

# Planning for Major Transit Station Areas



October 10, 2023

Virtual Public Open House

# Project Team - Introductions



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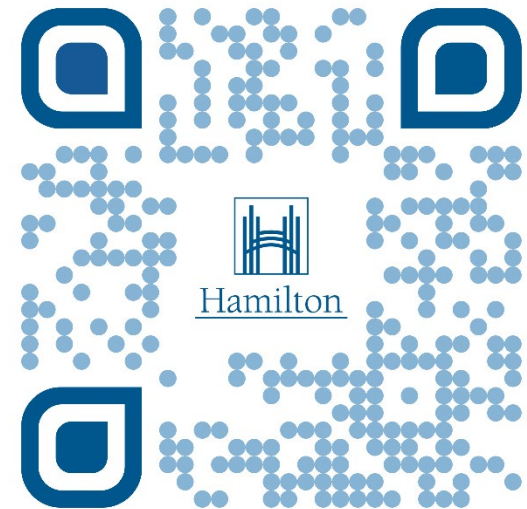
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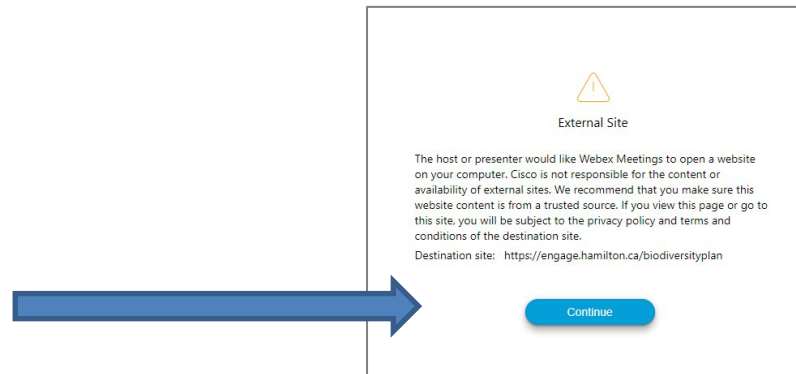
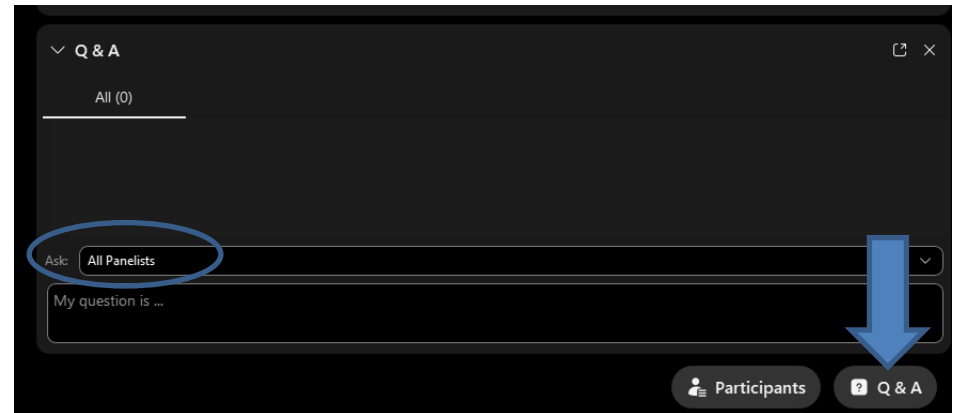
# Virtual Open House Agenda

- WebEx Webinar Tools
- Project Overview
- Presentation of Draft MTSA findings
- Public Engagement & Next Steps
- Question & Answer



