Major Transit Station Areas

Report Addendum

MCR GRIDS 2
Moving Forward Together

February 2026

DILLON CONSULTING

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EXECUTIVE SUMMARY

Introduction

Planning for higher order transit and intensification is a key component of Hamilton's growth strategy. Transit-oriented development is an approach that locates growth within walking distance of rapid transit stations, such as Hamilton's planned Light Rail Transit (LRT) stops and GO stations. The focus is on improving quality of life by creating sustainable and livable pedestrian oriented, mixed-use communities that respect the character of an area while providing for more compact growth. Density, which refers to the number of people occupying an area, is an important contributor to make higher order transit viable.

The City of Hamilton has delineated 19 Major Transit Station Areas (MTSAs), which include 17 planned LRT B-Line stops and three GO Transit rail stations. MTSAs are the areas including and around any existing or planned higher order transit station or stop within a settlement area and can be defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. 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.

Purpose

The purpose of the GRIDS 2: Major Transit Station Areas Report Addendum is to document the results of stakeholder and public consultation activities undertaken in 2023, describe the changes to the density modelling work that resulted from engagement and staff consultations, and to present the final updated recommendations for the 19 MTSAs. Please refer to the methodology described in the 2023 August Report for a detailed overview of the process used to determine potential build-out density in the MTSAs. Note that this report integrates updates to certain modelling inputs and assumptions and the density estimates presented in this Addendum Report supersede the findings presented in the August 2023 Major Transit Station Areas Final Report. The contents of this Report and the August 2023 Report provide the technical basis for the City's MTSA Official Plan Amendment.

Consultation

Over the course of October and November 2023, the City undertook a series of engagement activities to further inform the MTSA work. A total of five consultation events (four in person, one virtual) were held to engage with staff, residents, business owners and other interested stakeholders. Feedback was collected on the 2023 MTSA boundaries, the locations for intensification within the MTSAs, and other feedback related to development in the MTSAs. The feedback informed revisions to the MTSA and Intensification Area boundaries.

Updates to Key Findings and Results

In general, the overall approach and methodology for assessing the growth potential and potential density for the MTSAs remains consistent with the material presented in the August 2023 Report. However, as a result of the consultation and engagement activities with Staff, stakeholders and members of the public a number of changes were incorporated into the latest MTSA density modelling. The key changes can be summarized as outlined below.

- Revisions to the MTSA boundaries and adjustments to the individual intensification areas to take into consideration further opportunities for growth and development.
- The relocation of the Dundurn stop along Dundurn Street to be closer to Main Street West instead of along King Street, reflecting the most up to date routing plan for the LRT.
- The inclusion of the latest approved development applications into the density calculations and 3D model.
- Recognition and inclusion of the most up to date heritage datasets into the modelling process.
- Revisions to the assigned land use categories taking into account parcel depth:
    - Parcels with a depths of <30m were identified as Mixed Use Neighbourhood Transition.
    - Parcel with a depths of +/-35m or greater were identified as Mixed Use – Commercial Main Street.
    - Larger parcels with significant size and depth close to the Downtown were identified as Mixed Use – Major Corridor, aligning with the general land use categorization along the LRT corridor and their proximity to the LRT compared to parcels further east.
- Updated the average residential apartment unit size assumptions from 106.2 m^2 to 90 m^2 based on the 2024 Housing Needs Assessment, market trends and policy objectives for larger family housing. In addition, the "net-to-gross" efficiency factor has been adjusted from 65% to 70%. This model-based ratio is lower than observed "on-the-ground" conditions because the CityEngine software calculates gross floor area without deducting for interior partitions or exterior cladding.
- Adjusted the PPU assumption for high-density dwellings from 1.663 PPU to 1.721 PPU. This revision aligns with the forecasted occupancy rates established in the 2024 Development Charges Background Study prepared by Watson & Associates Economists Ltd.
- Updated assumptions for work from home employment to be consistent with the latest city-wide employment growth trends (adjusted from 2.8% to 5%).
- Updated assumptions for accessory dwelling units, taking into account the latest updates to the Urban Hamilton Official Plan, incorporating a blended approach to ADUs.

Results and Recommendations

Based on the methodology and refinements made through consultation, the City's current planning framework enables it to meet and exceed the minimum density targets set by the Province, with all 19 MTSAs expected to meet or exceed these targets. It is recommended that the findings of the MTSA work

are implemented through an Official Plan Amendment (OPA) and considering designating some or all MTSAs as Protected MTSAs under the *Planning Act*. The next steps include presenting the findings to the Planning Committee, receiving final feedback, preparing an OPA, consulting on the OPA, and bringing it forward for adoption.

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Downtown Hamilton GO Station located in the James Street MTSA. (Photo credit, Sevenstock Studio)

1.0 Introduction

1.1 Background and Study Purpose

Major Transit Station Areas (MTSAs) are the areas including and around any existing or planned higher order transit station/stop within a settlement area and can be defined as the area within an approximate 500 to 800 metre radius of a transit station/stop, representing about a 10-minute walk. The City of Hamilton has delineated 19 MTSAs which include the seventeen (17) planned Light Rail Transit B-Line stops and the three (3) GO Transit rail stations (note that the Downtown Hamilton GO Station and James LRT stop are combined into one MTSA). As part of the City of Hamilton's Municipal Comprehensive Review (MCR) process (known as GRIDS 2) to comprehensively update the Urban and Rural Hamilton Official Plans, the City has been working to finalize the long-term policy directions for growth and development across the City, including in these 19 strategic growth areas.

The City is well on its way to completing the MCR. To satisfy the Urban Area conformity-related updates, 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 Official Plan Amendments (OPA) 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 other conformity-related amendments.

Urban Hamilton Official Plan Amendment 167 and Rural Hamilton Official Plan Amendment 34 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 UHOPA 167 and RHOPA 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 neighbourhood and employment uses. This decision was later reversed by the Province through the *Planning Statute Law Amendment Act*, 2023 (Bill 150).

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 stop and station locations was completed. No Provincial modifications were made to the City's general MTSA policies and mapping of the existing and planned higher order transit routes or the locations of the LRT stops or Go Transit rail stations.

On September 19, 2023 the draft boundaries, minimum density targets and general policy directions for the 19 MTSAs was presented to the City's Planning Committee through Report PED23105, along with a supporting technical report prepared by Dillon Consulting entitled "Major Transit Station Areas, Final Report, August 2023". At the Planning Committee meeting, the Planning Division staff received direction to undertake a series of public and stakeholder consultation activities and incorporate relevant aspects of the feedback into the proposed finalization of the MTSA boundaries and general policy directions.

1.2 Addendum Purpose

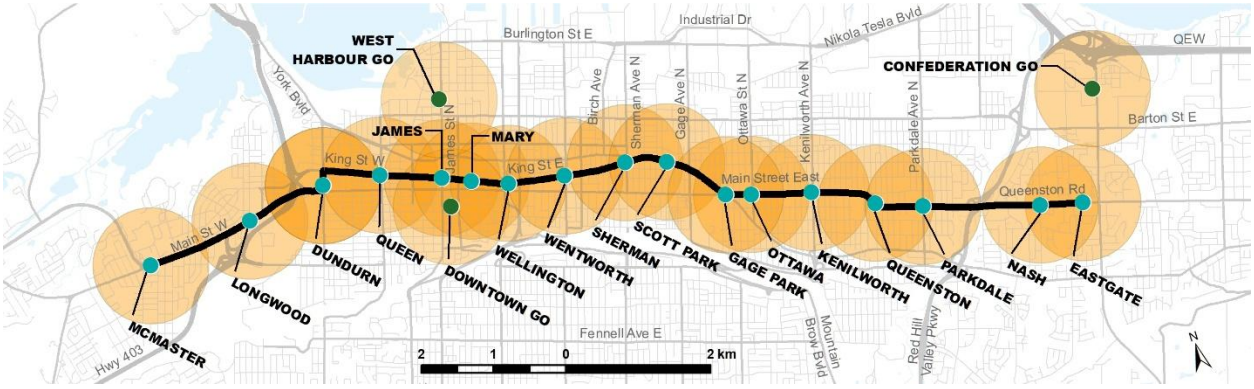
The purpose of the following Addendum Report is to document the results of the stakeholder and public consultation activities undertaken in 2023 and to present the final updated recommendations for the 19 MTSAs. The findings of this Addendum Report supersede the findings presented in the August 2023 Major Transit Station Areas Final Report and provide the technical basis for the following elements of the City's MTSA Official Plan Amendment:

- Revision to certain Major Transit Station Area boundaries;
- Resulting minimum density targets; and
- Recommendations for which MTSAs should be defined as "Protected Major Transit Station Areas" (PMTSA) under the *Planning Act*.

1.3 Updates to Study Area

The Study Area includes twenty (20) higher order transit stops - seventeen (17) LRT stops and three (3) GO Transit rail stations - and associated 800 metre buffers. **Figure 1.1** identifies the corresponding Provincial density targets of 160 people and jobs per hectare for LRT stop areas and 150 people and jobs per hectare for GO Transit rail station areas. The Study incorporates changes to the LRT route at the 403 crossing along with the revised location for the Dundurn LRT stop. **Table 1.1** provides a list of the MTSAs and associated minimum density targets.

Figure 1.1: Final Study Area - Hamilton's Major Transit Station Areas (September 2025)



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

Table 1.1: Major Transit Station Areas

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

1.4 Overview of Policy Context

The following section provides a brief overview of the relevant provincial policy considerations, taking into account the new Provincial Planning Statement, 2024, which came into force and effect on October 20, 2024. Refer to the "Major Transit Station Areas, Final Report, August 2023" and associated Planning Division report PED23105 for a fulsome summary of the earlier policy context for MTSA planning in Ontario.

The provincial policy context has shifted during course of this assignment.

When the technical analysis for this assignment was being undertaken between 2021 and 2024, the provincial planning policy context experienced considerable change. Of relevance for this assignment, the Province of Ontario, revoked the designation of the Greater Golden Horseshoe Growth Plan Area through *Ontario Regulations 328/24* and *329/24*, effectively sunsetting the Growth Plan for the Greater Golden Horseshoe and issued a new Provincial Planning Statement (2024). The former Provincial Policy Statement was also replaced by the new Provincial Planning Statement (PPS) (2024). The policy framework change to combine the Growth Plan and Provincial Policy Statement into one, new planning document was intended to streamline development review to provide increased opportunities for housing. While this represents a significant shift in how municipalities plan and coordinate growth across the Greater Golden Horseshoe, the specific MTSA planning policies from the Growth Plan were largely unchanged[1]. The following sub-sections outline the key provincial policies for MTSAs.

The Province defines Major Transit Station Areas.

The term MTSAs is defined in the PPS (2024) as "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. MTSAs generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". The definition in the new PPS (2024) is the same as definition in the revoked 2019 Growth Plan for the Greater Golden Horseshoe (PPS 2024, Definitions, page 48).

Major Transit Station Areas are to be the focus of future growth and intensification.

The PPS (2024) directs municipalities to plan for growth and intensification within MTSAs. MTSAs are strategic growth areas and are to be a focal point for future growth and development within settlement areas (PPS 2024, 2.3.1.1).

Municipalities are required to delineate MTSA boundaries.

The PPS (2024) directs municipalities to delineate MTSA boundaries in Official Plans. The Province does not provide technical guidance for how boundaries are to be delineated, only that they should generally be between 500 and 800 metres and be maximized in size to capture the largest number of potential transit users within walking distance of the station (PPS 2024, 2.4.2.1).

Municipalities shall plan to achieve minimum density targets.

[1] While transition matters remained outstanding during the initial drafting of this Report, the Province has since addressed these requirements; notably, these updates result in no impact to MTSAs.

The PPS (2024) identifies minimum density targets for MTSAs based on the type of higher order transit service provided, identifying minimum density targets of 200 people and jobs per hectare for areas served by subways, 160 people and jobs per hectare for light rail or bus rapid transit and 150 people and jobs per hectare for areas served by commuter or regional rail. Municipalities are expected to adopt plans that achieve the minimum density target based on the corresponding service within each MTSA. The PPS (2024) directs municipalities to plan for land uses and built form that support the achievement of minimum density targets and the redevelopment of surface parking lots within MTSAs (including any commuter parking lots) to be transit supportive, complete communities (PPS 2024, 2.4.2.2, 2.4.2.3).

Municipalities can designate certain MTSAs as Protected Major Transit Areas to leverage additional *Planning Act* permissions

The *Planning Act* allows municipalities to designate specific MTSAs as "Protected MTSAs" (PMTSAs). Identifying an MTSA as a PMTSA affords municipalities with the ability to implement inclusionary zoning regulations for affordable housing provision and shields certain planning permissions from future appeals (provided Council decisions are consistent with the MTSA specific policies in the Official Plan). Municipalities must identify specific elements in the Official Plan in order to designate an area as PMTSA, including (a) the minimum number of residents and jobs per hectare that are planned to be accommodated within the area; (b) the authorized land uses in the MTSA and of buildings or structures on lands in the area; and, (c) the minimum densities that are authorized with respect to buildings and structures in the area[2]. The Act also stipulates that no official plan may include policies that require the provision of parking facilities (other than bicycle parking) for lands within an MTSA or PMTSA[3].

Notably, with the introduction of Bill 60, *Fighting Delays, Building Faster Act*, 2025, the *Planning Act* grants the Minister the authority to approve Official Plan Amendments regarding the authorized use of land, buildings, or structures within a PMTSA. This shift provides the Province with final decision-making power over land-use changes that may impact housing supply near key transit infrastructure (*Planning Act*, Section 16, Subsection 18.1)

Alternative minimum density targets which are lower than the Provincial standard may be approved, where certain conditions exist.

The PPS (2024) recognizes that there are circumstances where the characteristics of a particular MTSA restricts the achievement of the applicable minimum density targets. The provincial policy framework allows for instances where development is prohibited by provincial policy or development is severely restricted on a significant portion of lands within the delineated area or there are a limited number of residents/jobs associated with the built form, but a major trip generator or feeder service sustains high ridership at the station/stop. Examples of major trip generators which might not have a high level of residents and jobs but attract a high number of transit users would be community hubs, large parks and recreation destinations, public service facilities or other mixed-use areas. While the expectation is that municipalities plan to achieve and/or exceed minimum density targets, some municipalities may have one or more MTSAs with alternative targets which are lower than the minimum targets. For example, in

[2] See Planning Act, Section 16.15.
[3] See Planning Act, Section 16.22.

the Region of Waterloo three (3) of the twenty three (23) MTSAs associated with the ION LRT network are below the minimum density target of 160 residents and jobs per hectare[4] (PPS 2024, 2.4.2.4).

[4] The Laurier-Waterloo Park MTSA is planned to achieve 95 residents and jobs per hectare due to presence of Waterloo Park and the University of Waterloo which is considered to be a major trip generator. The Block Line MTSA is planned to achieve 80 residents and jobs per hectare and includes a large city park, two schools, an arena and a rail corridor and natural heritage areas with limited development potential. The Delta MTSA is planned to achieve 120 residents and jobs per hectare and has limited redevelopment potential due to the presence of active industrial uses, a large rail corridor, natural heritage features and existing/established low density residential uses.

West Harbour GO (Photo credit, Kerry Shaw)

2.0 Consultation Summary

2.1 Overview of Consultation Events

Over the course of October and November 2023, the City undertook a series of engagement activities for the MTSA work. A total of five consultation events (four in person, one virtual) were held to engage with staff, residents, business owners and other interested stakeholders. The schedule of events are summarized in **Table 2.1** below. The purpose of the consultation events was to collect feedback on the 2023 MTSA boundaries, the assumed locations for intensification within the MTSAs, and any other feedback related to development in the MTSAs. In addition to the formal consultation events, the project included a dedicated web page through Engage Hamilton where the City could capture web-based feedback on the MTSA boundaries and intensification areas. The following section provides a summary of the feedback and how it was incorporated into the final MTSA work.

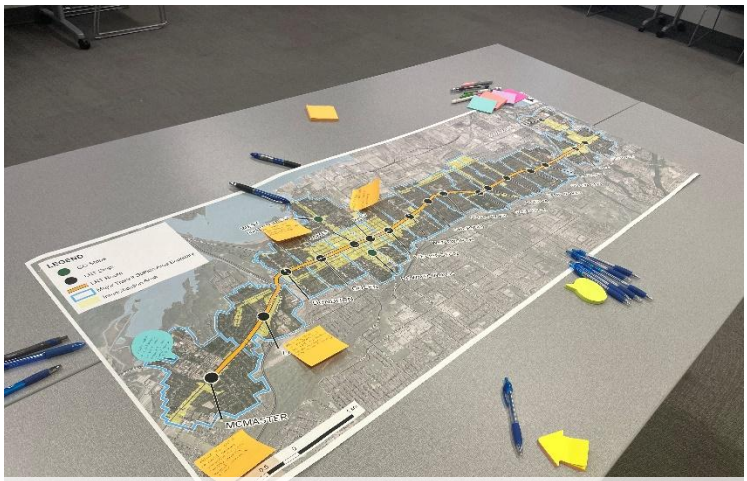
Table 2.1: Consultation Events

Event	Details
Virtual Public Information Meeting	Tuesday, October 10, 2023 6:00PM – 8:00PM (26 Participants)
Open House 1 Hamilton Public Library - Central Library	Thursday, October 12, 2023 6:00PM – 8:00PM (8 Participants)
Open House 2 Dr. John M. Perkins Centre	Tuesday, October 17, 2023 6:00PM – 8:00PM (10 Participants)
MTSA Staff Workshop City Hall	Friday, November 10, 2023 (18 Participants)
In-person Agency Focus Group Dr. John M. Perkins Centre	Friday, November 24, 2023 1:30PM – 4:00PM (14 Participants)

2.2 Consultation Summary

Public Events Summary

At the in-person event, attendees were able to review poster boards and provide comments on specific MTSAs, review the draft MTSA boundaries and learn about the project background and intent. Staff and consulting team members were available to answer questions and listen to feedback. There was a large map where ideas could be placed. At the virtual event, attendees were able to listen to a presentation to learn about the project. Staff and consulting team members were available to answer questions.



