

# MOBILITY PLANNING A PRIMER

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.

## MIXED USE DEVELOPMENT



## COMPACT GROWTH



## PUBLIC SPACE



## 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.

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 MTSA's along the LRT route in order to meet Provincial regulations or if an alternative target is required.



# MAPPING THE MAJOR TRANSIT STATION AREA



There are 17 Major Transit Station Areas across the LRT corridor.

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.

# THE MAKING OF A MAJOR TRANSIT STATION AREA

Major Transit Station Areas represent the neighbourhoods within walking distance of each stop along the LRT route.

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 MTSA's 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.



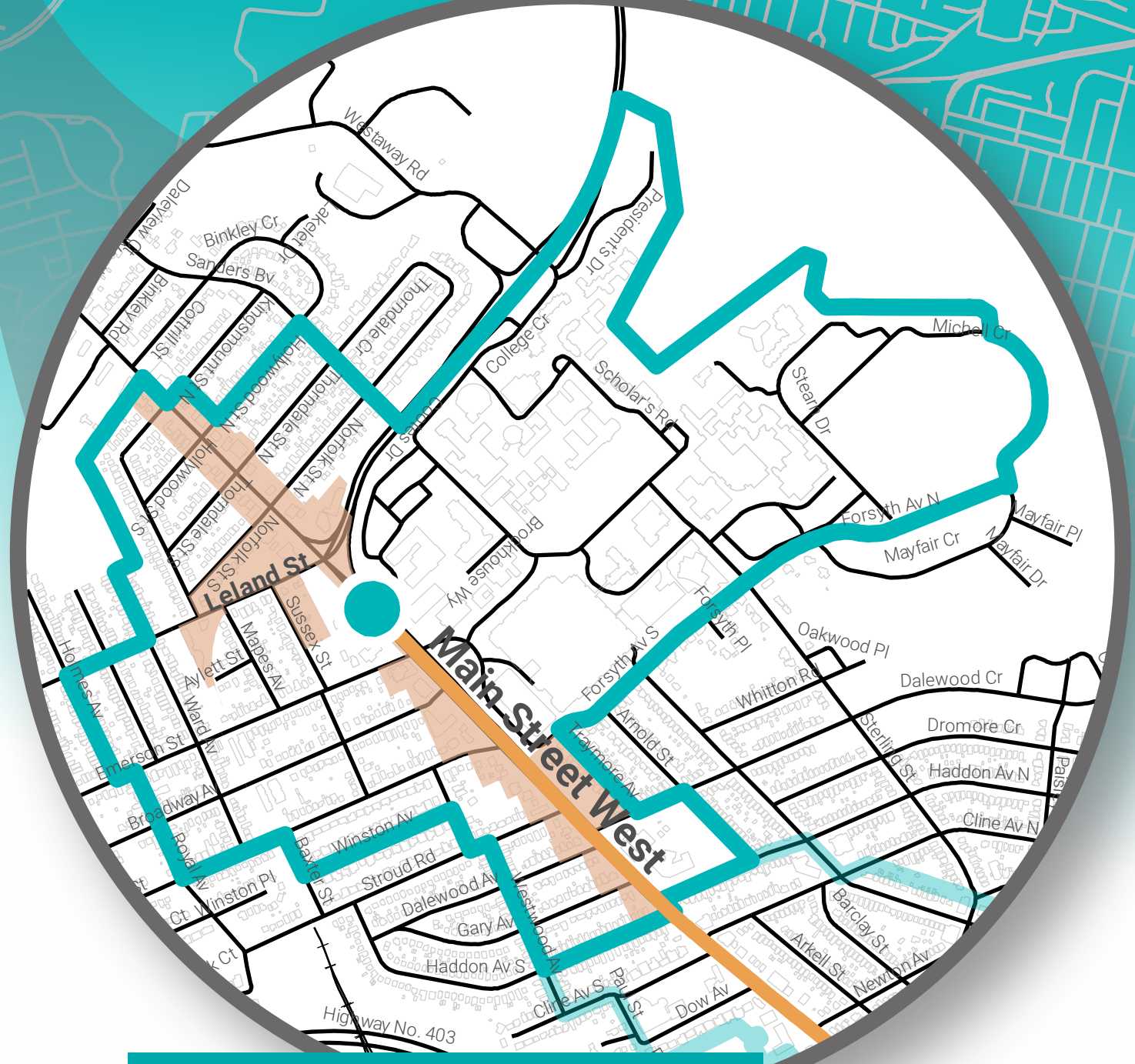
## What is Density?

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:

$$\begin{array}{r}
 \text{No. of People} \\
 \text{Living in an Area}
 \end{array}
 +
 \begin{array}{r}
 \text{No. of Jobs} \\
 \text{in an Area}
 \end{array}
 =
 \begin{array}{r}
 \text{People} \\
 + \\
 \text{Jobs per} \\
 \text{Hectare (PJH)}
 \end{array}$$

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.



# MCMMASTER STATION AREA

Net Area = 114 hectares

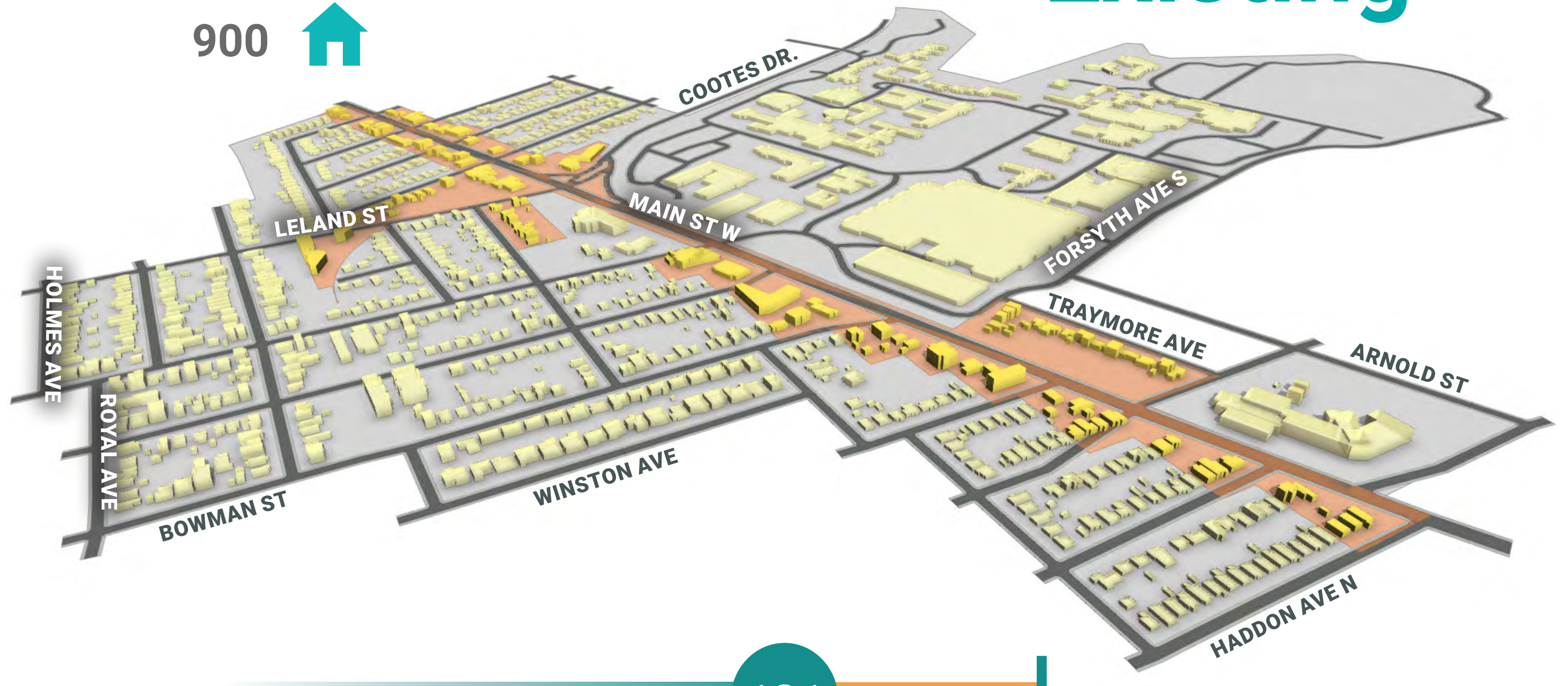
- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

2,100   
 11,700   
 900

## Existing

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.

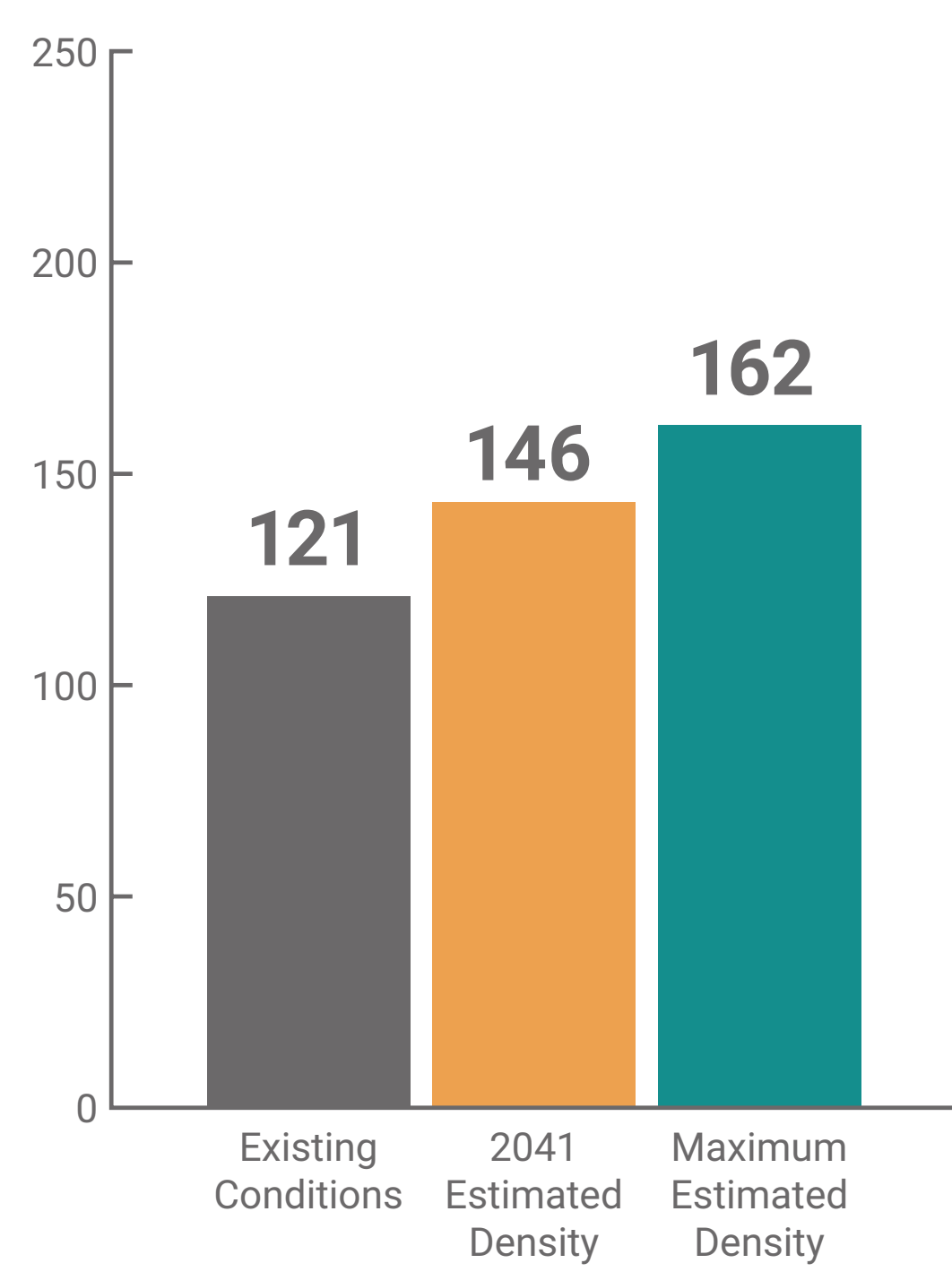
Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.