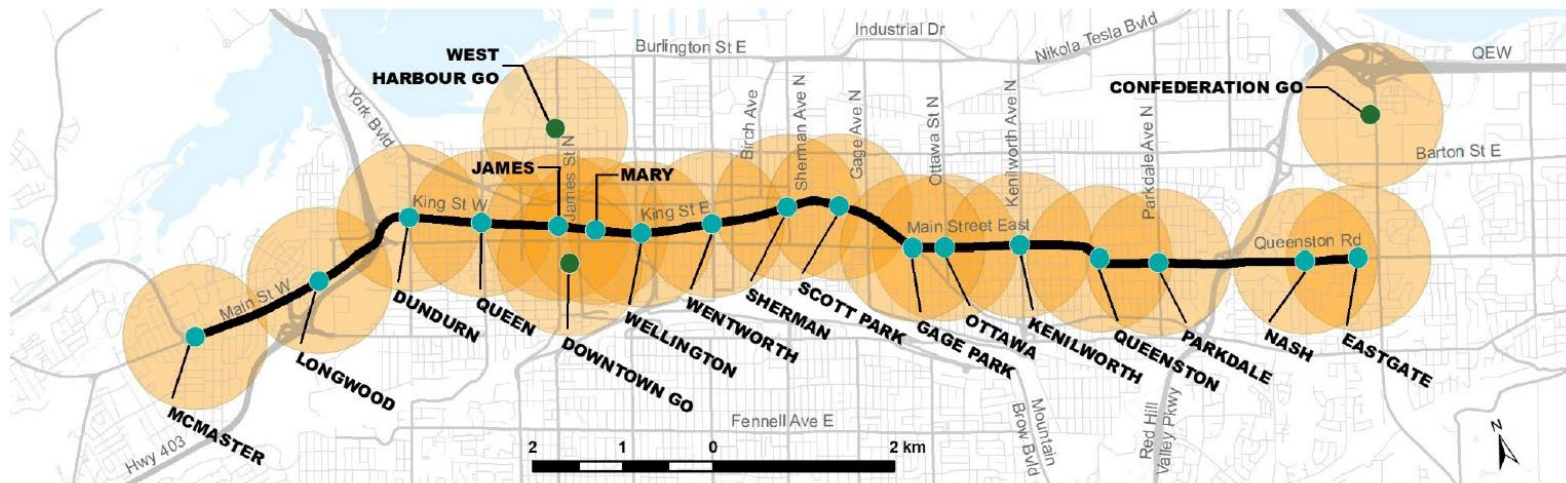
# WebEx Webinar Tools

- The Webinar will be recorded for posting on Engage Hamilton afterwards
- Submit your questions using the “Q & A” button (bottom right corner)
  - **Must select “All Panelists” to submit a question**
- Questions are only visible to panelists and will be responded to during the Q&A portion of the meeting
- Redirect to **Engage Hamilton** after webinar ends



# Why are we doing this work?

- Builds on initial work started through GRIDS 2 / MCR
- Major Transit Station Areas (MTSA) are identified as strategic growth areas in the Growth Plan
- Hamilton's Official Plans must conform to provincial policy documents and plan for MTSA's
- Part of the City's Municipal Comprehensive Review to demonstrate how the City can achieve density targets





# What are we looking to find out through this?

## Key Questions:

- How do existing land use policies support achieving the MTSA density targets?
- Which areas can meet their target density?
- Which areas cannot meet their target, and why?
- Should the City identify certain Major Transit Station Areas as “Protected” Major Transit Station Areas?
- What land use policy changes are needed to support the City’s MTSA planning?



Hamilton

# Major Transit Station Area Modelling Virtual Public Open House

October 10<sup>th</sup>, 2023

# Context

- Planning around transit is a matter of provincial interest.
- Intensification is a key city-building objective for the City.
- Increased densities along transit corridors contribute to a mix of uses, access to housing, jobs and amenities.





# Provincial Policy & Legislation

- Provincial Growth Plan requires Major Transit Station Areas (MTSAs) to meet specific minimum density targets.
- The City must demonstrate how it will achieve the prescribed density targets at full build-out for each MTSA.
- The *Planning Act* also provides a framework for Protected Major Transit Station Areas (PMTSAs).

