

WE WANT TO HEAR FROM YOU!



**MAJOR
TRANSIT
STATION
AREAS**



engage.hamilton.ca



PLANNING FOR DEVELOPMENT AROUND HAMILTON'S HIGHER ORDER TRANSIT

Why is it important to plan for development around higher order transit?

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) 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.

What are MTSAs?

The Major Transit Station Area (MTSA) refers to an area within a 500 to 800 m walking distance of a transit stop serviced by light rail or rapid transit.

The Province's Growth Plan sets out minimum density targets of **160 people and jobs per hectare for LRT stations** and **150 people and jobs per hectare for GO stations**.

Higher Order Transit: Transit that generally operates in its own dedicated right-of-way, outside of mixed traffic where possible, and therefore can achieve a speed and frequency of service greater than conventional transit. Higher order transit can include heavy rail (such as subways), light rail transit (such as streetcars), and buses in dedicated rights-of-way and is typically referred to as rapid transit.

Through planning exercises such as this one, a municipality demonstrates whether it is possible to meet the density target for each of the MTSAs to meet Provincial regulations or if an alternative target is required.

PROTECTED MAJOR TRANSIT STATION AREAS

What is a Protected Major Transit Station?

Protected Major Transit Station Areas (PMTSAs) are a subset of MTSAAs.

The *Planning Act* allows municipalities to identify an MTSA as a “PMTSA” for the purposes of implementing Inclusionary Zoning regulations.

What does the City need to do to identify a Major Transit Station Area as a Protected Major Transit Station Area?

A key part of designating an MTSA as a PMTSA includes identifying the boundaries of the PMTSA in the Urban Hamilton Official Plan, including people and jobs per hectare, permitted use of the land, and the minimum densities.

What are the benefits of a Protected Major Transit Station?

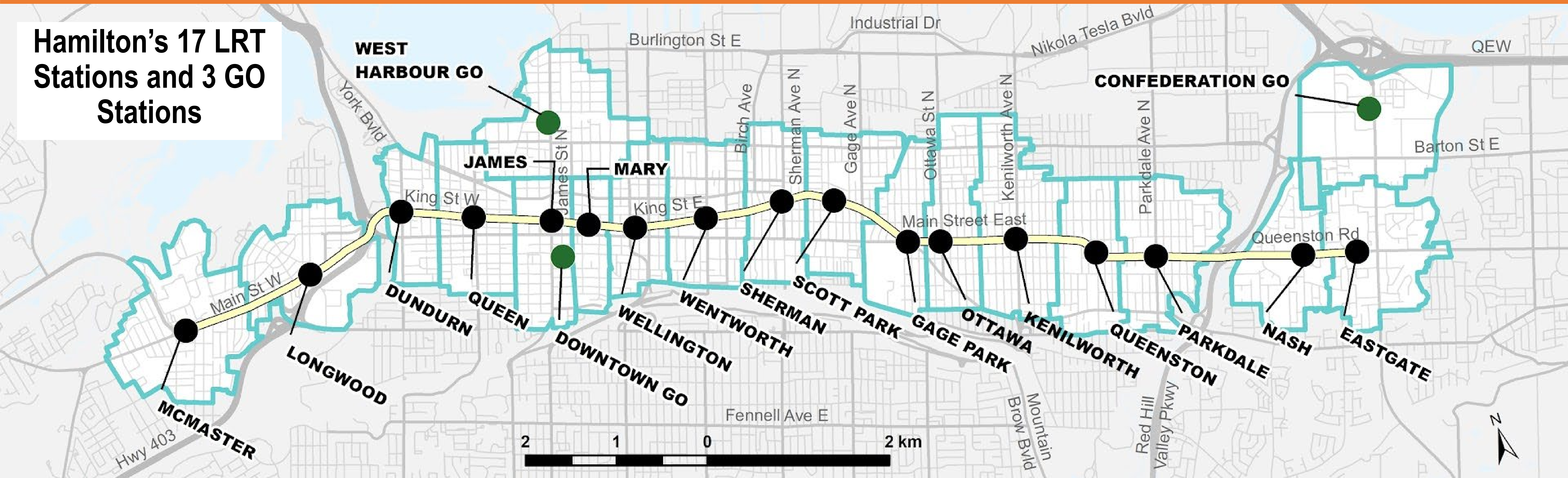
- Provides increased certainty over the permitted uses, heights and densities for the area since policies and regulations cannot easily be changed.
- Ability to implement Inclusionary Zoning.

What should the City consider when planning for Protected Major Transit Stations?

Take a sticky note and share your thoughts.

MAPPING THE MAJOR TRANSIT STATION AREAS

Hamilton's 17 LRT Stations and 3 GO Stations



How were the draft MTSA boundaries delineated?

To maximize the extent of the MTSA and to meet the Province's minimum density target, the overall approach for defining each MTSA is based on an 800 metre walking distance around the approximate location for each transit stop.

Where there was potential to capture additional intensification opportunities (ex. commercial corridors, major redevelopment sites) or major trip generators (ex. institutional campuses), boundaries slightly beyond 800 metre threshold were considered.

What did we consider in mapping the MTSAs?

- Provincial Policies
- Urban Hamilton Official Plan policies
- Zoning By-law
- Secondary Plans policies and Design Guidelines
- Heritage Buildings and Cultural Landscapes
- Recent Development Applications
- Gentle Intensification Opportunities

LET'S TAKE A CLOSER LOOK AT A MAJOR TRANSIT STATION AREA

LRT Station

The approximate location of a planned LRT station along the transit corridor.

