Planning for higher order transit is a key component of Hamilton’s growth strategy.

Transit Oriented Development (TOD) is a planning approach that envisions the long term growth of an area around transit stops and major transportation routes. The focus is 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.

Across the Greater Golden Horseshoe, several municipalities are using transit investment to drive growth.

The implementation of Light Rail Transit (LRT) in Hamilton provides a key opportunity to plan for future development along this corridor.

The Province’s Growth Plan (2017) directs municipalities to plan for intensification around transit.

Major Transit Station Area (MTSA) refers to an area within a 500m walking distance of a transit stop serviced by light rail or rapid transit. The 2017 Growth Plan has set a density target of 160 people and jobs per hectare for each of these areas over the long term.

Within each MTSA, there is an Intensification Area where the majority of growth is expected to be accommodated. This area is situated near the main LRT route.

The City therefore needs to determine whether it is possible to meet the density target for each of the MTSAs along the LRT route in order to meet Provincial regulations or if an alternative target is required.

A few definitions...

The Province’s Growth Plan (2017) directs municipalities to plan for intensification around transit.

Major Transit Station Area (MTSA) refers to an area within a 500m walking distance of a transit stop serviced by light rail or rapid transit. The 2017 Growth Plan has set a density target of 160 people and jobs per hectare for each of these areas over the long term.
The 160 people and jobs per hectare target applies to each stop between McMaster and Queenston.

The following four stops are part of the Downtown Secondary Plan that provides information on density and population growth, and were not modeled as part of this study:

- Queen
- James
- Mary
- Wellington

The following two stops are at the east end of the LRT route and were part of a recently adopted Secondary Plan (Centennial Neighbourhoods) and were not modeled as part of this study:

- Nash
- Eastgate

The remaining 11 stops were examined using models of existing conditions and future growth forecasts, to determine if it would be possible to meet the density target at each station.
A Major Transit Station Area (MTSA) boundary is defined by drawing a circle with a 500m radius around each transit stop along the route. The circle is then adjusted to match the street grid so that each stop has a unique Station Area that does not overlap with its neighbour.

The MTSAs are designed to accommodate increased density over time to support the LRT. The City of Hamilton has implemented special zoning regulations and design guidelines to achieve growth while respecting the character of existing residential neighbourhoods in these areas.

What is Density?

Density refers to the number of people occupying an area. It can be measured in various ways. In the Province of Ontario, density is measured as:

\[
\text{Density} = \frac{\text{No. of People Living in an Area} + \text{No. of Jobs in an Area}}{\text{Area in Hectares}}
\]

Measuring and projecting density allows us to plan for growth in each MTSA and allocate resources to service the population into the future. Increased density would be accommodated in the form of residential, commercial, institutional, and mixed uses.
McMaster Stop is the first stop on the LRT route moving west to east. Growth is focused in the Intensification Area along Main Street West and Leland Street.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.
LONGWOOD STATION AREA

Net Area = 84 hectares

Longwood Stop is the second LRT stop along the route. Growth is focused along Main Street West, with an additional Intensification portion north of the Station along King Street West.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

Existing

People + Jobs per Hectare = 160

Future Potential

People + Jobs per Hectare = 2041

Existing Conditions

People + Jobs per Hectare = 81

2041 Estimated Density

People + Jobs per Hectare = 174

Maximum Estimated Density

People + Jobs per Hectare = 215
Dundurn Stop is located along the western portion of the LRT route after crossing Highway 403. Growth is focused along key corridors in the Area, namely King Street West, Main Street West, and Dundurn Street North and South.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

Net Area = 43 hectares

Existing

2041

People + Jobs per Hectare

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT
WENTWORTH STATION AREA

Wentworth Stop is located just east of the Downtown along the LRT route. Growth is focused in the Intensification Area along King Street East as well as parts of Main Street East and Wilson Street, with some residential growth in the rest of the Station Area.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