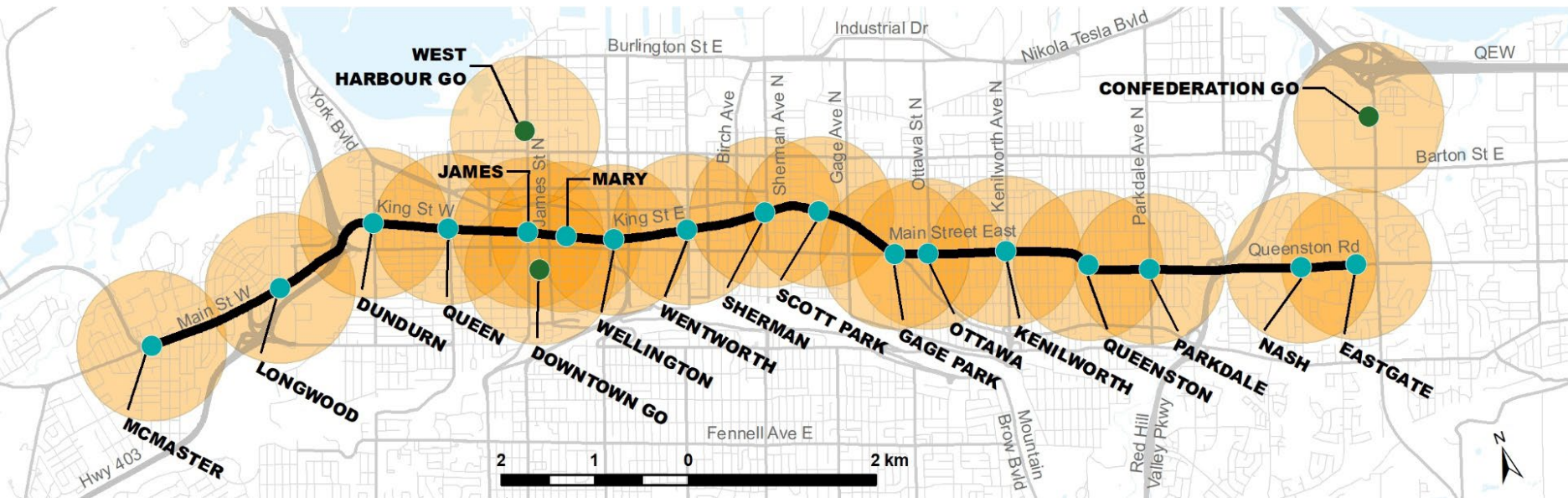


# Major Transit Station Area (MTSA) Defined

- The area including and around any existing or planned higher order transit station or stop within a settlement area.
- MTSA generally are defined as the area within an approximate **500 to 800 metre radius** of a transit station, representing about a 10-minute walk.
- PMTSAs are subject to provincial approval.



# Major Transit Station Area (MTSAs)



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



# Protected Major Transit Station Area (PMTSA)

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



# Protected Major Transit Station Area (PMTSA)

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

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

# Relevance of this Work

- Provides a foundation for land use planning around the City's future transit infrastructure.
- Provides a snapshot of how well the City's current policies and zoning support growth and development in proximity to the LRT.
- Will have some high level influence on where the City could apply Inclusionary Zoning.
- Will help to advance on-going conversations around where and how to grow the City.