Map and comments from public engagement event at the Hamilton Public Library (Photo credit, Dillon Consulting)

Table 2.2 below summarizes the feedback from the three public events.

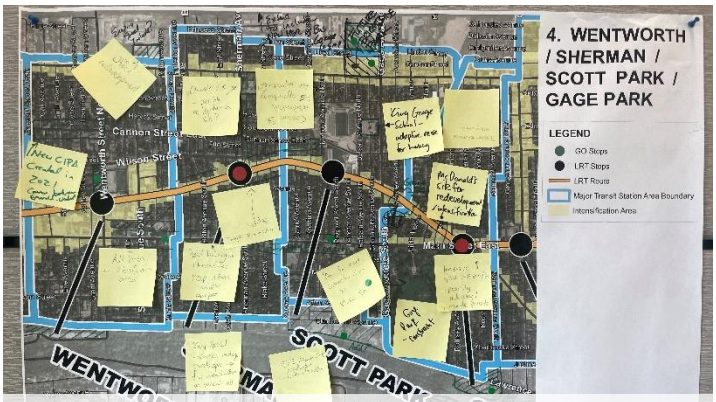
Table 2.2: Summary of Engagement Input Received at the Public Events

Theme	Feedback
Feedback on MTSA Boundaries and Modelling Assumptions	• Modelling exercise should consider more opportunities for mid-rise development outside of the intensification area but within the broader MTSAs. • Consider underutilized sites, such as parking lots, in the mapping of the MTSA Intensification Areas (IAs). • Examine opportunities for additional height and density beyond the current plans for the McMaster MTSA. • Consider additional opportunities for intensification near the West Harbour GO station (e.g., along Barton Street). • Examine the potential for the Smart Centres site to be part of the IA within the Centennial Go MTSA. • Consider additional intensification opportunities along Main Street East within the Gage Park MTSA. • Consider expanding the IAs along Centennial Parkway South (Eastgate MTSA), Kenilworth Avenue South (Kenilworth MTSA), Parkdale Avenue South (Parkdale MTSA), and King Street East (Kenilworth MTSA, Queenston MTSA). • Consider expanding the Ottawa and Kenilworth MTSAs to the south along Lawrence Road. • Explain the current opportunities for gentle intensification (up to 4 units).
Future Planning Considerations	• Incorporate Business Improvement Areas (BIAs) BIA into the process to address the displacement of commercial units. • Consider gentrification concerns and policy direction on future displacement.

Theme	Feedback
	• Identify opportunities for collaboration around affordable housing provisions to address affordability concerns. • Consider demand for student housing within the McMaster MTSA. • Consider accessibility concerns (e.g., sidewalks) to access the LRT. • Consider the location of parking as part of this planning exercise. • Consider land use compatibility when planning for growth close to the existing CN Rail yard abutting the West Harbour GO MTSA. • Incentivise development along the corridor where there may be contamination/brownfields. • Development regulations should be reviewed to consider parking impacts on surrounding neighbourhoods (the idea that reduced parking standards may result in parking overflows on surrounding streets). • While a number of the areas have up-to-date zoning and/or secondary planning, the City should consider the entire area as one large strategic growth area and comprehensively plan for the future needs of the corridor (transportation, infrastructure, parks, recreation, community facilities, affordable housing, etc.). • Consider using a Community Planning Permit System for the MTSAs to speed up new housing developments to help Hamilton reach its growth targets while allowing the municipality to have more say on urban design, including the built form and quality of the housing stock.

Clarifications Needed	• Provide clarity on the following:
	  ○ What is the difference between a Protected MTSA and an MTSA.
	  ○ Why is the MTSA density measured at a full build out model, rather than 2051 like the Growth Plan?
	  ○ How does this work feed into the density/intensification targets City-wide?
	  ○ Has consideration been given on the phasing of construction for major development projects and how it aligns with the LRT?

City Staff Summary



Map and comments from staff workshop (Photo credit, City of Hamilton)

At the City-led staff workshop there was representation from staff specializing in transportation and development planning, engineering services, housing, heritage and urban design, LRT and transit, public engagement, and economic development. Attendees circulated around the room to six different tables, each with maps of sections of the lower city which are part of the MTSA planning area. Feedback was gathered on the boundaries of the MTSAs and IAs by using sticky notes, markers, and green and red dots to indicate agreement or disagreement with comments provided by other staff. City staff also had the opportunity to comment on the strengths, weaknesses, opportunities, and threats to each MTSA and provide any additional comments to inform the planning exercise. **Table 2.3** below summarizes the feedback from attendees at the staff workshop.

Table 2.3: Summary of Engagement Input Received from City Staff

Theme	Feedback
Feedback on MTSA Boundaries and Modelling Assumptions	• Consider the shallow property depths along corridor for the IA, which may require to include more land deeper into the neighbourhoods for intensification. • Consider contiguous IAs between MTSAs (i.e., Barton Street, Main Street West). • Extension of the MTSA boundary may be needed in some areas to capture developments that can contribute to density (i.e., redevelopment of Brock Campus at King and Lawrence Road). • Identify additional intensification opportunities west and east of McMaster. • Review intensification opportunity for churches, school sites and parking lots in the various MTSAs. • Limit intensification in the Westdale Village Core on King Street West to preserve the heritage landscape (Longwood MTSA). • Focus intensification along Main Street West near the 403 (Longwood MTSA). • Consider including the east side of Frid Street in the Longwood MTSA. • Examine additional opportunities for intensification on Dundurn from Hill Street to Aberdeen (Dundurn MTSA). • Consider including additional intersections within the Queens MTSA boundary (e.g., Charlton/Locke). • Consider additional intensification areas along areas such as King, Main, James, Locke, and York while respecting heritage buildings and streetscapes. • Include towers in Bay Street North area as part of intensification.

Theme	Feedback
	• Consider extending the Intensification Area along Cannon from Ottawa (Gage MTSA), Lawrence Road (Queenston MTSA), along Cannon extending from Kenilworth west towards Ottawa St. (Kenilworth MTSA), Centennial and/or Queenston corridors (Eastgate MTSA), Main St East (Scott Park MTSA), Victoria Avenue North to Barton (Wellington MTSA), and Main Street (Wentworth MTSA). • Add properties along Barton Street between James and Wellington in Intensification Area for (West Harbour MTSA). • Re-evaluate the West Harbour MTSA boundary to be along Wellington Street North to Barton. • Extend West Harbour MTSA to Burlington. • Include all of Jamesville redevelopment site at James Street North and Strachan. • Consider job potential for the Barton-Tiffany lands. • Explore density opportunities for lands north of Hunter Street East. • Consider new Community Improvement Plan Area around Cannon Street East and Wentworth (By-law 21-163, 21-164) (Wentworth MTSA) • Consider northward extension of Sherman MTSA to include new HSR bus garage. • Focus IAs on vacant lots to protect heritage features (Sherman MTSA). • Plan for more intensification on Main Street East (Scott Park MTSA). • Remove approved future parkland at Gage Ave. North and Lloyd from Intensification Area (Gage MTSA). • Focus intensification at Centre on Barton (Ottawa MTSA). • Focus density around station locations (Nash MTSA, Queenston MTSA). • Respect the character of historic neighbourhoods along the corridor and in the neighbourhoods around them. Focus redevelopment along commercial main streets and vacant lots/parking lots. • Redevelop parking lots along Ottawa Street (Ottawa MTSA). • Ensure development aligns with approved secondary plan policies and designations. • Ensure that recent major redevelopment applications in the areas are reflected in the density output (i.e., Roxborough in Parkdale, MIP in Longwood).
Planning Considerations for Next Steps / Implementation	• Consider the impact of increased demand on parks and open space, and the pressure for acquisition of lands for these community assets where land is at a premium. • Consider alignment with the IA and MTSA delineations with incentive programs, such as Community Improvement Plans (CIPs) in the areas where they apply. • Consider greater opportunities to introduce mid-rise intensification interior to neighbourhoods to increase density potential. • Broader HSR system redesign (outside of corridor) may inform incentive for redevelopment along north/south corridors, and potential for IAs along these routes.

Engage Hamilton

The Engage Hamilton MTSA Project Page provided an overview of the MTSA project, promoted engagement events, shared project documents, and provided links to various related projects and initiatives. Between September and December 2023, the Engage Hamilton MTSA Project Page had approximately 1,550 visitors.

As part of this project, an interactive mapping tool was created to gather public feedback on the MTSAs. The MTSA Interactive Mapping Tool illustrated the City's draft MTSA boundaries delineations and potential densities that may be achieved in each area, based on existing policies. Visitors to the site had an opportunity to provide their feedback on the draft MTSA boundaries and submit any comments they might have on the project. **Table 2.4** below summarizes the feedback from the MTSA Interactive Mapping Tool.

Table 2.4: Summary of Engagement Input Received from MTSA Interactive Mapping Tool

Theme	Feedback
Feedback on MTSA Boundaries and Modelling Assumptions	• Extend the intensification area along the QEW. • Consider additional intensification opportunities on vacant lands within the MTSAs. • Examine additional development potential in proximity to the West Harbour GO Station and the Confederation Go Station (West Harbour GO MTSA and Confederation GO MTSA). • Revisit the development potential for the former Jamesville site and the Walmart+ Power Centre on Centennial North (Eastgate MTS and Confederation GO MTSA). • Clarity needed why not all MTSA meet the minimum provincial density target. • Consider whether the scale of development that is shown is appropriate. Some MTSAs (e.g., West Harbour GO MTSA) have more development potential than is shown. In addition, most people prefer to live within a 5-minute walk of a GO Transit station rather than a 20-minute walk. • Support densification along transit corridors and reducing the need for car dependency.
Planning Considerations	• Need to emphasize the importance for affordable housing, including deeply affordable housing, in the future development of the MTSAs. • Plan for complete communities, including the amenities and services that are needed to support the anticipated growth.

Agency Focus Group Summary

A focus group was held with various community services and housing providers to ensure that there was an understanding of the MTSA project, and to gather feedback about community needs in the affected areas. The focus group was attended by stakeholders from various sectors. From the housing sector, participants included affordable housing providers and community benefits advocates. The education sector was represented by members from the public school board, post-secondary institutions, and

international student institutions. Additionally, representatives from the City of Hamilton attended, including those from Housing Services, the Housing Secretariat, Public Health, and Zoning departments.

The focus group started with a presentation about the project, followed by break-out group discussions centred on three themes. Participants were able to discuss each of the themes in a small group setting and discuss in a larger group afterwards. **Table 2.5** provides a summary of the focus group discussions.

Table 2.5: Focus Group Summary

Themes	Feedback
Providing a Range of Housing Options "Consider one MTSA or all (see map) discuss what types of housing options are especially needed, and what the opportunities or constraints to providing these options. What planning policies should we have in place to encourage/require these options?"	• Introduce affordable housing near transit, emphasizing a mix of rental and ownership models. • Introduce minimum building heights. • Consider the importance of mixed- use developments, combining residential units with ground floor commercial spaces. • Pressure on existing affordable housing due to rising lot values, which makes economic sense to buy cheaper lots but displaces people from services. • Need for family-friendly housing, including larger units for newcomers and student housing. • Explore if there are potential benefits to include policies that prioritize affordable housing in MTSAs. • Increase the size of the Intensification Areas (e.g., John and James on Barton) (West Harbour GO MTSA). • Consider what social value developers could contribute through offset for heights.
Opportunities to access Public Service Facilities "With a planned increase in densities/ intensification in these areas, what facilities or services are most needed to serve the existing and future population?"	• Input on facilities or services that are most needed to serve the existing and future population: parks, pools, recreation centre, community hubs with housing, childcare, grocery store, pharmacy, food banks, urban farms, community gardens, libraries, faith entities, infrastructure. • Need essential services and amenities in high-density areas, such as focus on residents and the need to avoid creating food deserts. • Consider transportation and connectivity, such as active transportation around services. Transportation planning should align with cycling master plan and consider bicycle storage facilities and car share options. • Integrate municipal services into new developments • Create multi-use community hubs (not just one use on a site). • Protect larger parcels along the corridor for affordable housing and community services.

Themes	Feedback
Improved Social Equity and Overall Quality of Life "How do you think intensification along transit corridors and supporting policies can be used to improve overall quality of life for those living and working in the areas?" "How can these areas showcase best planning principles?"	• Emphasize the importance of greenspaces and amenities, including spaces for people to gather, such as parkettes with seating. Specific locations for gathering spaces include Ottawa Street and Pier 8 (Ottawa MTSA and West Harbour GO MTSA). • Consider the importance of community building and cultural identity, including cultural assets, visible art space, public art, and Indigenous culture and art. • Need for proactive urban planning, such as pre-zoning to make development faster and proactive urban design guidelines. • Apply a climate and sustainability lens to development, including solar opportunities, using alternative energy for dual purpose, and green roofs. • Plan for accessibility and walkability to promote health and wellness and access to community services. • Consider lands north of Melvin Street for inclusion in Parkdale MTSA, or all the way to Barton Street East, if feasible. It was noted that these were very high density already and could improve density output and Barton has opportunity for redevelopment (Parkdale MTSA). • Need family friendly housing for McMaster Graduate Students (McMaster University MTSA). • Note that graduate housing is being developed in the McMaster MTSA area (McMaster University MTSA).

2.3 Incorporation of Feedback

A number of the comments received resulted in specific changes MTSA and Intensification Area boundaries, as well as revisions to various technical assumptions underpinning the model. Key changes are summarized **Section 3.0**. Broader commentary, such as the feedback from the Focus Group meetings which largely discussed longer term needs for building complete communities helped to shape the policy recommendations presented in **Section 4.0**.

Looking from the Downtown to the West Harbour (Photo credit, Wirestock Creators)

3.0 Updates to Key Findings and Results

3.1 Methodology

The following section summarizes the methodology used for the MTSA assessment and highlights the key changes to the modeling assumptions that have been updated since the August 2023 Report. The intent of the assessment is to evaluate the City's ability to meet the applicable density targets for the various MTSA. 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 potential physical capacity to accommodate intensification and resulting total population and employment yields. The methodology included the following main 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 minimum density targets (150 and 160 residents and jobs per hectare).

One of the defining features of the analysis is that it is based on the City's current Official Plan and Zoning By-law that are in force and effect, and that the overall densities are based on build-out estimates. For additional details on the methodology and assumptions, please refer to Chapter 3 of the August 2023 Report.

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 stop 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 4.0** provides a summary and detailed breakdown of the results.

3.2 Modelling Revisions

In general, the overall approach and methodology for assessing the growth potential and potential density for the MTSAs remains consistent with the material presented in the August 2023 Report. However, as a result of the consultation and engagement activities with Staff, stakeholders and members of the public a number of changes were incorporated into the MTSA density modelling. The key changes are summarized.

Step 1 - Defining the MTSAs Boundaries

Revisions were made to the MTSA boundaries to take into consideration further opportunities for growth and development. Key changes to MTSA boundaries include the following:

- Staff identified that the extent of some MTSAs did not necessarily capture lands that yielded significant intensification potential, such as lower density areas, non-developable rights of way and parkland in edge areas for a subset of MTSAs. The MTSA boundaries for McMaster MTSA, Longwood MTSA, Wellington MTSA, Scott Park MTSA, Parkdale MTSA, Nash MTSA, and Eastgate MTSA were revised to optimize the overall density calculation.
- The relocation of the Dundurn stop along Dundurn Street to be closer to Main Street West instead of along King Street, reflecting the most up to date routing plan for the LRT.
- The West Hamilton Innovation District/Frid Street employment area has been added to the Dundurn MTSA.
- The southern boundary of the Queen MTSA has been extended to Charlton Avenue East to align with the existing land use designation.
- The Wentworth MTSA has been revised to encompass the Westinghouse block, which was approved for employment conversion through the Municipal Comprehensive Review.
- The boundaries of the Wellington MTSA to the West Harbour MTSA have been adjusted in the area of Cannon St. East and Wellington St. North to align with the West Harbour Setting Sail Secondary Plan Area that is under the former City of Hamilton Official Plan.
- The delineation of development potential has been shifted from the Scott Park MTSA to the Gage Park MTSA. A review of the parcel fabric identified that the area encompassing Gage Avenue North, Barton Street East, and Rosslyn Avenue North (south of the rail corridor) was previously not included in the 2023 density calculations. This area has now been incorporated, resulting in the Gage Park MTSA exceeding the provincial minimum density target.

- The Kenilworth MTSA has been expanded to include the former Brock campus site.
- The West Harbour GO MTSA has been extended to include lands at the northeast corner of Burlington Street and James Street North.

Appendix A includes a figure that provides a visual summary of the revisions to the MTSA boundaries based on the feedback gathered through the consultation summarized in **Section 2.0** of this report.

Step 2 - Defining the Intensification Areas within the MTSA Boundary

Adjustments were made to the individual Intensification Areas (IA) to take into consideration further opportunities for development. Key changes include:

- The inclusion of the north and south sides of Main Street East in the IA, from Wentworth Street to Gage Avenue, as these lands are part of a Primary Corridor in the City's Urban Structure according to the UHOP. This adjustment positively impacted intensification opportunities for Wentworth, Sherman and Scott Park MTSAs.
- In the Queen MTSA, the IA now includes the entirety of the 52 Main Street West property within its Intensification Area.
- In the Wellington MTSA, the remaining block at the intersection of Victoria Street North and King William has been added to the IA, while the area at the intersection of Wellington and Claremont has been removed due to its function as a parkette space.
- A small extension to the IA in the Eastgate MTSA has been made on Centennial Parkway South to incorporate medium-density properties on the west side, as specified in the Centennial Neighbourhoods Secondary Plan.
- The West Harbour GO MTSA has undergone minor adjustments to its IA, including the Jamesville redevelopment site and other properties identified as having redevelopment potential.

Table 3.1 provides a comparison of the 2023 MTSA and Intensification Area (IA) boundaries. **Appendix A** includes a comparison map showing the 2023 and final 2025 boundaries for both the MTSAs and IAs.

