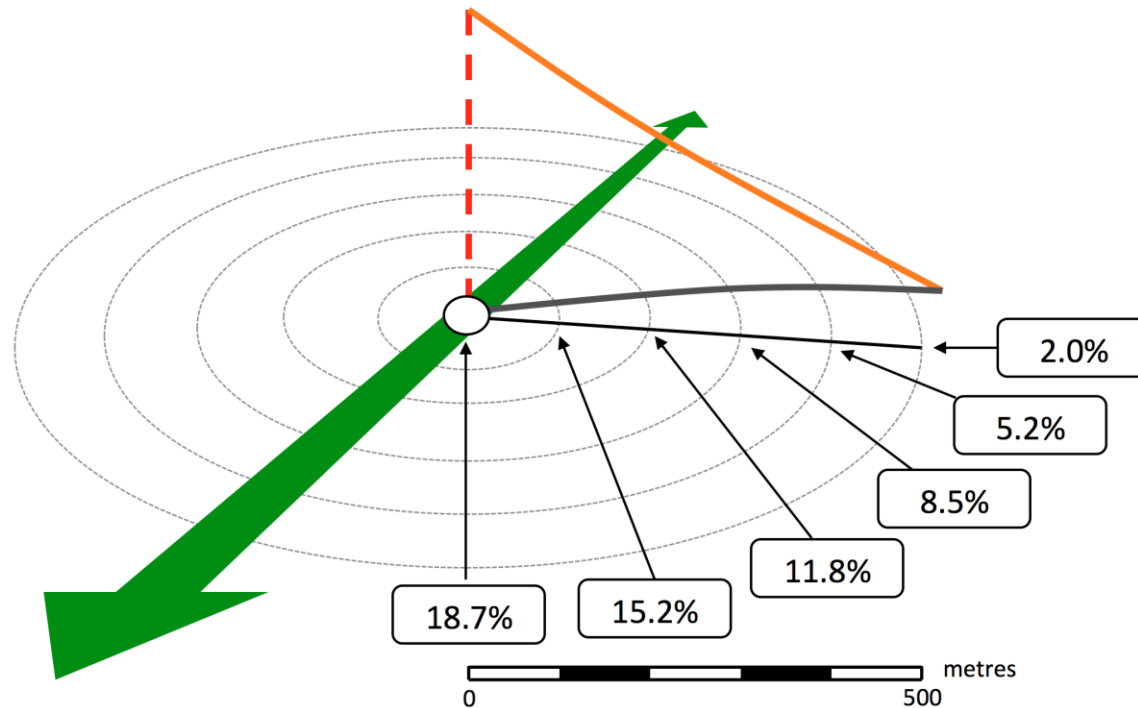


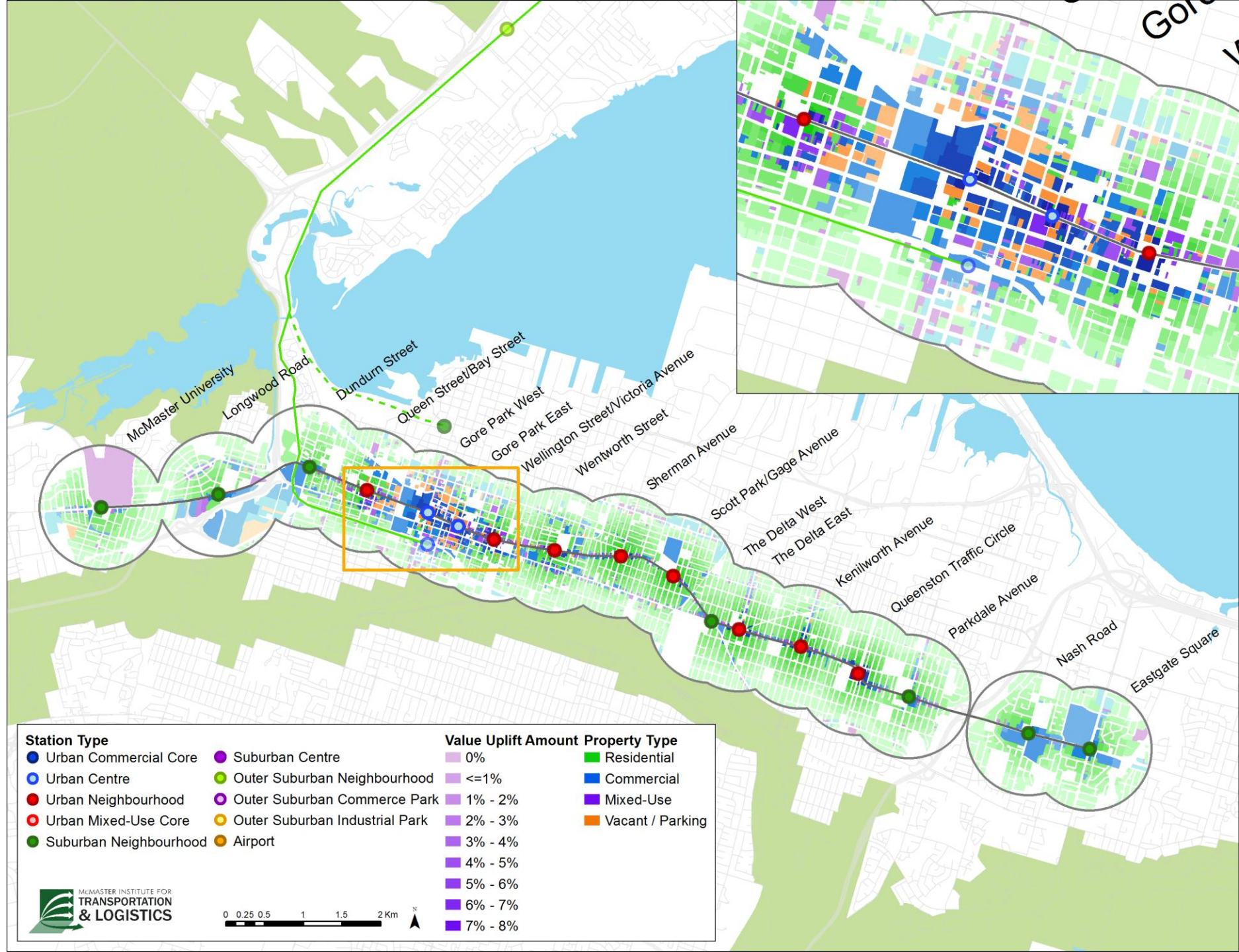
2. Land Value Uplift





Example LVU Analysis in Toronto Study





Station Type

- Urban Commercial Core
- Urban Centre
- Urban Neighbourhood
- Urban Mixed-Use Core
- Suburban Neighbourhood
- Suburban Centre
- Outer Suburban Neighbourhood
- Outer Suburban Commerce Park
- Outer Suburban Industrial Park
- Airport

Value Uplift Amount

- 0%
- ≤1%
- 1% - 2%
- 2% - 3%
- 3% - 4%
- 4% - 5%
- 5% - 6%
- 6% - 7%
- 7% - 8%

Property Type

- Residential
- Commercial
- Mixed-Use
- Vacant / Parking

Example Potential Total LVU in Hamilton

Station Type	Scenario 1				Scenario 2				Scenario 3			
	Single Detached	Condominium	Commercial	Vacant/ Parking	Single Detached	Condominium	Commercial	Vacant/ Parking	Single Detached	Condominium	Commercial	Vacant/ Parking
	Maximum Uplift				Maximum Uplift				Maximum Uplift			
● Urb. Comm. Core	0%	2%	4%	4%	2%	4%	7%	7%	2%	15%	15%	20%
● Inn. Urb. Neighb.	0%	4%	4%	4%	2%	7%	7%	7%	5%	15%	15%	20%
● Urban Neighb.	2%	3%	3%	3%	4%	6%	6%	6%	10%	15%	10%	15%
● Suburban Neighb.	4%	2%	2%	2%	6%	5%	4%	4%	15%	10%	6%	10%
	Total Uplift (\$ Millions)				Total Uplift (\$ Millions)				Total Uplift (\$ Millions)			
Total by Property	29.83	8.55	22.41	1.04	55.14	17.40	41.84	1.95	137.86	40.35	78.33	5.22
Total by Scenario	61.83				116.34				261.76			



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