# Study Purpose

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



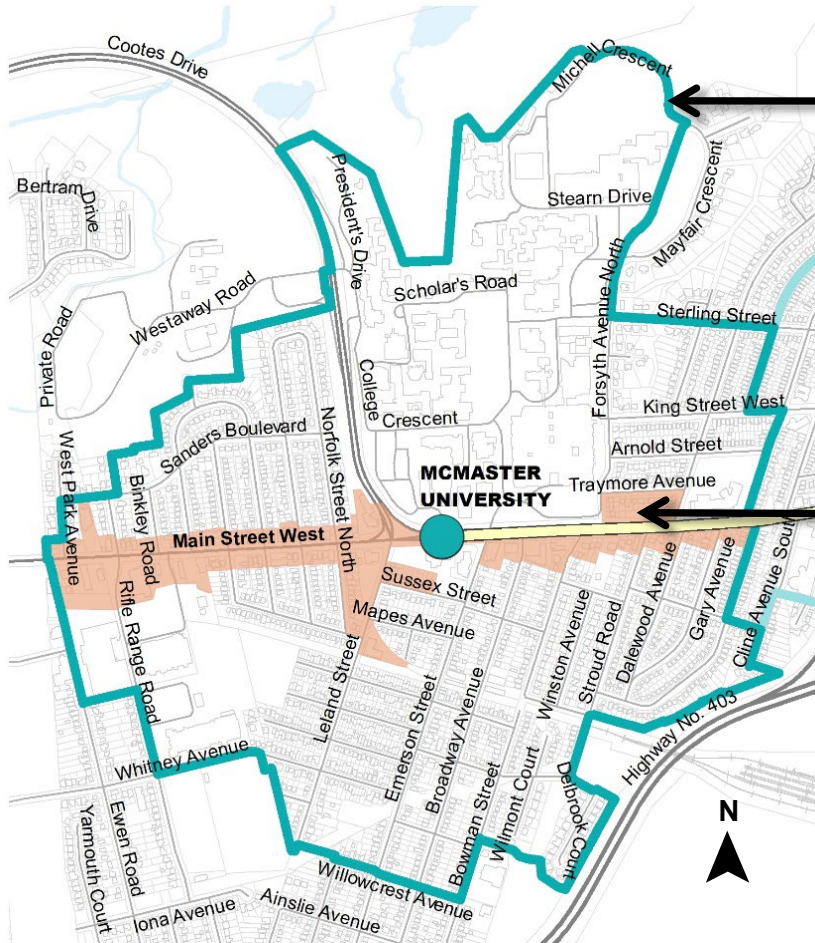
# Approach for Delineating MTSAs

- Similar to other approaches undertaken in other municipalities.
- Maximizes the size of the area based on an interpretation of the 800 metres radius and walking distance from the stop.
- Includes whole blocks and all uses within 800 metres.
- Considers street/highway/rail corridors for edges/boundaries.
- Models the future conditions in a “build out” state.

# What does Build-Out Mean?

The term “build-out” is used to describe what the conditions would be like if all of the current zoning and planning permissions were maximized. This framework allows us to understand if we have the correct permissions in place within our Official Plan, Secondary Plans and zoning.

# Approach for Delineating MTSA



## MTSA Boundary

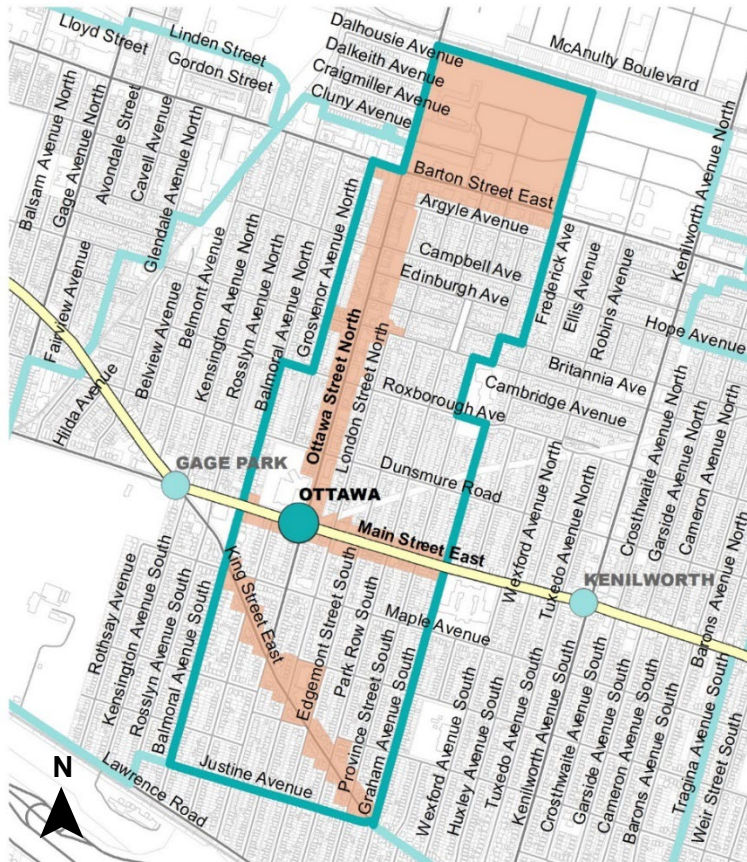
(to be incorporated into OP; required for implementing PMTSA framework under Planning Act; resulting minimum density also required for implementing PMTSA framework)

## Intensification Area

(only used for modelling/study purposes)



# Approach for Delineating MTSAs



- 800 metres was measured as a radial distance from the transit station location and also as an 800 metre walk.
- Each delineated MTSAs boundary includes whole blocks.
- Where there was potential to capture additional intensification opportunities or major trip generators, boundaries slightly beyond 800 metre were considered (e.g., Ottawa and Kenilworth MTSAs).

