

# B-Line Development Uplift Study

## For Transit-Oriented Development

An examination of the potential increase to property value assessment, tax base, and new development charges generated by the proposed development envisioned for 6 key locations along Hamilton's B-Line Rapid Transit corridor.



Image from Hamilton Rapid Transit, with modification.



# B-Line Development Uplift Study

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## ABSTRACT

Planning for the B-Line, a cross-town rapid transit line, is currently underway in Hamilton, Ontario. Planners, politicians, business owners and local residents alike are seeking reassurance that investing in a technology, such as Light Rail Transit (LRT), will spark redevelopment and urban revitalization along this transit corridor. The City's Rapid Transit Planning Team conducted a series of Design Charrettes over the summer of 2011, to start envisioning the development potential at 6 key station areas along the line. This paper examines the developments proposed for 105 properties across these study areas. The gross floor areas of each building are estimated based on the proposed footprints and heights, in order to project what such a development could be worth. Thereby, the resulting benefits to the city in new tax revenue and development charges could also be calculated. Overall, the designs envisioned at the charrettes would result in nearly \$1 billion in new development, an 860% increase in property values, 567% increase in taxes, over \$52 million in development charges for the city, and provide new housing for over 6,000 residents.

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## 1. INTRODUCTION

The B-Line is a proposed rapid transit line in the City of Hamilton, running west to east from McMaster University, through the city's Downtown core, to Eastgate Square Shopping Centre. With the introduction of all-day two-way GO Train service between Hamilton and Toronto coming by 2015, the City must ensure the capacity for commuters to get to the station, and across the city, on a clean, smooth and efficient public transit system is available to them. The City of Hamilton began planning for the B-Line rapid transit corridor shortly after the release of The Big Move, the broad Metrolinx (2008) plan to expand transit and transportation infrastructure across the Greater Toronto-Hamilton Area (GTHA). A second north-south transit line, the A-Line, is also planned.

In summer, 2011, the City's Public Works Rapid Transit Planning Team conducted a series of 6 "Design Charrettes" along the length of the B-Line Corridor. Local residents, business owners and community group representatives, along with staff and members of the Rapid Transit Citizens Advisory Committee, attended these workshops. Staff provided a background presentation, followed by a workshop where all in attendance participated, with the help of an architect, to envision what the area around these 6 transit stations could look like a few years after the rapid transit line is finished. An example of the type of development proposed at the Main & Longwood location are shown in Figure 2 on the next page.

The 6 locations are:

- 1) Main & Longwood
- 2) King & Dundurn
- 3) King & Wentworth
- 4) The Delta—Main & Ottawa
- 5) Queenston Traffic Circle
- 6) Queenston & Nash

These locations are shown on the B-Line Corridor Map, Figure 1, on the next page. Each of these locations is reviewed in this paper, in the same order, from west to east. The design concepts envisioned at these charrettes are analyzed to determine the real-life footprint size and approximate gross floor area of each building and intended land use (residential, commercial and mixed-use). These factors are then used to determine an approximate new construction value and applicable development charges. Using these results as the assessed value for property tax purposes, the potential tax revenue for the

city was also calculated. The base values for this model are described in more detail in the Development Model Input Values section of this paper. That section further describes the methodology and justifies certain assumptions used in the final calculations. The results of the modelling are revealed under Development Uplift subsection for each study area, and aggregate values are summarized in the Conclusions.

Dollar values for the developments are represented in “today’s dollars”, as if these projects have now been realized. But the timeline for these developments to occur is obviously much longer than that. A more complex model, which takes a cost/benefit analysis approach to include discounting and interest to put future-dated revenues into what they are worth today, could be applied as part of a further study. This paper also does not attempt to assess the commercial viability or feasibility of what is being proposed. The approach taken in this paper, while simplistic, provides useful information to compare what is at these locations today with what could be there if the B-Line is constructed.

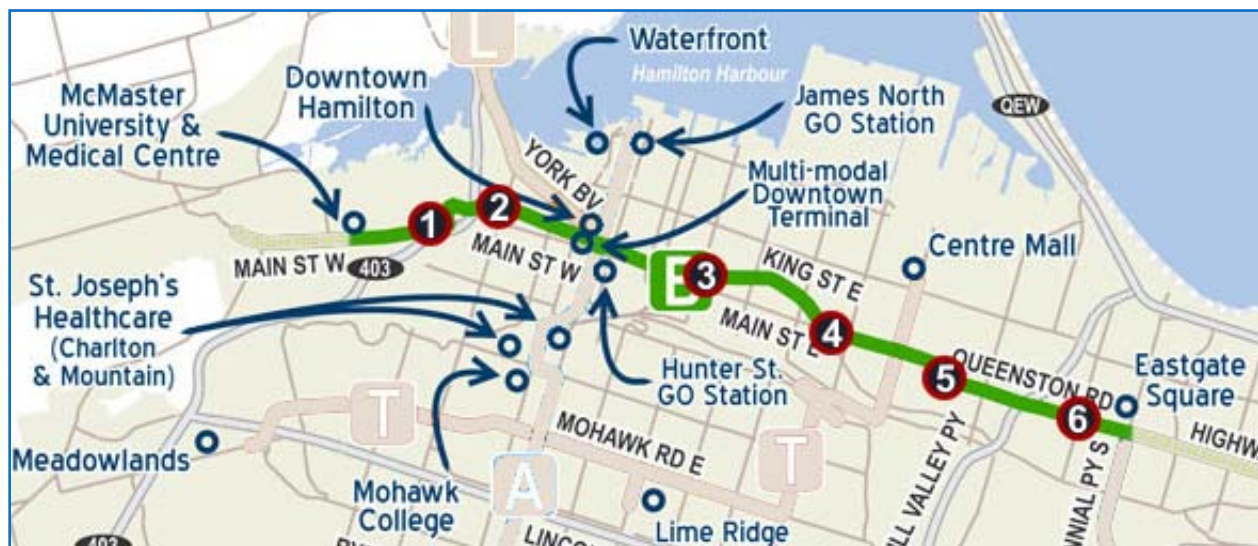


Figure 1 - B-Line Corridor and Design Charrette Study Areas (Hamilton Rapid Transit, 2011, with modification)

