



Hamilton

Major Transit Station Area Modelling

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September 2023

Context

- Planning around transit is a matter of provincial interest.
- Intensification is a key city-building objective for the City.
- Increased densities along transit corridors contribute to a mix of uses, access to housing, jobs and amenities.
- Provincial Growth Plan identifies density targets for Major Transit Station Areas (MTSAs)
- The City must demonstrate how it will achieve the various targets
- The *Planning Act* also provides a framework for Protected Major Transit Station Areas (PMTSAs)



Study Purpose

1. Delineate the boundaries for the City's MTSA's/
2. Identify whether or not the City can meet the Provincial density targets for each MTSA.
3. Identify the need for alternative targets.
4. Recommend which MTSA's to identify as PMTSA's.
5. Provide potential approach to implement recommendations within Urban Hamilton Official Plan



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.
- MTSA generally are defined as the area within an approximate **500 to 800 metre radius** of a transit station, representing about a 10-minute walk.
- PMTSAs are subject to provincial approval.



Protected Major Transit Station Area (PMTSA)

- Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAs.
- The Planning Act allows municipalities to identify an MTSA as a “PMTSA” for the purposes of implementing Inclusionary Zoning regulations.
- PMTSAs allows municipalities to have increased certainty over permitted uses, heights and densities due to limited appeals for development once policies/regulations are in place.

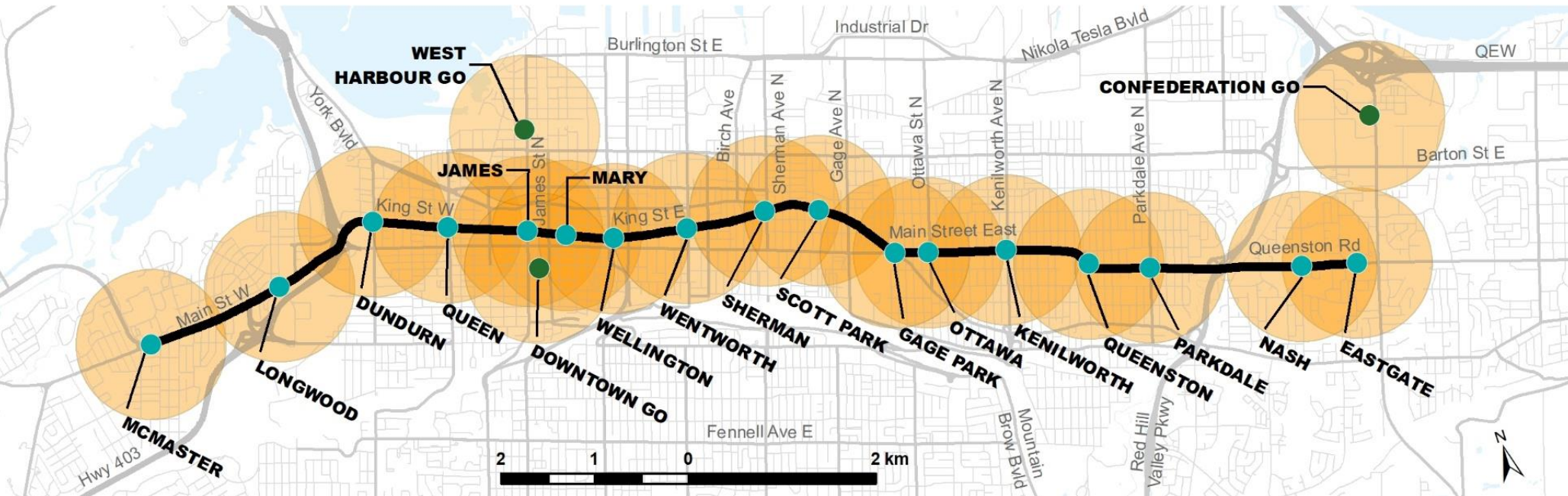


Protected Major Transit Station Area (PMTSA)

In order to designate an MTSA as a PMTSA under Section 16(15) of the Planning Act, the City is must delineate the boundaries of the PMTSAs in its Official Plan and identify the following:

- Minimum people and jobs per hectare
- Authorized use of the land in the PMTSA
- Minimum densities within PMTSAs

Major Transit Station Area (MTSAs)



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

Approach

1. Delineate MTSA
Boundaries

2. Define
Intensification
Areas within MTSA

3. Model Build Out
Growth Potential

4. Identify Small
Scale
Intensification
Opportunities

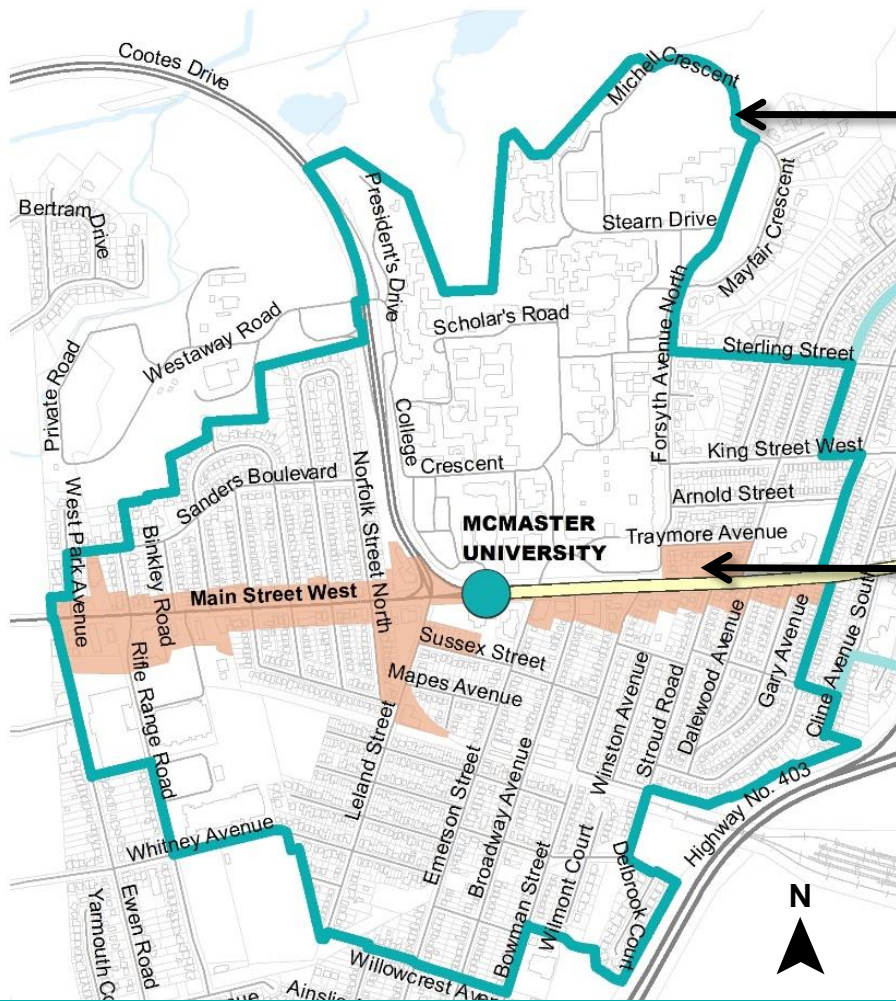
5. Estimate
Pop/Employment
Yields

6. Calculate
Resulting Density

Approach for Delineating MTSA

- Similar to other approaches undertaken in other municipalities
- Maximizes the size of the area based on an interpretation of the 800 metres radius and walking distance from the stop
- Includes whole blocks
- Includes all uses within 800 metres, such as parks, institutional uses, mixed use areas, residential neighbourhoods, commercial uses, etc.
- Considers street/highway/rail corridors for edges/boundaries
- Intensification Areas were identified in each MTSA in areas where intensification could appropriately occur (e.g., no established neighbourhoods).
- Modelling was only completed for the Intensification Areas