Existing

2041

People + Jobs per Hectare

119

187

224

6,500

2,000

3,200

6,600

5,800

3,250

People + Jobs per Hectare

187

160
Sherman Stop is located at the center of the LRT route. Growth is focused in the Intensification Area along King Street East, with some residential growth in the rest of the Station Area.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential
Scott Park Stop is located centrally along the LRT route, east of downtown. Growth is focused along King Street East, with some residential growth in the rest of the Station Area.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

Net Area = 59 hectares

Existing Buildings
Intensification Area
Heritage Buildings
Future Potential Development

<table>
<thead>
<tr>
<th>Condition</th>
<th>2041 Estimated Density</th>
<th>Maximum Estimated Density</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>70</td>
<td>104</td>
</tr>
<tr>
<td>2041 Estimated</td>
<td>104</td>
<td>118</td>
</tr>
<tr>
<td>Maximum</td>
<td>2,500</td>
<td>4,700</td>
</tr>
</tbody>
</table>

People + Jobs per Hectare

Existing

Density Potential

2041

3,800

314

2,000

70

People + Jobs per Hectare

160

Net Area = 59 hectares

Major Transit Station Area Boundary

Intensification Area

LRT Route

LRT Stop

Planning & Economic Development Department
Gage Park Stop is the transition point from King Street East to Main Street East along the LRT route. Growth is focused along Main Street East and King Street East.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

**Long-term Built-out Density Potential**

- **Existing Conditions:** 42
- **2041 Estimated Density:** 61
- **Maximum Estimated Density:** 69
- **People + Jobs per Hectare:** 160

- **2041:**
  - **People + Jobs per Hectare:** 61
  - **Net Area:** 67 hectares
Ottawa Stop is located easterly along the LRT route. Growth is focused along Main Street East and Ottawa Street North.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

**OTTAWA STATION AREA**

- Net Area = 46 hectares
- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

**Existing**
- People + Jobs per Hectare 160
- People + Jobs per Hectare 72

**2041**
- People + Jobs per Hectare 93

**Long-term Built-out Density Potential**
- Existing Conditions
- 2041 Estimated Density
- Maximum Estimated Density

- 72
- 93
- 154

- 50
- 100
- 150
- 200
- 250

Net Area = 46 hectares
Kenilworth Stop is on the easterly section of the LRT route. Growth is focused along Kenilworth Avenue North and along Main Street East.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

Existing Conditions | 2041 Estimated Density | Maximum Estimated Density
--- | --- | ---
73 | 101 | 150
Queenston Stop is along the easterly section of the LRT route where it transitions from Main Street East to Queenston Road. Growth is focused along the LRT route on Main Street East and Queenston Road.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

### existing

<table>
<thead>
<tr>
<th>People + Jobs per Hectare</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intensification Area</td>
<td></td>
</tr>
<tr>
<td>Existing Buildings</td>
<td></td>
</tr>
<tr>
<td>Heritage Buildings</td>
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</tr>
<tr>
<td>Future Potential Development</td>
<td></td>
</tr>
<tr>
<td>Green Space</td>
<td></td>
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</table>

### Long-term Built-out Density Potential

<table>
<thead>
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<th>160</th>
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<tr>
<td>Intensification Area</td>
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<tr>
<td>Green Space</td>
<td></td>
</tr>
</tbody>
</table>

- **existing**
  - 2,200 People
  - 300 Jobs
  - 1,100 People
- **2041**
  - 2,900 People
  - 1,400 Jobs
  - 1,400 People

Net Area = 53 hectares
Existing

Parkdale Stop is the furthest east LRT stop before the Redhill Valley Parkway. Growth is focused along Queenston Road and Parkdale Avenue North.

Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

Long-term Built-out Density Potential

2041

- Existing Conditions: 50
- 2041 Estimated Density: 94
- Maximum Estimated Density: 150

People + Jobs per Hectare: 160

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

Net Area = 62 hectares

Major Transit Station Area Boundary

Intensification Area

LRT Route

LRT Stop