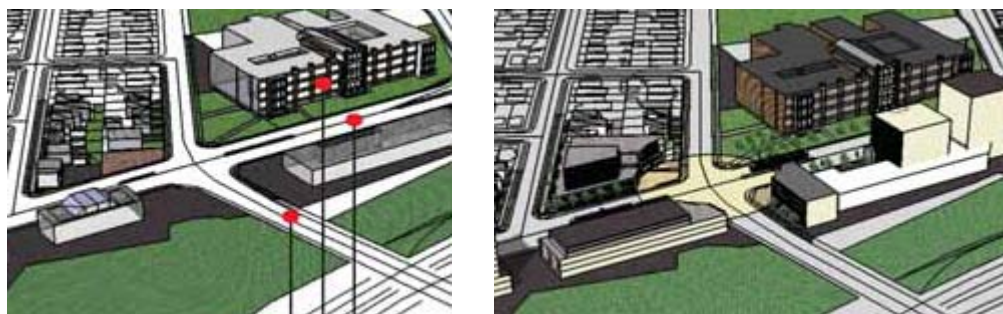


Figure 2- Main & Longwood, before, at left, and after results of the design charrette, at right. (City of Hamilton, 2011e)

## 2. DEVELOPMENT MODEL INPUT VALUES

To model the potential development uplift, this section outlines the values and assumptions that are used in the analysis of each study area.

The value for new developments is based on the gross square feet of the building footprint multiplied by the sale value in Table 1, below. Building footprints were determined by sketching the approximate building footprint shown in the Design Charrette conceptual diagrams on to the City of Hamilton's web mapping utility (<http://map.hamilton.ca>), which features a polygon drawing tool that returns the total square feet of the area drawn. The City's mapping utility shows existing building footprints and property lines, which provided a good point of reference for transposing the proposed building footprints from the concept plans to their real-world situations.

Gross floor areas are reduced to 85% for residential, and 70% commercial/office to determine actual yield. These sale values are based simply on the low-end of current construction costs for these types of developments (Altus Group, 2011), increased by a factor of 2 for residential, and 3 for commercial/office. These values are very modest for new developments, but are used in consideration of the current Hamilton market, and an observed sampling of assessment values for current buildings along the corridor. For example, an existing commercial building at Main and Longwood has a commercial assessment value equivalent to approximately \$298/gross sf, while an existing suburban plaza near Queenston and Nash has a value of \$158/gross sf.

Table 1 - Development Sale Values Used for Estimating Assessment Value

New Development Sale Values	
Residential, High-Rise	\$225/sf
Residential, Low-Rise	\$160/sf
Commercial/Office	\$250-350/sf

Based on the residential high-rise value in Table 1, a new 1,000 square foot condominium unit would have a value of \$225,000. These model values are very conservative in nature, as a new condo unit of this size would obviously sell for a higher value. But the intent of this approach is to better ensure the

results are not overly optimistic for the Hamilton market, thereby providing a realistic baseline for estimating overall development up-lift.

Population increase due to the new residential developments is based on 1 person per 400 square feet of habitable space (Engineering Tools, 2011).

The tax rates used for estimating tax assessment revenues are based on the City of Hamilton's posted 2011 tax rates, as shown in Table 2, below (Hamilton, 2011a)

**Table 2 - Hamilton Property Tax Rates**

<b>Class</b>	<b>Rate</b>
<b>RT/NT (Residential/New Multi-Res.)</b>	1.479269%
<b>CT/DT (Commercial/Office)</b>	3.915851%

The current property assessment values and taxes were compiled from the City's web mapping tool (<http://map.hamilton.ca>), which queries the Teranet (<http://www.teranet.ca>) provincial property assessment database upon clicking on an individual property.

Development charges (DCs) are based on the City of Hamilton's 2011 Development Charge Information Pamphlet. Residential DCs for mid or high rise condo developments are based on the "Apartments, Bachelor & 1 Bedroom" rate. The number of units is calculated based on 1 unit per 800 square feet of gross floor area per development. The rates used in the modelling results are in Table 3, below.

**Table 3 - Hamilton Development Charges**

<b>Development Type</b>	<b>Rate</b>
<b>Residential, Mid/High-Rise</b>	\$11.049/unit
<b>Residential, Low-Rise</b>	\$19,300/unit
<b>Commercial/Office</b>	\$15.19/sf

These values will now be applied to the development concepts for the 105 properties across the 6 rapid transit station study areas. The results are tabulated, with a comparison of the existing and proposed situations. Blank fields under the "New" table column indicate the property was assembled with the parcel in the adjacent row above, to accommodate the new developments envisioned.