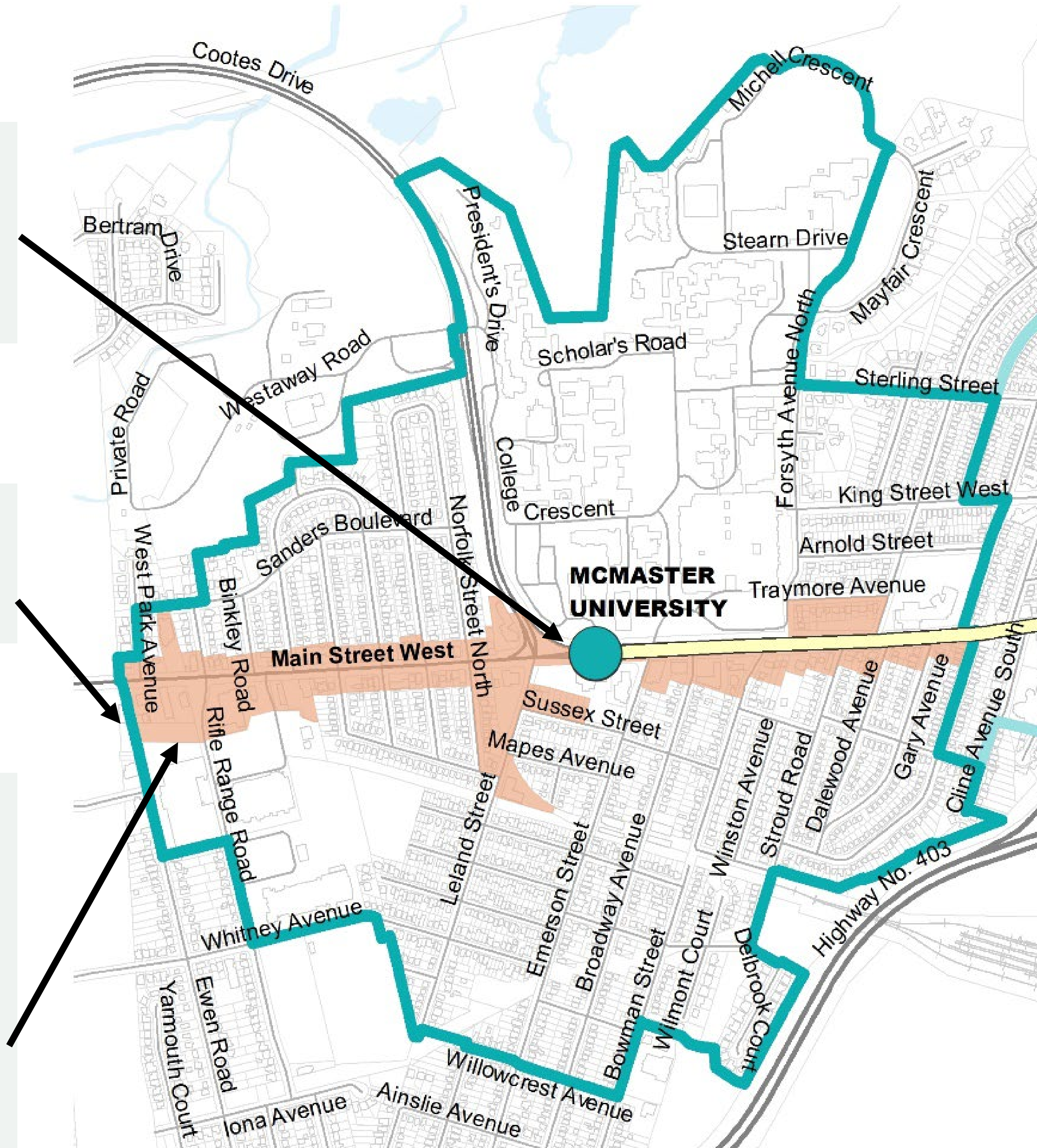
MTSA Boundary

The area within an 800 m walking distance of the transit station.

Intensification Area

Within each MTSA, there is an Intensification Area where the majority of growth is expected to occur.

The Intensification Area is only used for the purpose of this study.



What is density?

Density refers to the number of people occupying an area. It can be measured in various ways.

How is density calculated?

$$\frac{\text{No. of People Living in an Area} + \text{No. of Jobs in an Area}}{\text{Area in Hectares}} = \text{People + Jobs per Hectare (PJH)}$$

Potential Build Out Density

Measuring and projecting the potential built-out density target allows us to plan for growth in each MTSA and allocate resources to service the population into the future.

METHODS FOR MODELLING DENSITY

What were the modelling assumptions?

- Development will mainly take place along the LRT corridor and around the GO stations.
- Building heights based on a blend of current zoning and policies
- Residential neighbourhoods within the MTSA but outside of **Intensification Areas** will not be the focus of major development. However, opportunities for small-scale intensification and infilling were applied.
- Designated or registered heritage buildings are to be protected.

How was the modelling generated?

3D modelling was used to confirm build out potential along the LRT corridor based on the existing planning framework.

What does the modelling tell us?

The modelling tells us whether the City is able to meet the minimum provincial density targets for each of the MTSA's or whether an alternative target needs to be requested.

What are the constraints of the modelling?

Planning for our city is ever evolving and never static. Therefore, the 3D modelling provides a snapshot in time.



HOW TO **HAVE YOUR SAY** TONIGHT!

- **Review the panels** outlining the MTSA's and their existing and future densities, each panel has opportunity for you to provide some feedback
- See the **Corridor-Wide map** – you can add sticky notes on this map as well and give your feedback on the station area boundaries
- **Have more to say?** Fill out a comment sheet (submit tonight, or send it to City staff)
- Visit the **Engage Hamilton webpage** for the MTSA project to view a StoryMap and provide comments on the map digitally
- **Have a question?** Staff from the City and Dillon Consulting are here to help! Feel free to ask any member of the team if you need assistance with providing comments, or have other questions