121 160  
 People + Jobs per Hectare

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

## Long-term Built-out Density Potential



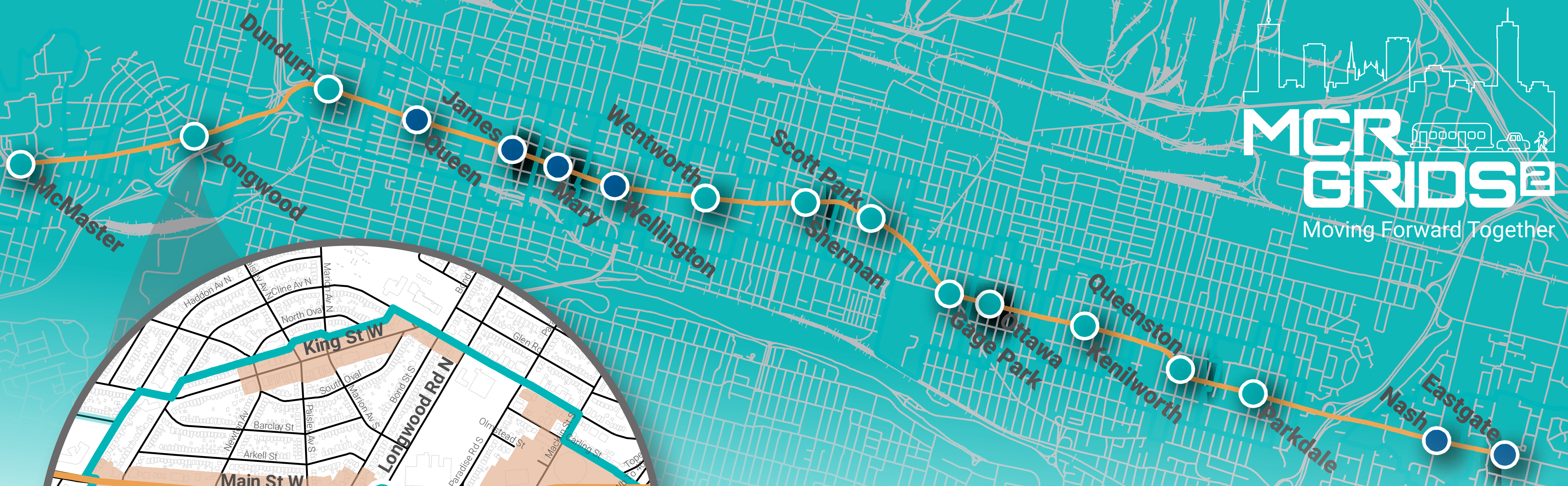
2,500   
 13,300   
 1,100

## 2041



146 160  
 People + Jobs per Hectare



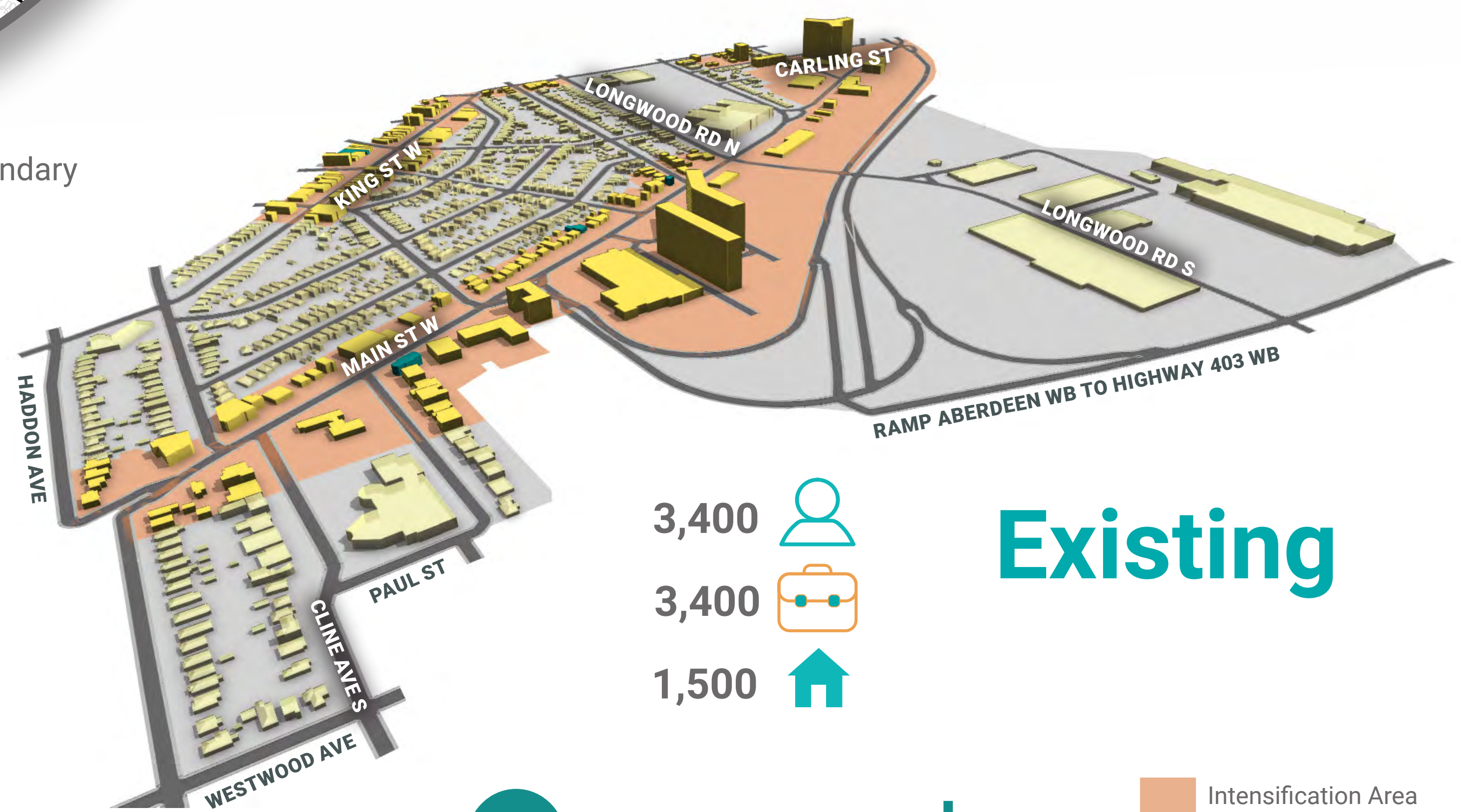


# LONGWOOD STATION AREA

- Net Area = 84 hectares
- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

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.



3,400

3,400

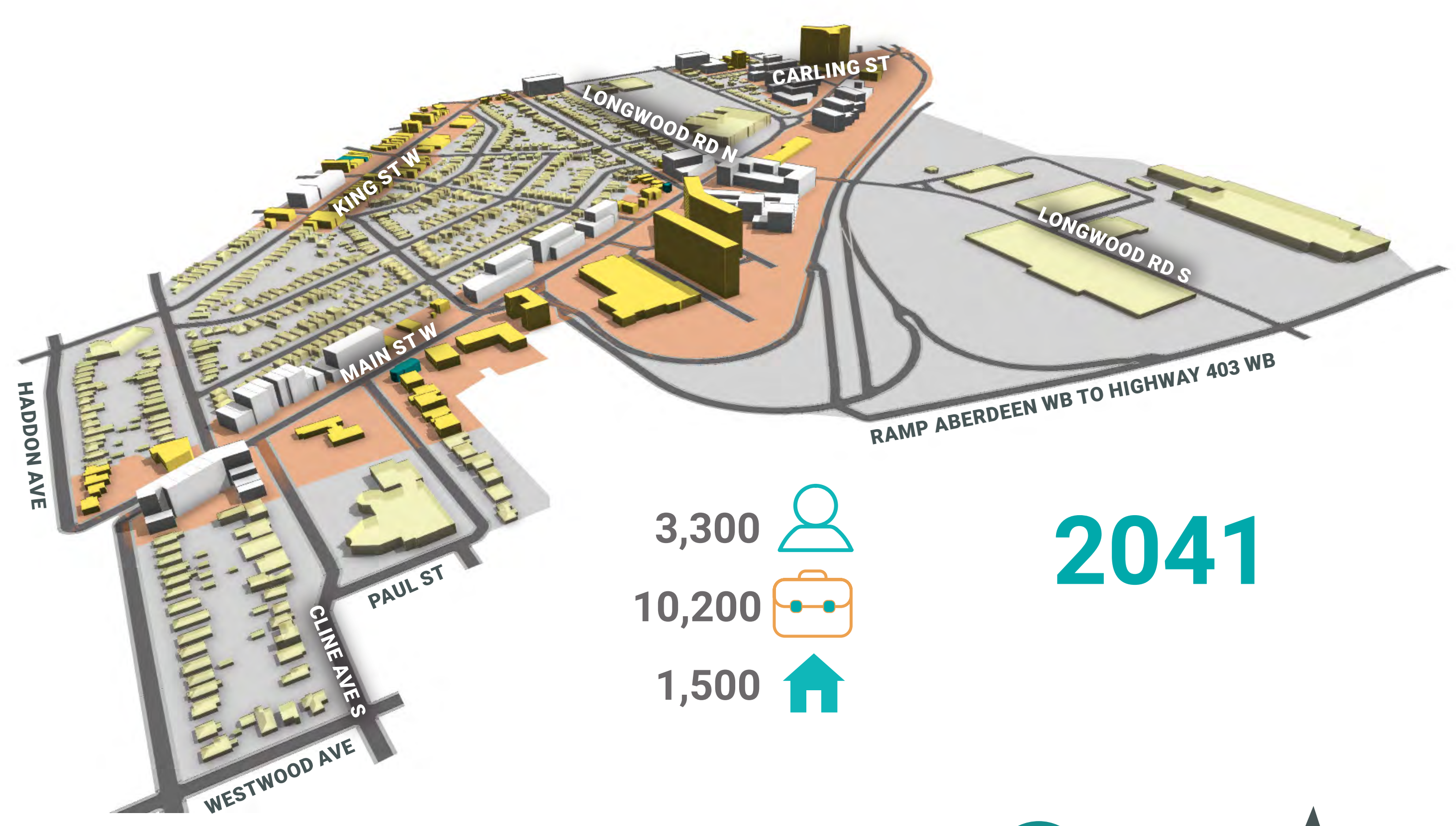
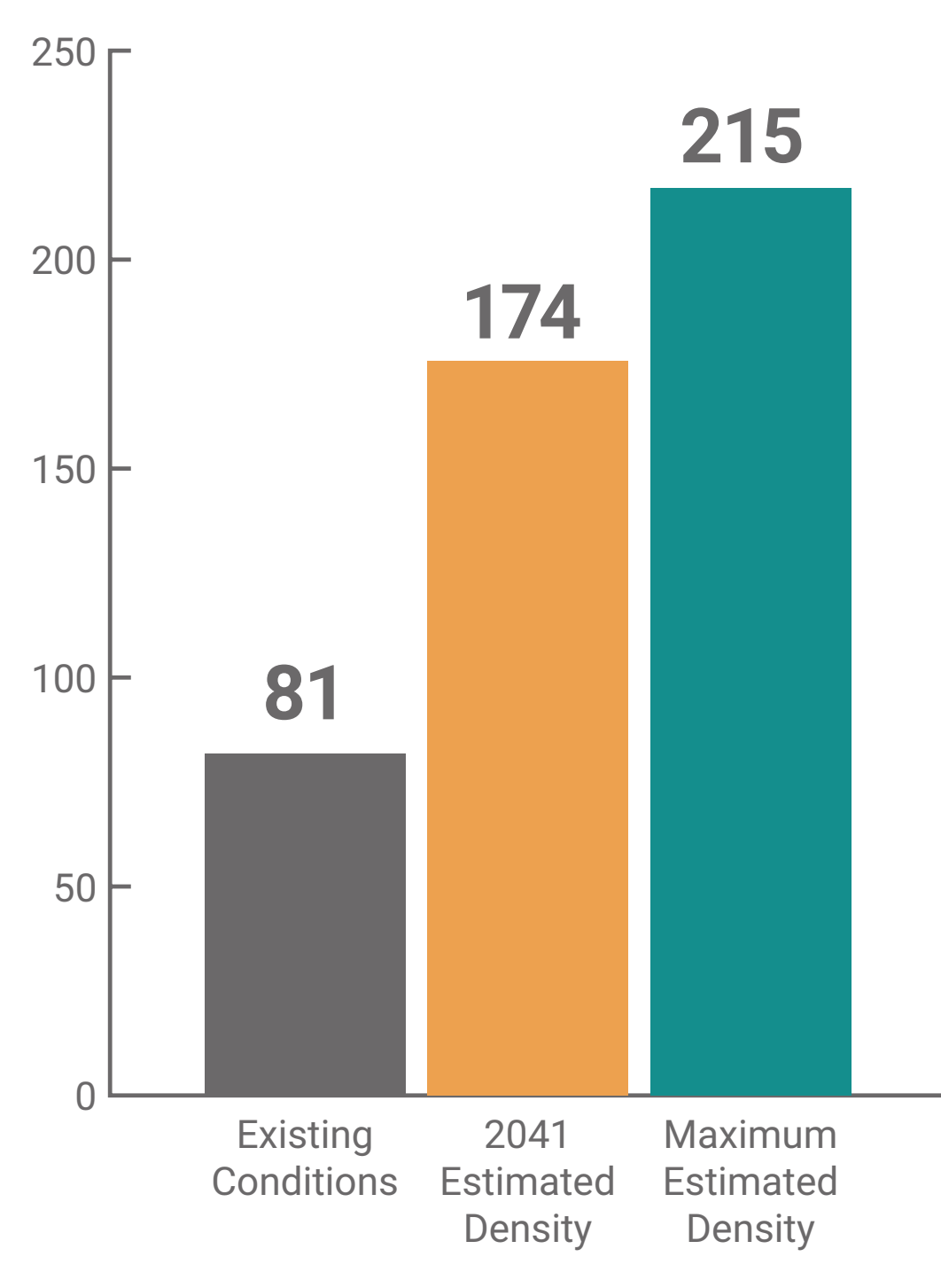
1,500