Table 3.1: Comparing the 2023 and 2025 MTSA and Intensification Areas

Station Area	MTSA Area (ha), 2023	MTSA Area (ha), 2025	2023 vs. 2025 MTSA	Percent Change, MTSA Area	IA 2023 (ha)	IA 2025 (ha)	2023 vs. 2025 IA	Percent Change, IA
1. McMaster	200.1	183.7	-16.4	-8%	19.4	19.4	0	0%
2. Longwood	155.3	139.4	-15.9	-10%	38	34.7	-3.3	-9%
3. Dundurn	82.5	99.5	17	21%	20.1	20.9	0.8	4%
4. Queen	127.1	128.2	1.1	1%	55.3	56.1	0.8	1%
5. James / Downtown Hamilton GO	105.1	105.1	0	0%	67.8	67.8	0	0%
6. Mary	59.4	59.4	0	0%	38	38	0	0%
7. Wellington	97.3	88.1	-9.2	-9%	45.9	46.3	0.4	1%
8. Wentworth	136.4	137.9	1.5	1%	30	34.6	4.6	15%
9. Sherman	114.3	114.3	0	0%	12.2	18.6	6.4	52%
10. Scott Park	128.3	103.2	-25.1	-20%	25.5	20.6	-4.9	-19%
11. Gage Park	107.6	138.2	30.6	28%	11.5	22.6	11.1	97%
12. Ottawa	116.6	116.6	0	0%	40	38.8	-1.2	-3%
13. Kenilworth	167.1	167.1	0	0%	37.1	37.1	0	0%
14. Queenston	115.2	119	3.8	3%	10.1	10.1	0	0%
15. Parkdale	150.9	143.4	-7.5	-5%	12.9	12.9	0	0%
16. Nash	119.1	115.8	-3.3	-3%	33.8	33.8	0	0%
17. Eastgate	158.3	148.5	-9.8	-6%	51.6	50.9	-0.7	-1%
18. Confederation GO	188.8	188.8	0	0%	36	36	0	0%
19. West Harbour GO	174.0	175.8	1.8	1%	23	26.5	3.5	15%
Summary	**2,503.4**	**2,472.0**	**-31.4**	**-1%**	**608.2**	**625.7**	**17.5**	**3%**

Step 3 - Modelling the Build-Out Potential within the MTSA

This part of the methodology involves the construction of a 3D model using ArcGIS' CityEngine to estimate the total intensification potential in each MTSA (expressed in floorspace). Key revisions to the model and assumptions include:

- The model has been updated to incorporate the latest approved development applications as of November 2024, which were generated by City GIS staff.[5] These updates ensure that the modeling reflects the most current approved developments, providing a more accurate representation of the built environment. Graphically, these buildings are illustrated in red in the 3D model to distinguish them from other building models. The 3D building models in the IA were

[5] Approved development outside an Intensification but within an MTSA was included in the growth estimate calculations as part of Step 4.

provided by City staff, and represent approved development applications either through Zoning By-law Amendment or Site Plan.

- Recognition and inclusion of the most up to date heritage datasets into the modelling process, which includes applying a slightly different approach to the heritage properties within the Downtown MTSAs and those outside of the Downtown. A more nuanced approach was applied to the four Downtown MTSAs due to the high number of heritage properties in that area. Additionally, it is important to note that in both the Downtown and outside of the MTSAs, several existing tall buildings retained in the model are also listed or registered heritage sites. Graphically, many of these are shown as existing high density even though they also hold heritage value. The following considerations were applied as of January 2025:
    - MTSA Outside of Downtown:
        - Designated & Registered Heritage Properties: Assumed 0% development.
        - Listed Heritage Properties: Retained ~25% from the original inventory.
    - Downtown MTSAs:
        - Designated Heritage Properties: Assumed 0% development.
        - Registered & Listed Heritage Properties: Retained ~50%.
- Revisions to the assigned land use categories taking into account parcel depth:
    - Parcels with a depths of <30m were identified as Mixed Use Neighbourhood Transition.
    - Parcel with a depths of +/-35m or greater were identified as Mixed Use – Commercial Main Street.
    - Larger parcels with significant size and depth close to the Downtown were identified as Mixed Use – Major Corridor, aligning with the general land use categorization along the LRT corridor and their proximity to the LRT compared to parcels further east.
- Revisions to the average net unit size assumptions to 90 m^2 (rounded up from 88.8 m^2) based on the following:
    - Updated the average apartment sizes and market shares (by unit type) to reflect both the existing building base and recent development trends. The unit size updates align with the 2024 Housing Needs Assessment, except for 3+ bedroom units, which were increased to 1,100 sq. ft. to reflect recent trends and policy objectives for larger family housing. The market shares for studio and 3+ bedroom units were moderately increased, with a corresponding reduction in 1- and 2-bedroom shares, reflecting market demand and family-sized housing goals.[6]

[6] MPAC (2022). Condos getting smaller, detached homes getting bigger, October 19, 2022. https://www.mpac.ca/en/News/PressRelease/CondosgettingsmallerdetachedhomesgettingbiggerO
MPAC (2024). From spacious homes to compact condos: MPAC data reveals shifting housing trends across Ontario, December 5, 2024. https://www.mpac.ca/en/News/PressRelease/spaciousHomesCompactCondosMPACdatarevealsshiftinghousingtrendsacrossOntario

- Adjusted the "net-to-gross" efficiency factor from 65% to 70%. This model-based ratio is lower than observed "on-the-ground" conditions because the CityEngine software calculates gross floor area without deducting for interior partitions or exterior cladding. Therefore, the 70% efficiency rate used in the modeling serves as a functional proxy for a standard 85% net-to-gross ratio, aligning with typical development expectations for Major Transit Station Areas (MTSAs).
- **Table 3.2** below provides additional detail on the housing mix and unit size assumptions.

- Updated assumptions for work from home employment to be consistent with the latest city-wide employment growth trends (increased from 2.8% to 5%).
- Updated the classification for potential future land use of the Confederation GO lands, reclassifying buildings in the transition areas near the industrial areas as "Mixed-Use Office Dominant."

Table 3.2: Residential Units Space per Unit

Unit Type	Unit Size (Sq. M.)	Share	Weighted Average (Sq. M.)	Average Unit Size
Studio Units	37	8%	3	--
Small Units	56	57%	32	--
Medium Units	74	30%	22	--
Larger Family-Sized Units	102	5%	5	--
Sub-Total	67	100%	62	--
Building Efficiency Factor (70% for residential/mixed use buildings)			70%	88.8

Step 4 - Identifying Small-scale Intensification Opportunities

This step in the methodology involves estimating opportunities for small scale intensification outside of the Intensification Areas, primarily through ADUs and opportunities for infilling.

- Updated assumptions for accessory dwelling units, taking into the latest updates to the Urban Hamilton Official Plan, incorporating a blended approach to ADUs (see Step 4 for additional details).
- A small number of "soft sites" outside of the Intensification Areas were accounted for in the assessment. Examples of soft sites include approved developments and sites with high re-development potential but which are located outside of the Intensification Areas.

Step 5 - Estimating Population and Employment Yields:

The methodology used for calculating the estimated population and employment yields based on a set of assumptions regarding Persons Per Unit (PPU) and average net floors space size for the overall housing mix along the corridor. While the methodology for presented in the August 2023 Report is the same, the following key revisions were made to the assumptions:

- Adjusted the PPU assumption for high-density dwellings from 1.663 PPU to 1.721 PPU. This revision aligns with the forecasted occupancy rates established in the 2024 Development Charges Background Study prepared by Watson & Associates Economists Ltd.

Step 6 - Calculating the resulting densities for comparison to the Growth Plan targets:

The methodology used for calculating the resulting densities is the same as the methodology presented in the August 2023 Report.

3.3 Final Results

Table 3.3 and **Table 3.4** summarize the results, showing the estimated build-out densities for each MTSA. According to **Table 3.3**, the 19 MTSAs collectively have the potential to accommodate a total of 588,452 people and jobs, with an overall density of 238 residents and jobs per hectare, based on the current approved Urban Hamilton Official Plan permissions. As indicated in **Table 3.4**, considering the existing number of 232,415 residents and jobs and the build-out potential of 551,743 people and jobs, the MTSAs have the potential to accommodate an additional 319,328 people and jobs between now and build-out. When factoring in the potential for small-scale intensification, there is potential to accommodate an additional 36,709 residents, bringing the total to 356,037 additional residents and jobs. **Appendix B** provides the summary of the station by station density calculations.

Table 3.3: Density Results

Station Area	MTSA Area (ha.)	No. of Existing Residents and Jobs (2025)	Existing Density (Residents & Jobs/ha)	Estimated No. of Future Residents and Jobs (Build Out)	Estimated Future Density (Residents & Jobs/ha, Build-Out)	Change in Density (percent)
1. McMaster	183.7	16,804	91	35,222	192	110%
2. Longwood	139.4	10,584	76	25,273	181	139%
3. Dundurn	99.5	7,400	74	18,118	182	145%
4. Queen	128.2	23,808	186	47,808	373	101%
5. James / Downtown Hamilton GO	105.1	34,228	326	69,672	663	104%
6. Mary	59.4	10,138	171	35,714	601	252%
7. Wellington	88.1	12,746	145	27,152	308	113%
8. Wentworth	137.9	14,188	103	30,448	221	115%
9. Sherman	114.3	9,190	80	20,604	180	124%
10. Scott Park	103.2	8,661	84	21,530	209	149%
11. Gage Park	138.2	8,211	59	24,430	177	198%
12. Ottawa	116.6	8,664	74	25,975	223	200%
13. Kenilworth	167.1	11,362	68	30,167	181	166%
14. Queenston	119	6,735	57	22,216	187	230%
15. Parkdale	143.4	8,539	60	25,646	179	200%
16. Nash	115.8	6,007	52	22,759	197	279%
17. Eastgate	148.5	10,639	72	35,234	237	231%
18. Confederation GO	188.8	6,917	37	41,808	221	504%
19. West Harbour GO	175.8	17,594	100	28,678	163	63%
Summary	**2,472.1**	**232,415**	**94**	**588,452**	**238**	**153%**

Table 3.4: Summary Density Results

Overall Summary	Units	Residents	Jobs	Total Residents and Jobs
Existing	71,745	152,675	79,740	232,415
Build-Out	182,789	341,742	210,002	551,743
Sub-Total Growth	**111,044**	**189,067**	**130,262**	**319,328**
Small Scale Intensification	21,330	36,709	0	36,709
Grand Total Growth	**132,374**	**225,776**	**130,262**	**356,037**

3.4 Final Station Area Profiles

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

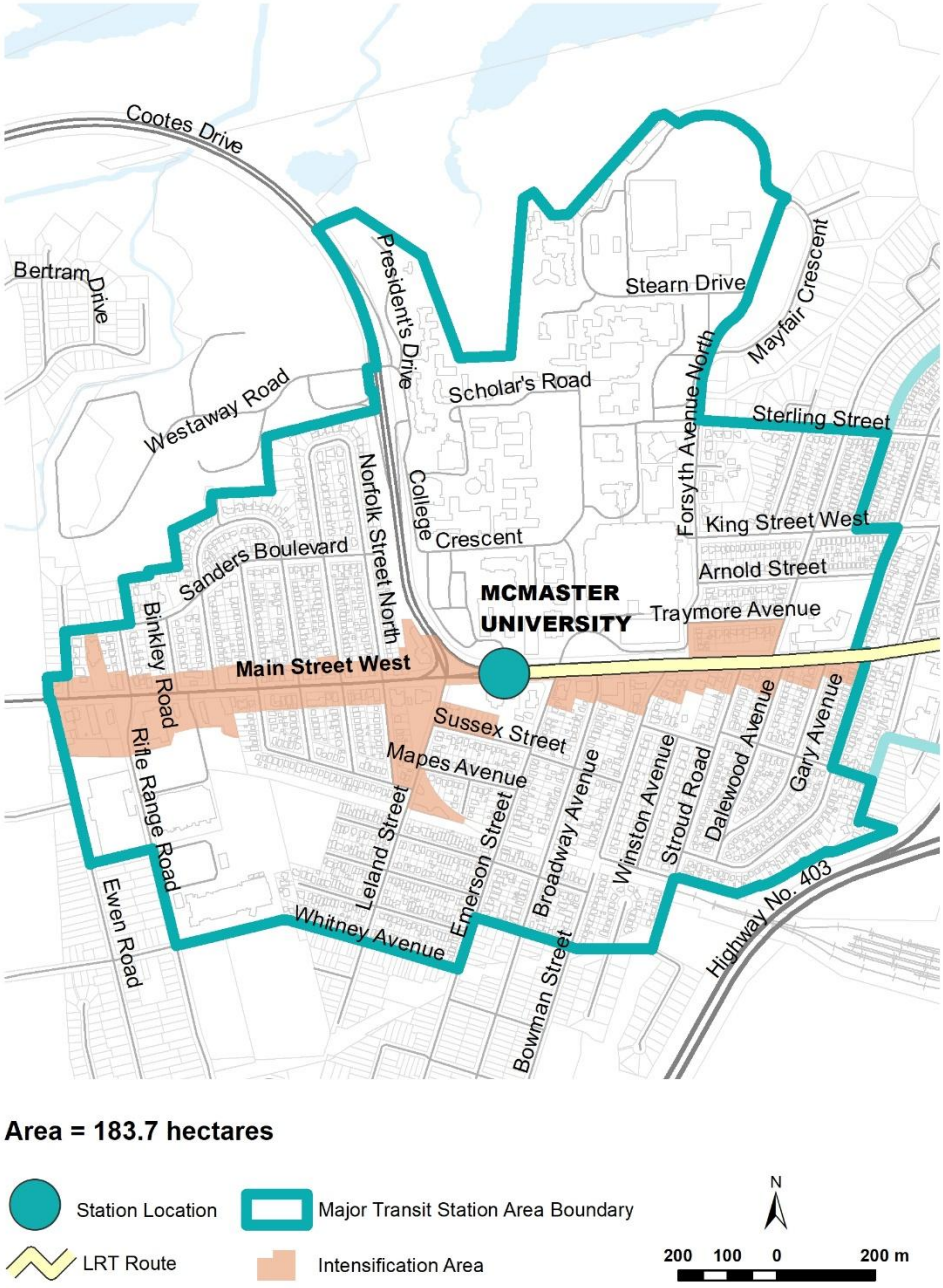
1. Station area boundary;
2. Existing density conditions; and,
3. Build-out density conditions.

The station area boundary diagram includes a proposed alignment of LRT, the general location of the LRT stop, 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/residents 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 stop area is to achieve 160 residents and jobs per hectare. The target density for each GO station area is to achieve 150 residents 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 along the LRT corridor. 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				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
91	4,467	12,337	16,804	184	**55**	541	522	1,063	19

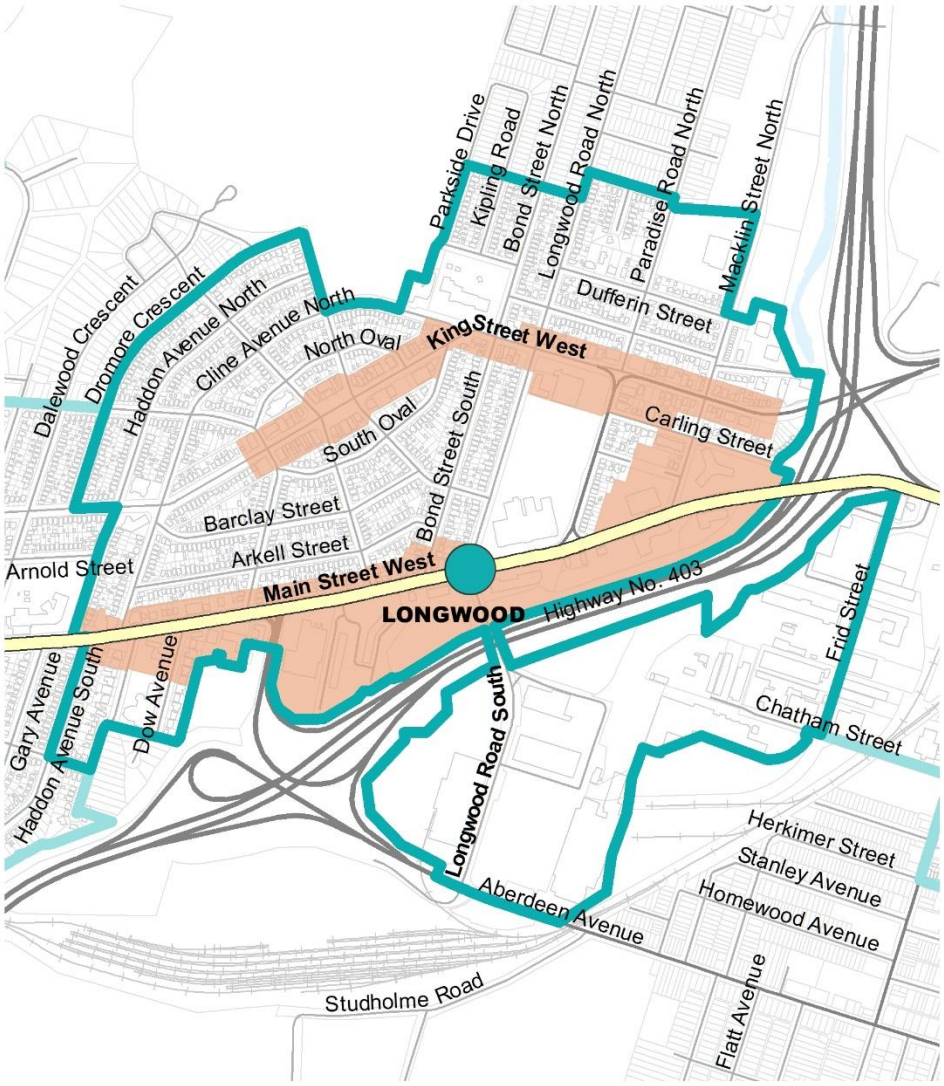
McMaster University MTSA Max

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)
192	10,618	24,604	35,222	184	**328**	4,998	1,368	6,366	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