Approach for Delineating MTSA



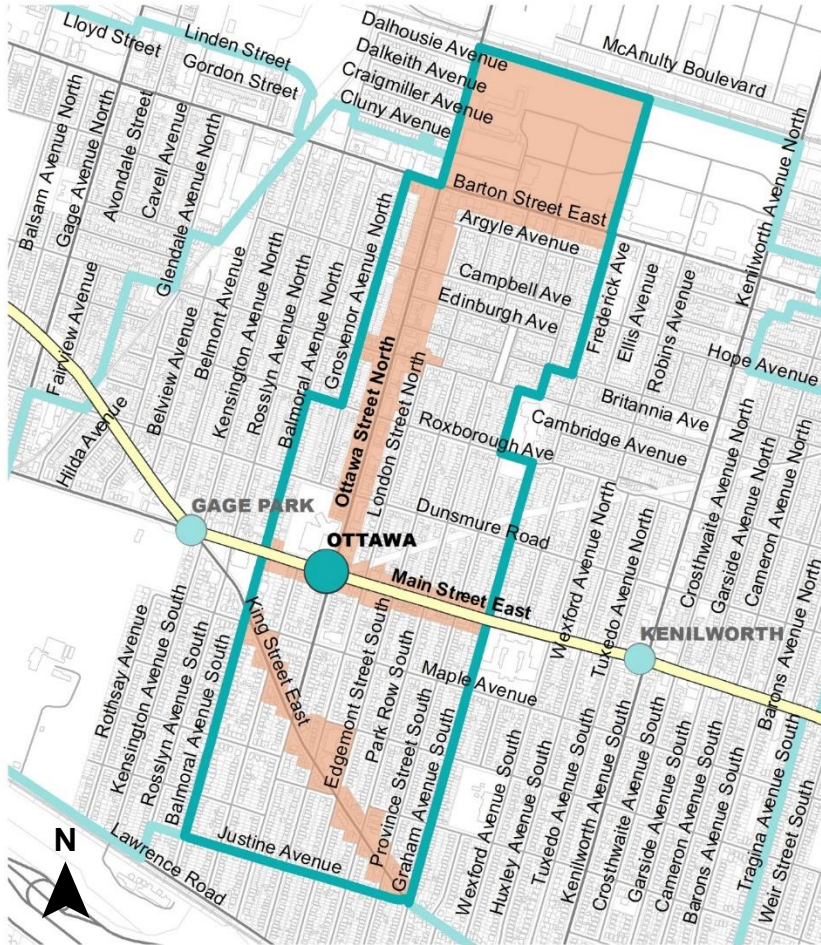
MTSA Boundary

(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 MTSAs boundary includes whole blocks.
- 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).