## Existing

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



### Long-term Built-out Density Potential

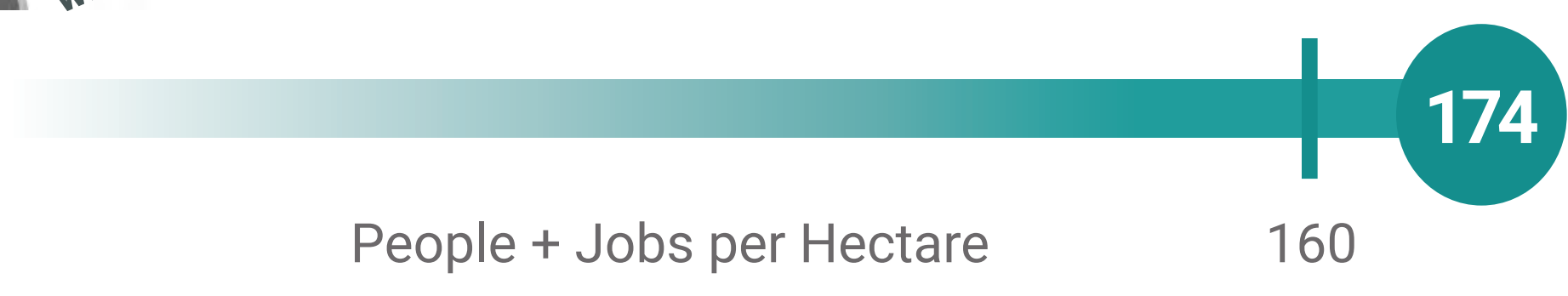


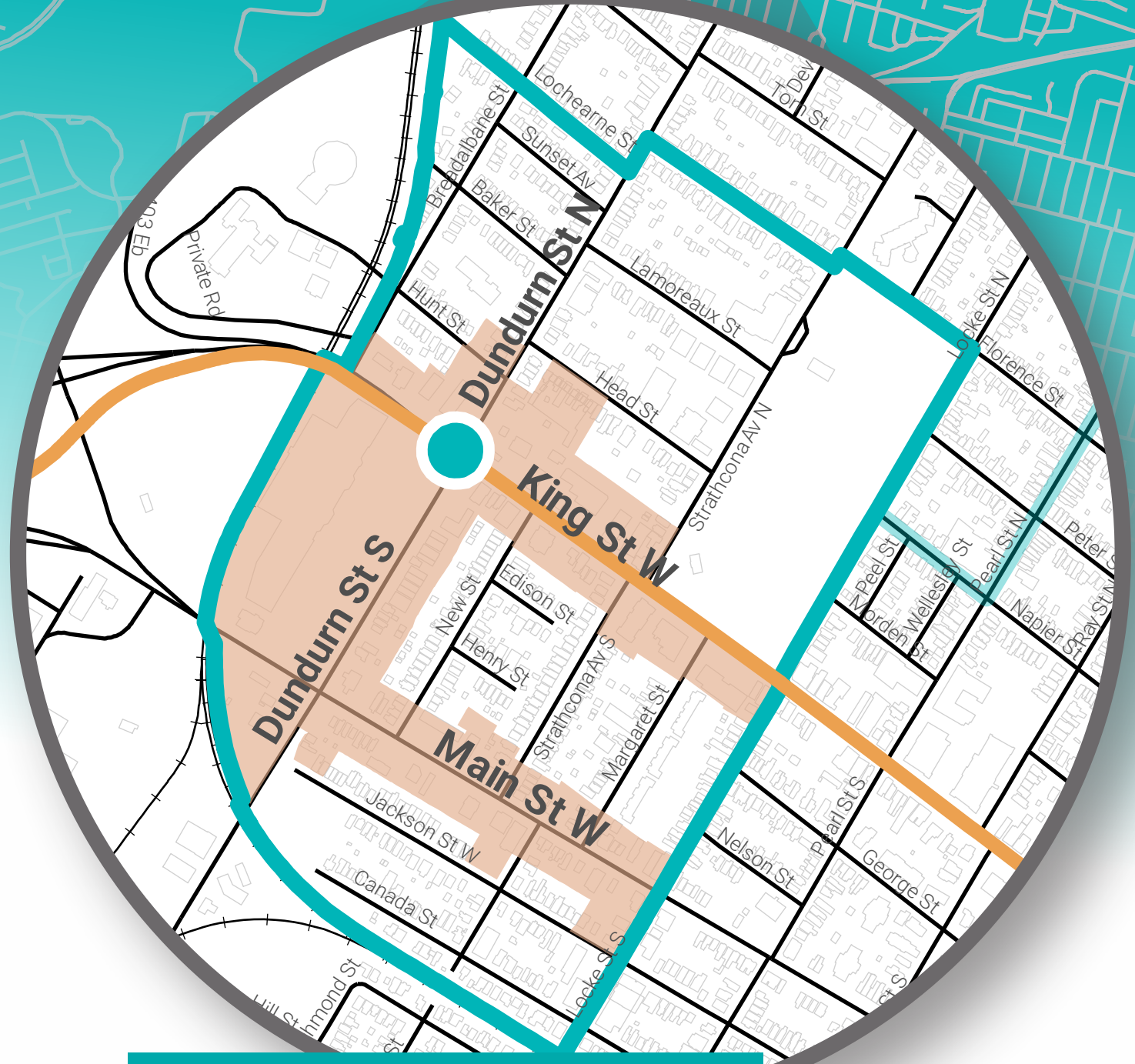
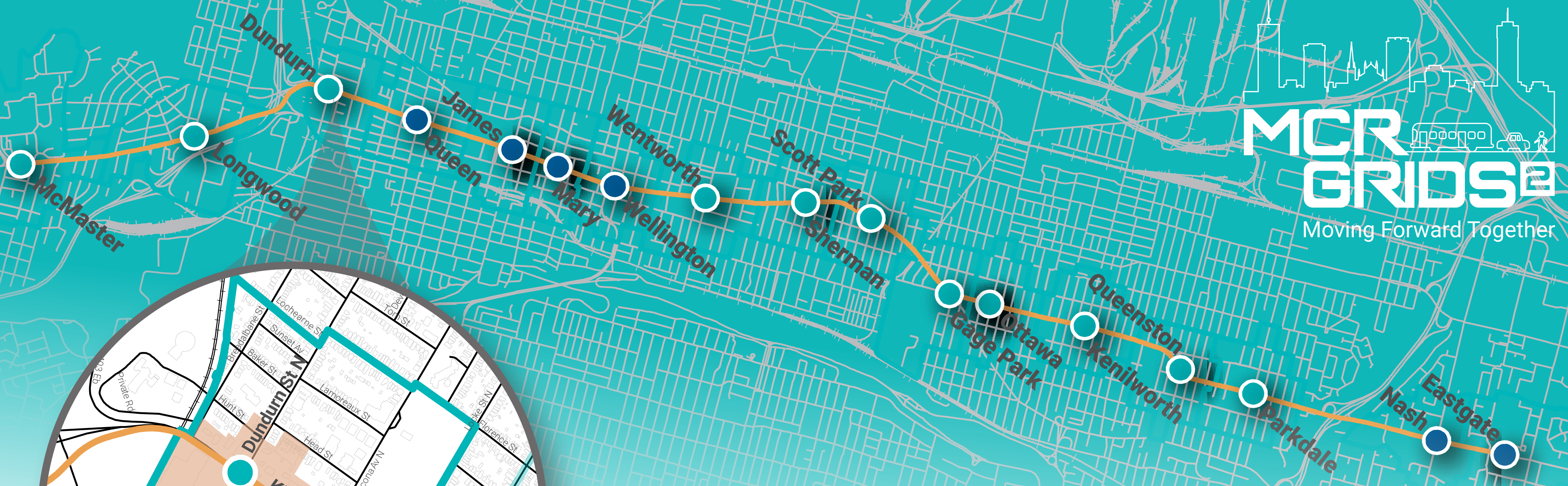
3,300

10,200

1,500

## 2041





# DUNDURN STATION AREA

Net Area = 43 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

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.

## Existing

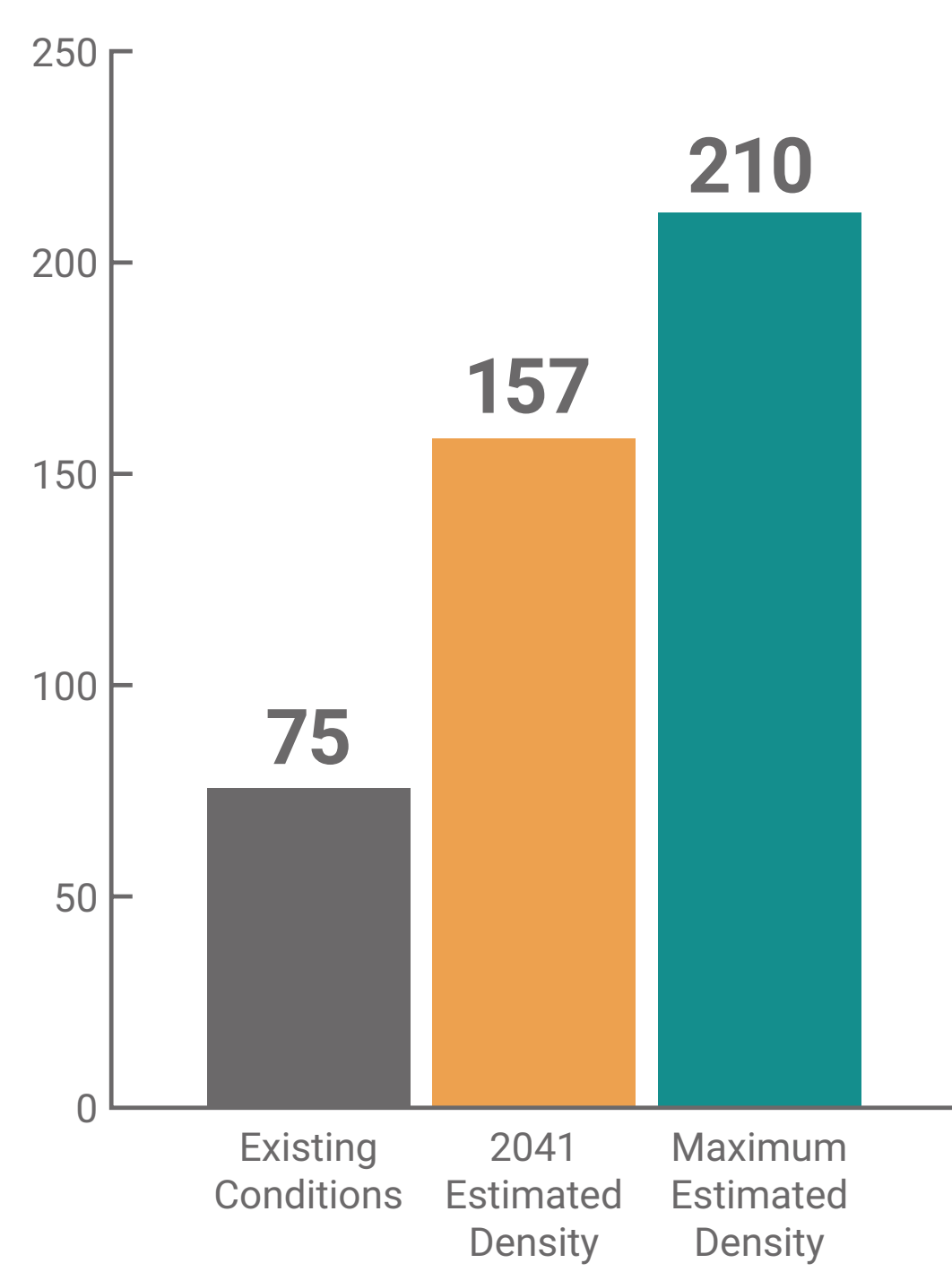
- 2,100
- 1,100
- 1,300



75 People + Jobs per Hectare

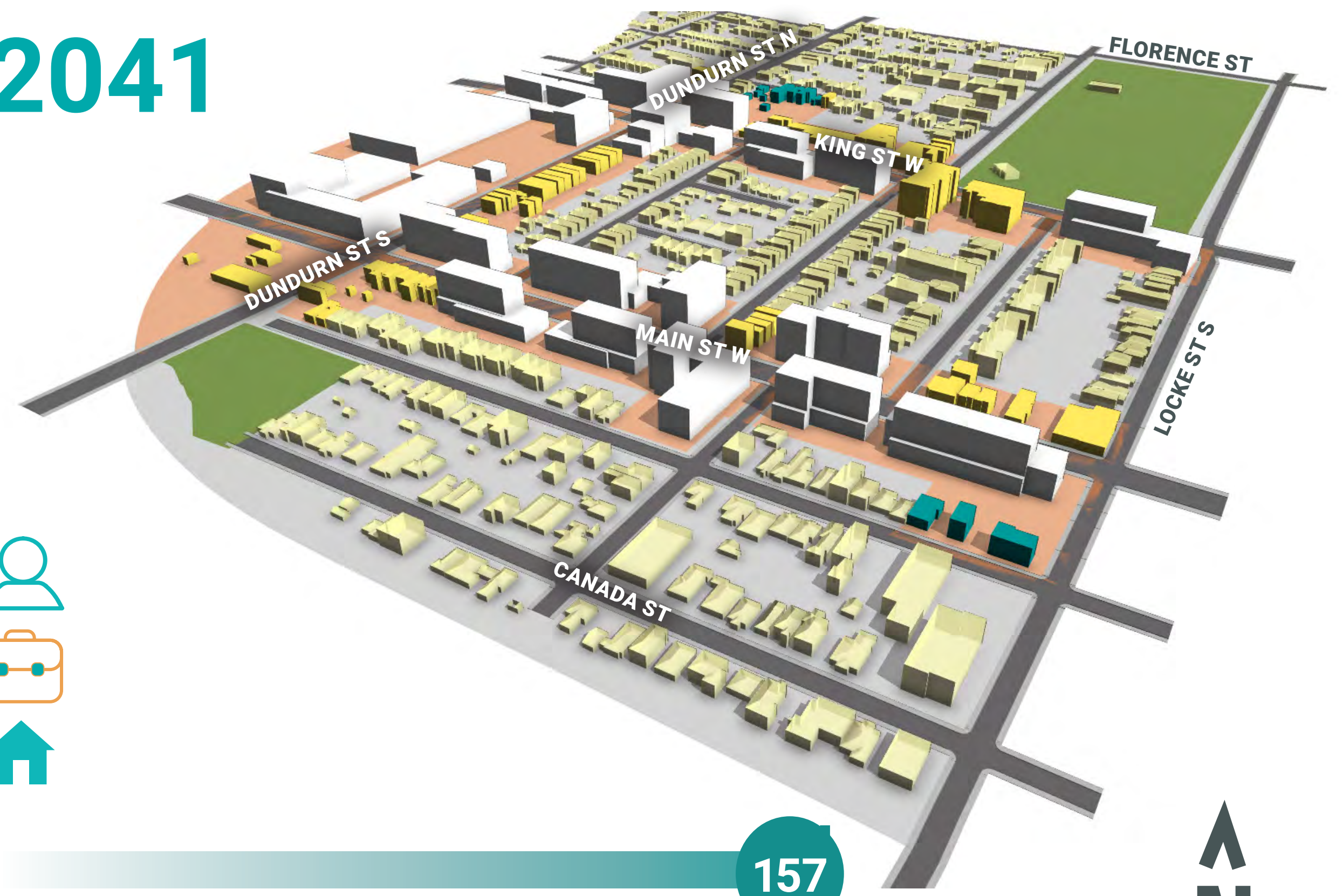
- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development
- Green Space

## Long-term Built-out Density Potential



## 2041

- 3,000
- 3,800
- 1,700



157 People + Jobs per Hectare





# WENTWORTH STATION AREA

Net Area = 72 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

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.