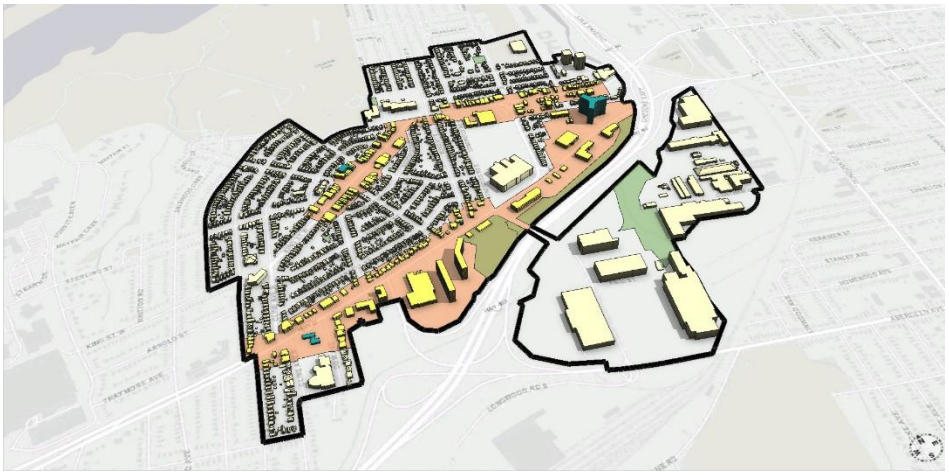
Area = 139.4 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area

N

200 100 0 200 m

Longwood MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
76	5,939	4,645	10,584	139	**115**	2,302	2,071	4,373	35

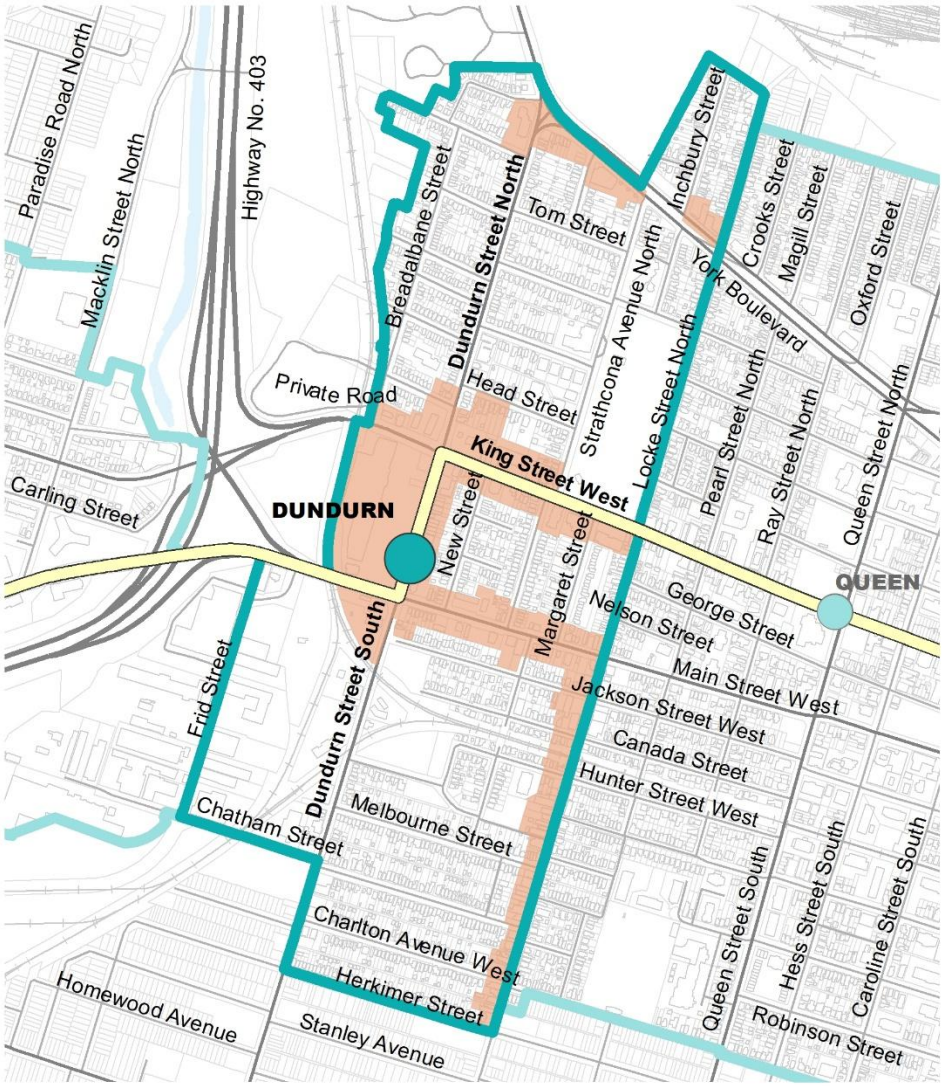
Longwood MTSA Max

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)
181	13,632	11,641	25,273	139	**310**	7,383	3,385	10,768	35

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 within the MTSA is located in the Strathcona Secondary Plan and the West Harbour (Setting Sail) Secondary Plan. 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



Area = 99.5 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Dundurn MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
74	5,266	2,134	7,400	100	**113**	913	1,446	2,359	21

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)
182	14,048	4,069	18,118	100	**511**	7,993	2,679	10,672	21

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 within the MTSA is located in the Downtown Secondary Plan, Strathcona Secondary Plan and the West Harbour (Setting Sail) Secondary Plan. 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

Area = 128.2 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Queen MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
186	19,606	4,202	23,808	128	**247**	10,120	3,724	13,844	56

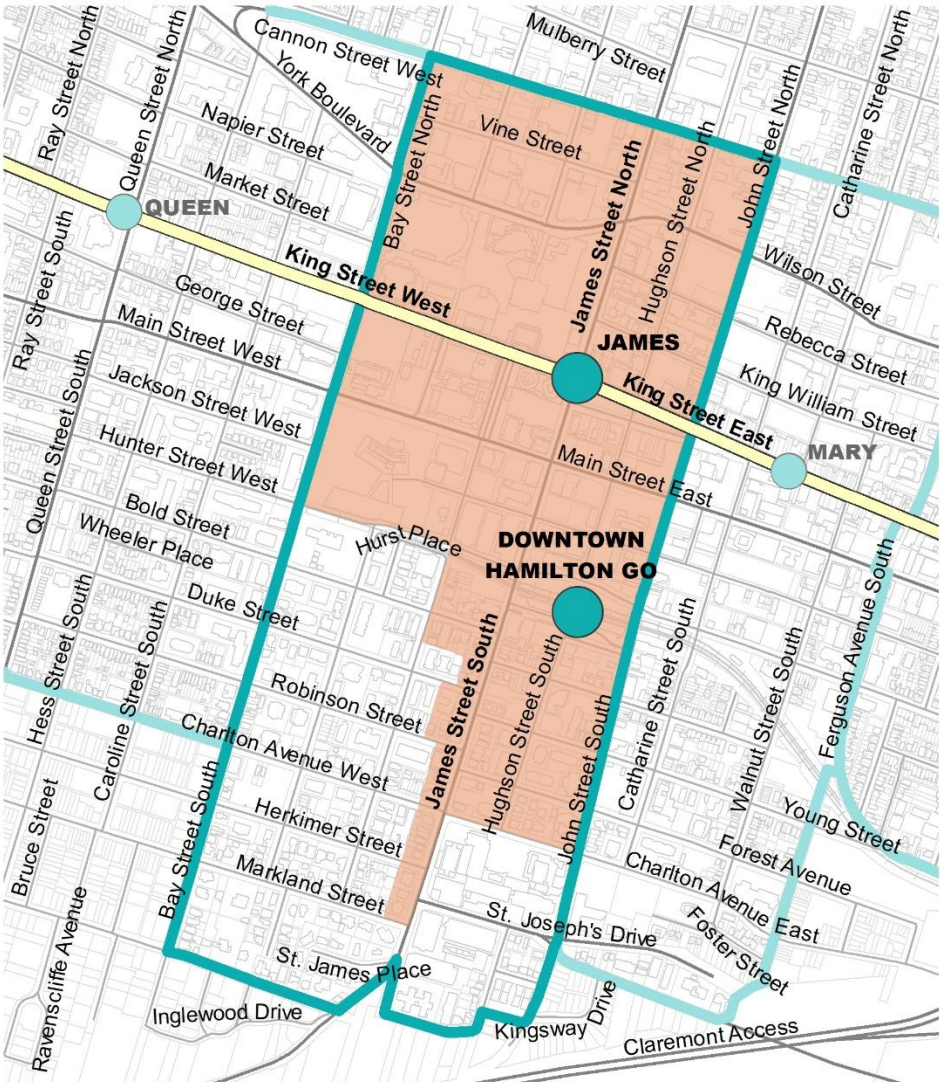
Queen MTSA Max

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)
373	28,536	19,272	47,808	128	**623**	17,589	17,367	34,956	56

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 within the MTSA is located in the Downtown Secondary Plan. 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



Area = 105.1 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

James / Downtown Hamilton GO Station MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
326	12,290	21,938	34,228	105	**352**	7,398	16,498	23,896	68

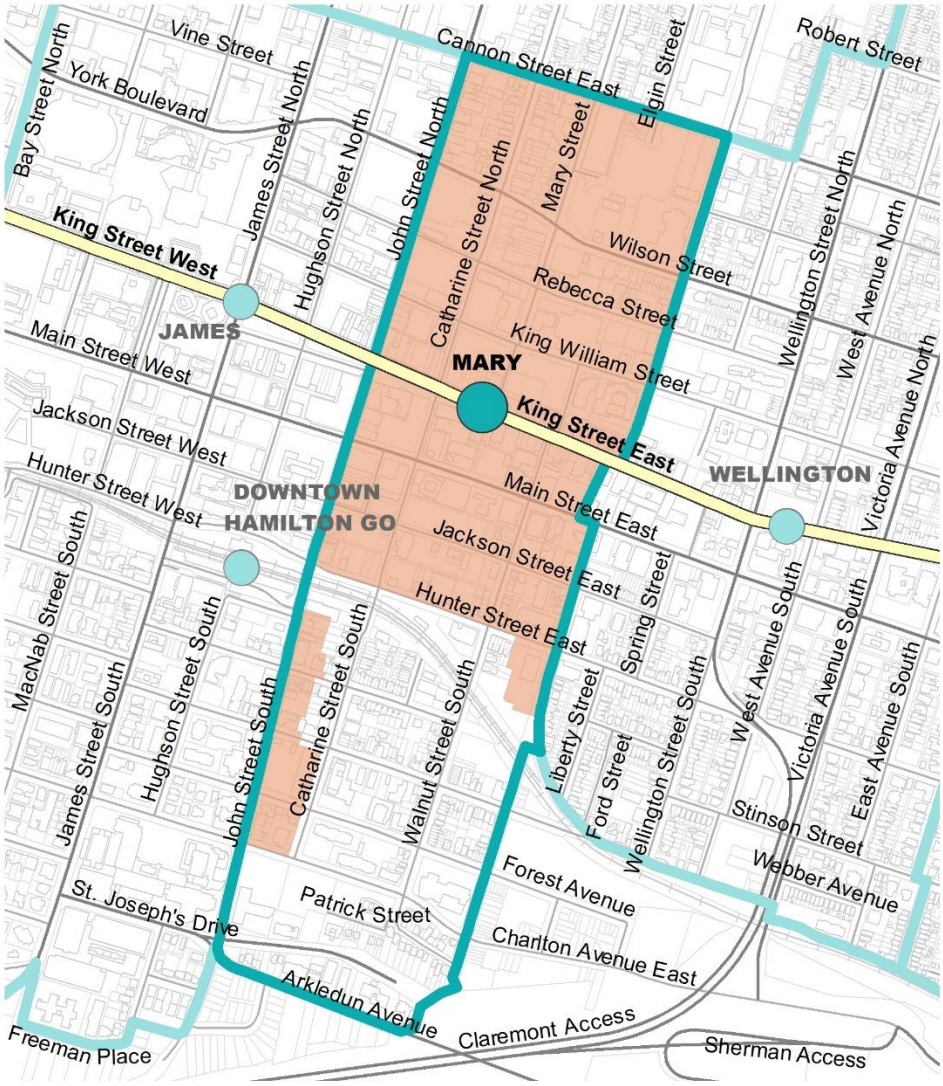
James / Downtown Hamilton GO Station MTSA Max

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)
663	30,469	39,203	69,672	105	**851**	25,444	32,240	57,684	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 within the MTSA is located in the Downtown Secondary Plan. Some of the unique features in the MTSA include Beasley Park and Woolverton Park.

Mary MTSA and Intensification Area Boundary



Area = 59.4 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Mary MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
171	6,400	3,738	10,138	59	**182**	3,383	3,515	6,898	38

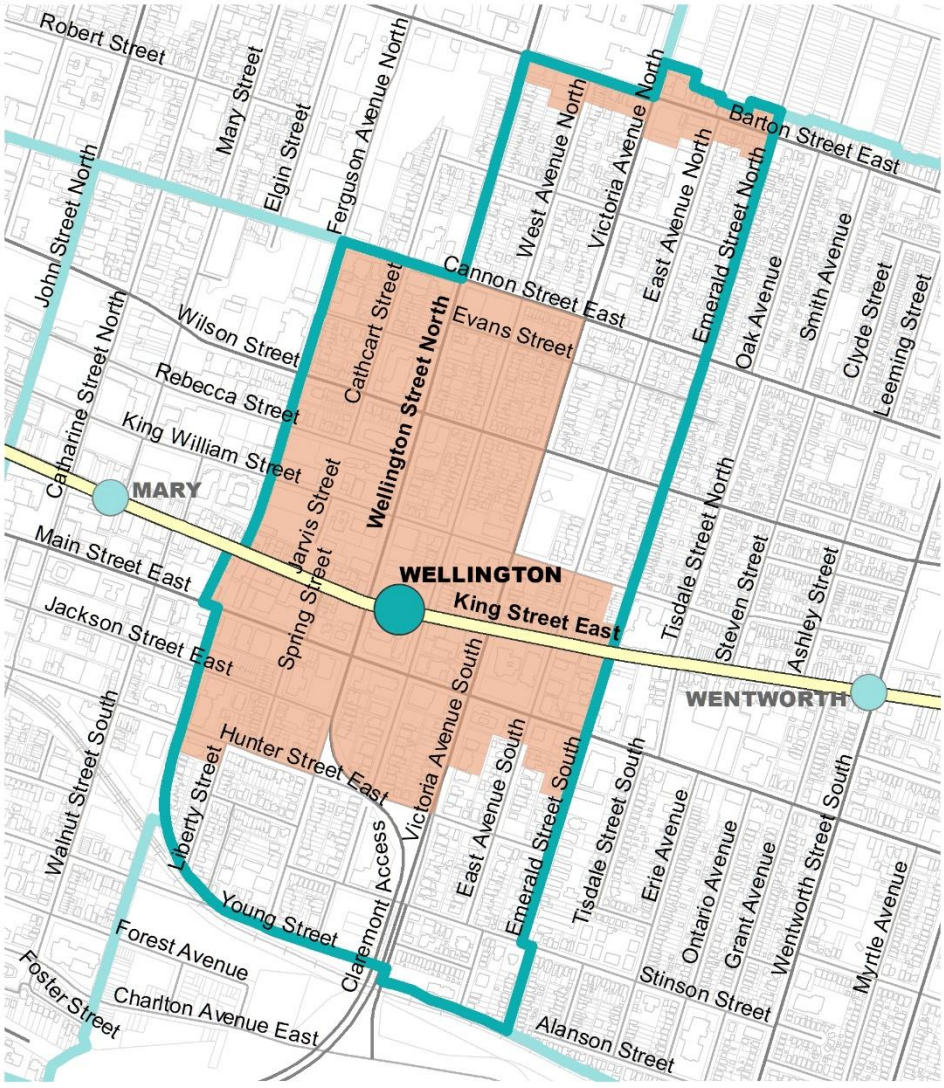
Mary MTSA Max

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)
601	14,279	21,435	35,714	59	**830**	11,058	20,498	31,556	38

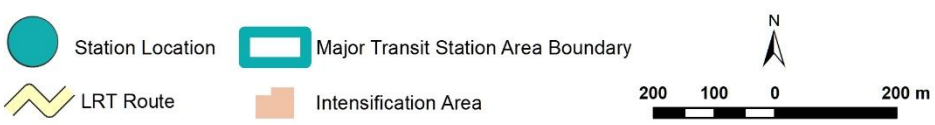
Wellington MTSA

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 within the MTSA is located in the Downtown Secondary Plan. 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



Area = 88.1 hectares



Wellington MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
145	10,530	2,216	12,746	88	**192**	7,000	1,868	8,868	46