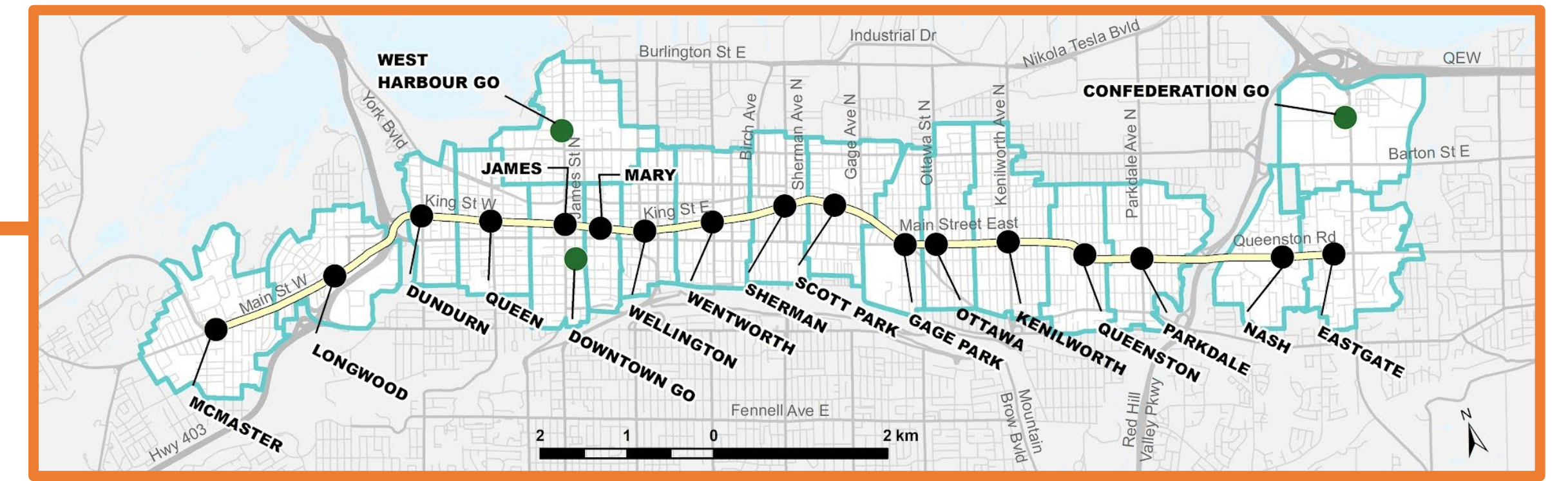
Project Mailing List

Email GRIDS2-MCR@hamilton.ca to request to be added to the project mailing list.

MTSA STATION AREA PROFILES

McMaster University MTSA

Longwood MTSA



Existing

Area: 200.1 hectares
 Existing Population: 5,034
 Existing Jobs: 12,460
 Existing Density: 87

Existing

Area: 155.3 hectares
 Existing Population: 5,759
 Existing Jobs: 4,544
 Existing Density: 66



Build Out

Estimated Population: 11,050
 Estimated Jobs: 23,946
 Potential Build-Out Density Target: 175

Build Out

Estimated Population: 11,213
 Estimated Jobs: 8,327
 Potential Build-Out Density Target: 126*

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

What should the City consider beyond just planning for people and jobs in these MTSA's?

Take a sticky note and share your thoughts.

MTSA STATION AREA PROFILES

Dundurn MTSA



Existing

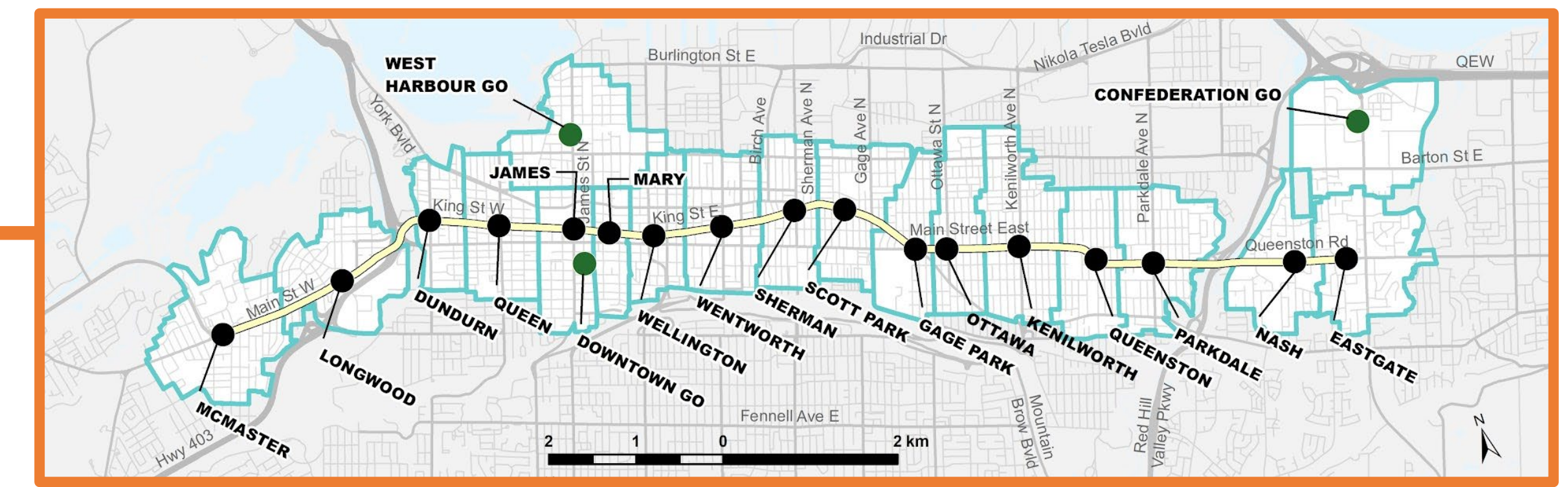
Area: 82.5 hectares
 Existing Population: 4,478
 Existing Jobs: 1,580
 Existing Density: 73

Queen MTSA



Existing

Area: 127.1 hectares
 Existing Population: 18,536
 Existing Jobs: 4,021
 Existing Density: 177



What should the City consider beyond just planning for people and jobs in these MTSAs?

Take a sticky note and share your thoughts.