## Existing

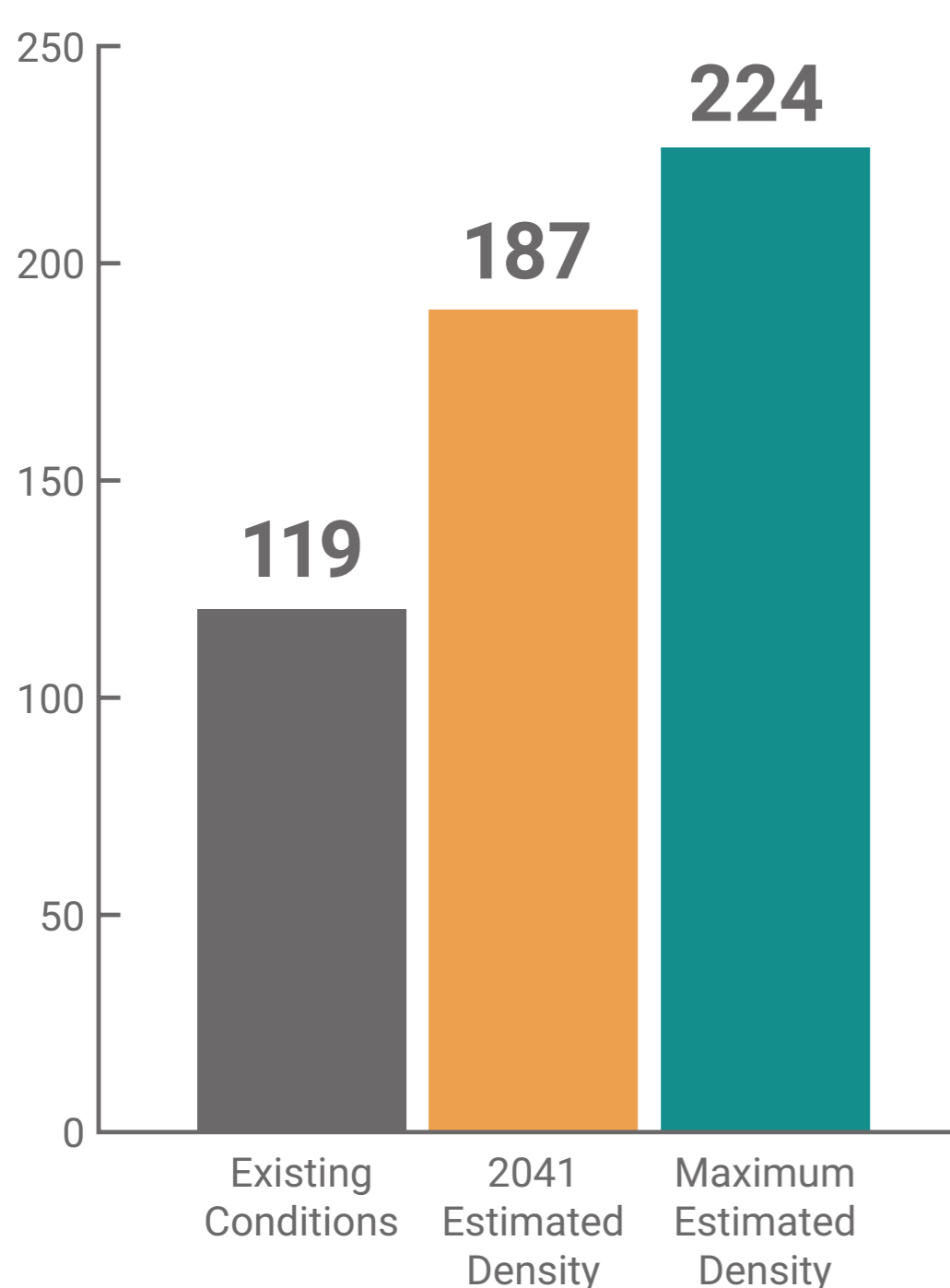


- 6,500
- 2,000
- 3,200



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

## Long-term Built-out Density Potential

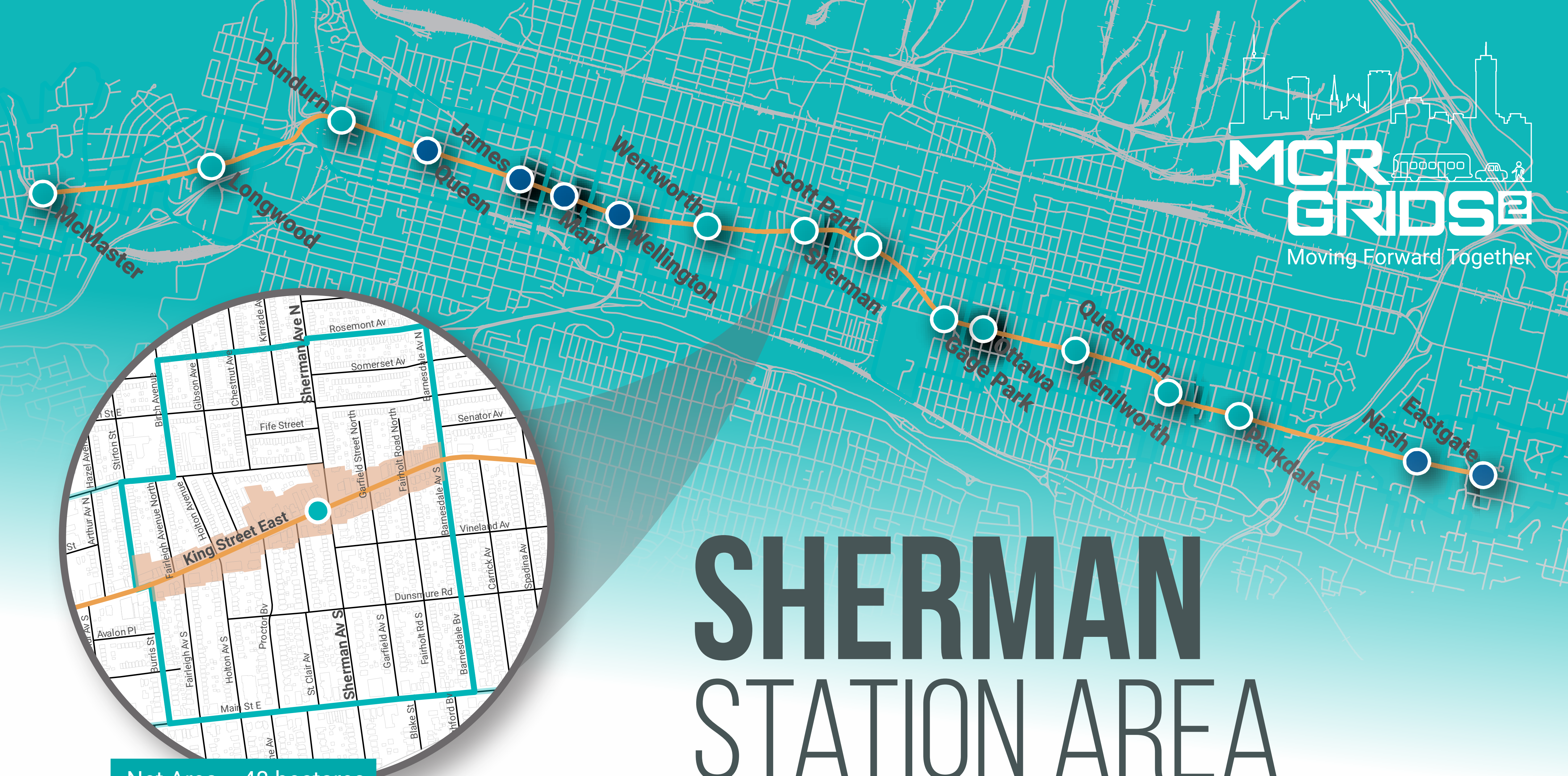


## 2041

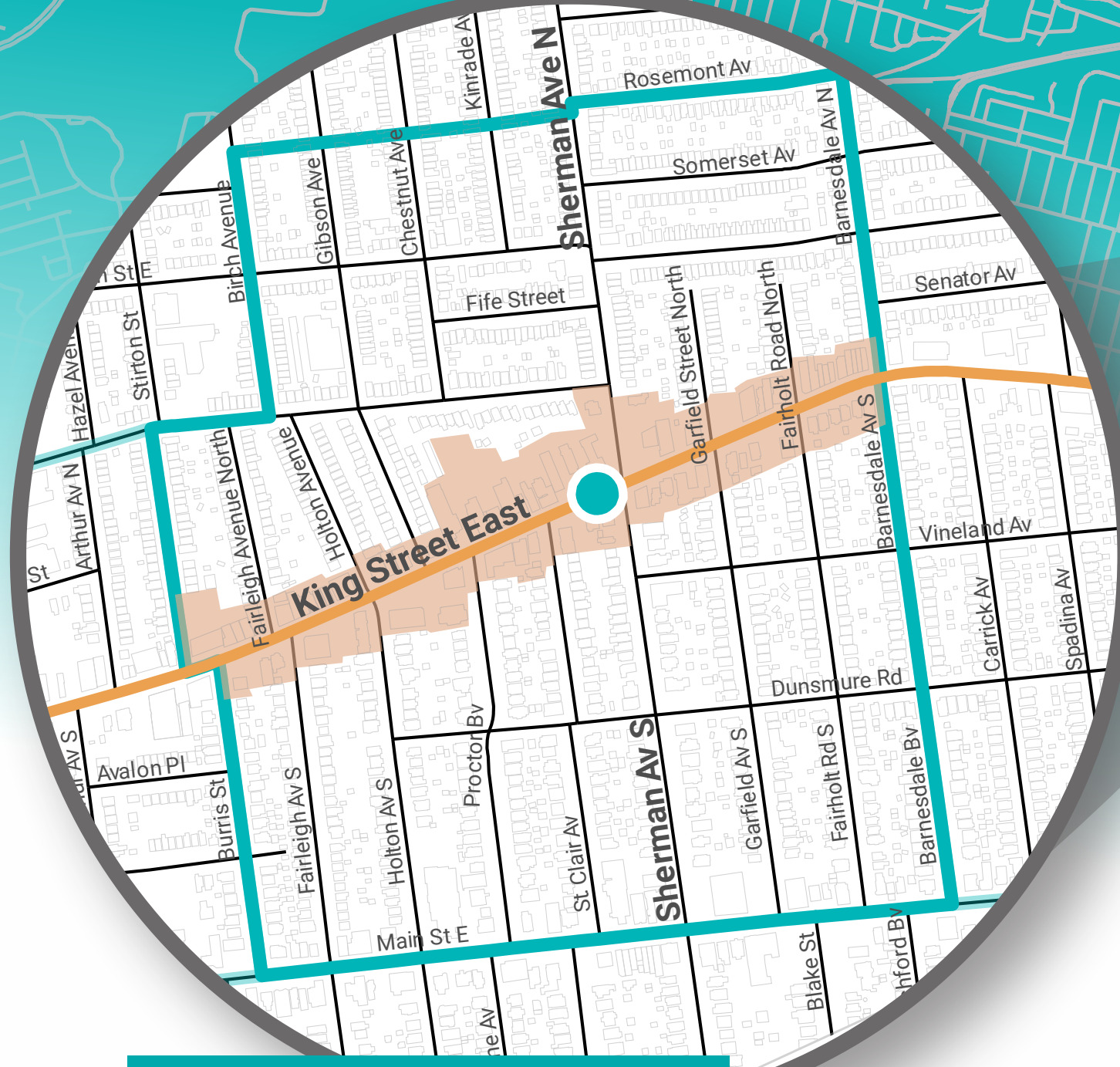


- 6,600
- 5,800
- 3,250





# SHERMAN STATION AREA

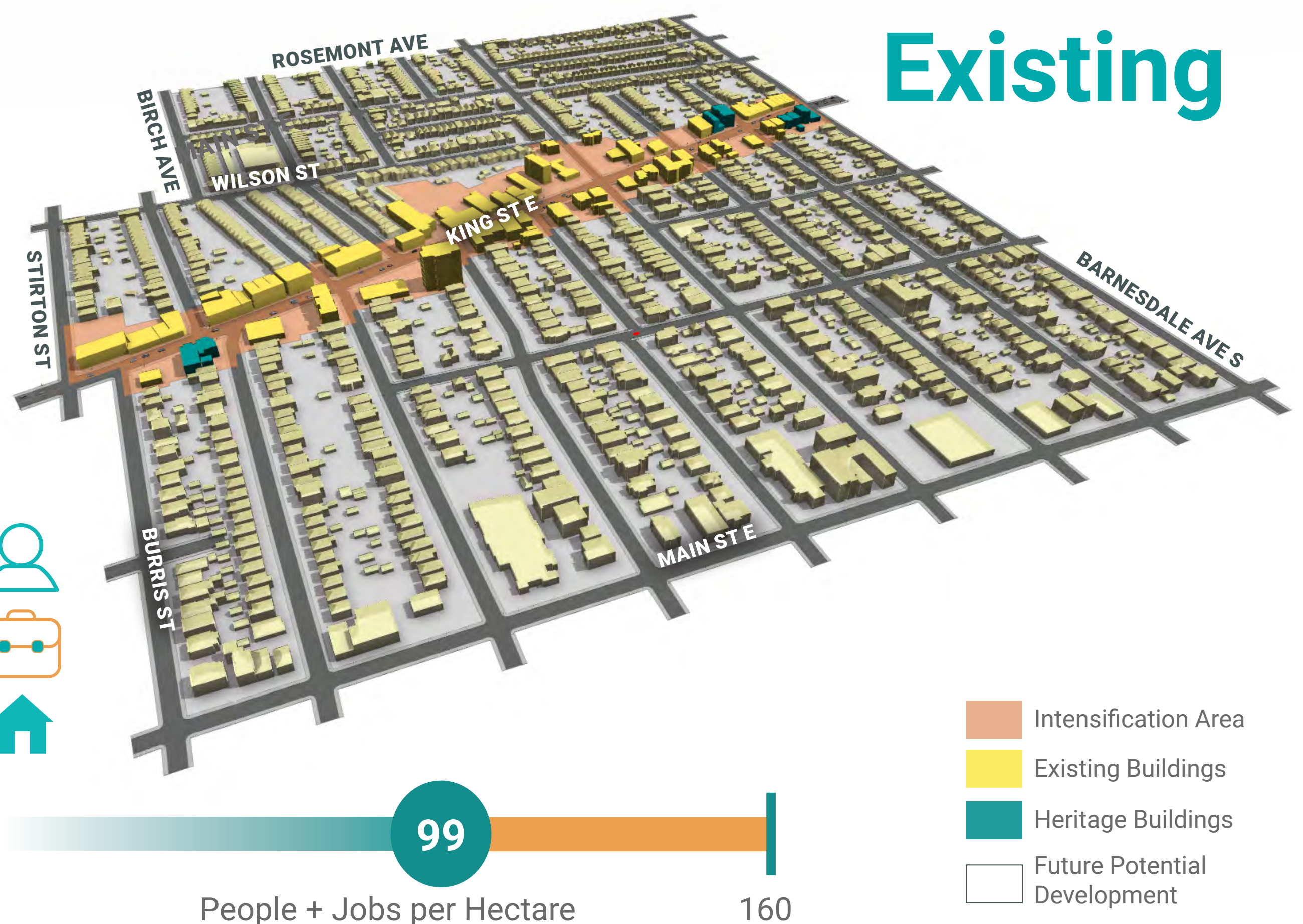


Net Area = 48 hectares

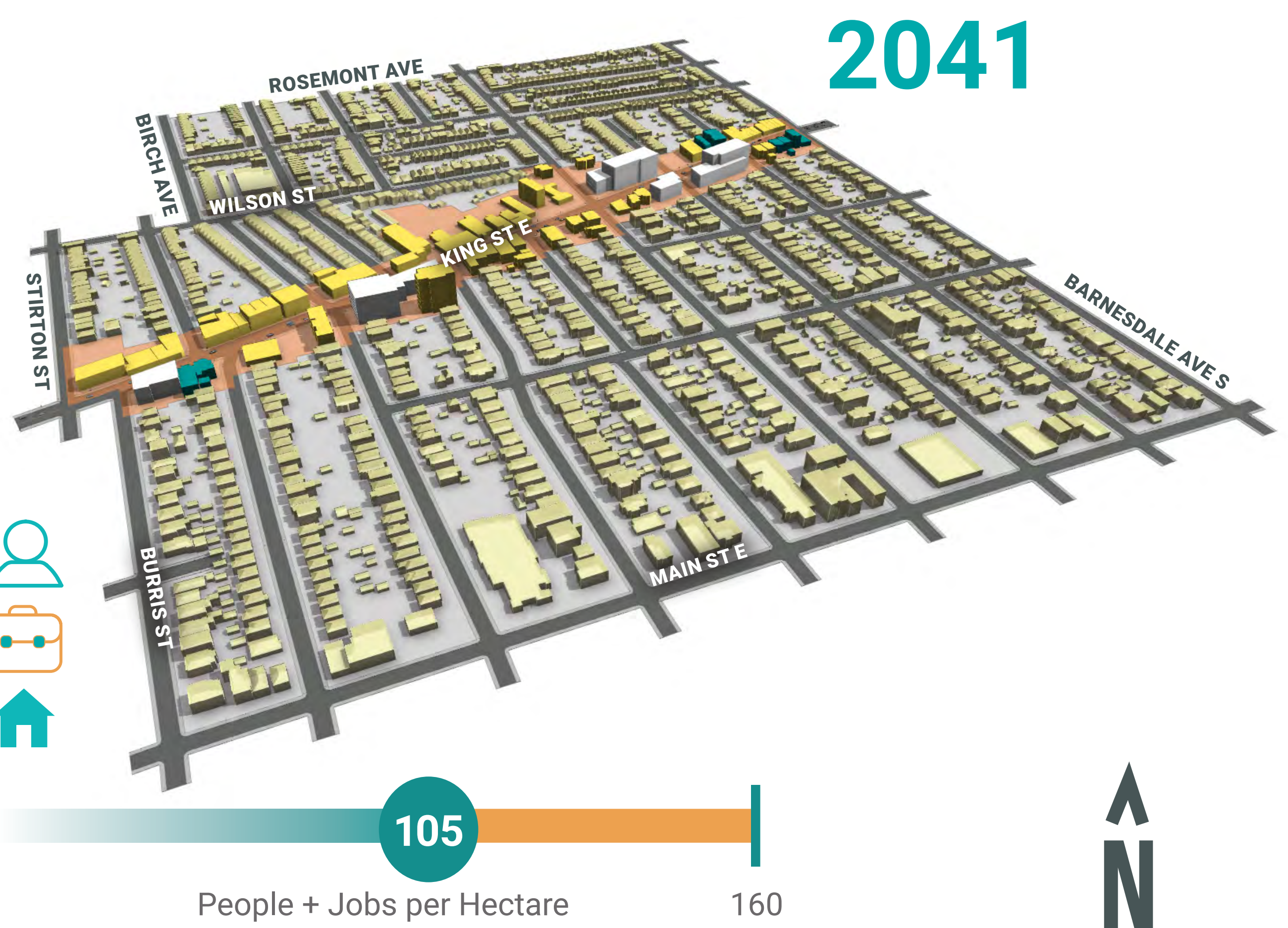
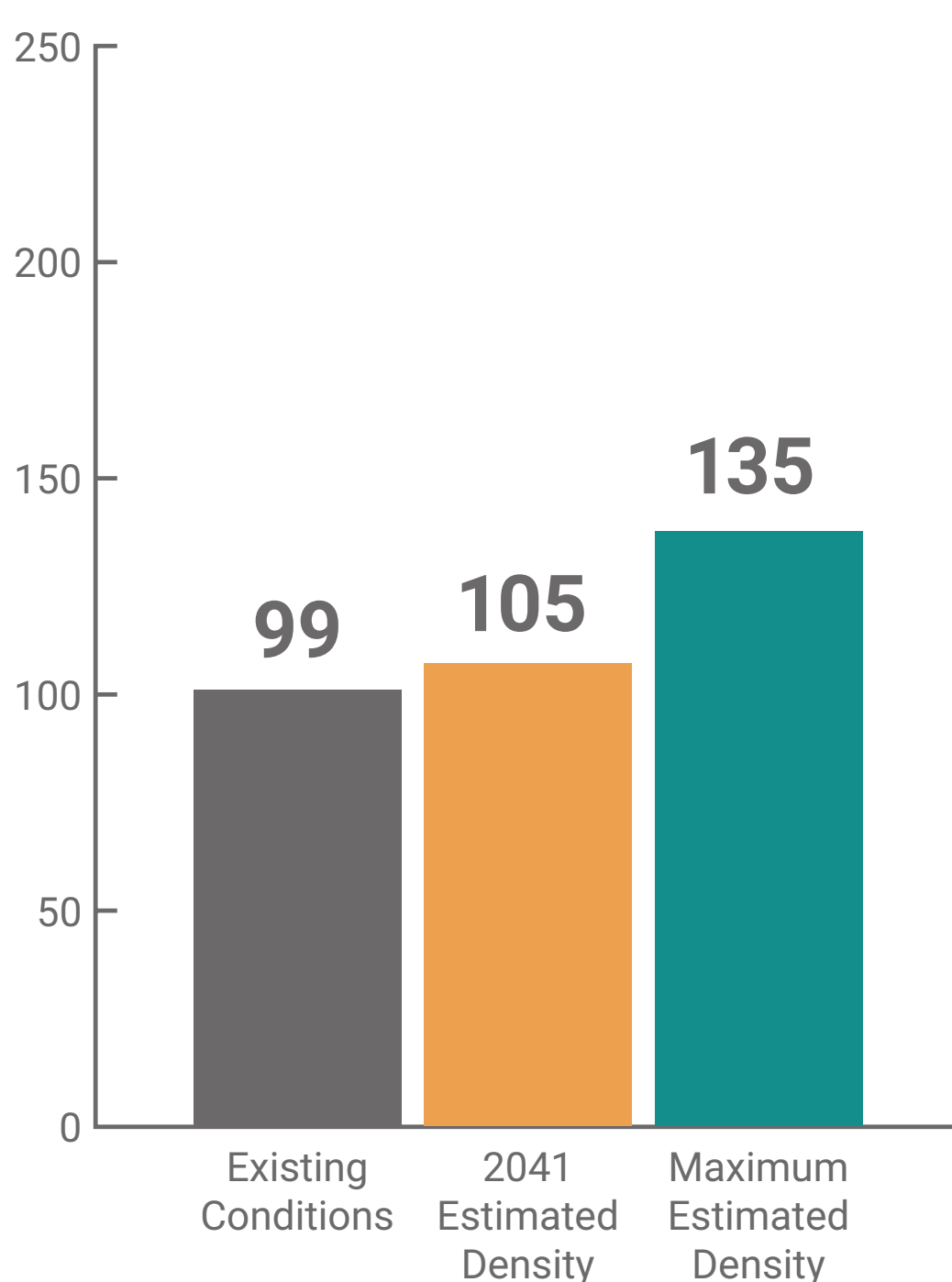
- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

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.

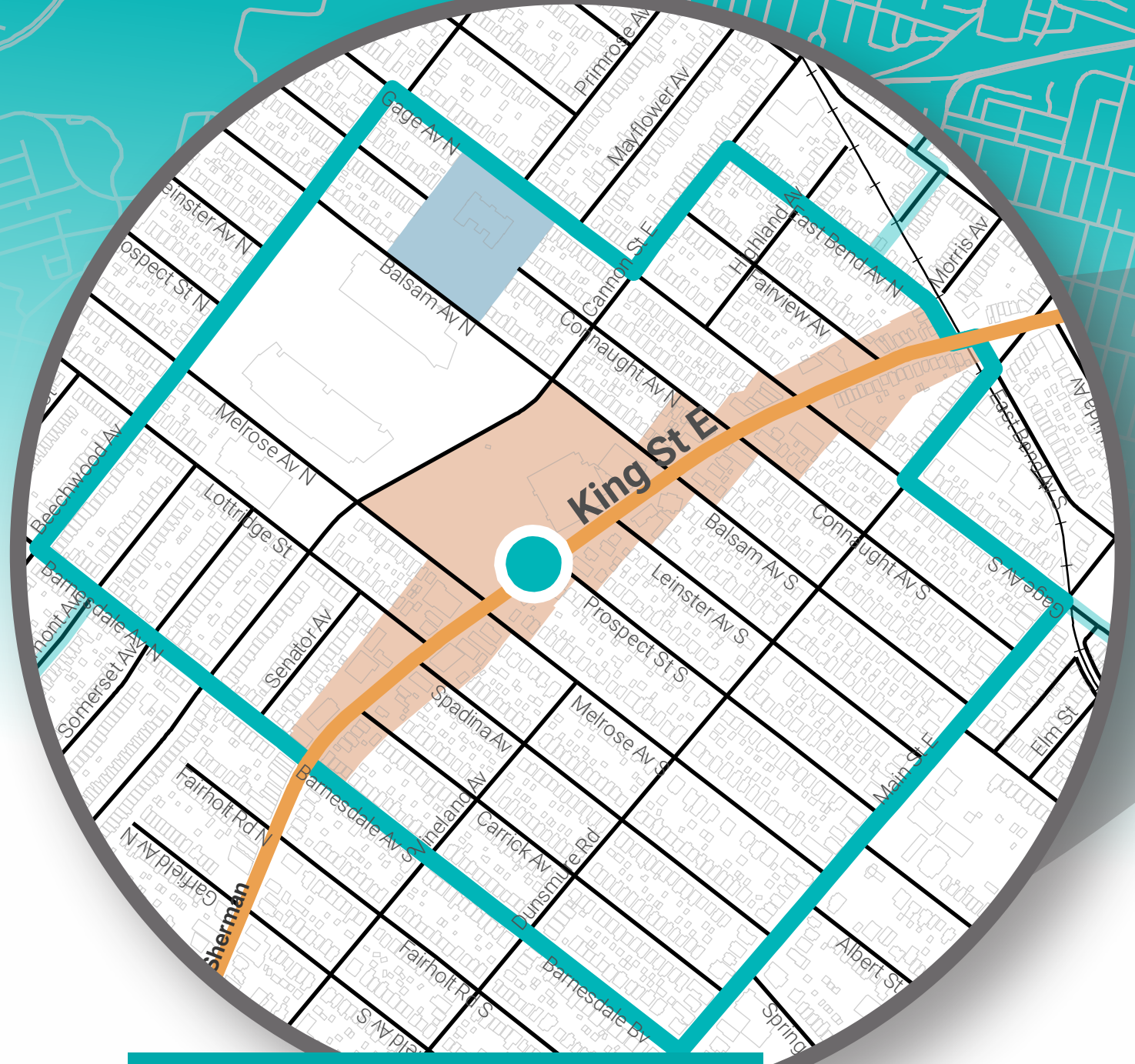
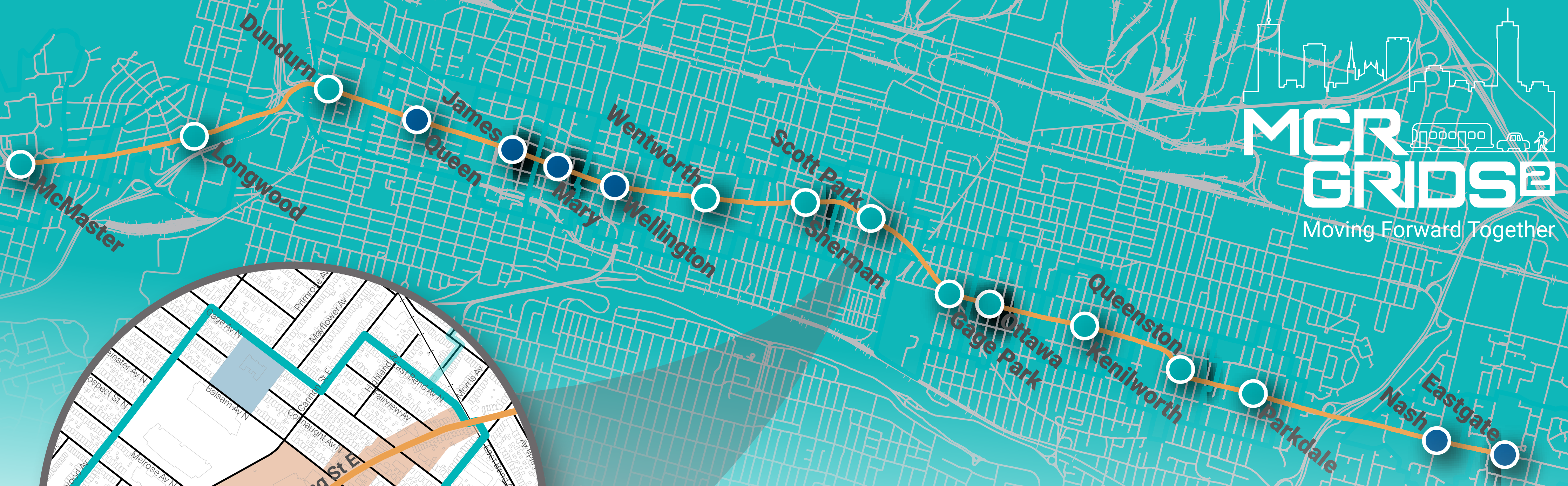
Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.



## Long-term Built-out Density Potential







# SCOTT PARK STATION AREA

Net Area = 59 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

## Existing

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.