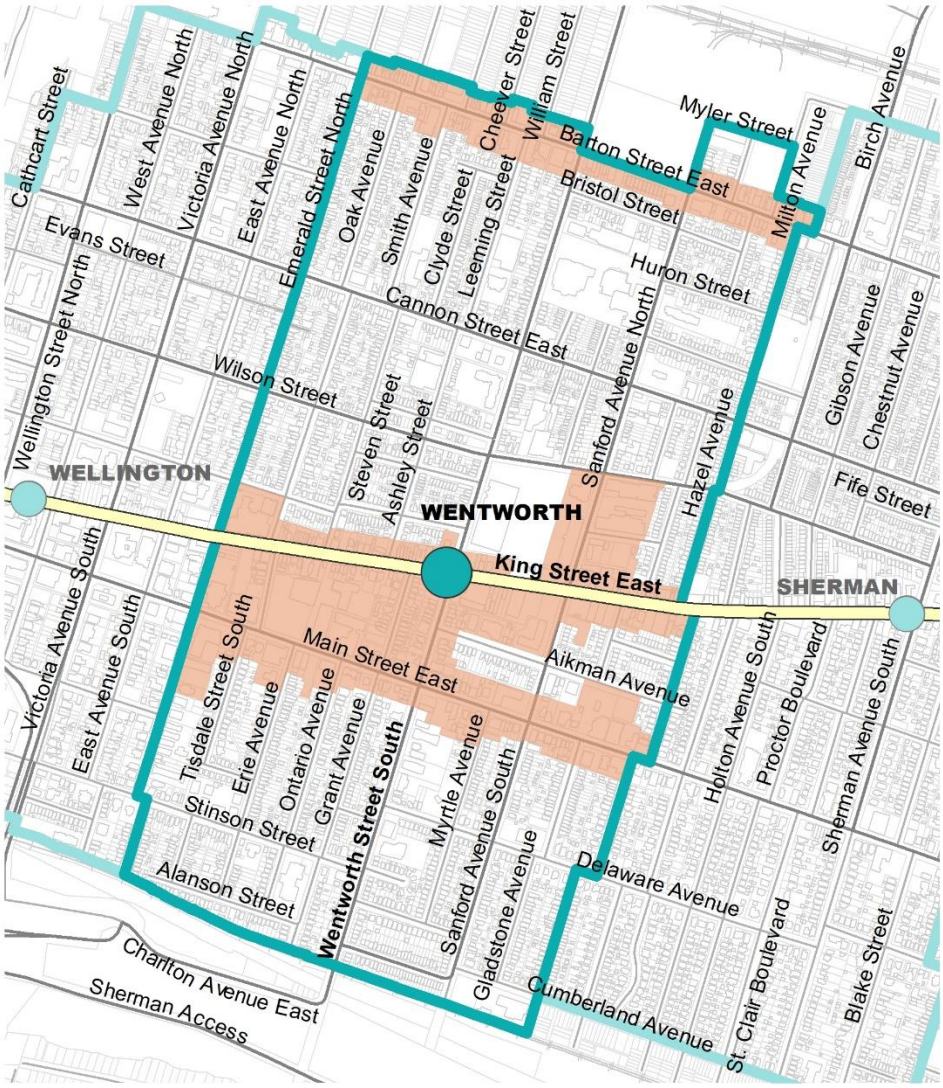
Wellington MTSA Max

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)
308	17,427	9,724	27,152	88	**465**	13,004	8,505	21,509	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



Area = 137.9 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Wentworth MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
103	11,827	2,361	14,188	138	**137**	3,145	1,603	4,748	35

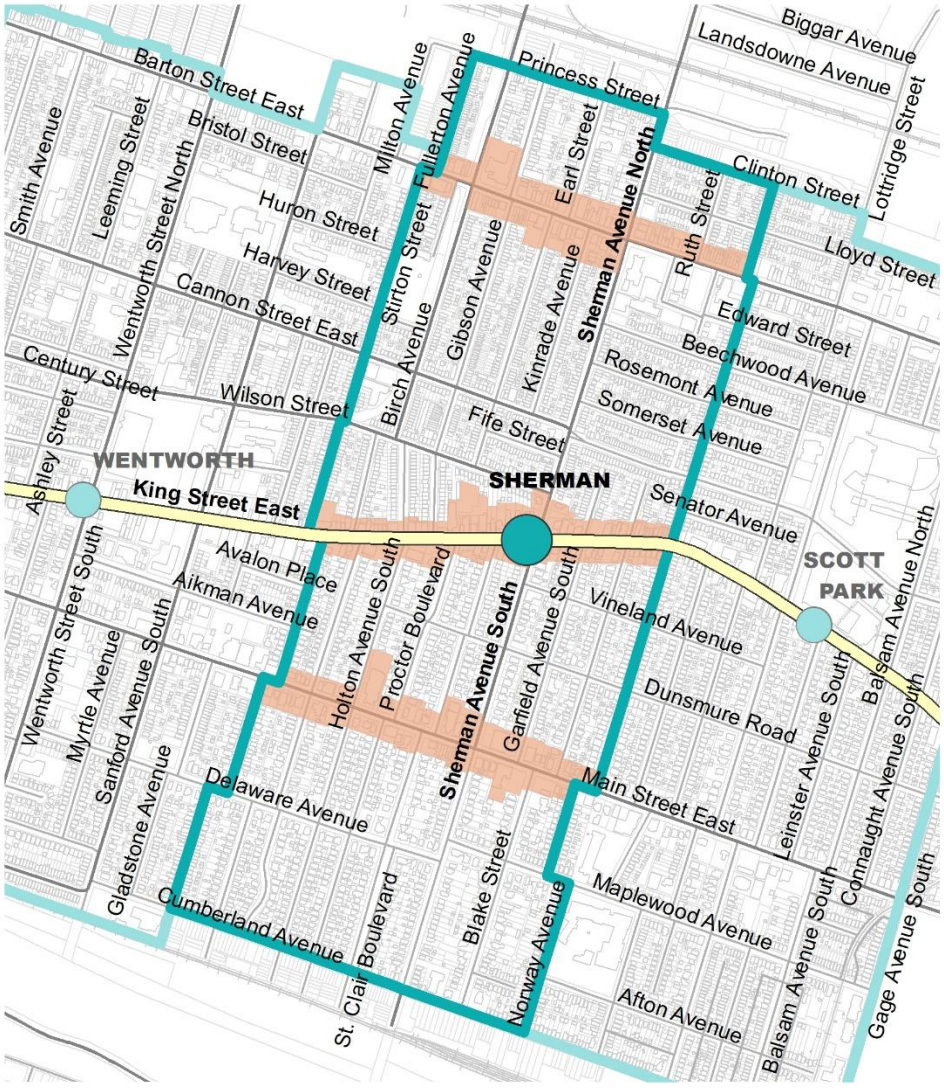
Wentworth MTSA Max

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)
221	24,648	5,800	30,448	138	**510**	13,827	3,810	17,637	35

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				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
80	8,323	867	9,190	114	**99**	1,150	688	1,838	19

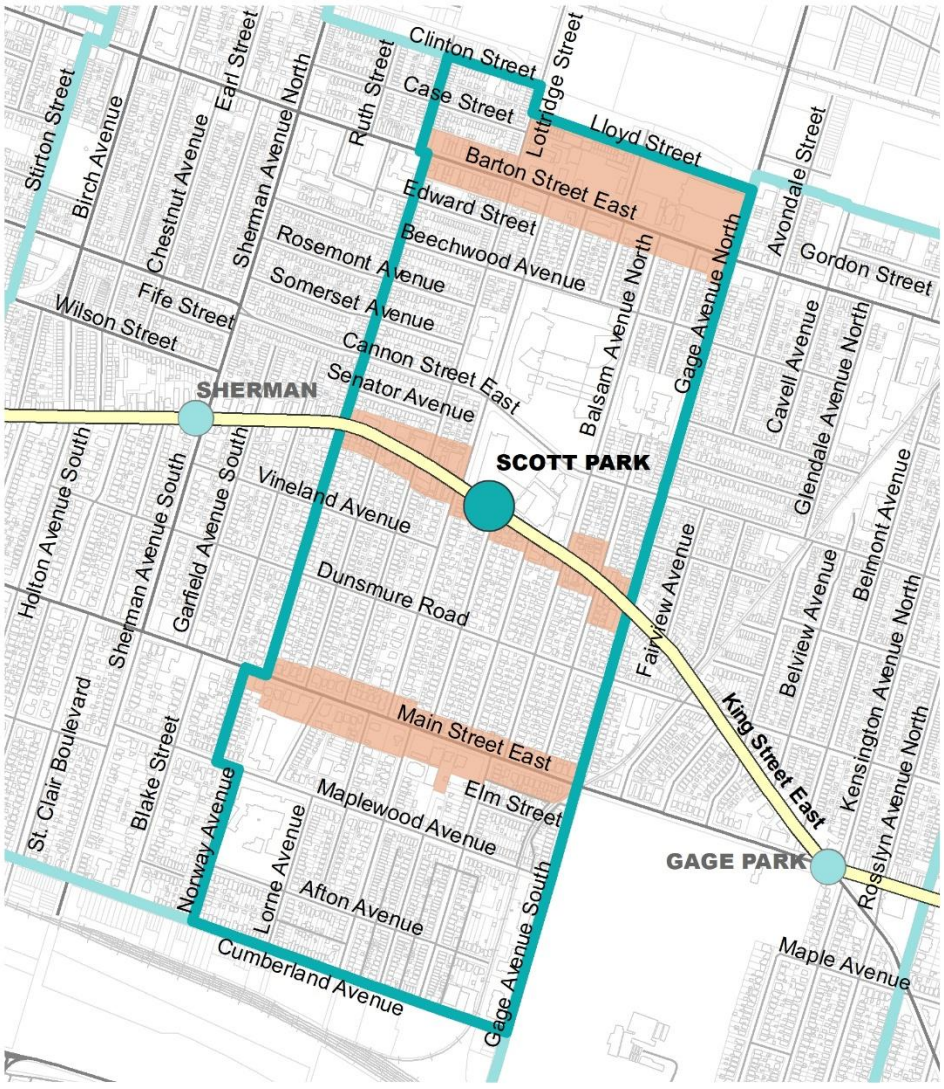
Sherman MTSA Max

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)
180	16,925	3,679	20,604	114	**531**	7,227	2,654	9,881	19

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



Area = 103.2 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Scott Park MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
84	6,650	2,011	8,661	103	**83**	1,020	683	1,703	21

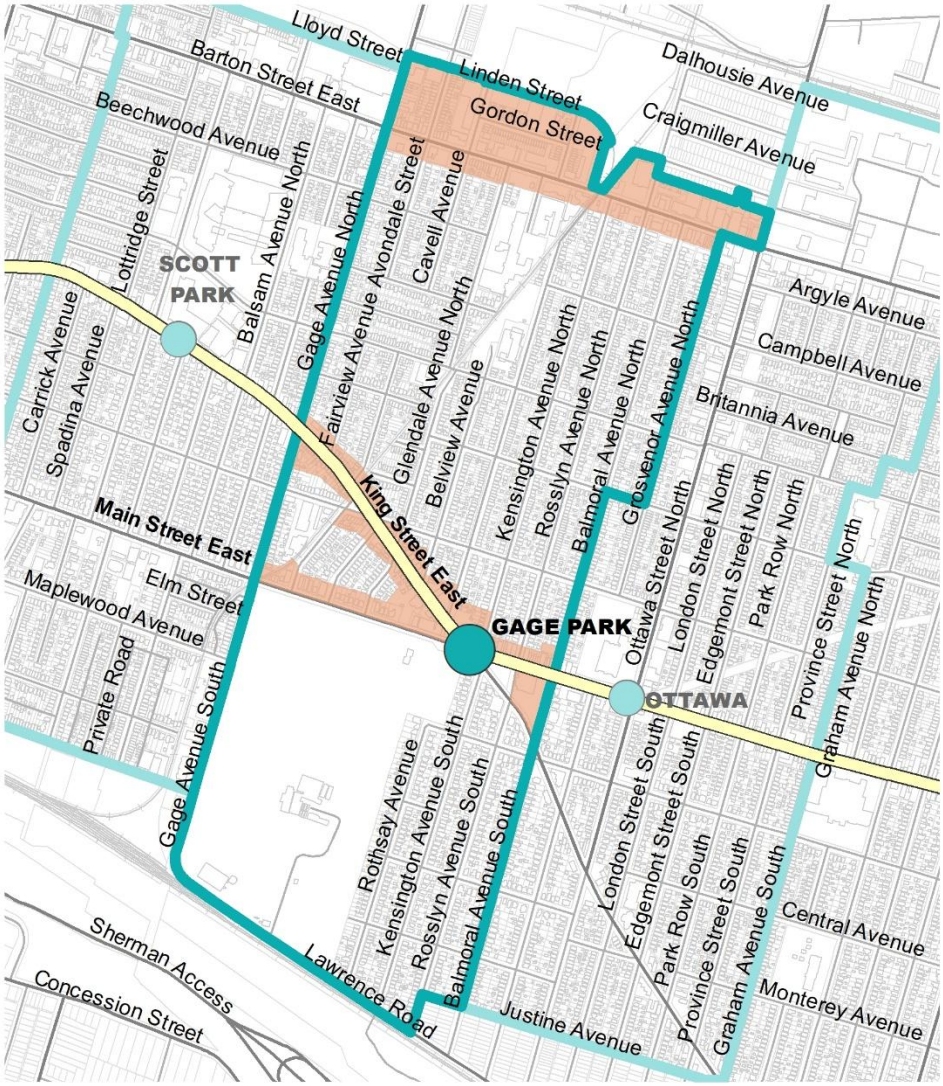
Scott Park MTSA Max

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)
209	15,693	5,837	21,530	103	**579**	8,195	3,724	11,919	21

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 (~30 ha), and the former Toronto/Hamilton and Buffalo Railway Station. Notably, in 2024, an estimated 298,000 visitors attended events in Gage Park. 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				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
59	7,044	1,167	8,211	138	**86**	1,048	887	1,935	23

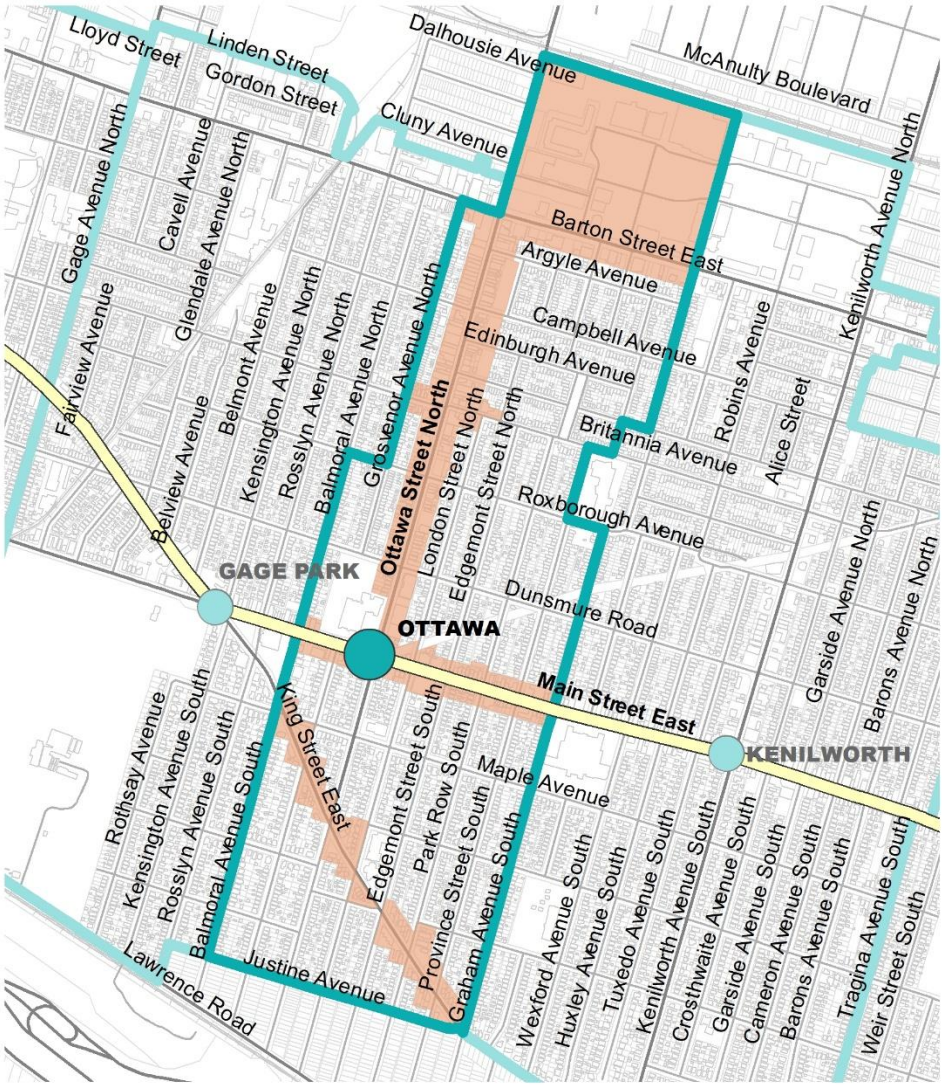
Gage Park MTSA Max

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)
177	19,342	5,088	24,430	138	**619**	10,145	3,841	13,986	23

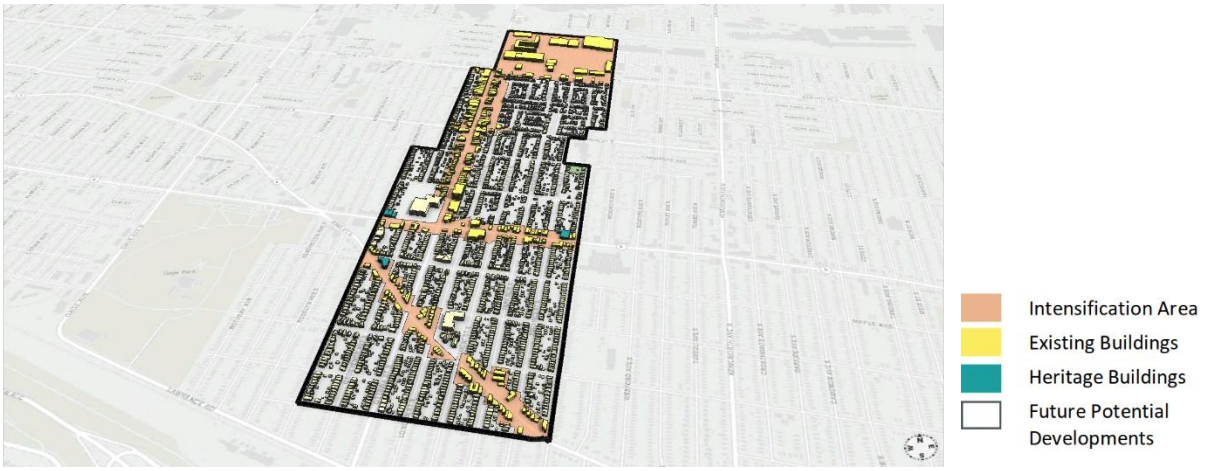
Ottawa MTSA

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 within the portion of the Centre Mall site located in the MTSA. 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