# General Assumptions

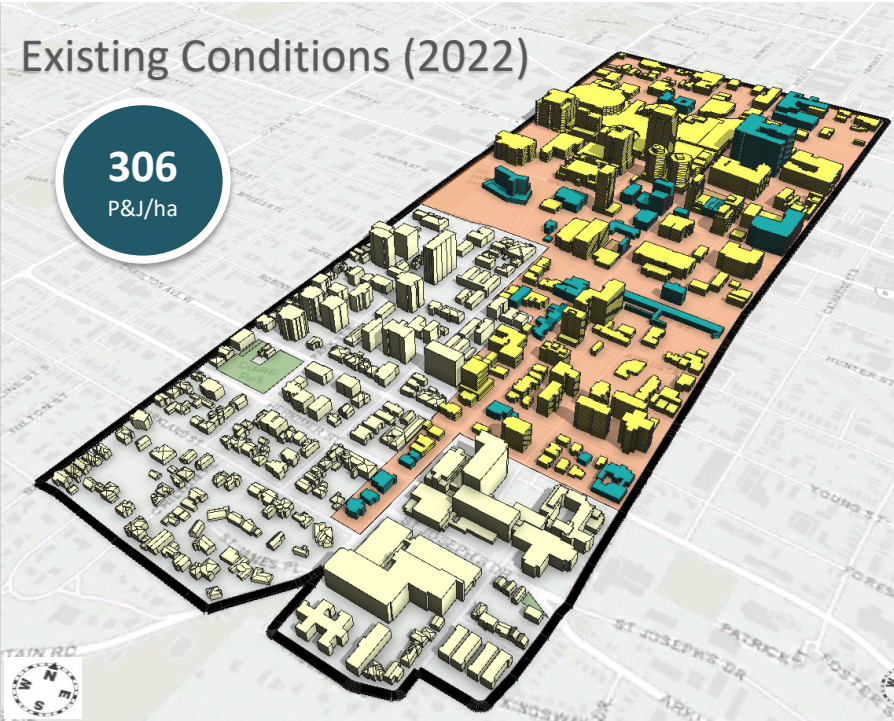
- 3D modelling used to confirm build out potential.
- Majority of intensification is concentrated in lands along LRT corridor and is informed by the City's Transit-Oriented Zoning (TOC Zoning) and recent development applications.
- Site with potential for intensification beyond the TOC zoning was examined.
- Assumes residential neighbourhoods within the MTSA (but outside of intensification areas) will not be the focus of major intensification – however, opportunities for small-scale intensification and infilling were considered and applied.
- Considers restrictions on redevelopment for heritage buildings.
- Considers urban design guidelines in the modelling.
- People Per Units, unit mixes and GFA assumptions drawn from City's GRIDS MCR work, building heights based on blend of zoning and existing OP policies.