Build Out

Estimated Population: 10,298
 Estimated Jobs: 2,953
 Potential Build-Out Density Target: 161



Build Out

Estimated Population: 24,749
 Estimated Jobs: 19,931
 Potential Build-Out Density Target: 352

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

MTSA STATION AREA PROFILES

James/Downtown GO MTSA



Existing

Area: 105.1 hectares
 Existing Population: 9,159
 Existing Jobs: 23,059
 Existing Density: 306



Build Out

Estimated Population: 21,186
 Estimated Jobs: 44,499
 Potential Build-Out Density Target: 625

Mary MTSA



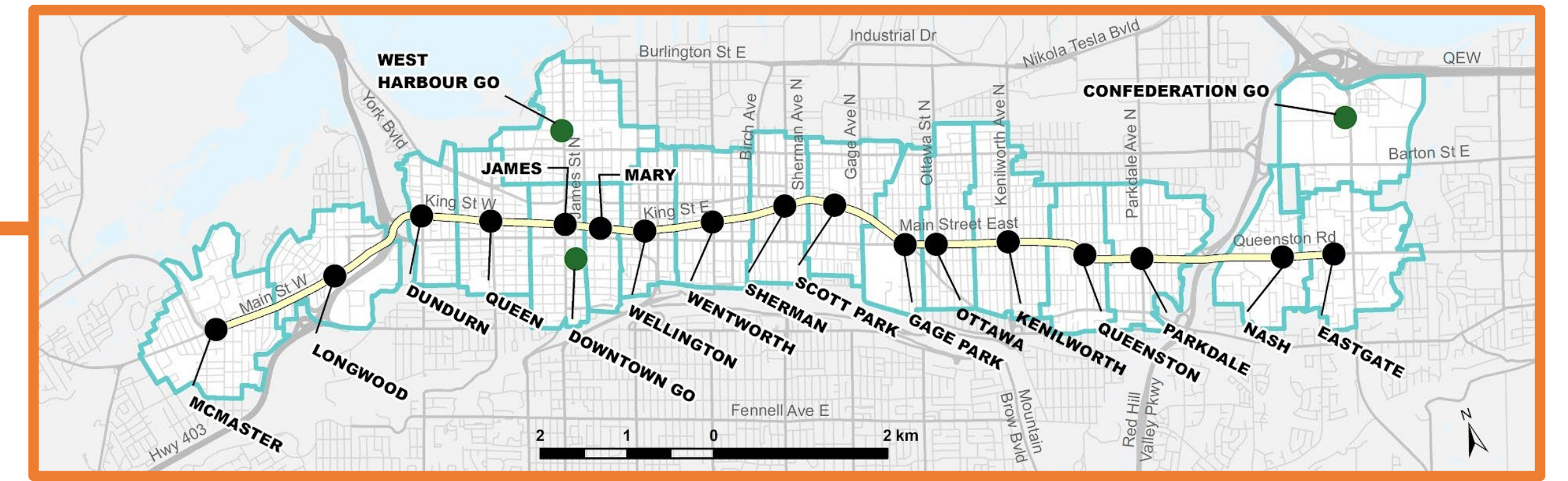
Existing

Area: 59.4 hectares
 Existing Population: 6,368
 Existing Jobs: 4,164
 Existing Density: 177



Build Out

Estimated Population: 11,167
 Estimated Jobs: 24,674
 Potential Build-Out Density Target: 603



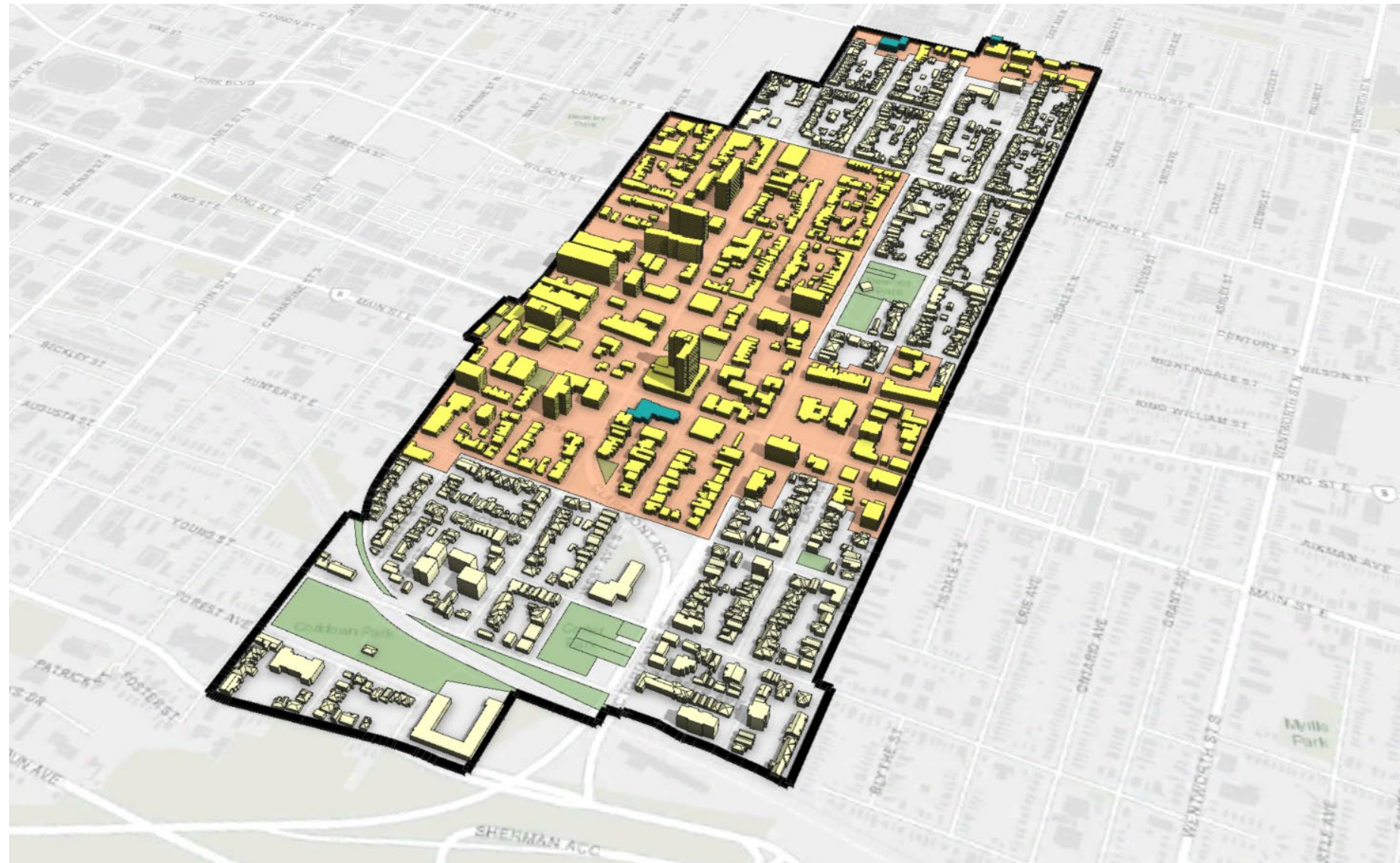
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- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