### 3. MAIN & LONGWOOD

#### 3.1 SETTING

The imposing façade Westdale Secondary School dominates the north side of Main Street, east of Longwood Road. Therefore, redevelopment potential is to the west and south sides of the intersection. However, the south side is restricted by a steep ravine in behind the lots, where Highway 403 cuts a path through the city. Highway visibility could be an attractive feature for potential developers. The McMaster University Innovation Park is along Longwood Road, immediately south of the 403, within walking distance of the proposed LRT station. The station will be in the median of Main Street, to the east of the Longwood intersection. A two-storey commercial/office building is on the southeast corner. This property currently has the highest assessed value in the area, over \$5 million, see Figure 3 (City of Hamilton, 2011e).



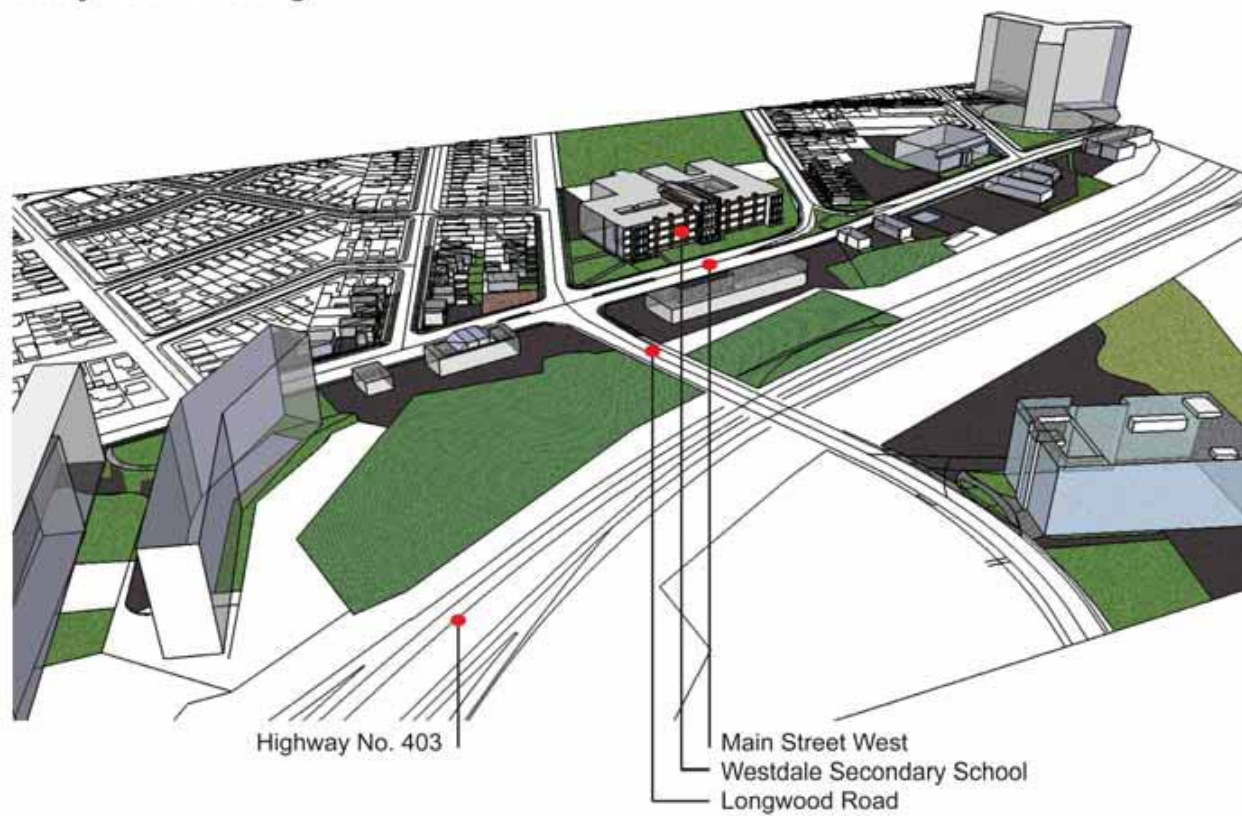
Figure 3 - Main & Longwood, looking southeast. (Photo: Ken Coit)

#### 3.2 DESIGN CONCEPT

The results of the design charrette for this station are drawn in Figure 4 (City of Hamilton, 2011e). Intensification along the south side of Main consists of ground level retail, offices, and residential above. The heights of the developments vary, with the street level façade typically 2 to 3 storeys, topped by stepped-back residential towers ranging from 2 to 8 storeys. Properties at the northwest corner have been assembled into an impressive mixed-use building. The overall design features curved facades at the intersection, to create a community focal point and gateway to the Innovation Park. The area is mapped in Figure 5, which also shows the footprints of the proposed buildings that were used to calculate gross square footage floor area.