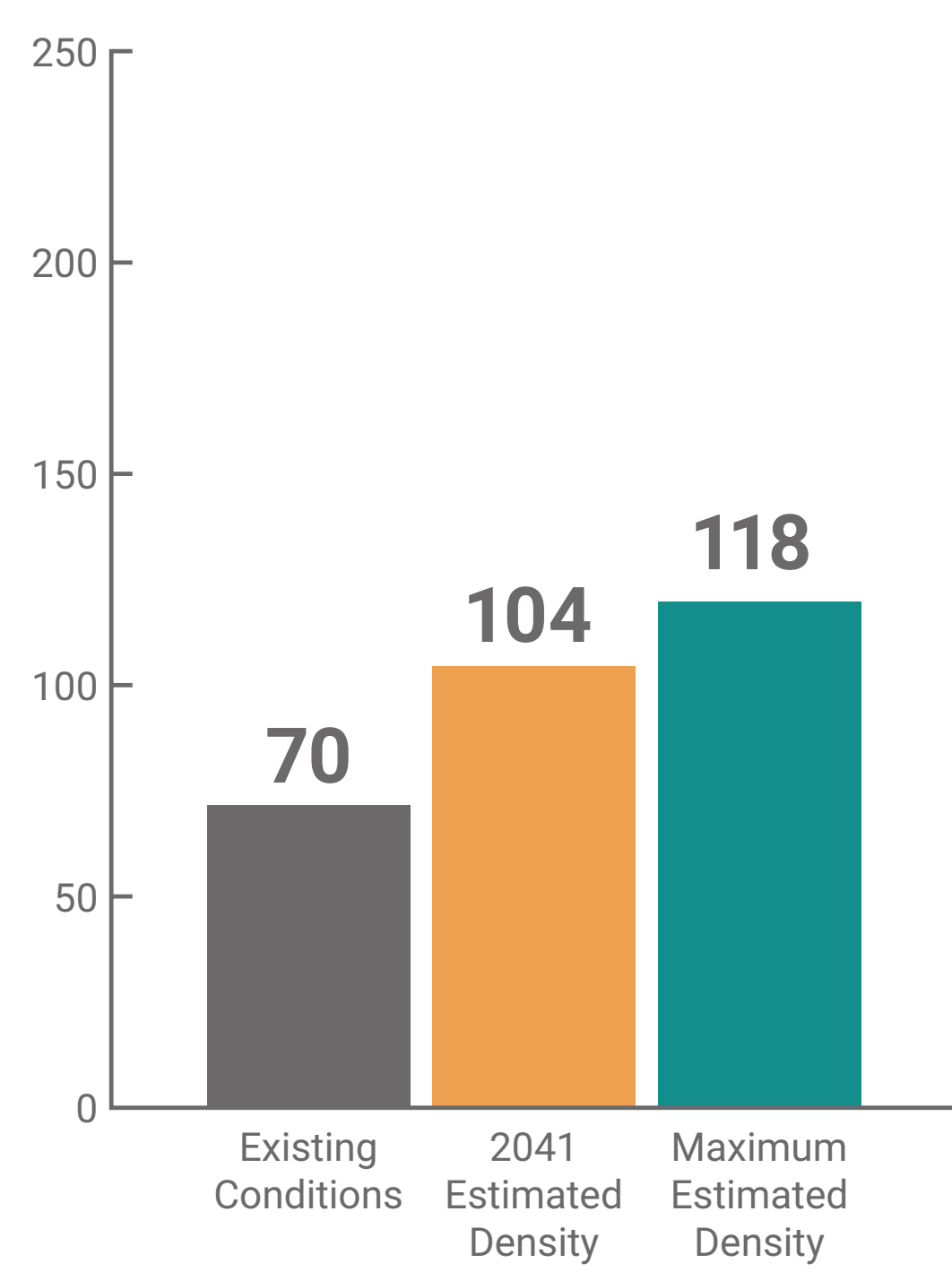


- 3,800
- 314
- 2,000



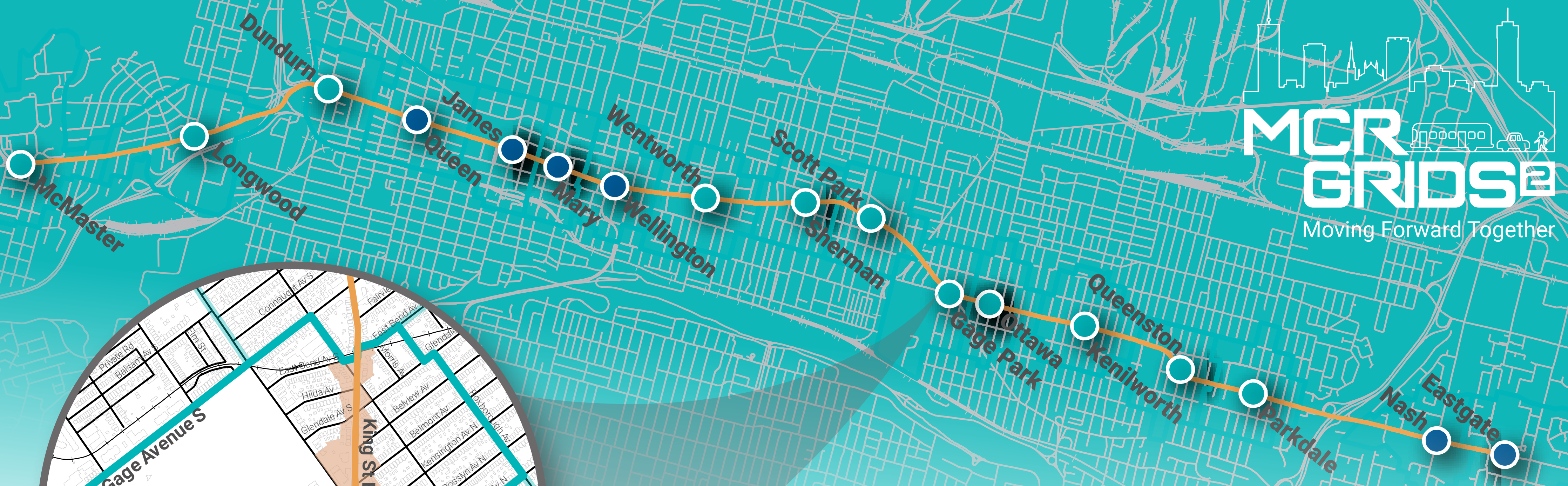
- Intensification Area
- Existing Buildings
- Heritage Buildings
- Future Potential Development

## Long-term Built-out Density Potential



- 4,700
- 2,500
- 2,400





# GAGE PARK STATION AREA

Net Area = 67 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

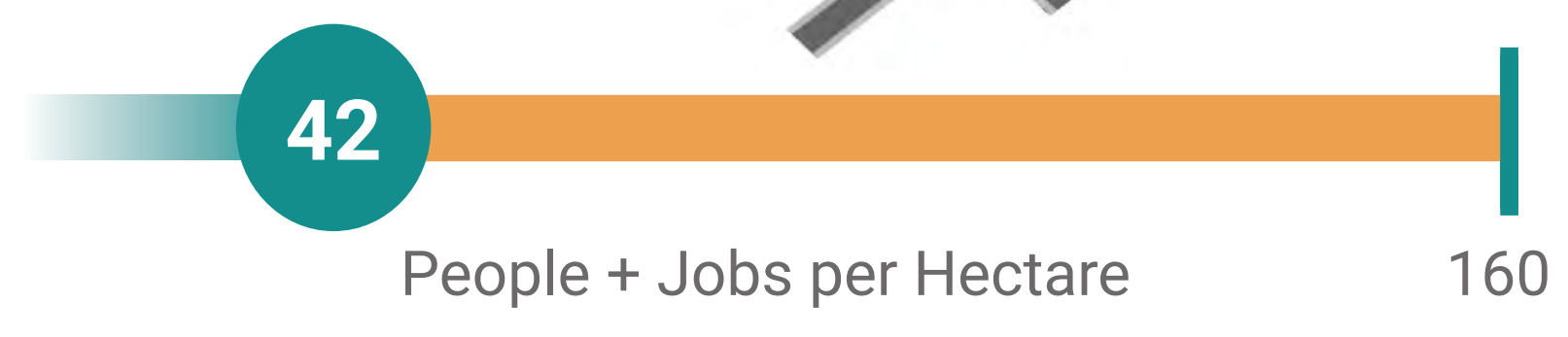
Gage Park Stop is the transition point from King Street East to Main Street East along the LRT route. Growth is focused along Main Street East and King Street East.

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.

## Existing

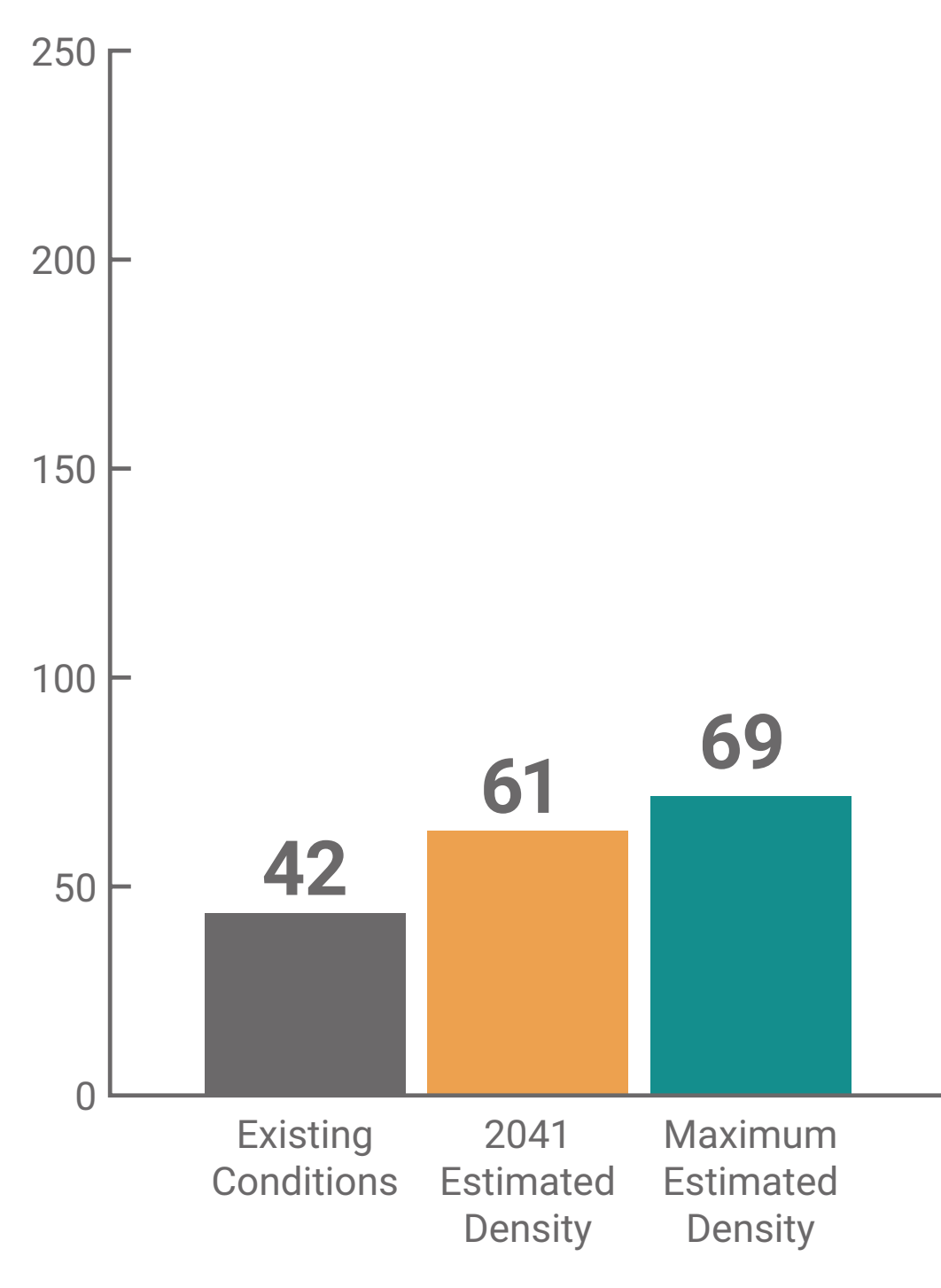


- 2,500
- 300
- 1,100



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

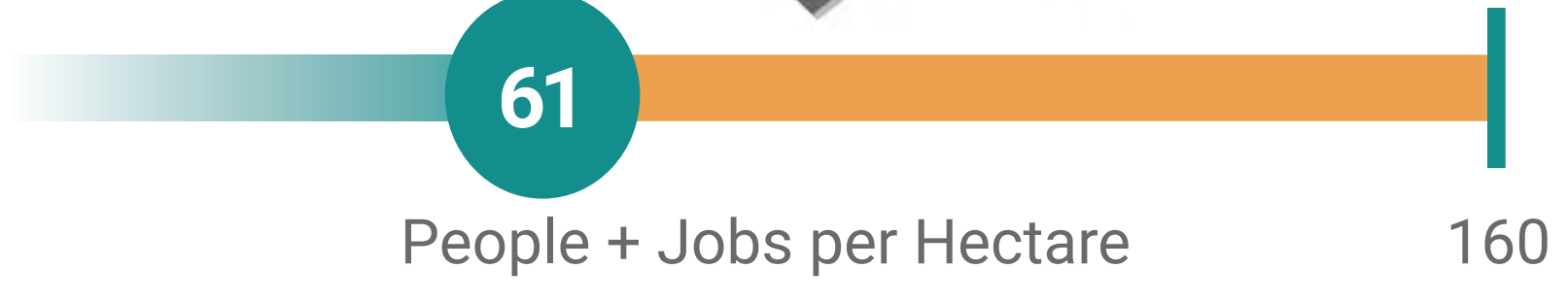
## Long-term Built-out Density Potential



## 2041



- 2,900
- 1,200
- 1,300





# OTTAWA STATION AREA

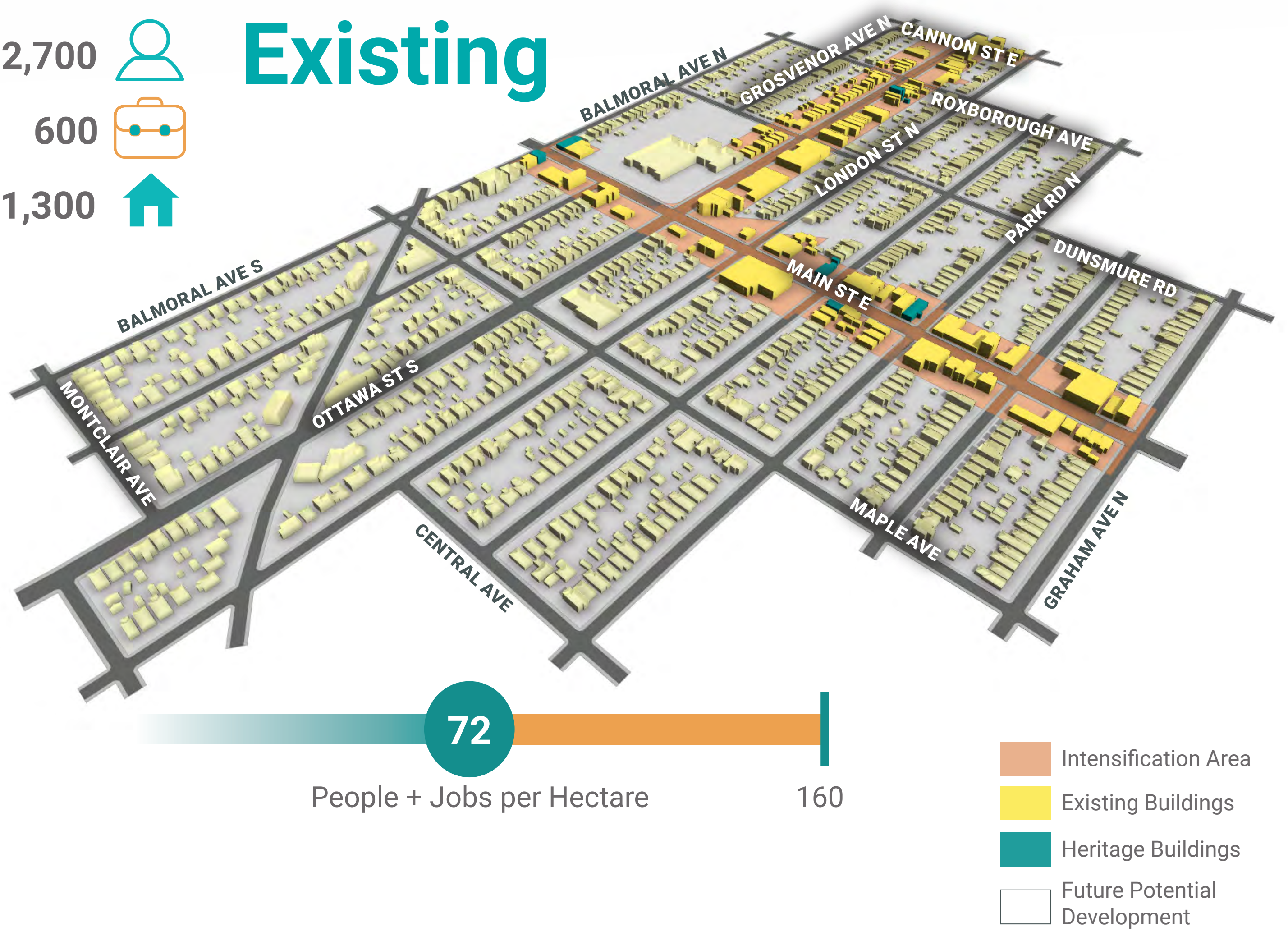
Net Area = 46 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