MTSA STATION AREA PROFILES

Wellington MTSA



Existing

Area: 97.3 hectares
 Existing Population: 10,085
 Existing Jobs: 2,365
 Existing Density: 128



Build Out

Estimated Population: 15,405
 Estimated Jobs: 13,039
 Potential Build-Out Density Target: 292

Wentworth MTSA



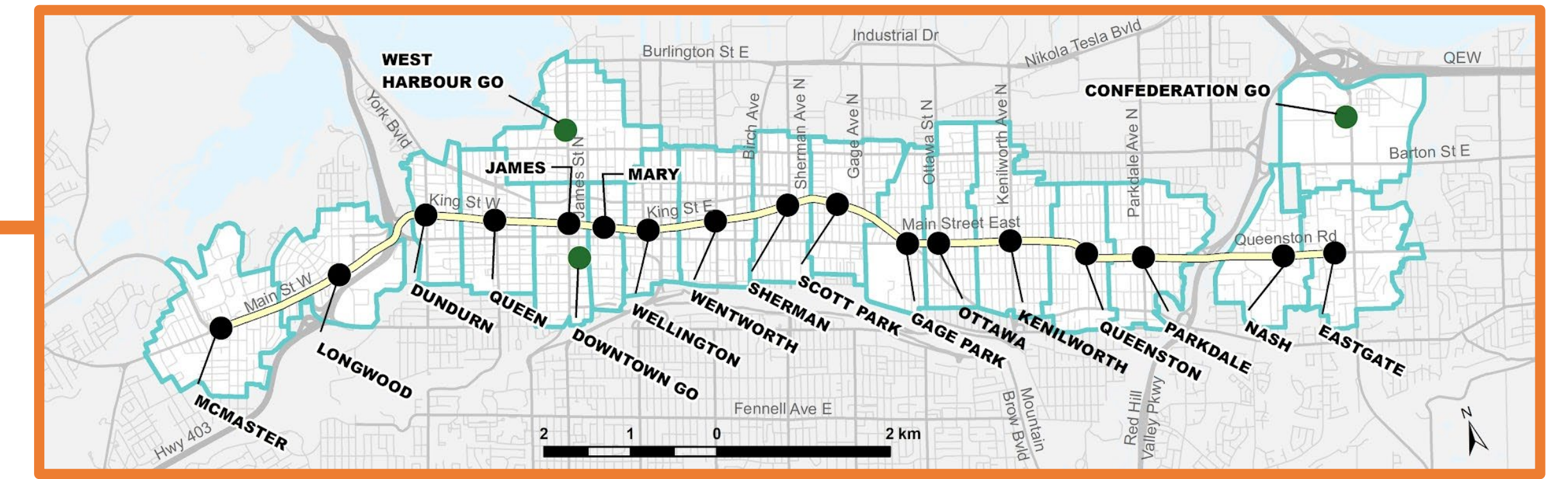
Existing

Area: 136.4 hectares
 Existing Population: 11,701
 Existing Jobs: 2,535
 Existing Density: 104



Build Out

Estimated Population: 20,640
 Estimated Jobs: 4,911
 Potential Build-Out Density Target: 187



What should the City consider beyond just planning for people and jobs in these MTSA's?

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- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

MTSA STATION AREA PROFILES

Sherman MTSA



Existing

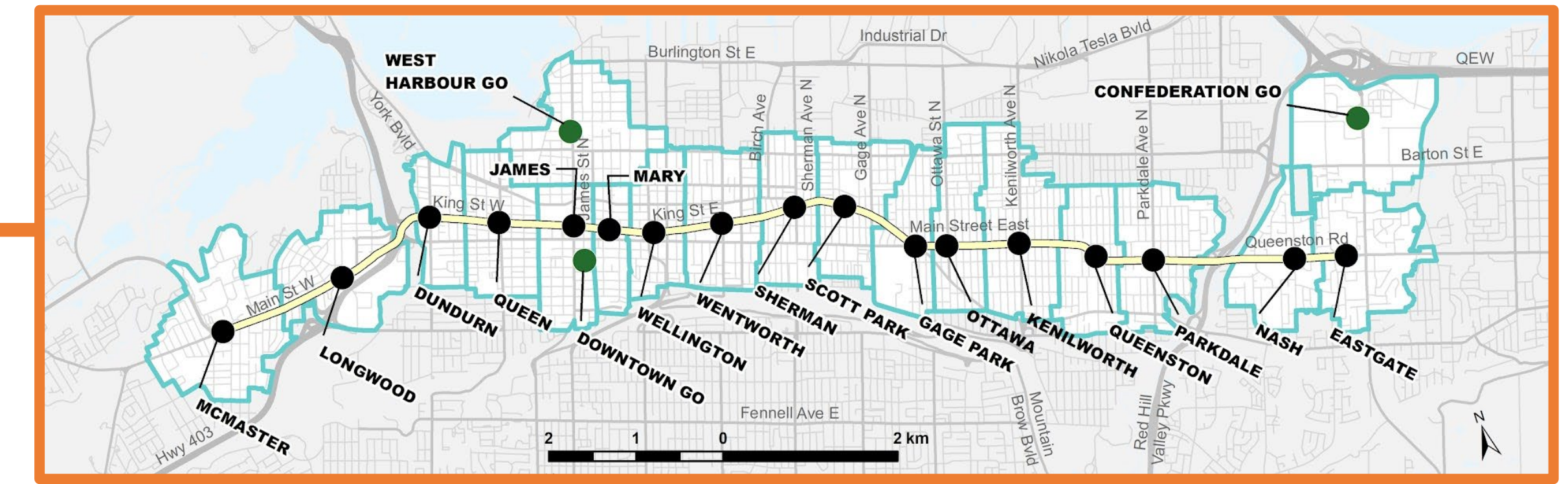
Area: 114.3 hectares
 Existing Population: 8,226
 Existing Jobs: 953
 Existing Density: 80

Scott Park MTSA



Existing

Area: 128.3 hectares
 Existing Population: 7,977
 Existing Jobs: 2,159
 Existing Density: 79



What should the City consider beyond just planning for people and jobs in these MTSAs?