### Study Area - Existing



### Study Area - Conceptual Design

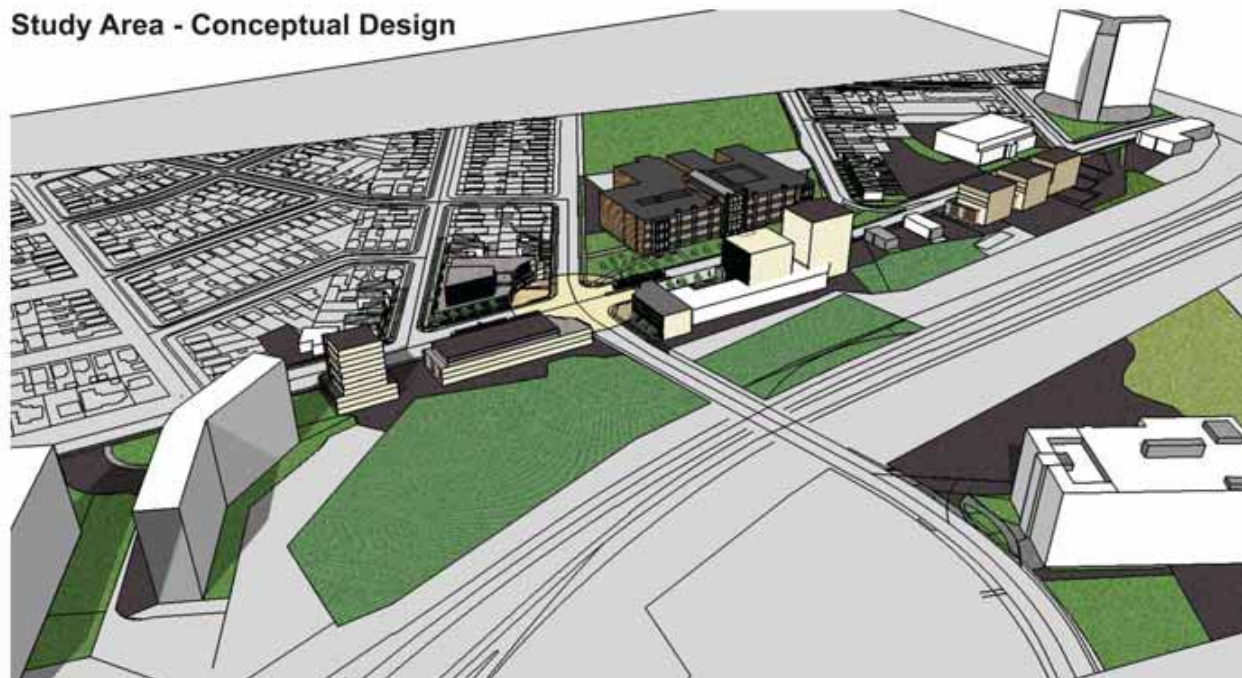


Figure 4 - Existing Area and Conceptual Design. (City of Hamilton, 2011e)

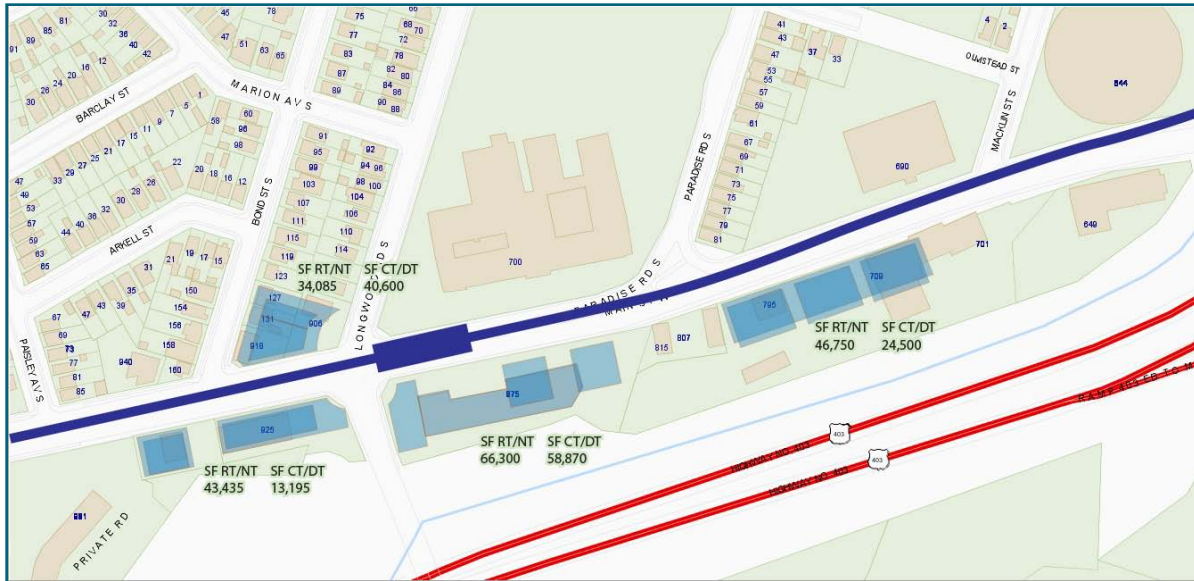


Figure 5 - Main & Longwood Map showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)

### 3.3 DEVELOPMENT UPLIFT

Table 4 summarizes the existing and projected assessment values. The total property value increase the proposed developments would bring to the area is 825.23%, and property tax revenues for the city would increase by 596.91%. Development charges total \$4.75 million.