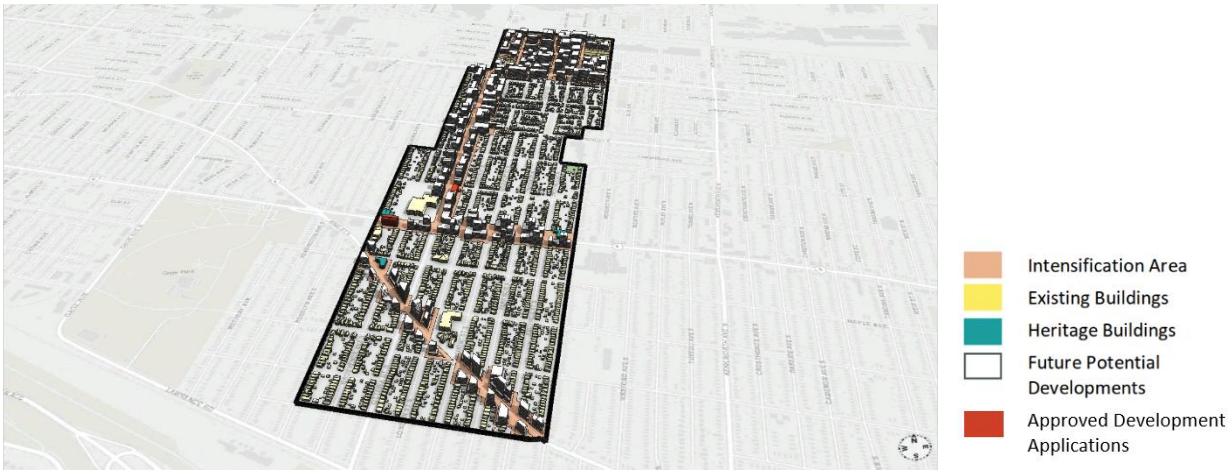


Ottawa MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
74	6,854	1,810	8,664	117	**82**	1,501	1,668	3,169	39

Ottawa MTSA Max

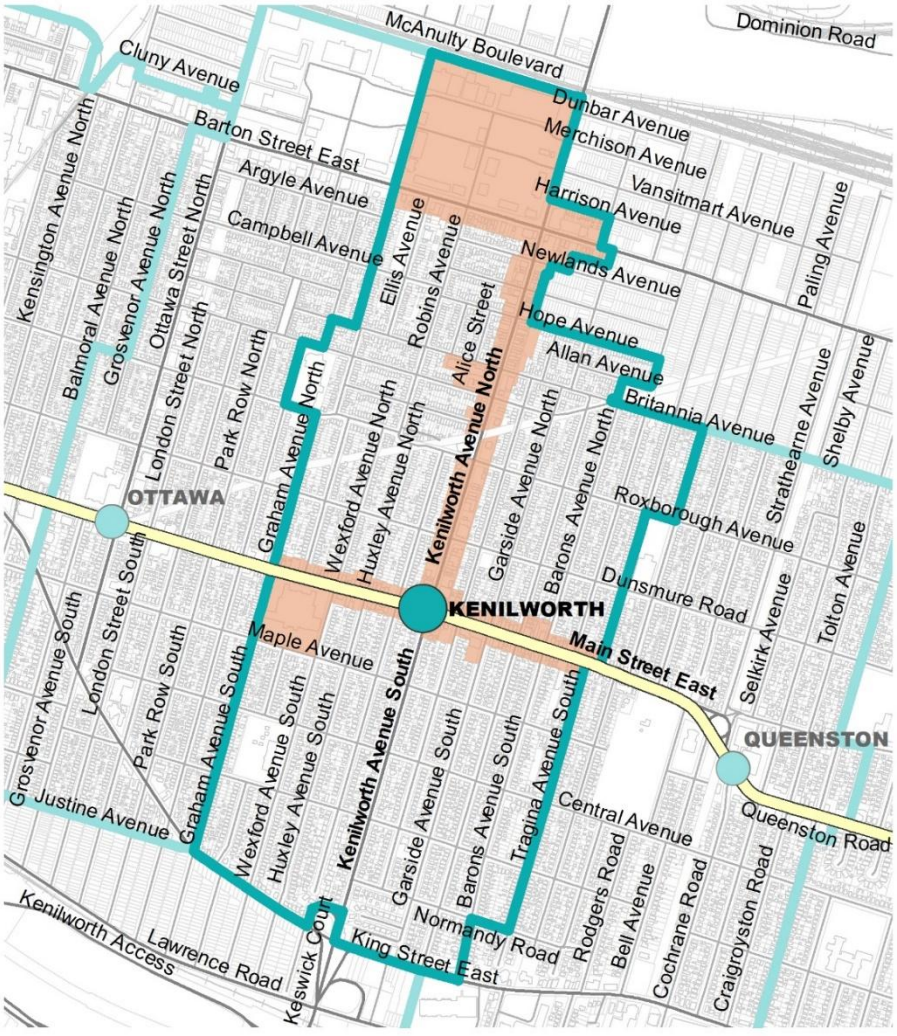


Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
223	19,441	6,534	25,975	117	**443**	11,766	5,420	17,186	39

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, a portion of which falls within the MTSA, 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				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
68	9,446	1,916	11,362	167	**61**	834	1,443	2,277	37

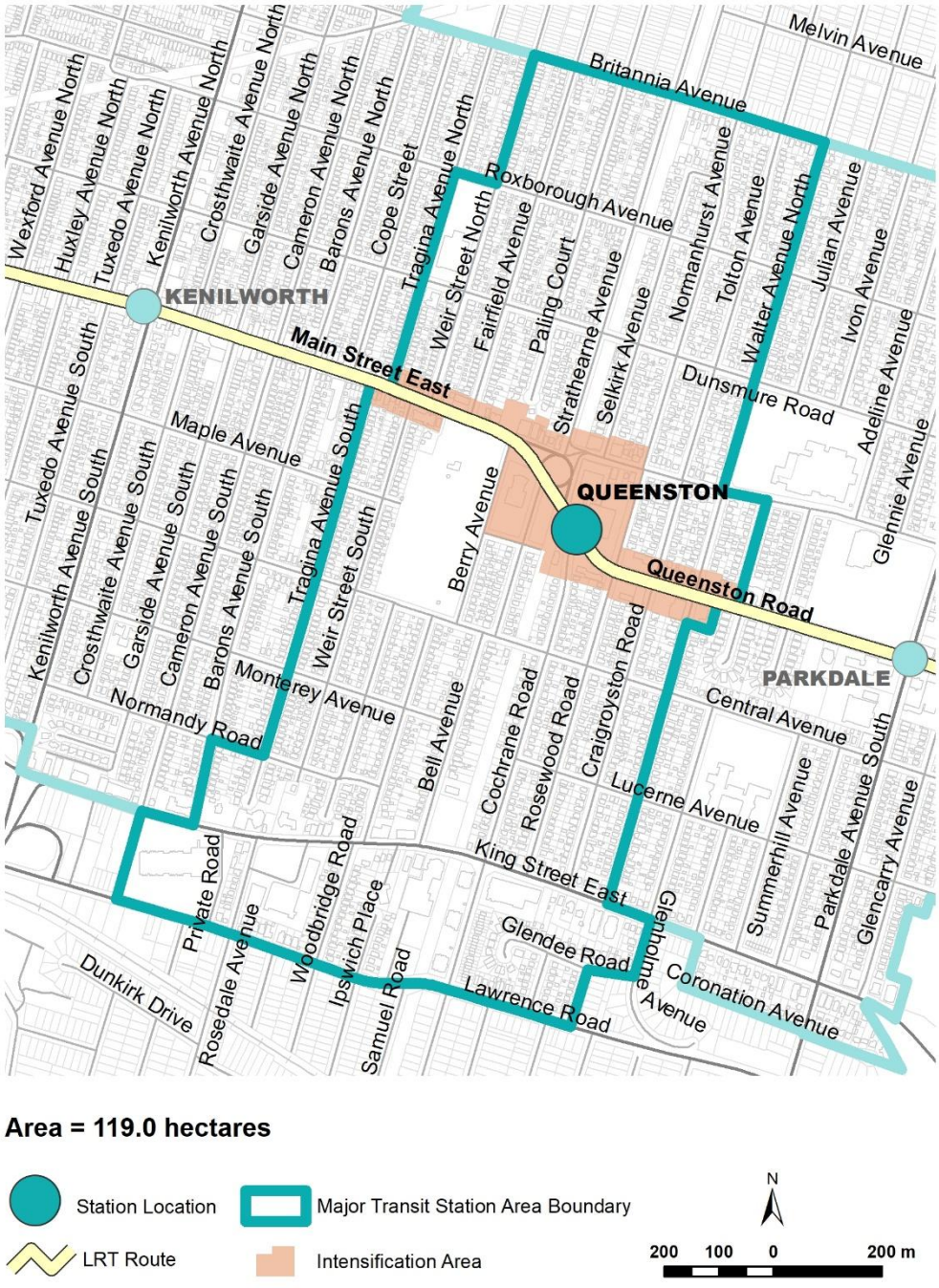
Kenilworth MTSA Max

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)
181	24,406	5,760	30,167	167	**435**	12,061	4,067	16,128	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				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
57	5,949	786	6,735	119	**40**	165	242	407	10

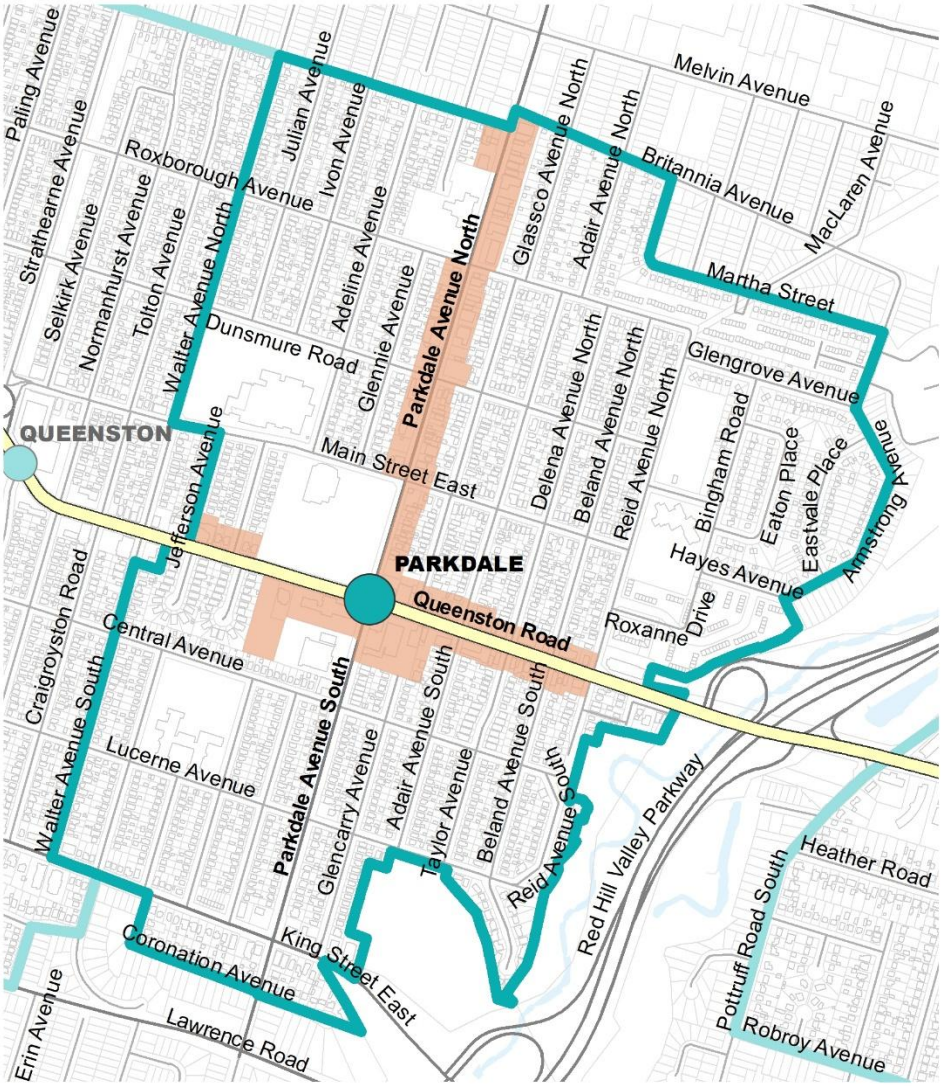
Queenston MTSA Max

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)
187	19,566	2,649	22,216	119	**828**	7,247	1,118	8,365	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.

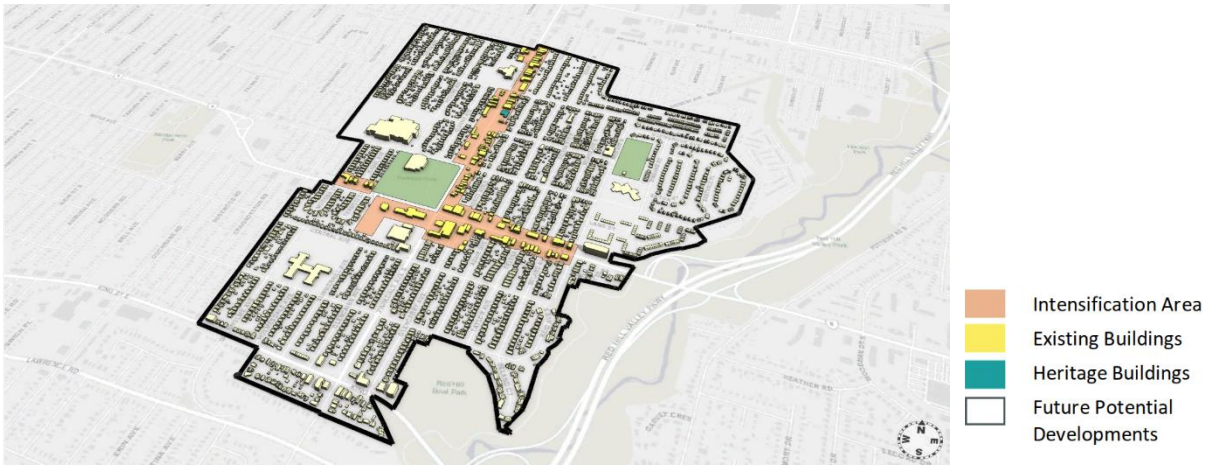
Parkdale MTSA and Intensification Area Boundary



Area = 143.4 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area
N
200 100 0 200 m

Parkdale MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
60	7,646	893	8,539	143	**56**	204	521	725	13

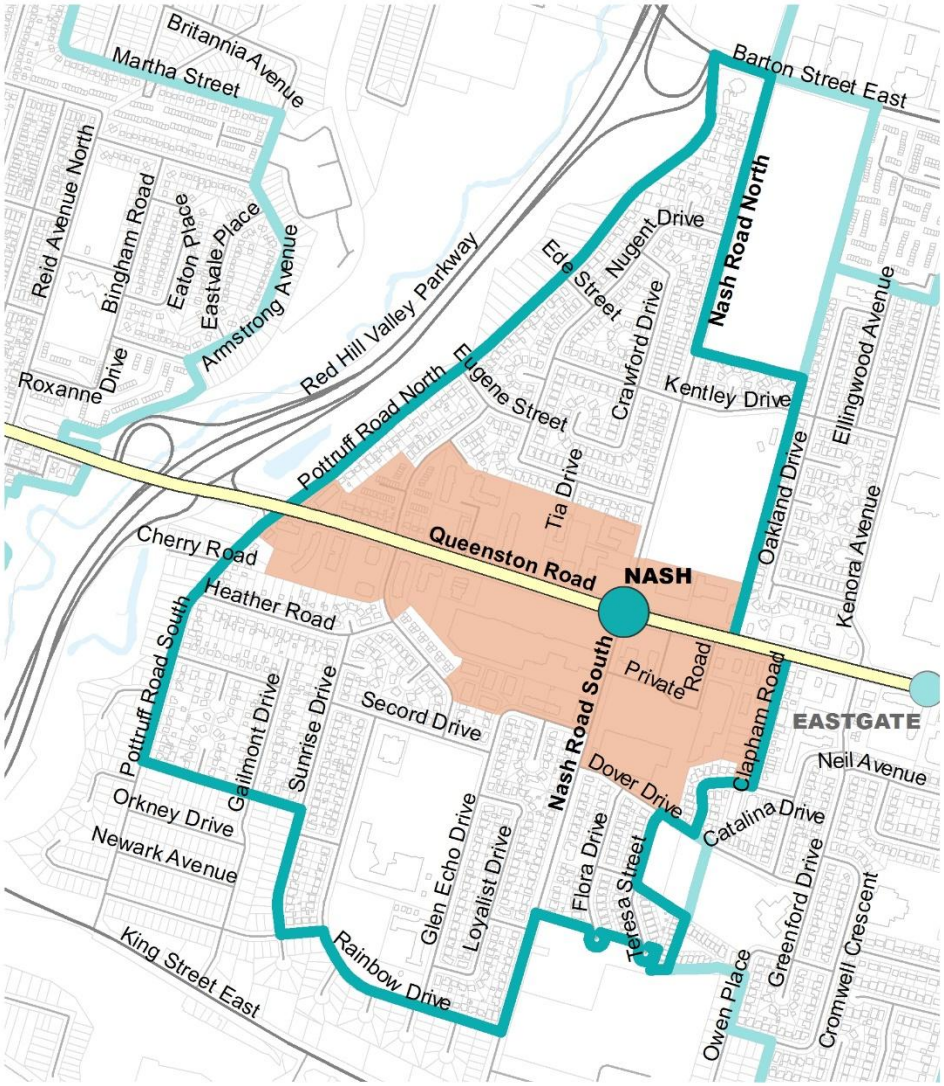
Parkdale MTSA Max

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)
179	20,817	4,829	25,646	143	**1,003**	9,524	3,416	12,940	13

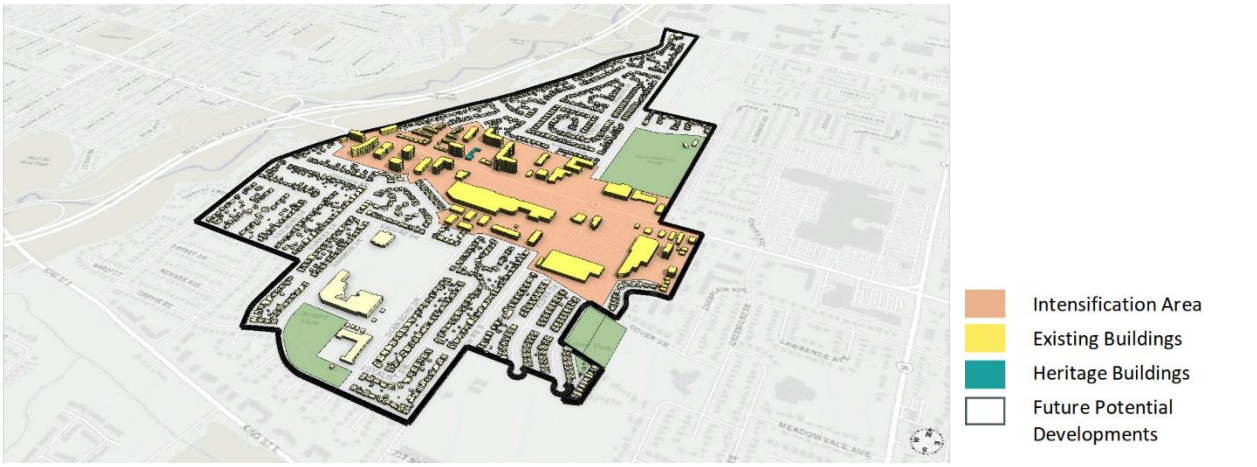
Nash MTSA

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 within the MTSA is located in the Centennial Neighbourhoods Secondary Plan.