Take a sticky note and share your thoughts.



Build Out

Estimated Population: 13,892
 Estimated Jobs: 2,368
 Potential Build-Out Density Target: 142*



Build Out

Estimated Population: 17,450
 Estimated Jobs: 6,269
 Potential Build-Out Density Target: 185

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

MTSA STATION AREA PROFILES

Gage Park MTSA



Existing

Area: 107.6 hectares
 Existing Population: 5,071
 Existing Jobs: 710
 Existing Density: 54



Build Out

Estimated Population: 10,916
 Estimated Jobs: 2,686
 Potential Build-Out Density Target: 126*

Ottawa MTSA



Existing


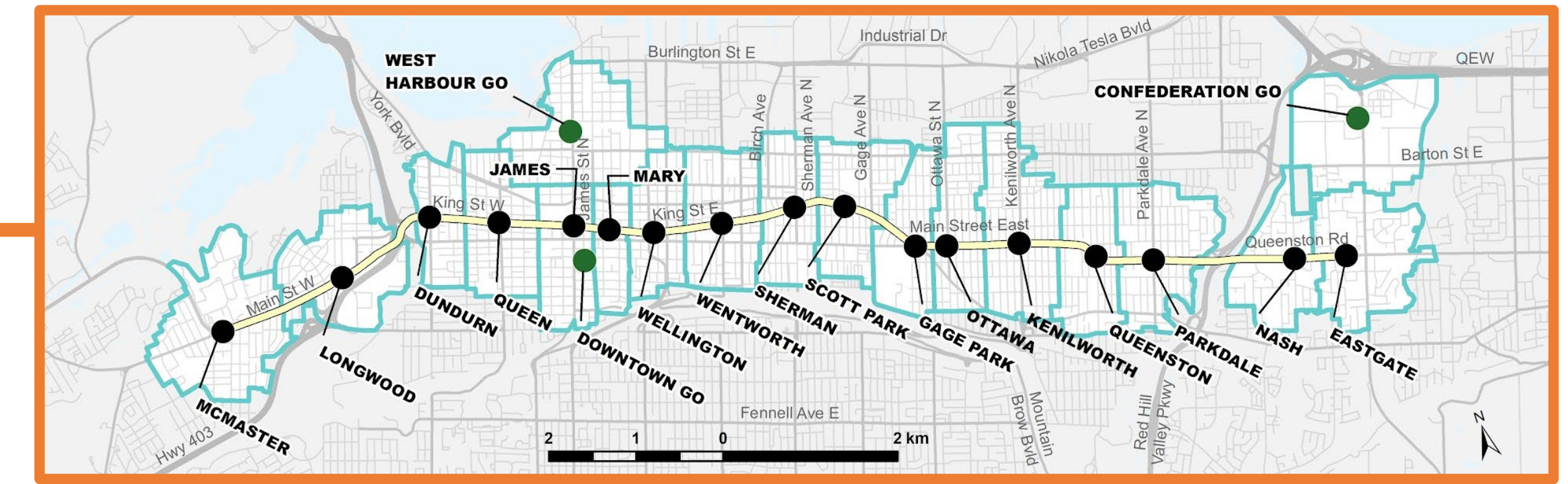
Area: 116.6 hectares
 Existing Population: 6,811
 Existing Jobs: 1,854
 Existing Density: 74



Build Out

Estimated Population: 17,512
 Estimated Jobs: 6,278
 Potential Build-Out Density Target: 204

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

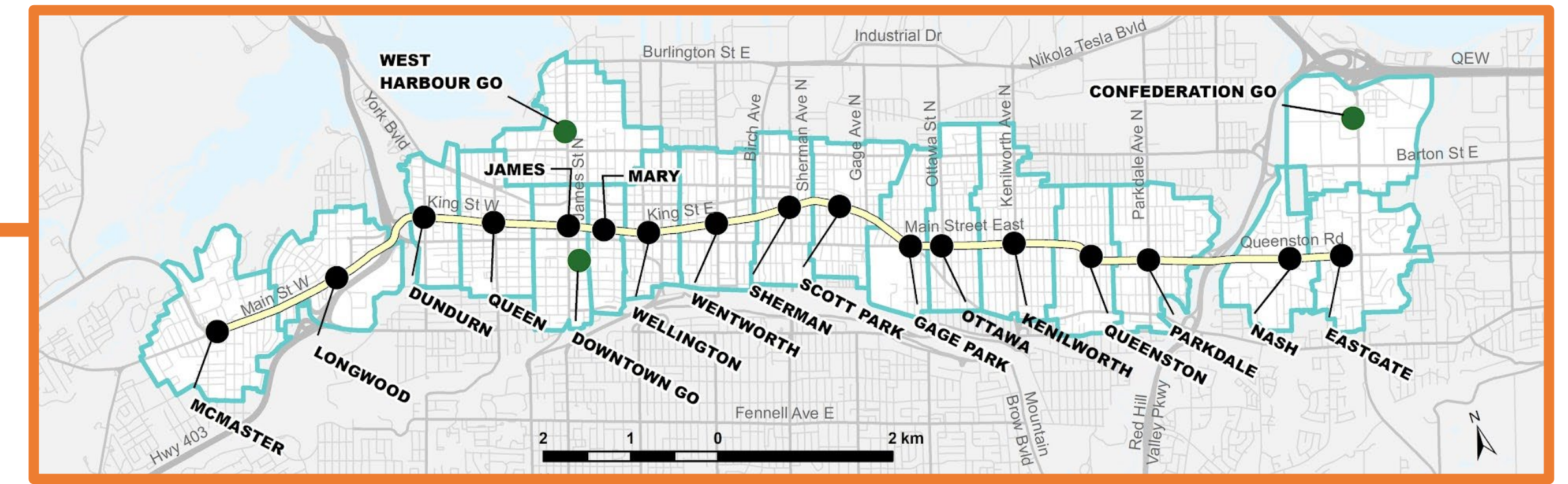
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MTSA STATION AREA PROFILES