Table 4 - Main & Longwood Redevelopment Assessment Impact

Main & Longwood					
Address	Assessment	Tax	New Assm't.	New Tax	DC's
925 MAIN	\$1,576,500	\$64,850	\$14,391,125	\$325,411	\$805,142
875 MAIN	\$5,012,000	\$206,171	\$35,522,000	\$1,027,511	\$1,824,247
906 MAIN	\$333,000	\$13,698	\$21,879,125	\$669,889	\$1,096,696
918 MAIN	\$446,500	\$15,612			
131 BOND	\$250,000	\$3,845			
127 BOND	\$290,500	\$4,468			
123 BOND	\$265,000	\$4,076			
122 LONGWOOD	\$211,000	\$3,245			
807 MAIN	\$691,000	\$28,424	\$691,000	\$28,424	
795 MAIN	\$2,021,622	\$81,573	\$19,093,750	\$491,385	\$1,024,871
<b>Total</b>	<b>\$11,097,122</b>	<b>\$425,962</b>	<b>\$91,577,000</b>	<b>\$2,542,621</b>	<b>\$4,750,956</b>

## 4. KING & DUNDURN

### 4.1 SETTING

This area is dominated by the suburban-style shopping plaza along the west side of Dundurn Street, between King and Main. The busy plaza contains a large Fortino's supermarket, which is one of the few supermarkets in this densely populated area of the city. This plaza accounts for the largest assessment in the area as well, at over \$18 million, which is about two thirds of the total value of all properties in this study area combined. The intersection of King and Dundurn, Figure 6 (City of Hamilton, 2011c), shows the transition between a traditional urban corridor, to the east of Dundurn, and suburban/highway commercial uses to the west, attracted to this location by the proximity to the Highway 403 interchange.



Figure 6 - King & Dundurn, looking north. (Photo: Ken Coit)

### 4.2 DESIGN CONCEPT

The Design Charrette concept features an ambitious plan to completely redevelop the Fortino's plaza into a "precinct", with a mix of ground-level retail and business uses, office and residential towers. The vast parking lot will be replaced by parking garage, most likely on top of the retail. The Fortino's itself will be relocated to a large commercial building at the southwest corner of Main and Dundurn. The type of development proposed for the site, with multiple buildings, enables the project to be completed in phases while the existing plaza continues to operate. The towers at the rear of the property appear well suited for office use, as there is high visibility to Highway 403. The streetfront blocks would be residential condominium, atop the retail uses. The development concepts are illustrated in Figure 7. A site map showing building footprints and total square footage for the uplift model is Figure 8.

Across Dundurn, a collection of somewhat ramshackle houses will be replaced by live/work units, which will dramatically improve the street appearance, and be complimentary to the large precinct area. Signature buildings are also planned for the corners of Dundurn and Main, and Dundurn and King. These buildings will all feature ground level retail/office with residential above. The scale of



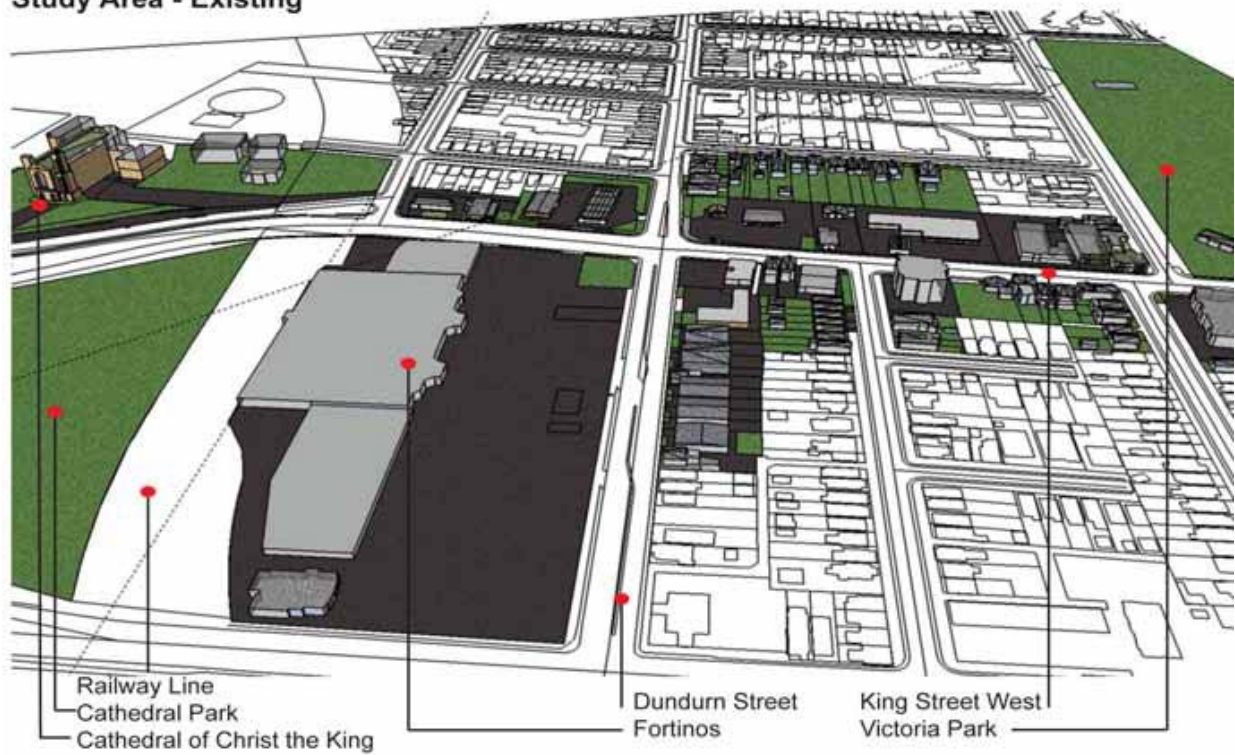
**Study Area - Existing****Study Area - Conceptual Design**

Figure 7 - Existing Area and Conceptual Design. (City of Hamilton, 2011c)

proposed redevelopment is very grand, and if this development were to occur as envisioned, it would likely have to be phased be over a 10 to 20 year timeframe after the B-Line begins operation.