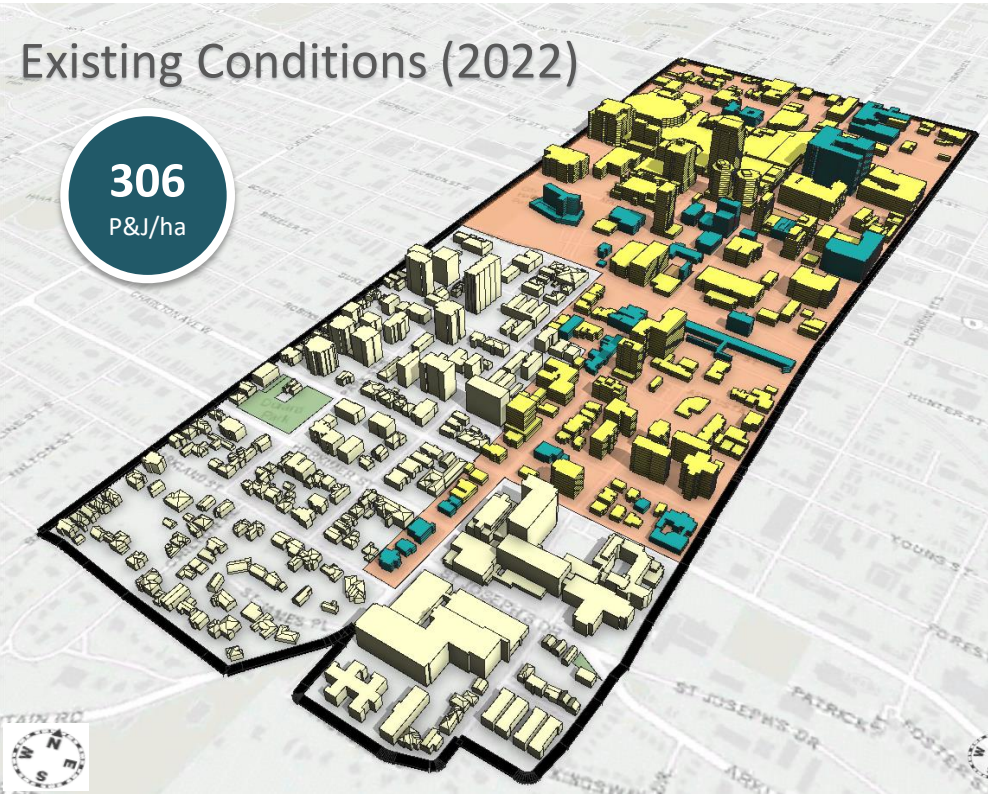
General Assumptions

- 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
- Opportunities 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 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

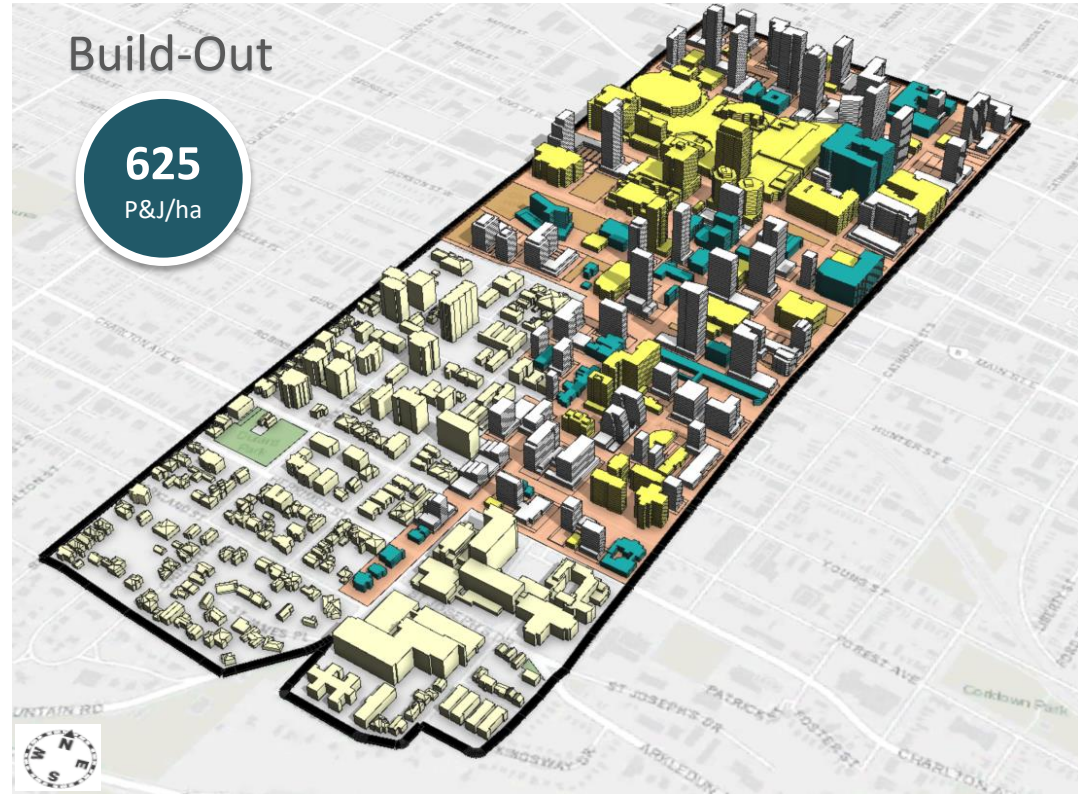
Existing Conditions (2022)