Kenilworth MTTA

Queenston MTTA



Existing

Area: 167.1 hectares
 Existing Population: 9,418
 Existing Jobs: 2,142
 Existing Density: 69

Existing

Area: 115.2 hectares
 Existing Population: 5,838
 Existing Jobs: 718
 Existing Density: 57



Build Out

Estimated Population: 22,212
 Estimated Jobs: 4,783
 Potential Build-Out Density Target: 162

Build Out

Estimated Population: 13,668
 Estimated Jobs: 1,755
 Potential Build-Out Density Target: 134*

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

What should the City consider beyond just planning for people and jobs in these MTTAs?

Take a sticky note and share your thoughts.

MTSA STATION AREA PROFILES

Parkdale MTSA



Existing

Area: 150.9
Existing Population: 6,519
Existing Jobs: 1,010
Existing Density: 50



Build Out

Estimated Population: 16,297
Estimated Jobs: 4,016
Potential Build-Out Density Target: 135*

Nash MTSA



Existing

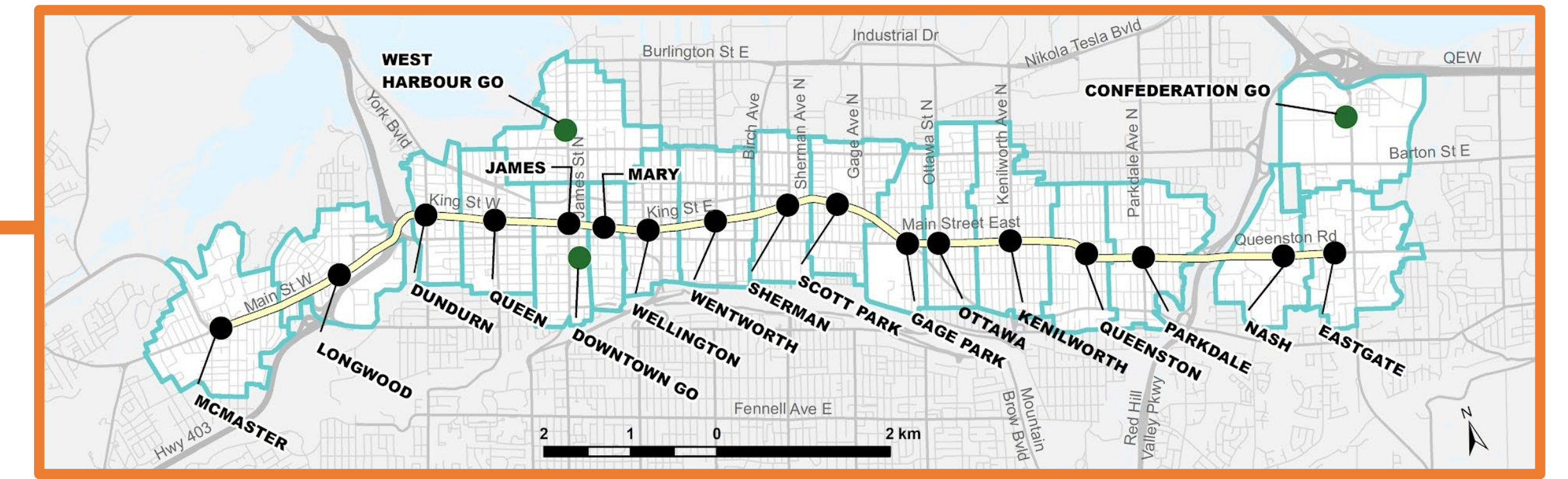
Area: 119.1 hectares
Existing Population: 4,885
Existing Jobs: 1,253
Existing Density: 52



Build Out

Estimated Population: 17,151
Estimated Jobs: 2,035
Potential Build-Out Density Target: 161

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development



What should the City consider beyond just planning for people and jobs in these MTSA's?

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MTSA STATION AREA PROFILES

Eastgate MTSA



Existing

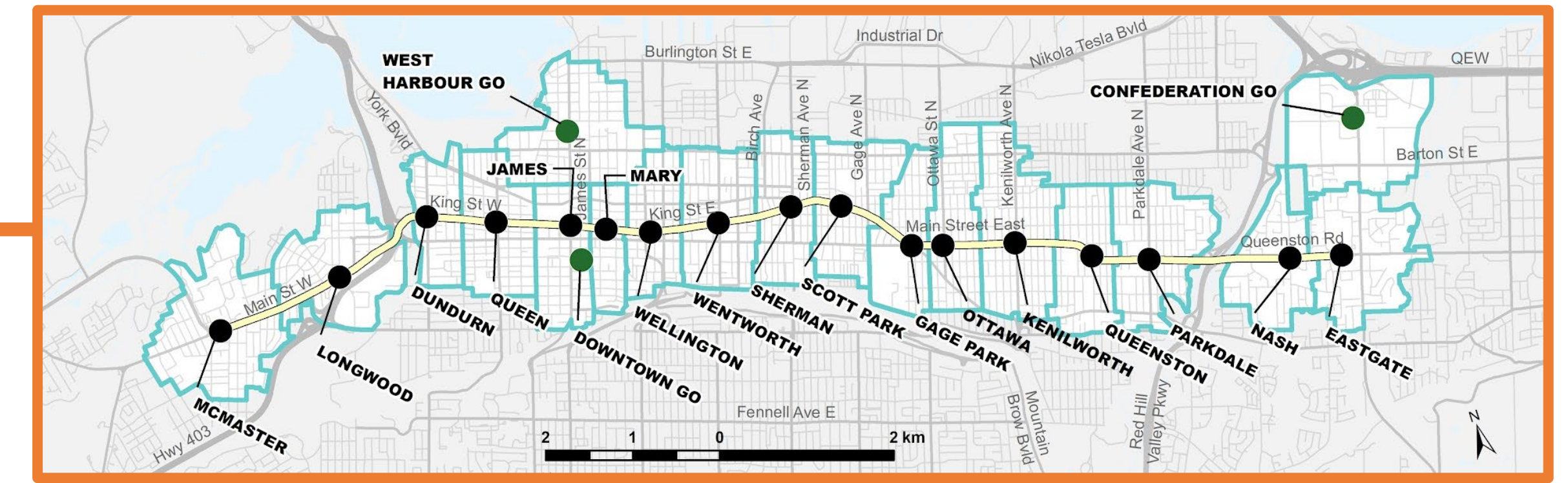
Area: 158.3 hectares
Existing Population: 7,000
Existing Jobs: 2,685
Existing Density: 61