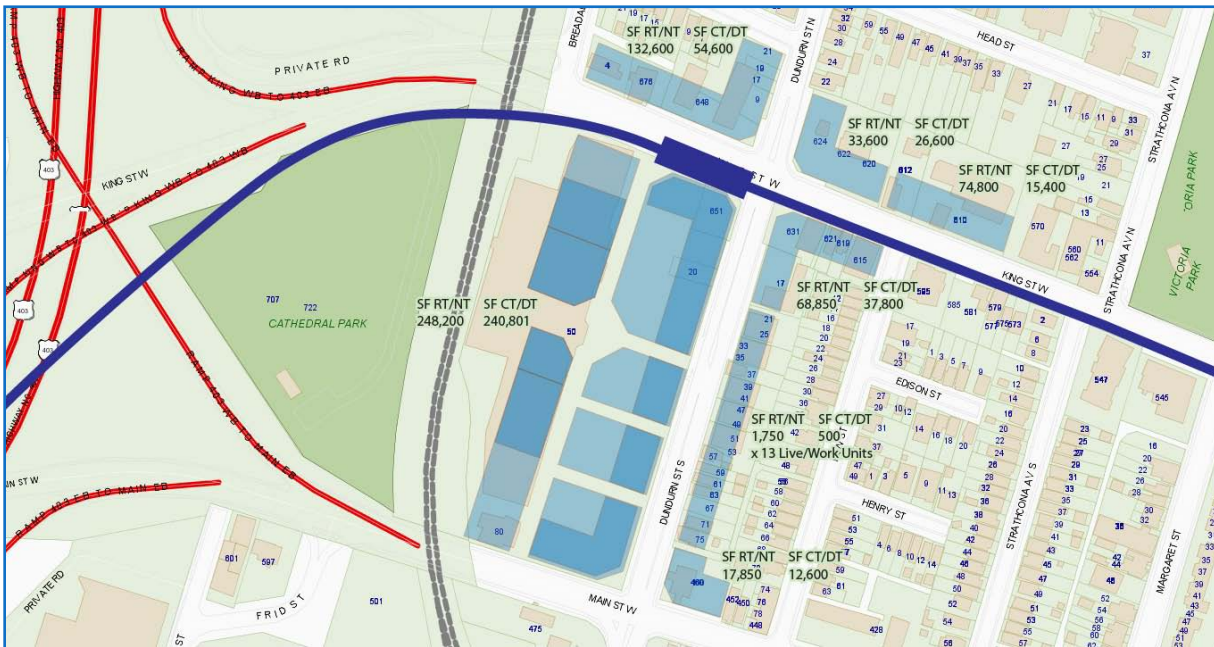


Figure 8 - King & Dundurn Map showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)

### 4.3 DEVELOPMENT UPLIFT

Table 5 summarizes the existing and projected assessment values for the King and Dundurn study area. The total property value increase the proposed developments bring to the area is 961.77%, and property tax revenues for the city would increase by 681.51%. These proportions are similar to Main and Longwood, but the assessed values and tax revenues are over three times higher, which highlights the magnitude of redevelopment being conceptualized.

Table 5 - King & Dundurn Redevelopment Assessment Impact

King & Dundurn					
Address	Assessment	Tax	New Assm't.	New Tax	DC's
460 MAIN	\$632,500	\$26,018	\$8,426,250	\$232,100	\$441,197
75 DUNDURN	\$154,000	\$2,368	\$455,000	\$10,995	\$26,895
71 DUNDURN	\$182,500	\$2,807	\$455,000	\$10,995	\$26,895
67 DUNDURN	\$93,000	\$1,430	\$455,000	\$10,995	\$26,895
63 DUNDURN	\$153,000	\$5,477	\$455,000	\$10,995	\$26,895
61 DUNDURN	\$158,500	\$2,437	\$455,000	\$10,995	\$26,895

<b>59 DUNDURN</b>	\$160,000	\$2,461	\$455,000	\$10,995	\$26,895
<b>57 DUNDURN</b>	\$141,000	\$2,168	\$455,000	\$10,995	\$26,895
<b>53 DUNDURN</b>	\$447,000	\$6,875	\$455,000	\$10,995	\$26,895
<b>49 DUNDURN</b>	\$264,500	\$4,068	\$455,000	\$10,995	\$26,895
<b>41 DUNDURN</b>	\$264,500	\$4,068	\$455,000	\$10,995	\$26,895
<b>37 DUNDURN</b>	\$128,500	\$1,976	\$455,000	\$10,995	\$26,895
<b>35 DUNDURN</b>	\$282,500	\$4,345	\$455,000	\$10,995	\$26,895
<b>25 DUNDURN</b>	\$279,500	\$4,299	\$455,000	\$10,995	\$26,895
<b>50 DUNDURN</b>	\$18,517,000	\$761,706	\$140,125,490	\$4,126,396	\$7,143,031
<b>20 DUNDURN</b>	\$159,000	\$2,455			
<b>651 KING</b>	\$184,500	\$7,589			
<b>17 DUNDURN</b>	\$475,000	\$19,539	\$28,721,250	\$747,224	\$1,535,763
<b>631 KING</b>	\$534,500	\$21,986			
<b>621 KING</b>	\$128,500	\$1,976			
<b>619 KING</b>	\$122,501	\$4,107			
<b>615 KING</b>	\$348,500	\$14,335			
<b>4 BREADALBANE</b>	\$225,000	\$9,255	\$48,945,000	\$1,189,659	\$2,678,033
<b>676 KING</b>	\$270,000	\$11,106			
<b>648 KING</b>	\$1,433,000	\$58,947			
<b>624 KING</b>	\$726,500	\$29,845	\$16,870,000	\$476,398	\$874,790
<b>612 KING</b>	\$324,500	\$10,428	\$22,220,000	\$460,025	\$1,273,987
<b>610 KING</b>	\$1,411,000	\$58,042			
<b>Total</b>	<b>\$28,200,501</b>	<b>\$1,082,113</b>	<b>\$271,222,990</b>	<b>\$7,374,735</b>	<b>\$14,296,436</b>