306
P&J/ha



Build-Out

625
P&J/ha

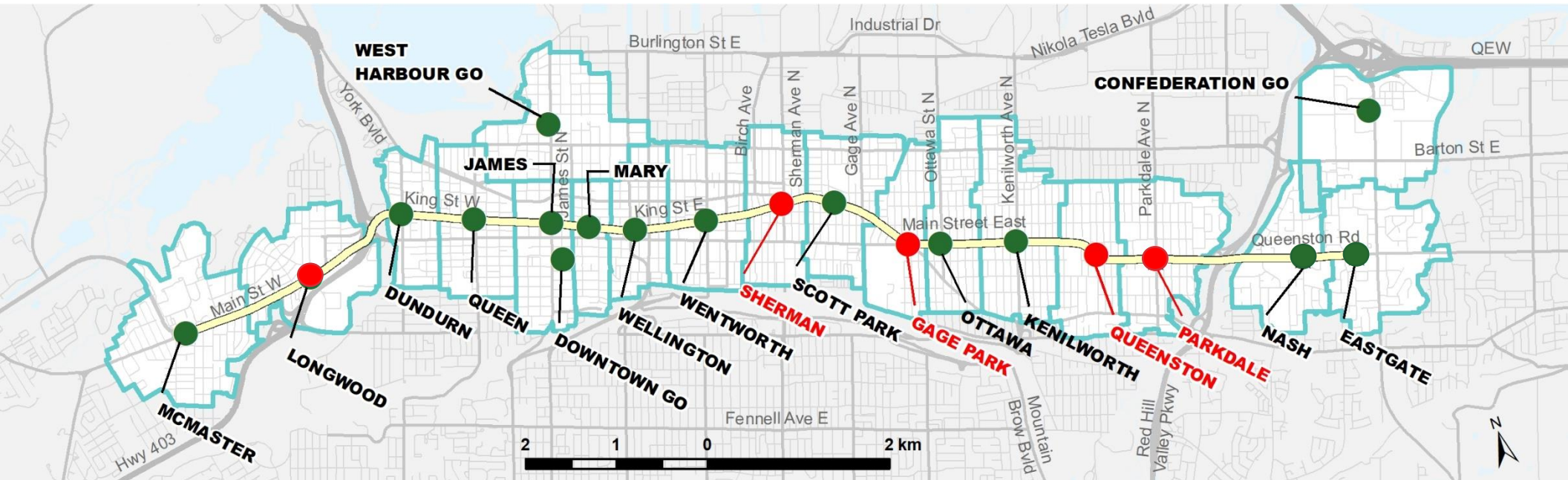


James MTSA

14 of 19 MTSAs can meet the minimum density target

Five (5) MTSAs may require alternative/lower
targets

Preliminary Results



● Achieved Min. Target

● Below Min. Target

Station Area	MTSA Area (ha)	Existing Density (P&J/ha, 2022)	Projected Future Density (P&J/ha, Build-Out)
1. McMaster	200.1	87	175
2. Longwood	155.3	66	126
3. Dundurn	82.5	73	161
4. Queen	127.1	177	352
5. James / Downtown Hamilton GO	105.1	306	625
6. Mary	59.4	177	603
7. Wellington	97.3	128	292
8. Wentworth	136.4	104	187
9. Sherman	114.3	80	142
10. Scott Park	128.3	79	185
11. Gage Park	107.6	54	126
12. Ottawa	116.6	74	204
13. Kenilworth	167.1	69	162
14. Queenston	115.2	57	134
15. Parkdale	150.9	50	135
16. Nash	119.1	52	161
17. Eastgate	158.3	61	184
18. Confederation GO	188.8	39	161
19. West Harbour GO	174.0	105	152
Summary	2,503.5	91	225

Potential MTSAs Requiring Alternative Targets

- Longwood: 126 PJH
- Sherman: 142 PJH
- Gage Park: 126 PJH
- Queenston: 134 PJH
- Parkdale: 135 PJD

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

Recommendations

- Consider identifying all MTSAs as PMTSAs under the Planning Act:
 - Allow the City to maximum flexibility for implementation of Inclusionary Zoning
 - Provide greater certainty with respect to land use and built form
- Update Official Plan to include MTSAs as part of the planned urban structure (mapping alignment)

Key Policy Directions from Planning Act

- 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.

Next Steps

- Consult with stakeholders and the public on the findings of the draft report
- Update boundaries and modelling based on feedback
- Finalize report and recommendations
- Report back to Planning Committee