Build Out

Estimated Population: 25,484
Estimated Jobs: 3,643
Potential Build-Out Density Target: 184

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development



What should the City consider beyond just planning for people and jobs in these MTSA's?

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MTSA STATION AREA PROFILES

Confederation GO MTSA



Existing

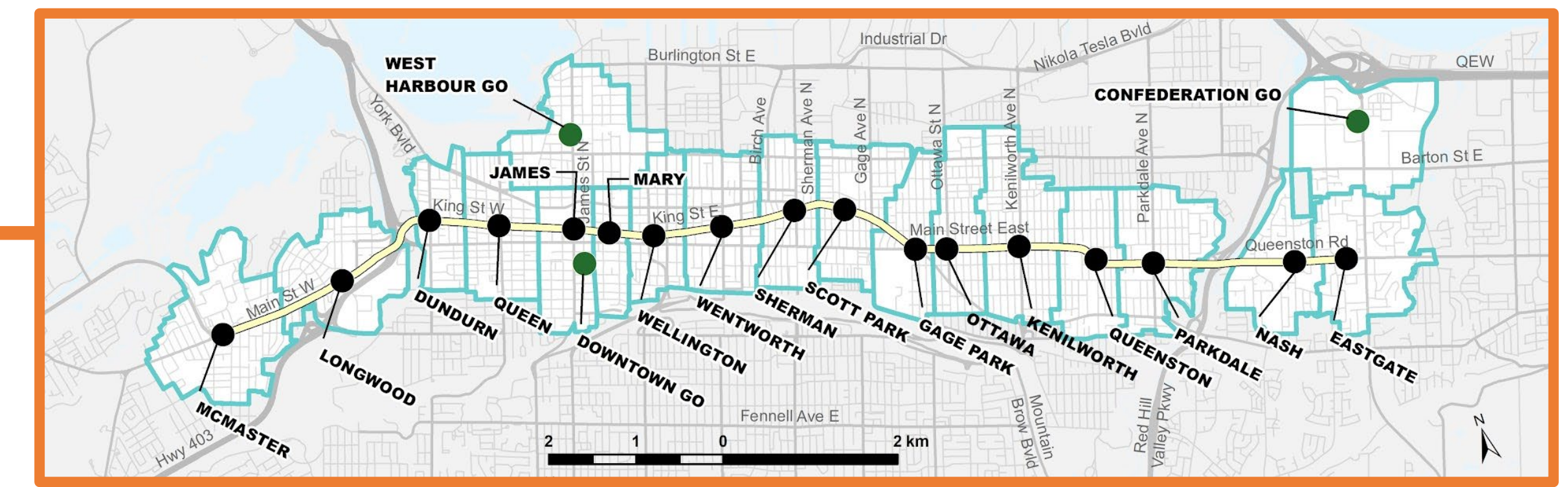
Area: 188.8 hectares
 Existing Population: 2,909
 Existing Jobs: 4,455
 Existing Density: 39

West Harbour GO MTSA



Existing

Area: 173.9 hectares
 Existing Population: 8,418
 Existing Jobs: 9,877
 Existing Density: 105



What should the City consider beyond just planning for people and jobs in these MTSA's?

Take a sticky note and share your thoughts.



Build Out

Estimated Population: 21,663
 Estimated Jobs: 8,709
 Potential Build-Out Density Target: 161



Build Out

Estimated Population: 15,071
 Estimated Jobs: 11,334
 Potential Build-Out Density Target: 152

- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

PRELIMINARY RESULTS

Key Observations

- 14 of 19 MTSA's can meet the provincial minimum density target
- Five (5) MTSA's may require alternative/ lower targets

MTSA's Requiring Alternative Targets

MTSA Station	Build-out Density	Density Limitations
Longwood MTSA	126 people and jobs per hectare (pjh)	Major highway infrastructure (highway 403 right-of-way), floodplain and open space, lower density neighbourhoods, larger properties for institutional use (schools), and employment area designated lands.
Sherman MTSA	142 pjh	Extent of lower density neighbourhoods close to the corridor, heritage properties.
Gage Park MTSA	126 pjh	Large urban park (Gage Park), heritage properties, low density residential close to corridor.
Queenston MTSA	134 pjh	Large urban park (Montgomery Park), presence of lower density residential built form.
Parkdale MTSA	135 pjh	Urban park and community facility (Parkdale Park and Arena), institutional land uses (school), presence of lower density built form.

What ideas do you have for increasing densities in these areas?

Take a sticky note and share your thoughts.

NEXT STEPS

The City will consider the feedback heard as part of the public engagement, prepare revisions to the report, and bring forward an Official Plan Amendment for the approval of the Province for the MTSAs and any areas to be PMTSAs

LOOKING FOR MORE WAYS TO ENGAGE?

Engage Hamilton - Online Feedback Tools

- Visit Engage Hamilton online to view the project information electronically
- ESRI StoryMap - leave a comment on the map for the project team
- Reports – read through the Draft MTSA report by Dillon Consulting and leave a comment/question
- Use the general feedback submission tool / survey



Project Timeline