# Visualizing and Modeling Growth

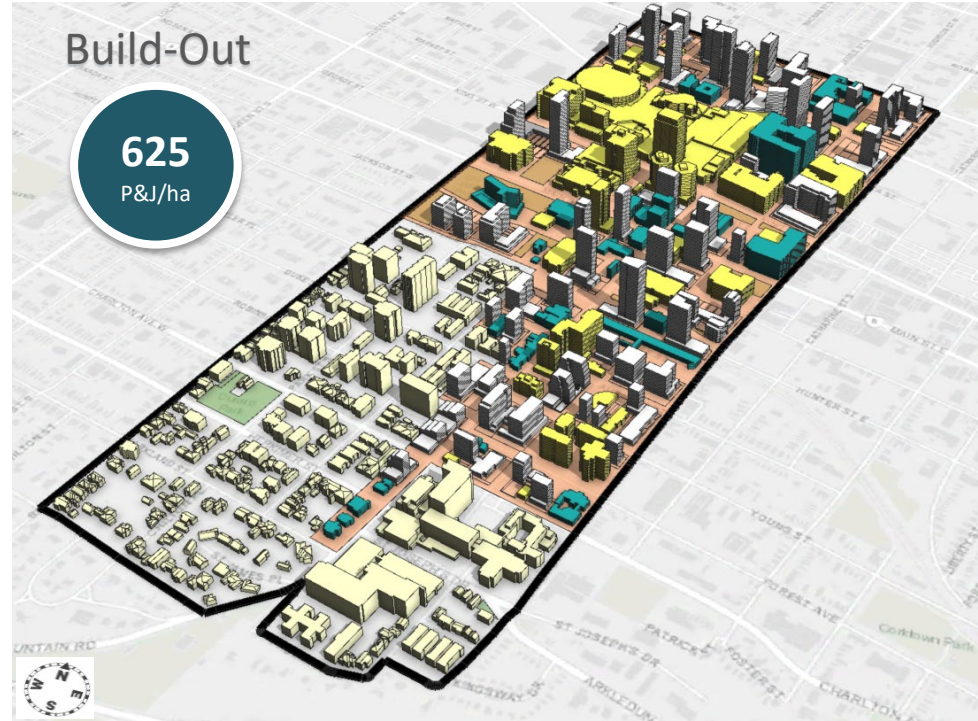
Existing Conditions (2022)

306  
P&J/ha



Build-Out

625  
P&J/ha



James MTSA

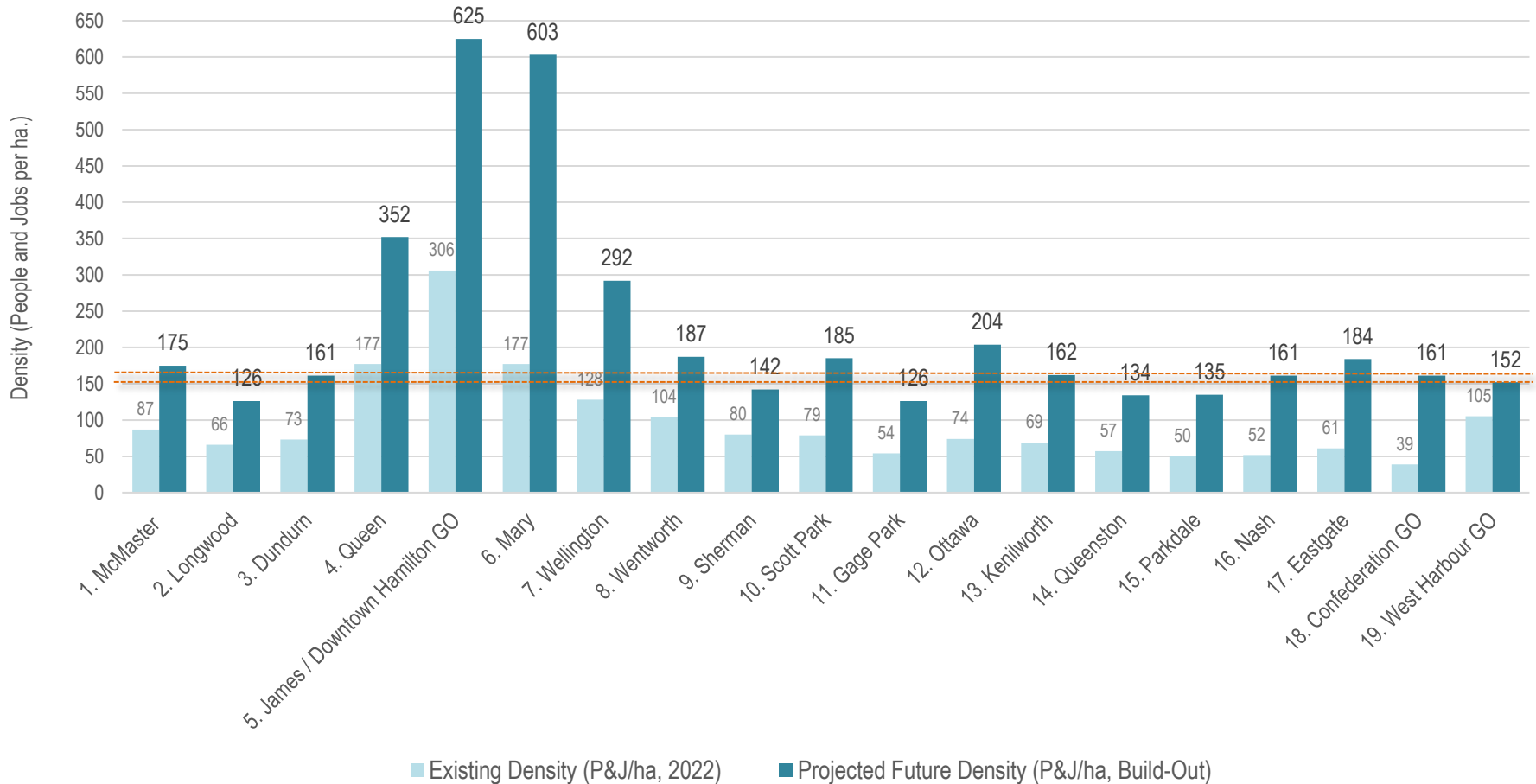
# **There is a lot of land with potential for future intensification in proximity to LRT/GO stations**