## 5. KING & WENTWORTH

### 5.1 SETTING

The King & Wentworth intersection is approximately 1.5km east of Downtown. The street frontage is a mixed bag of turn-of-the-twentieth century 2 to 3 storey commercial/residential buildings, vacant lots, and more contemporary commercial and mid-rise developments. The socio-economic struggles in this part of the city are exemplified by the boarded up storefronts and the presence of social service agencies. This area has great potential for redevelopment, because there is nowhere to go but up, both economically and in urban design intensification. As shown in Table 6, properties can be had for bargain-basement prices and, with some assembly required, a good sized development lot can be made viable. This is the type of area that planners believe will benefit most from the LRT project,.





Figure 9 - King & Wentworth, looking south (Photo: Ken Coit)

## 5.2 DESIGN CONCEPT

The Design Charrette conceptual plan is shown in Figure 11. The building footprints and gross square footage are shown on the site map, Figure 10, below. Compared to the Dundurn site, the development plans for this area are much more modest. But further development potential also remains, which could one day make the corridor much more cohesive. Redevelopment for the King Street frontage mainly consists of commercial at grade with two to three storeys of residential above. A residential tower is also proposed for the area in the rear. These developments may represent the first phase of a long-term revitalization of this part of the city.

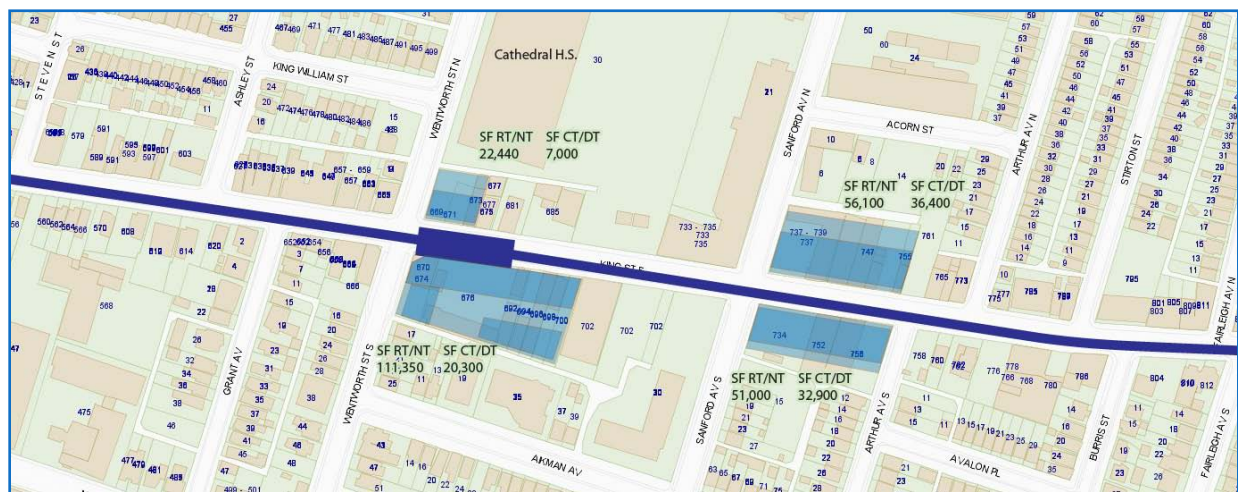


Figure 10 - King & Wentworth Map showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)