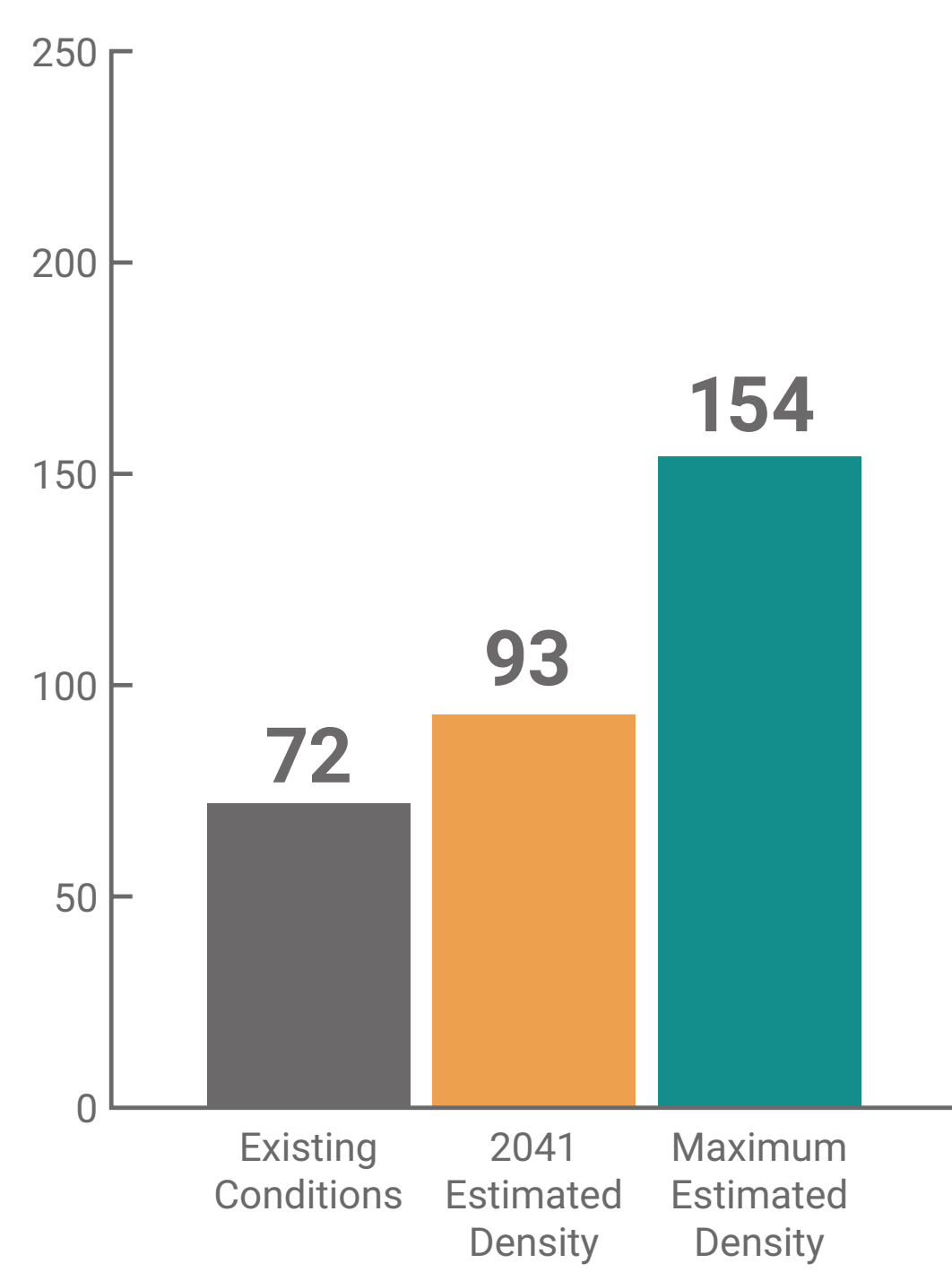
2,700 **Existing**  
600   
1,300

Ottawa Stop is located easterly along the LRT route. Growth is focused along Main Street East and Ottawa Street North.

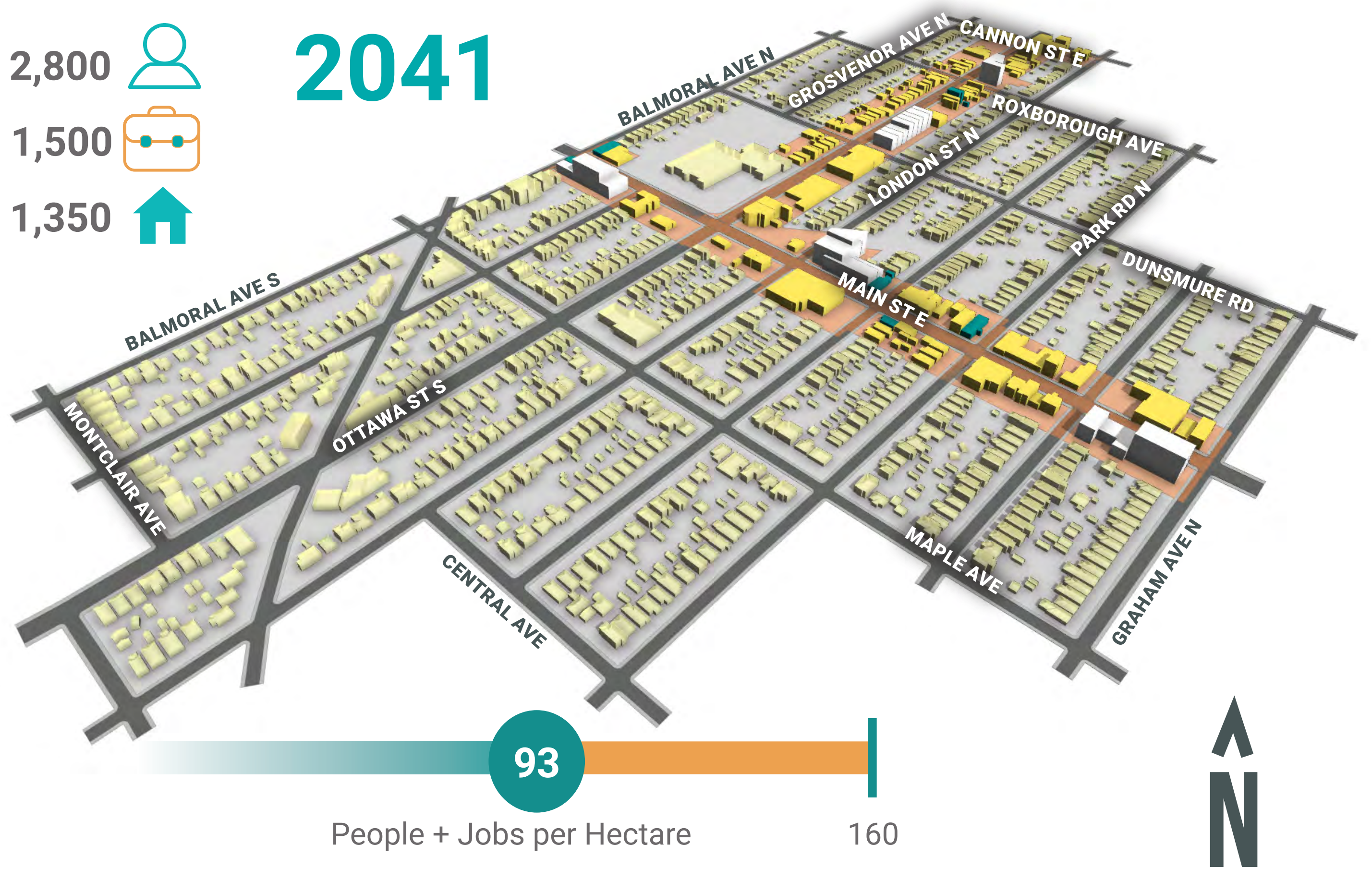
Buildings in yellow indicate existing development, while white is used to show the potential development based on current zoning that could be achieved by 2041.

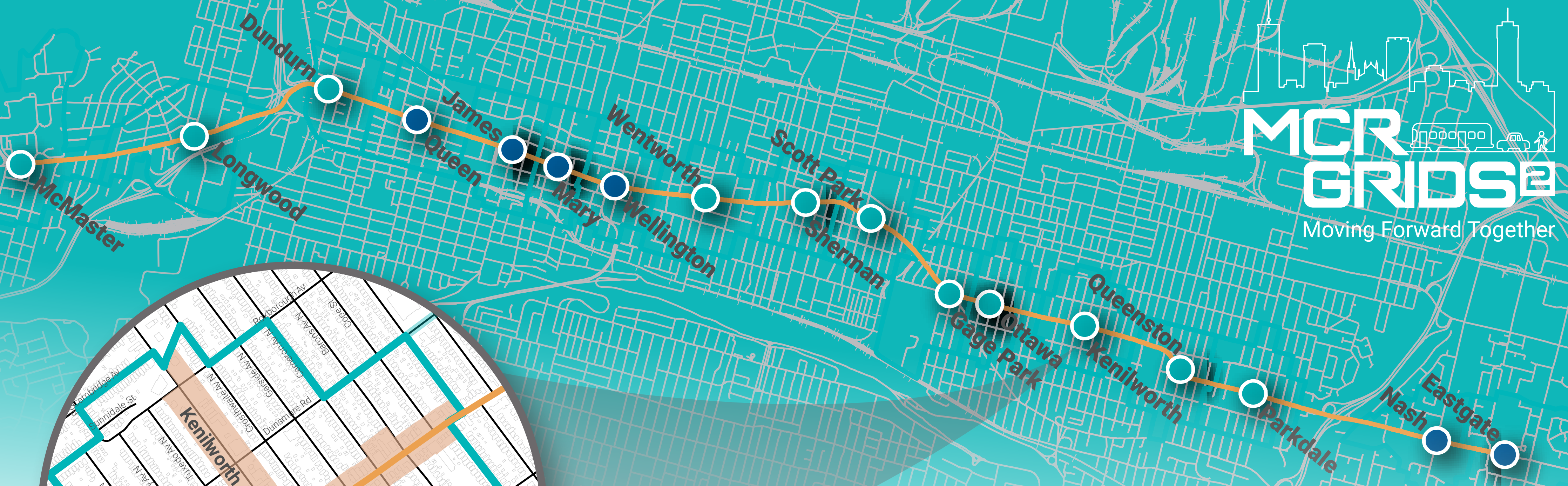


## Long-term Built-out Density Potential



2,800 **2041**  
1,500   
1,350





# KENILWORTH STATION AREA

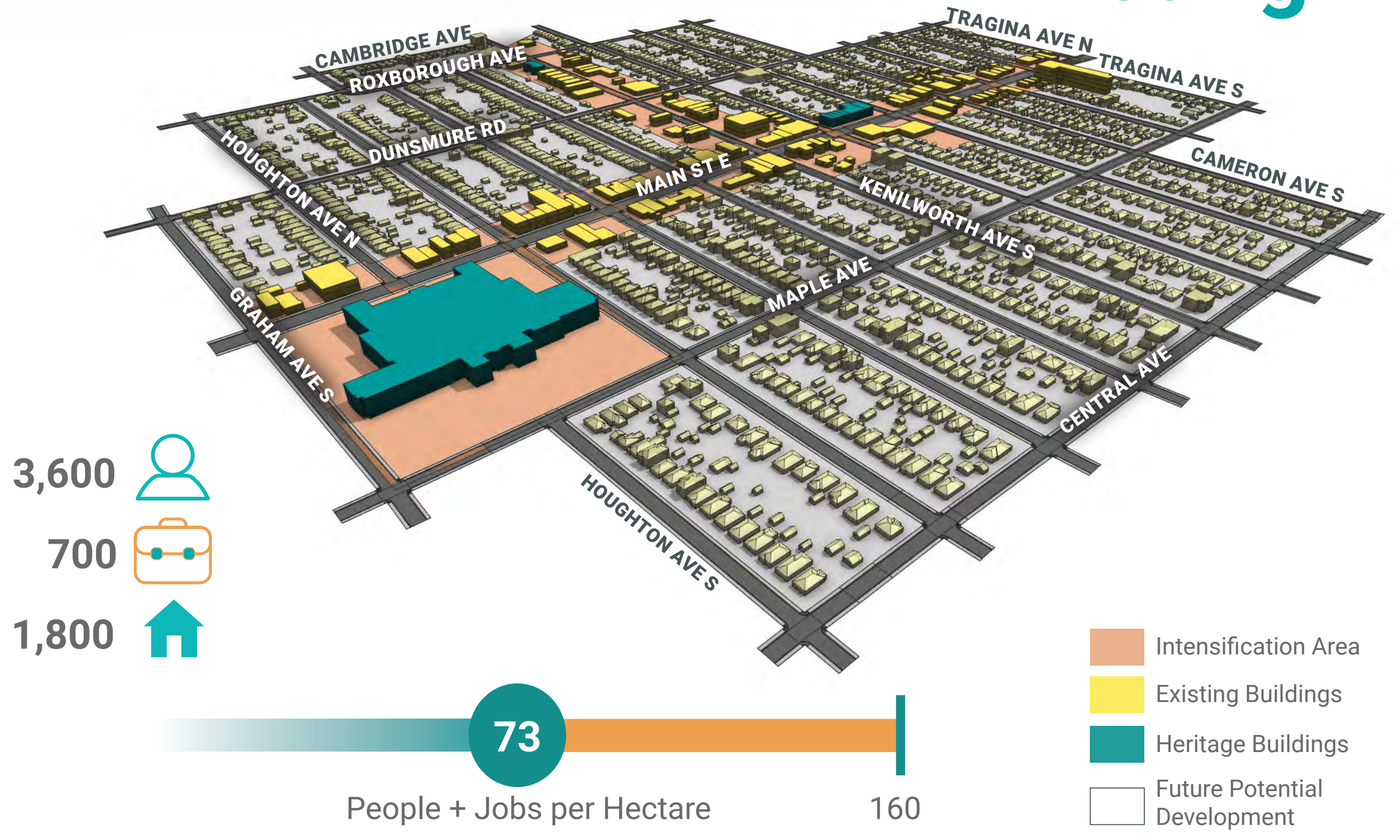
Net Area = 58 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

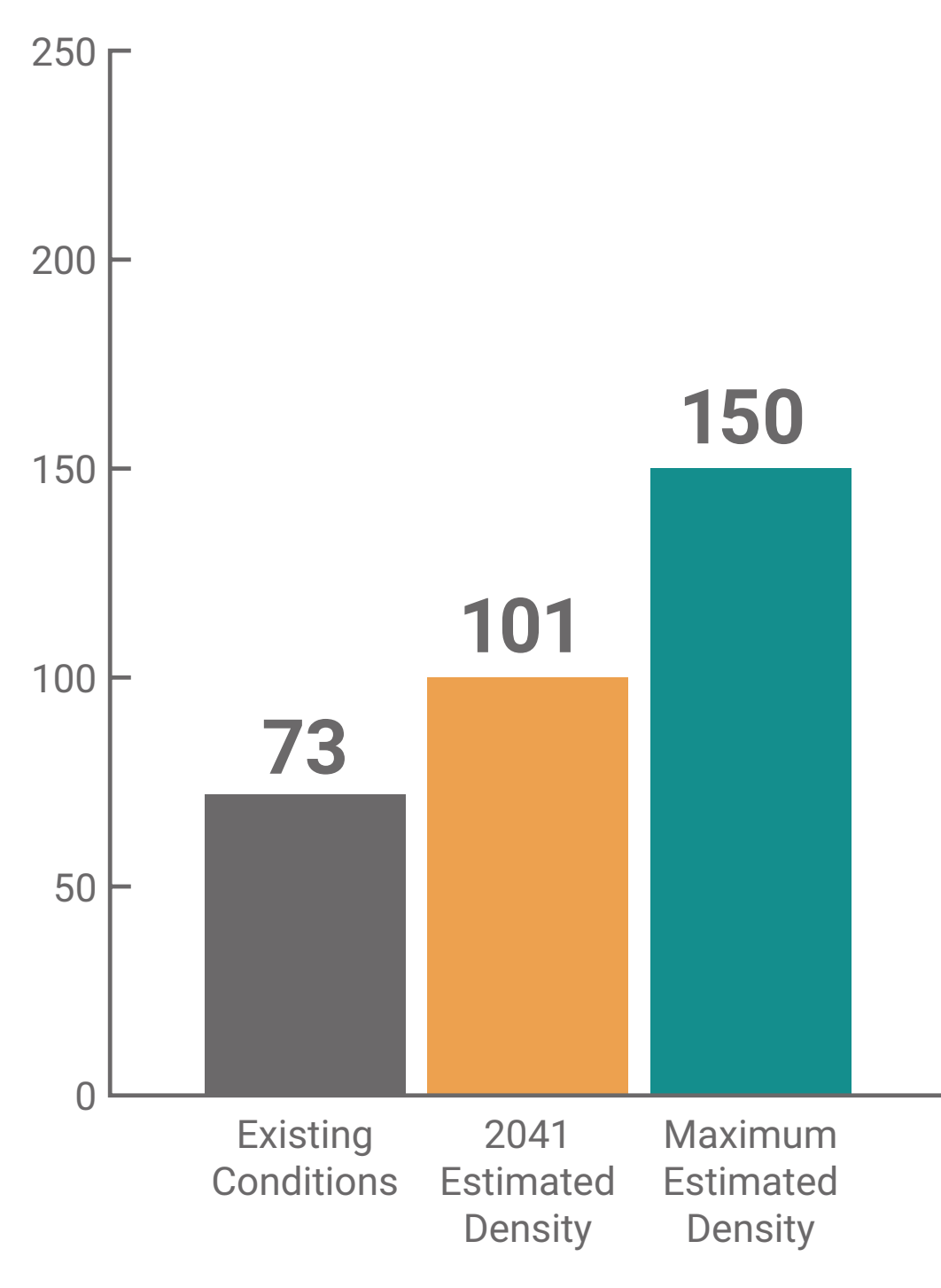
## Existing

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.