There is over 2,500 hectares of land located within 800 metres  
of planned higher order transit (LRT / GO)

# The City's existing zoning will allow for a significant amount of future development

The current zoning / secondary plans could allow for over 510,000 people and jobs (total population / employment)

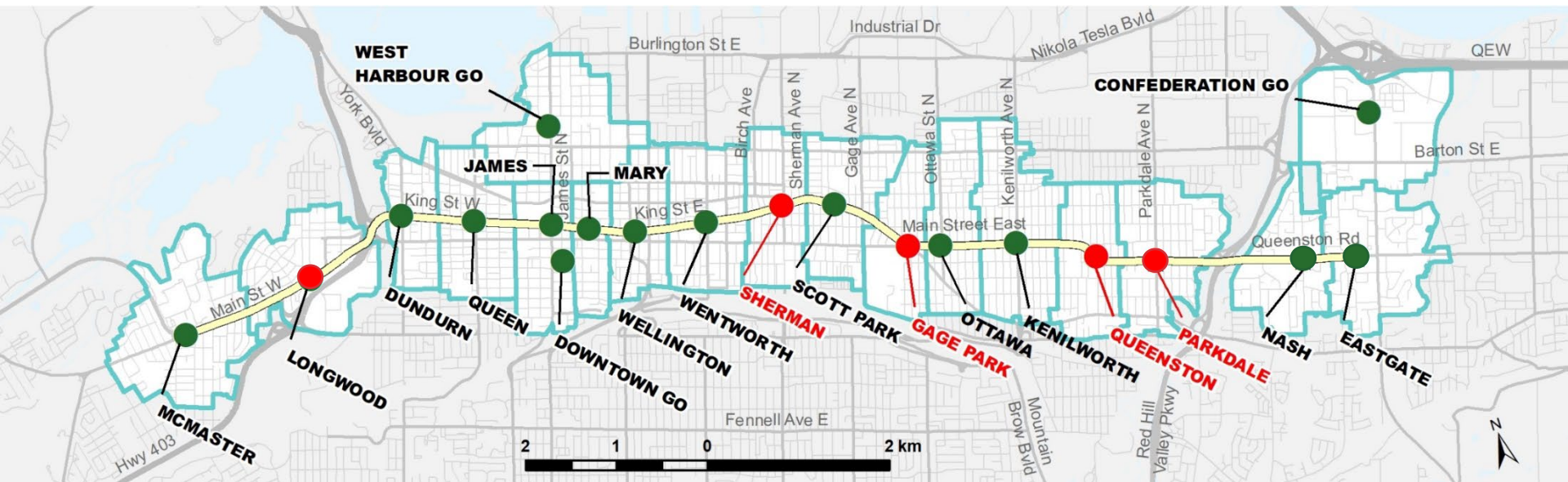
# Station Area Results



**14 of 19 MTSAs can  
meet the minimum  
density target**

Five (5) MTSAs may require  
alternative/lower targets

# Preliminary Results



● Achieved Min. Target

● Below Min. Target



# Potential MTSAs Requiring Alternative Targets

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

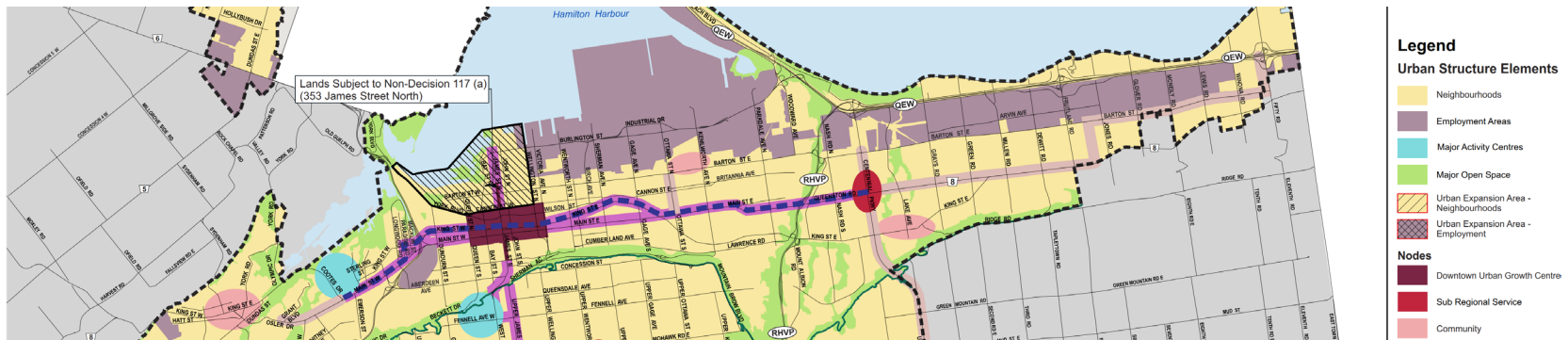
# Alternative Target Rationale (Gage Park Example)



## Key Factors:

1. Presence of Gage Park (53% of the entire MTSA)
2. Relatively narrow corridor of land for accommodating future intensification

# Recommendations



- Consider identifying all MTSAs as PMTSAs under the Planning Act:
  - PMTSA land uses, heights and densities as well as IZ policies cannot be appealed once the policy framework is in force and effect
  - Allow the City maximum flexibility for implementation of IZ
  - Provide greater certainty with respect to land use and built form
- Update Official Plan to include MTSAs as part of the planned urban structure (mapping alignment)



# Planned Public Consultation

- **Online - Engage Hamilton platform**
  - ESRI StoryMap for comments on the map
  - Konveio for comments on the Draft MTSA Report (Dillon Consulting)
  - Open Comment / Feedback form
- **Virtual Public Information meeting**
  - Will be recorded and posted on Engage Hamilton
- **2 In-person Open House events**
  - October 12 @ Central Library from 6-8pm
  - October 17 @ Perkins Centre from 6-8pm
  - Let us know if you will be coming!

**WE WANT TO  
HEAR FROM YOU!**

**MAJOR  
TRANSIT  
STATION  
AREAS**



# Project Timeline – Next Steps



# Questions?

Remember to use the **Q & A button** and send to **“All Panelists”**

Q & A summary will be available on within a few days after the webinar on the MTSA Engage Hamilton page

If we can't answer your question tonight, we will send your question to the appropriate staff and will include a response in the Q & A summary

Have a question after the webinar? Email [GRIDS2-MCR@hamilton.ca](mailto:GRIDS2-MCR@hamilton.ca)





Hamilton

THANK YOU

Contact:

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