Nash MTSA and Intensification Area Boundary

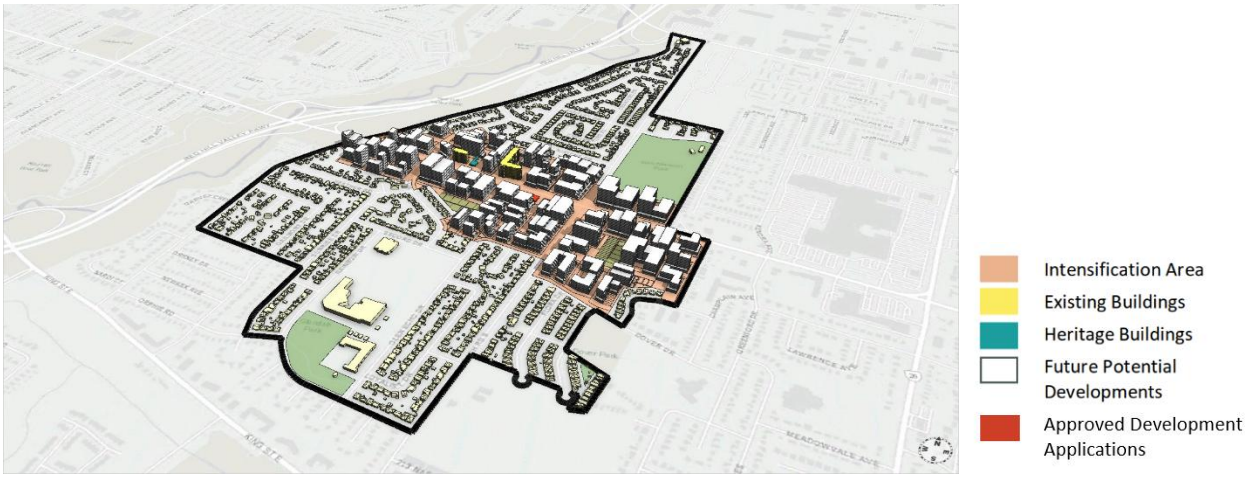


Nash MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
52	4,733	1,274	6,007	116	**101**	2,365	1,048	3,413	34

Nash MTSA Max

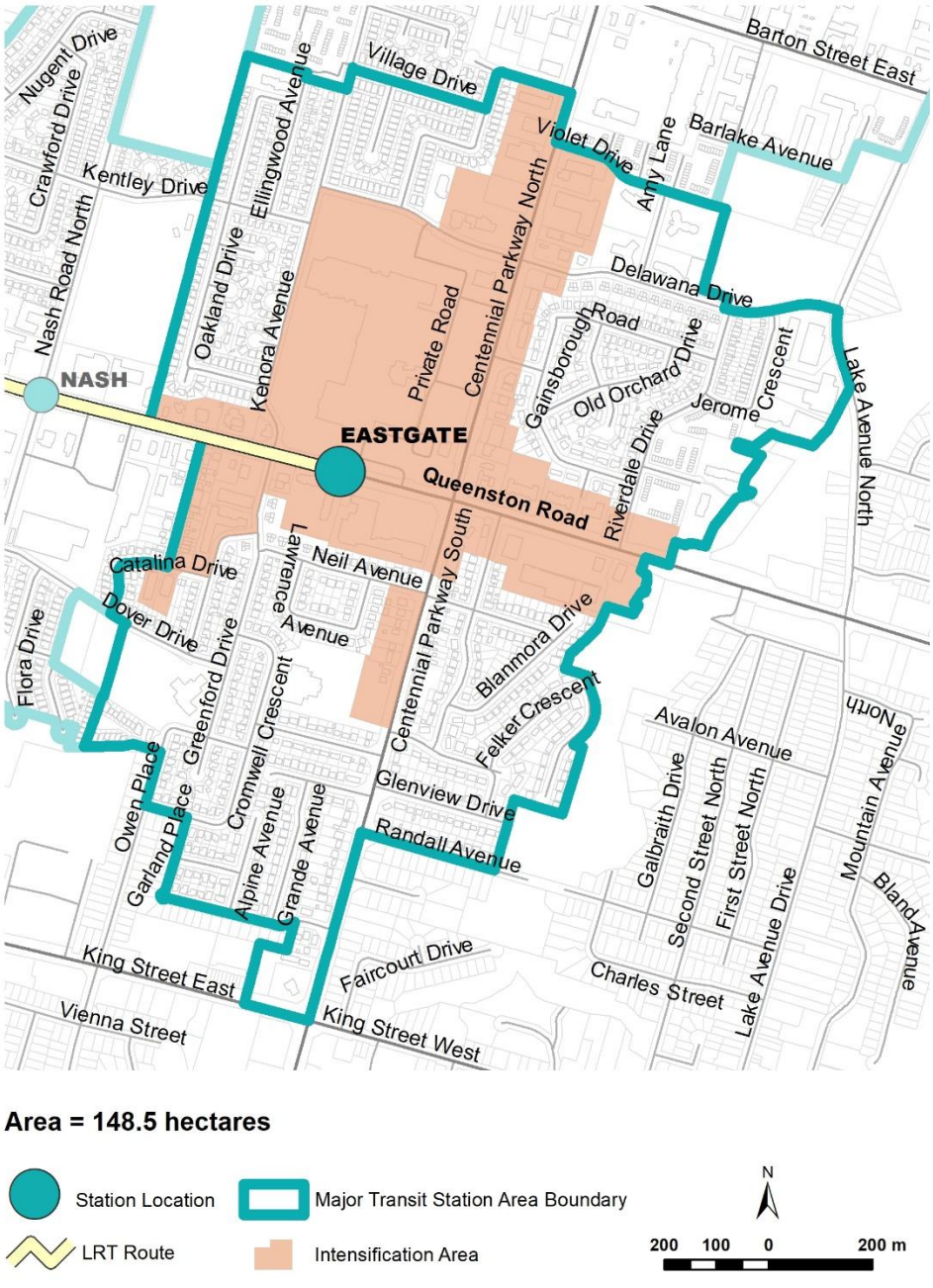


Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
197	20,076	2,683	22,759	116	**536**	16,655	1,453	18,108	34

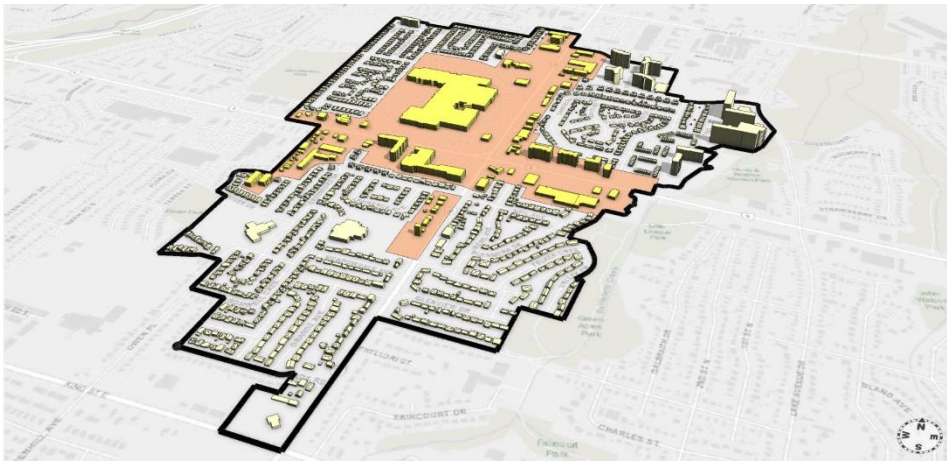
Eastgate MTSA

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 within the MTSA is located in the Centennial Neighbourhoods Secondary Plan.

Eastgate MTSA and Intensification Area Boundary



Eastgate MTSA Existing



Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
72	8,204	2,435	10,639	149	**82**	1,934	2,249	4,183	51

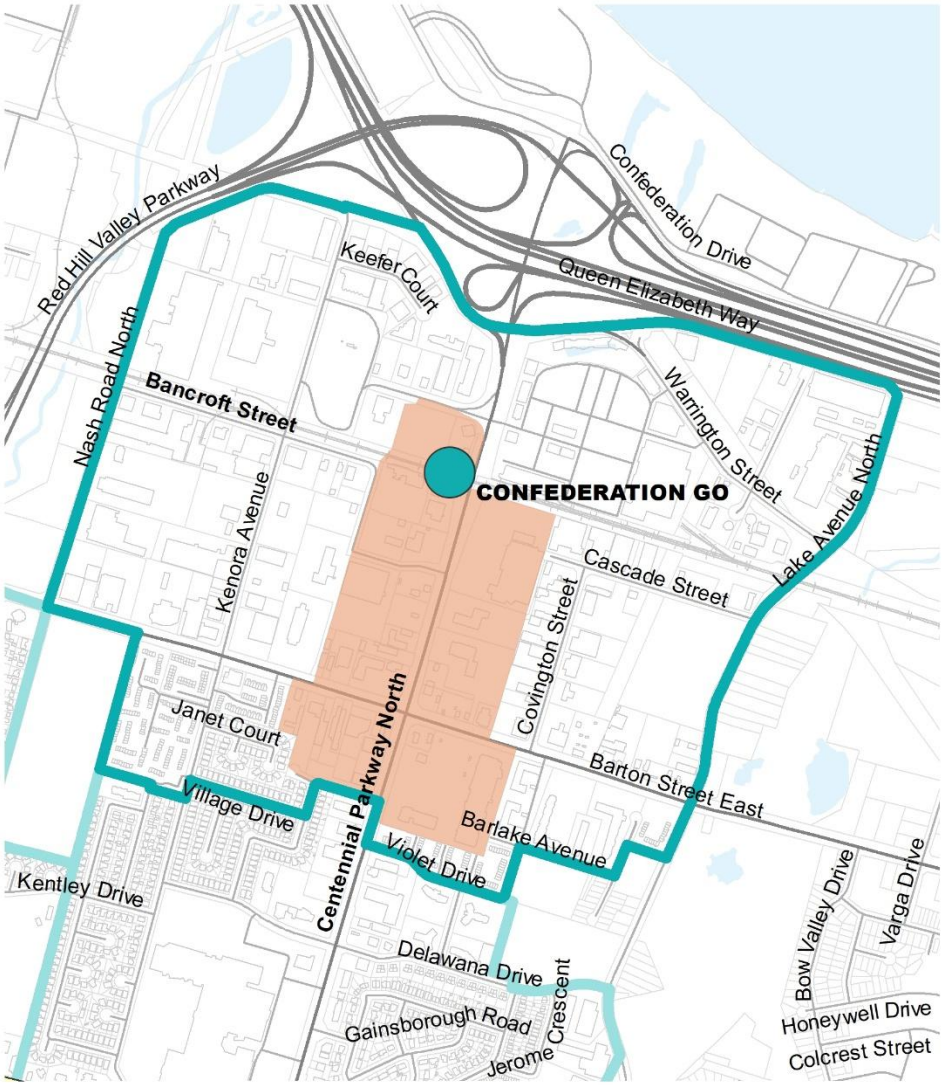
Eastgate MTSA Max

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)
237	30,644	4,590	35,234	149	**511**	23,154	2,872	26,026	51

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 within the MTSA is located in the Centennial Neighbourhoods Secondary Plan.

Confederation GO MTSA and Intensification Area Boundary



Area = 188.8 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area

N
200 100 0 200 m

Confederation GO MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
37	2,908	4,009	6,917	189	**44**	510	1,073	1,583	36

Confederation GO MTSA Max[7]

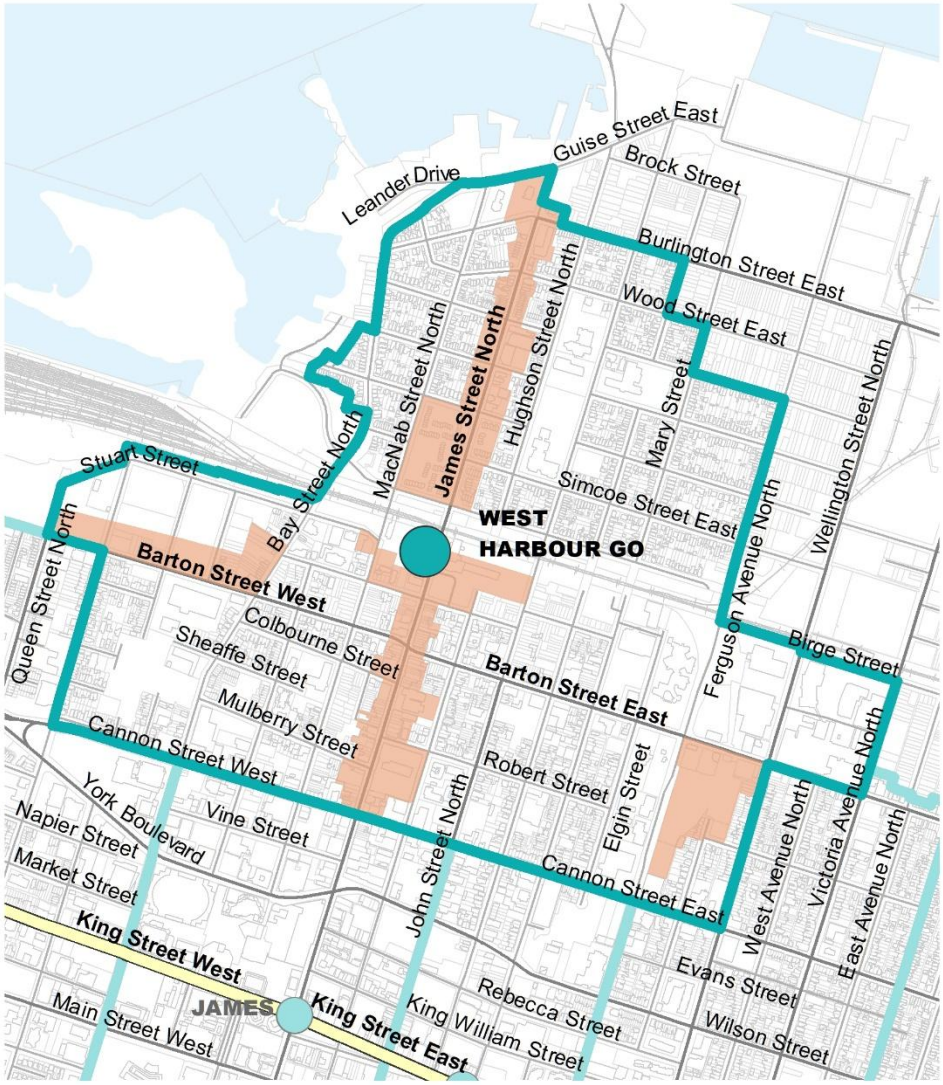
Maximum Estimated Density, People and Jobs per Hectare within MTSA					Intensification Areas Only, Estimated Full Build Out Potential				
Max Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
221	20,367	21,440	41,808	189	**982**	17,883	17,486	35,369	36

[7] Assumed that land use for buildings in the Transition Areas near the industrial areas will be office dominant.