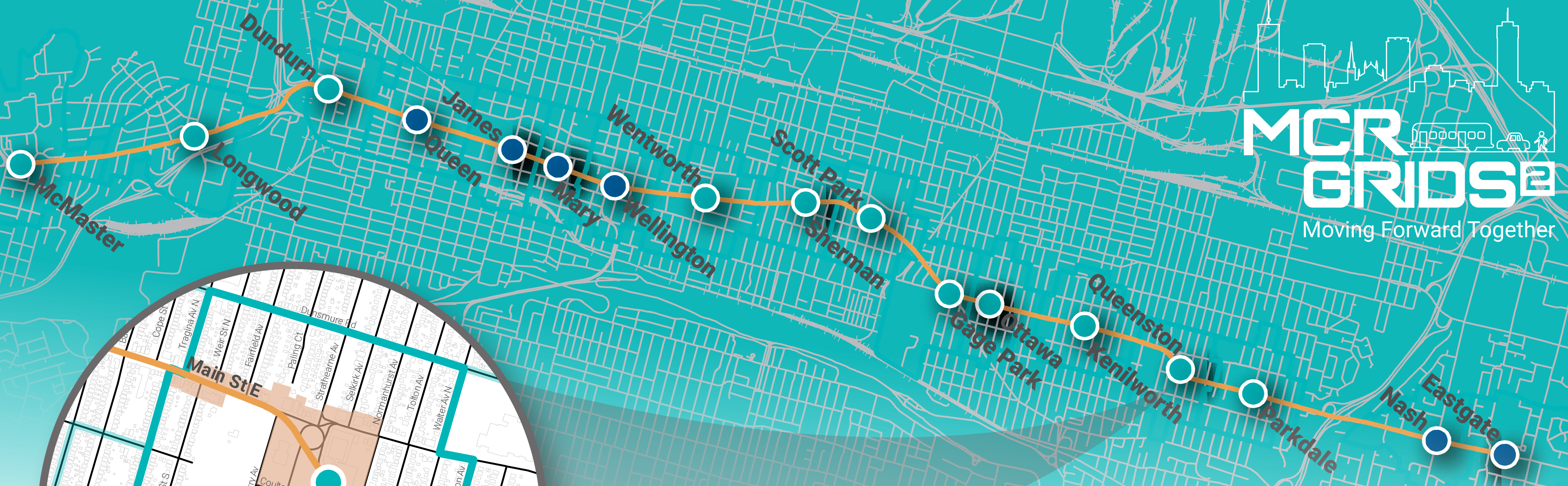


## Long-term Built-out Density Potential



## 2041





# QUEENSTON STATION AREA

Net Area = 53 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

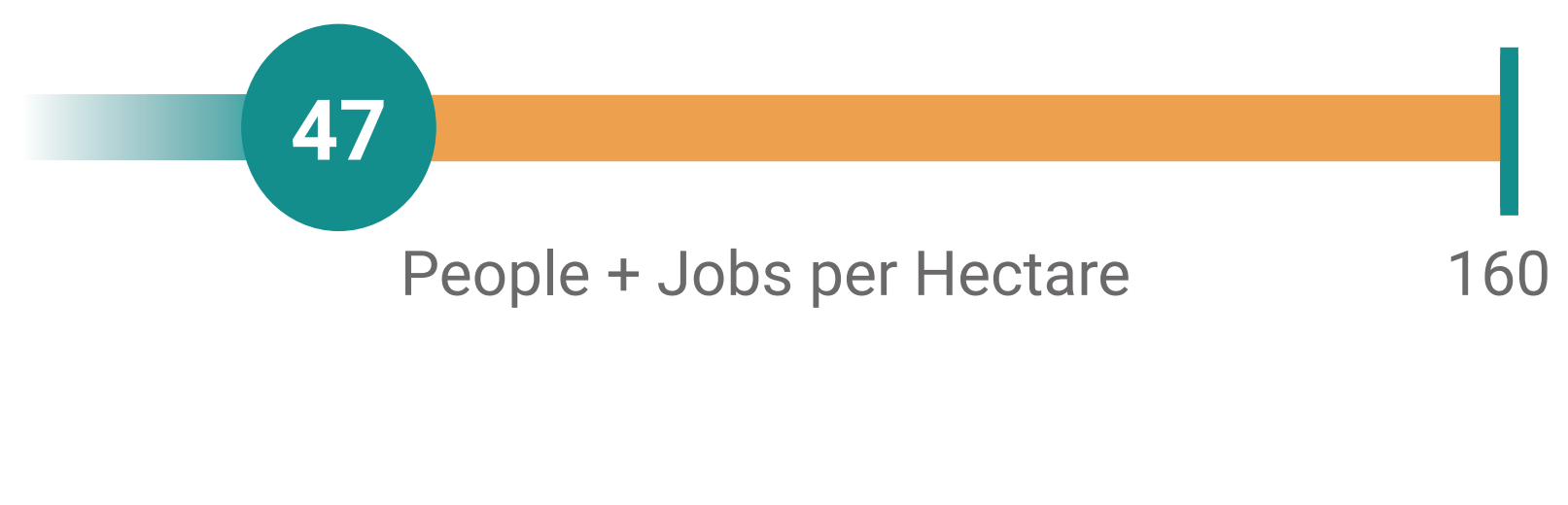
Queenston Stop is along the easterly section of the LRT route where it transitions from Main Street East to Queenston Road. Growth is focused along the LRT route on Main Street East and Queenston Road.

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

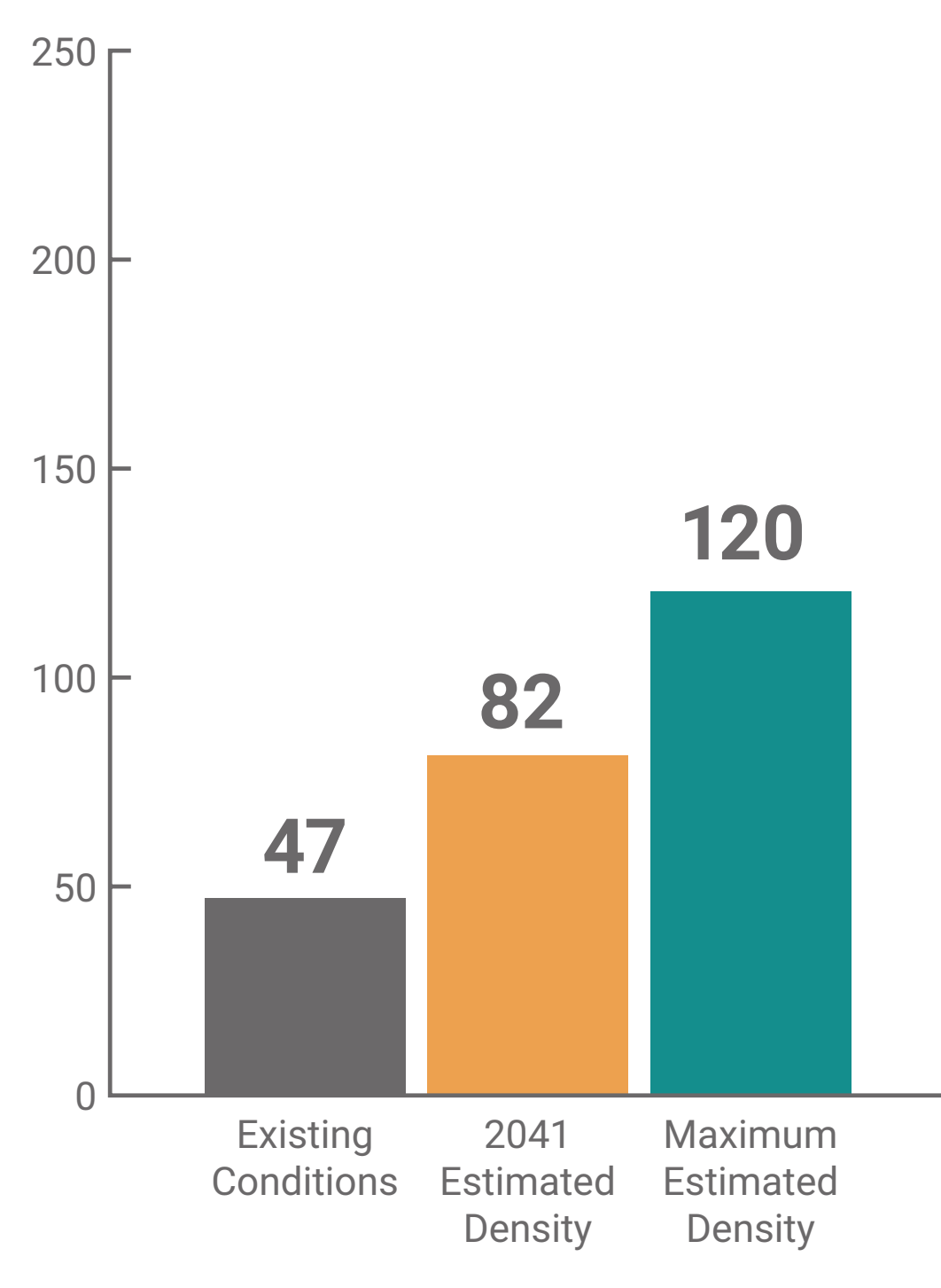


- 2,200
- 300
- 1,100



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

## Long-term Built-out Density Potential

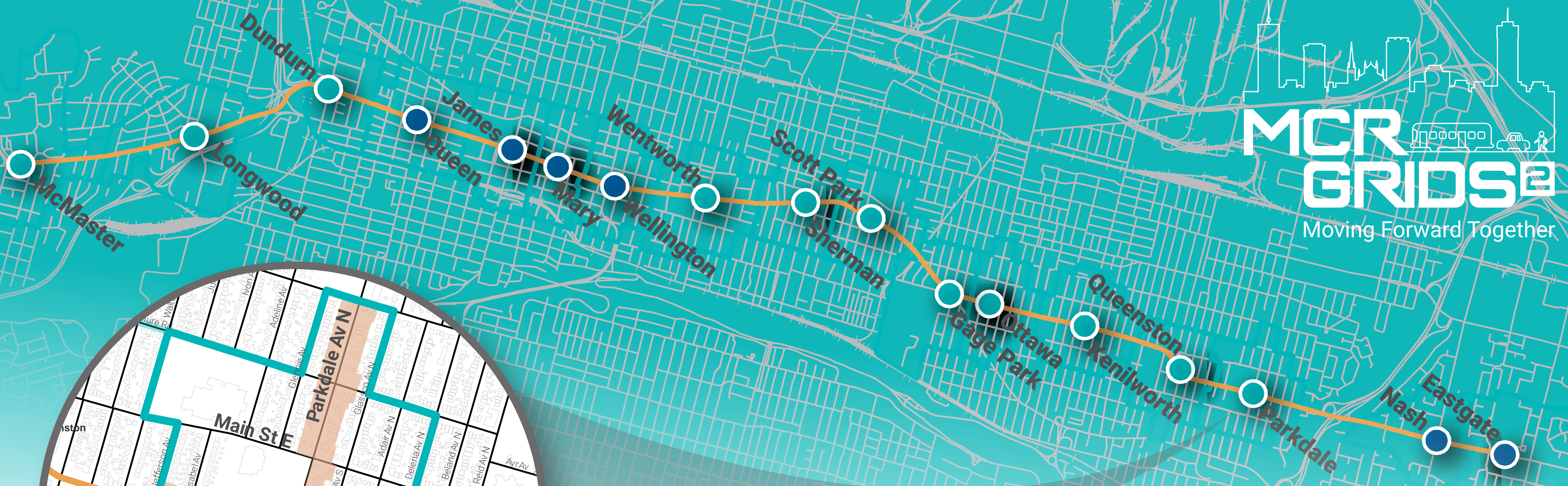


## 2041



- 2,900
- 1,400
- 1,400





# PARKDALE STATION AREA

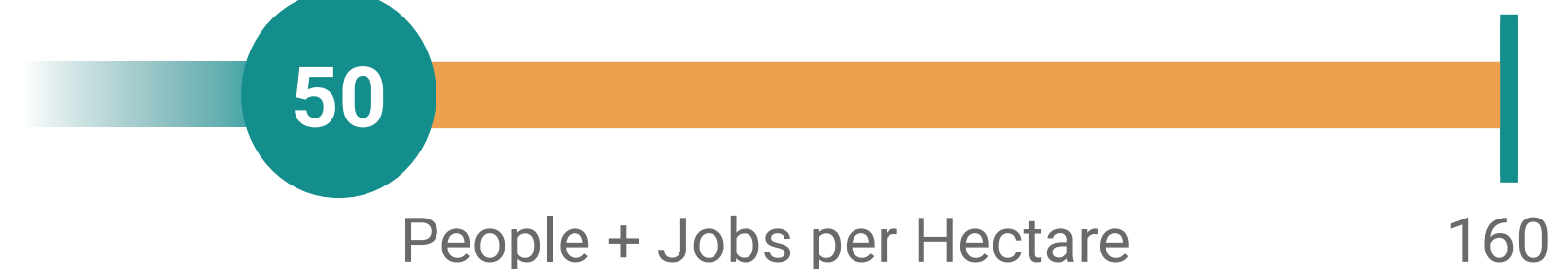
Net Area = 62 hectares

- Major Transit Station Area Boundary
- Intensification Area
- LRT Route
- LRT Stop

## Existing



- 2,100
- 1,000
- 1,200



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

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.

## 2041



- 2,400
- 2,900
- 1,300



### Long-term Built-out Density Potential