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 within the MTSA is located in the Downtown Secondary Plan and the West Harbour (Setting Sail) Secondary Plan. 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 = 175.8 hectares

Station Location
Major Transit Station Area Boundary
LRT Route
Intensification Area

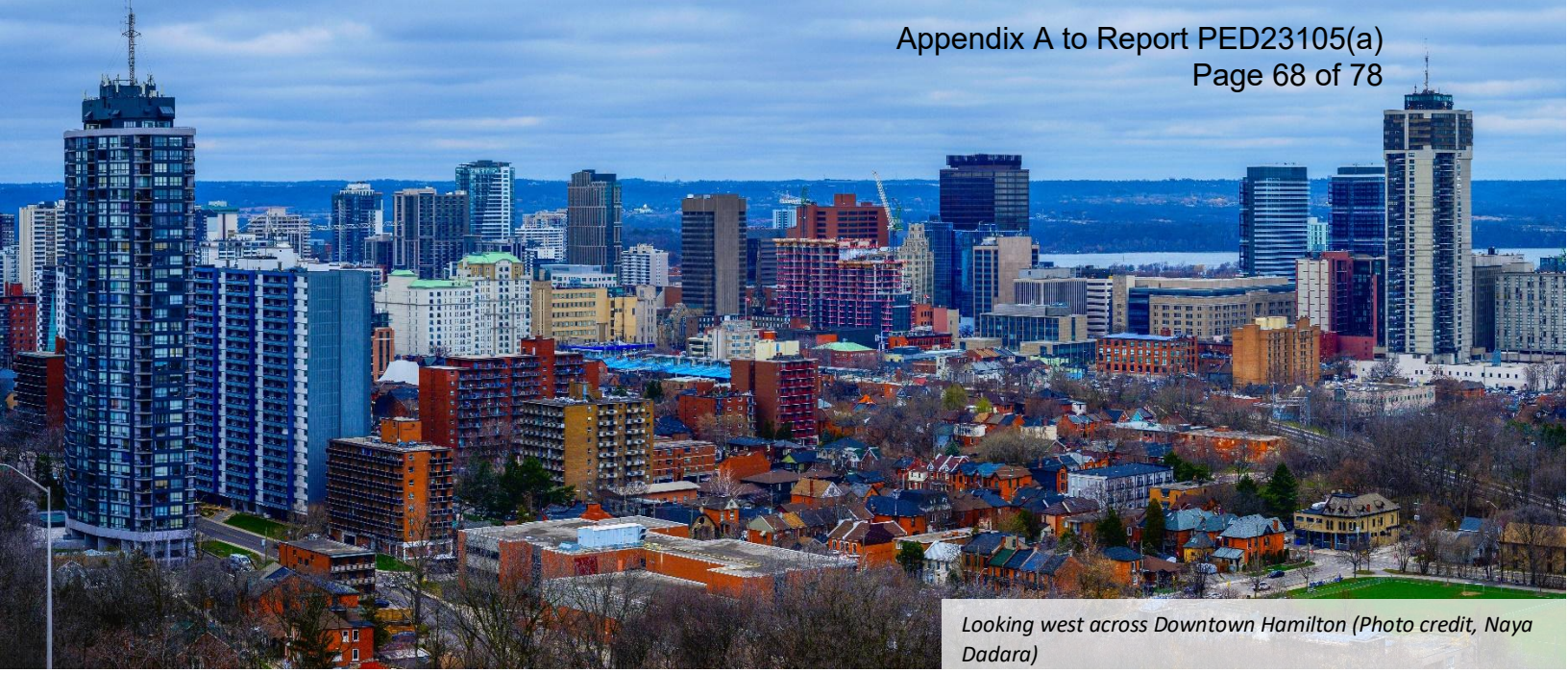
N
200 100 0 200 m

West Harbour GO MTSA Existing

Existing Conditions within MTSA					Existing Conditions within Intensification Area				
2025 Density (P&J/ha)	2025 Population	2025 Employment	2025 Population and Jobs	Area (ha)	Density (P&J/ha)	Total Number of People	Total Number of Jobs	Total People and Jobs	Area (ha)
100	8,593	9,001	17,594	176	**103**	978	1,753	2,731	27

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)
163	17,515	11,163	28,678	176	**421**	8,117	3,039	11,156	27



Looking west across Downtown Hamilton (Photo credit, Naya Dadara)

4.0 Conclusion and Recommendations

4.1 Conclusions

The City's current planning framework enables the City to meet and exceed the minimum density targets. The results of the density analysis demonstrate that the City can achieve and exceed the Provincial density targets. The Provincial density targets are minimum targets which identify a minimum density of 160 residents and jobs per hectare for LRT and 150 residents and jobs per hectare for GO stations (Provincial Planning Statement, 2024). All nineteen (19) MTSAs, including all three (3) of the MTSAs with a GO station are expected to meet or exceed the minimum density targets. There is potential to significantly exceed the minimum density targets, as evidenced by the fact that the overall average gross density across the entire 2,472 hectares of MTSAs is 238 residents and jobs per hectare; nine (9) MTSAs are above 200 residents and jobs per hectare (for context, 200 residents and jobs per hectare is the minimum density of subways); and, eighteen (18) of the MTSAs are above 170 residents and jobs per hectare.

There is potential for significant levels of intensification and redevelopment within the MTSAs. The MTSAs cover 2,472 hectares of interconnected lands stretching from McMaster University to Eastgate Mall / Confederation GO. This strategic corridor has potential to accommodate 111,044 additional dwelling units, largely comprised of apartment style dwellings. The majority of the opportunities for redevelopment are expected to occur within the lands immediately adjacent to the LRT corridor, however ample opportunities will also exist along adjacent secondary corridors and on lands throughout the entire MTSA.

In the fullness of time, the MTSAs will attract a large quantum of population and employment growth. The MTSAs have potential to accommodate a significant amount of future population and employment growth. At full build-out of the current planning permissions, there is potential to accommodate over 378,451 residents, 210,002 jobs equalling over 588,452 residents and jobs. Taking into account the existing number of residents and jobs within the MTSAs, the net growth potential is estimated to be over 225,776 residents and 130,262 jobs.

Small scale intensification within the MTSAs plays an important role. While the majority of intensification is expected to occur on lands adjacent to the LRT corridor which are zoned for Transit Oriented Corridor development, there is also substantial physical potential for small scale infilling and intensification within the MTSAs. It is estimated that there is physical potential for over 21,330 units within the broader MTSA through the creation of accessory dwelling units, such as laneway housing, basement apartments, tiny homes and conversion of single detached dwellings into quads, triplexes and duplexes. Opportunities for small scale intensification are a critical to ensuring that there is a diversity of housing types within the MTSAs.

4.2 Recommendations

Section 26 of the *Planning Act* mandates that the municipality undertake regular reviews of its official plan for continued conformity with provincial plans and matters of provincial interest. This study is a conformity exercise to demonstrate the City's existing land use permissions allow for sufficient intensification to meet the minimum density targets as prescribed by the Province. The study examines the potential to meet the minimum density targets and provides the technical basis for the delineation of MTSA boundaries.

The delineation of the 19 MTSA boundaries is required to ensure alignment with the Provincial Planning Statement. While the focus of the exercise is technical in nature, there remain a number of policy development opportunities that should be considered to improve opportunities for building complete, transit-supportive communities along Hamilton's LRT corridor and surrounding the three existing GO stations. The following section summarizes the policy recommendations for the City to consider.

Implement the findings of this Study through an Official Plan Amendment. To be consistent with the Provincial Planning Statement (2024), the City should prepare and adopt an Official Plan Amendment which identifies the 19 MTSA boundaries, along with the recommended minimum density targets. **Table 4.1** provides the recommended minimum density targets for the 19 MTSAs. The OPA should include a series of schedules identifying the boundaries for each MTSA. The OPA should acknowledge that the City's zoning by-law permissions in force and effect in 2024 are sufficient to meet the minimum density targets for each MTSA.

Table 4.1: Recommended Minimum Density Targets

MTSA	Recommended Minimum Density Target (residents and jobs per hectare)
1. McMaster	160
2. Longwood	160
3. Dundurn	160
4. Queen	200
5. James / Downtown Hamilton GO	300
6. Mary	200
7. Wellington	160
8. Wentworth	160
9. Sherman	160
10. Scott Park	160
11. Gage Park	160
12. Ottawa	160
13. Kenilworth	160
14. Queenston	160
15. Parkdale	160
16. Nash	160
17. Eastgate	160
18. Confederation GO	150
19. West Harbour GO	150

Consider designating all or some of the MTSAs as Protected MTSAs 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.

Table 4.2 provides a potential approach to implement the above noted recommendation within the Urban Hamilton Official Plan.

Table 4.2: Approach to Implement Recommendations in Urban Hamilton Official Plan

PMTSA Requirements under the Planning Act (Section 16.15)	Recommendations for Implementation
Delineation of PMTSA *The Official Plan…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*	• Include the recommended MTSA boundary delineation on a series of schedules in the Urban Hamilton Official Plan. The boundaries should be included as part of a future Official Plan Amendment. Schedule should distinguish between MTSAs and PMTSAs (where applicable) • Update Schedule E of Urban Hamilton Official Plan.
Minimum number of residents and jobs collectively *(a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;*	• Include minimum densities as identified in **Table 4.1** in future Official Plan Amendment. • Changes to be addressed in Chapter A – Introduction, Urban Hamilton Official Plan, Section 2.3.3 – Other Targets.
Authorized Use of Land *(b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area;*	• Update Schedule E-1 to include the authorized uses of land in the MTSA and buildings or structures on lands within each PMTSA. • Based on the assessment contained in this Report, current Official Plan land uses and zoning regulations appear to be sufficient to meet and exceed density targets. Where secondary planning does not exist for a PMTSA, the City may choose to undertake a high level review of planned land uses within each PMTSA.
Minimum Density *(c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area*	• Official Plan Amendment to establish minimum density requirements for lands within the PMTSA to conform with provincial density targets. • Identify the minimum densities targets for each PMTSA on a supporting schedule or map.

Consider policies supporting the consolidation of lands on priority transit corridors to facilitate growth. During the consultation program, staff identified that shallow property depths within MTSAs may impact growth. To address lot depth constraints and to realize the provincial intensification mandates, the City should consider adopting a policy framework to facilitate the assembly of fragmented parcels into viable development sites, to accommodate the increased density and specific built-form requirements of MTSAs.

Consider implementing Inclusionary Zoning as part of the PMTSA framework. Section 16.5.1(a) of the Planning Act enables municipalities to include inclusionary zoning provisions within a PMTSA to secure affordable housing units in new residential developments. The City should consider applying inclusionary zoning requirements within PMTSAs where market conditions are proven to be feasible. Recent changes to the Planning Act which prohibit municipalities from requiring the provision of parking within MTSAs/PMTAs should provide greater financial flexibility and reduce overall construction costs for certain forms of development (for example, development that cater to transit users may not require extensive volume of underground parking and thereby creating the appropriate conditions for a certain level of affordable housing).

Define a planning framework for building complete communities for the MTSAs/PMTSAs. During the consultation program, stakeholders highlighted several long-term challenges and concerns regarding the development of complete communities within the MTSAs. These challenges include ensuring adequate parks, recreation, and community facilities to support future population growth; addressing potential impacts on existing residents and businesses, such as population displacement and gentrification (loss of rental and affordable housing); ensuring sufficient water, sewer, and stormwater infrastructure capacity; and providing integrated mobility and parking solutions to offer a full range of options for residents and workers. The City may need to consider a broader exercise for the MTSAs corridor as whole to help identify needs that can be fed into the regular cycle of master planning processes to better capture short, medium and long term community building needs.

Appendix A

MTSA Revisions

Figure A.1: MTSA Revisions

Appendix B

Summary of Density Results

2026 MTSA Updates (January 23, 2026): 90 m2 average unit size x 1.721 persons per unit

Secondary Plans MTSA Summary

		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					Small Scale Intensification*	McMaster University**
Ainslie Wood Westdale Secondary Plan	McMaster University	2024 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)	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)
		91	4,467	12,337	16,804	184	55	541	522	1,063	19	192	10,618	24,604	35,222	184	328	4,998	1,368	6,366	19	1,694	10,890

		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					Small Scale Intensification*	McMaster Innovation Park
Ainslie Wood Westdale Secondary Plan	Longwood	2024 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)	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)
		76	5,939	4,645	10,584	139	115	2,302	2,071	4,373	35	181	13,632	11,641	25,273	139	310	7,383	3,385	10,768	35	2,612	5,000

		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					Small Scale Intensification*
Strathcona Secondary Plan West Harbour Secondary Plan	Dundurn	2024 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)	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	5,266	2,134	7,400	100	113	913	1,446	2,359	21	182	14,048	4,069	18,118	100	511	7,993	2,679	10,672	21	1,702

		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					Small Scale Intensification*
Downtown Secondary Plan Strathcona Secondary Plan West harbour Sec. Plan	Queen	2024 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)	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
		186	19,606	4,202	23,808	128	247	10,120	3,724	13,844	56	373	28,536	19,272	47,808	128	623	17,589	17,367	34,956	56	1,461

		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					Small Scale Intensification*
Downtown Secondary Plan	James Downtown GO *(incl. Downtown Hamilton GO Station)*	2024 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)	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
		326	12,290	21,938	34,228	105	352	7,398	16,498	23,896	68	663	30,469	39,203	69,672	105	851	25,444	32,240	57,684	68	133

		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					Small Scale Intensification*
Downtown Secondary Plan	Mary Downtown GO	2024 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)	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
		171	6,400	3,738	10,138	59	182	3,383	3,515	6,898	38	601	14,279	21,435	35,714	59	830	11,058	20,498	31,556	38	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					Small Scale Intensification*
Downtown Secondary Plan	Wellington	2024 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)	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
		145	10,530	2,216	12,746	88	192	7,000	1,868	8,868	46	308	17,427	9,724	27,152	88	465	13,004	8,505	21,509	46	893

2026 MTSA Updates (January 23, 2026): 90 m2 average unit size x 1.721 persons per unit

Secondary Plans MTSA Summary

		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					Small Scale Intensification*
N/A	Wentworth	2024 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)	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
		103	11,827	2,361	14,188	138	137	3,145	1,603	4,748	35	221	24,648	5,800	30,448	138	510	13,827	3,810	17,637	35	2,139
N/A	Sherman	2024 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)	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	8,323	867	9,190	114	99	1,150	688	1,838	19	180	16,925	3,679	20,604	114	531	7,227	2,654	9,881	19	2,525
N/A	Scott Park	2024 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)	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
		84	6,650	2,011	8,661	103	83	1,020	683	1,703	21	209	15,693	5,837	21,530	103	579	8,195	3,724	11,919	21	1,868
N/A	Gage Park	2024 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)	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
		59	7,044	1,167	8,211	138	86	1,048	887	1,935	23	177	19,342	5,088	24,430	138	619	10,145	3,841	13,986	23	3,201
N/A	Ottawa	2024 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)	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	6,854	1,810	8,664	117	82	1,501	1,668	3,169	39	223	19,441	6,534	25,975	117	443	11,766	5,420	17,186	39	2,322
N/A	Kenilworth	2024 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)	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
		68	9,446	1,916	11,362	167	61	834	1,443	2,277	37	181	24,406	5,760	30,167	167	435	12,061	4,067	16,128	37	3,733
N/A	Queenston	2024 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)	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	5,949	786	6,735	119	40	165	242	407	10	187	19,566	2,649	22,216	119	828	7,247	1,118	8,365	10	4,227

2026 MTSA Updates (January 23, 2026): 90 m2 average unit size x 1.721 persons per unit

Secondary Plans MTSA Summary

		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					Small Scale Intensification*
N/A	Parkdale	2024 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)	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
		60	7,646	893	8,539	143	56	204	521	725	13	179	20,817	4,829	25,646	143	1,003	9,524	3,416	12,940	13	3,851
Centennial Neighbourhoods Secondary Plan	Nash	2024 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)	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	4,733	1,274	6,007	116	101	2,365	1,048	3,413	34	197	20,076	2,683	22,759	116	536	16,655	1,453	18,108	34	1,053
Centennial Neighbourhoods Secondary Plan	Eastgate	2024 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)	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
		72	8,204	2,435	10,639	149	82	1,934	2,249	4,183	51	237	30,644	4,590	35,234	149	511	23,154	2,872	26,026	51	1,220
Centennial Neighbourhoods Secondary Plan	Confederation GO	2024 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)	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
		37	2,908	4,009	6,917	189	44	510	1,073	1,583	36	221	20,367	21,440	41,808	189	982	17,883	17,486	35,369	36	86
Downtown Secondary Plan West Harbour Sec Plan	West Harbour GO	2024 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)	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
		100	8,593	9,001	17,594	176	103	978	1,753	2,731	27	163	17,515	11,163	28,678	176	421	8,117	3,039	11,156	27	1,783
Grand Totals		94	152,675	79,740	232,415	2,472	144	46,511	43,502	90,013	626	238	378,451	210,002	588,452	2,472	595	233,270	138,942	372,212	626	36,709

Overall Summary	Major Transit Station Area			
	Units	People	Jobs	Total P&J
Existing	71,745	152,675	79,740	232,415
Build Out	182,789	341,742	210,002	551,743
Sub-Total Growth	111,044	189,067	130,262	319,328
Small Scale Intensification	21,330	36,709	0	36,709
Grand Total Growth	132,374	225,776	130,262	356,037

Overall Summary	Intensification Area Only			
	Units	People	Jobs	Total P&J
Existing	25,840	46,511	43,502	90,013
Build Out	135,543	233,270	138,942	372,212
Sub-Total Growth	109,703	186,759	95,440	282,199
Small Scale Intensification	0	0	0	0
Grand Total Growth	109,703	186,759	95,440	282,199

Data Sources and Notes:
Population: PPI Parcel Base planning data, MPAC, year ending 2023.
Employment: Total Number of Jobs Survey.
Dillon Consulting: MTSA & SGA Boundaries, August 2024.
*Secondary suite assumptions are based on the assumption that 25% of the existing single-detached dwellings will have an extra three units and an estimated 25% of semi-detached dwellings will have an extra two units. PPU = 1.721.
** Institutional employment assumptions are based on the institutional job estimates provided by the City. Employment at the university is held steady since it's not a detailed forecast by specific user.
Includes a 5% work from home assumpsion.
Estimates for gentle intensification include a selection of "soft sites" outside of the intensificaiton areas for Dundurn, Longwood, Sherman, Gage Park, Parkdale and Queenston MTSAs.
New dwelling units calculations based on estimated average of 1.721 persons per unit. MTSA Total Units based on estimated build-out of Intensification Area, Small Scale Intensification units and remaining static dwelling units.
Unit estimates do not include a unit conversion for student residences (which have a lower PPU of 1.00 vs. 1.721).