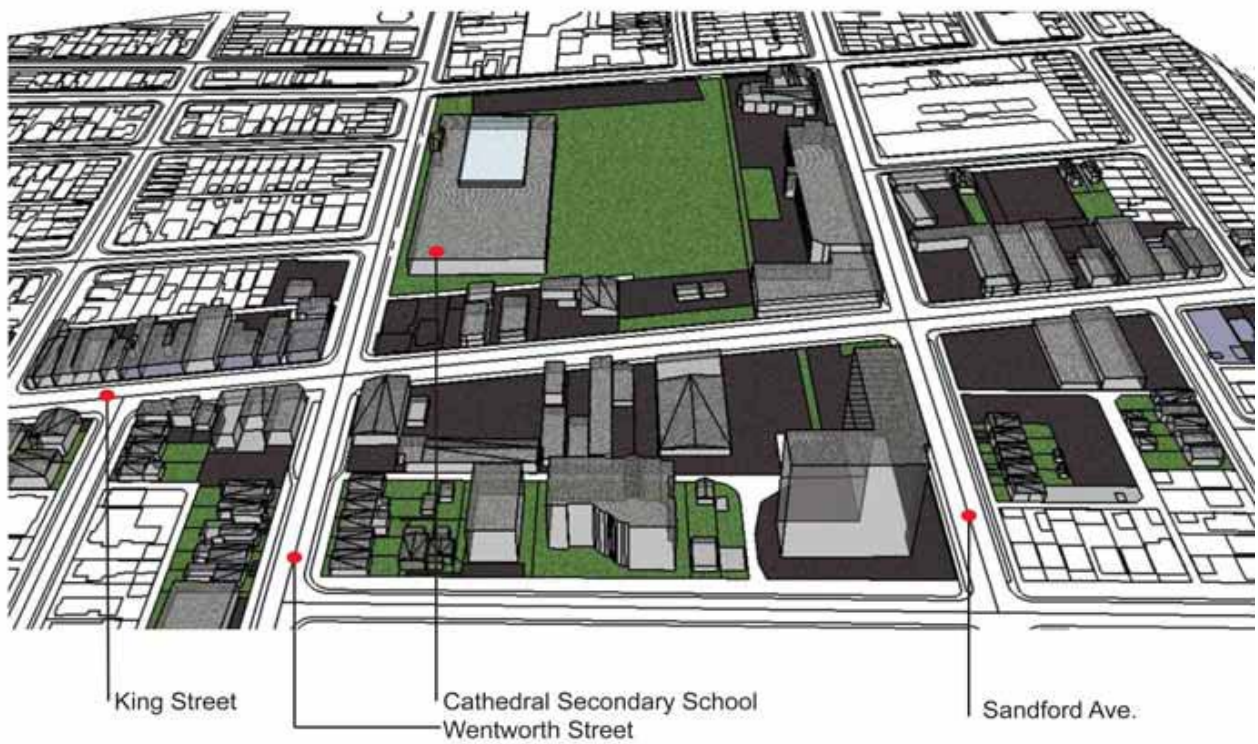
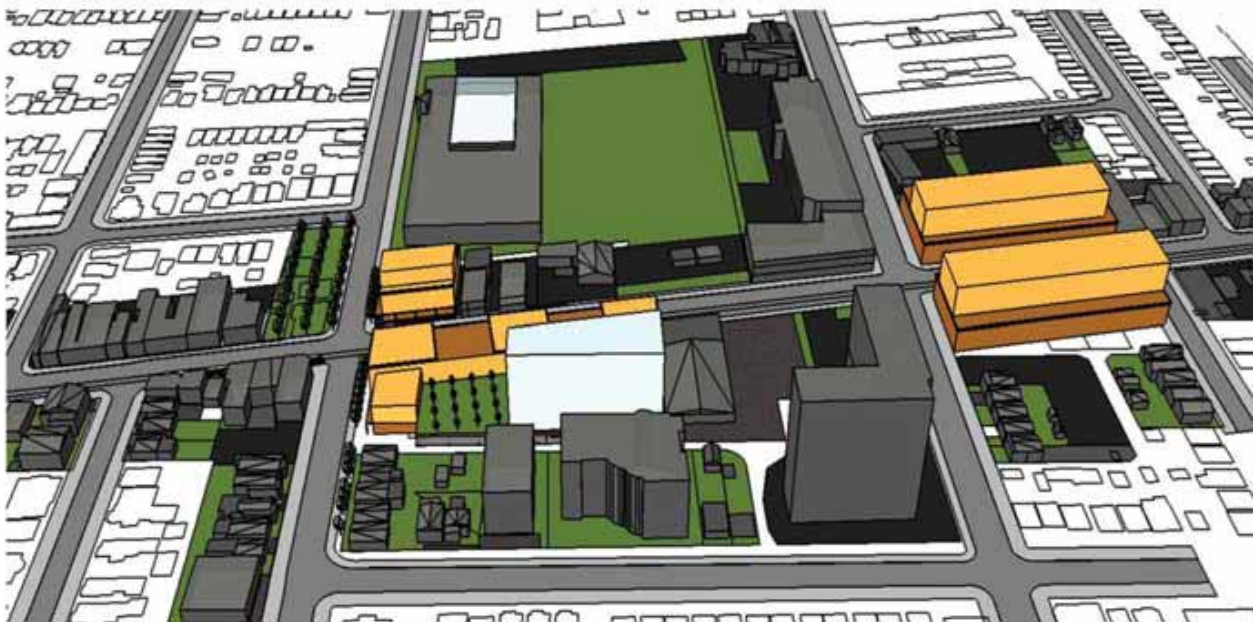
**Study Area - Existing****Study Area - Conceptual Design**

Figure 11 - Existing Area and Conceptual Design. (City of Hamilton, 2011d)

### 5.3 DEVELOPMENT UPLIFT

Table 6 summarizes the existing and projected assessment values for the King and Wentworth study area. The total property value increase the proposed developments would bring to the area is very impressive, 2059.1%, and property tax revenues for the city would increase by 1328.7%. The potential development charges alone are more than the current value of total assessment for these properties. These results show how depressed the real estate market currently is in this area of Hamilton, and the great potential uplift that could result from a project like the B-Line. As shown on the map and concept plan, there are several other properties along the corridor that could also be redeveloped in this area. One hindrance is that some of the buildings do have heritage designations, which could be mitigated with creative design integration ideas and financial incentives encouraging sustainable development. One thing is for certain, the current property tax revenues cannot possibly cover the City's cost of providing services in this area.

Table 6 - King & Wentworth Redevelopment Assessment Impact

King & Wentworth					
Address	Assessment	Tax	New Assm't.	New Tax	DC's
674 KING	\$112,500	\$4,627	\$32,158,750	\$648,834	\$1,856,157
676 KING	\$543,000	\$22,336			
692 KING	\$239,000	\$7,222			
694 KING	\$127,500	\$5,244			
696 KING	\$167,500	\$0			
698 KING	\$288,000	\$12,366			
700 KING	\$82,000	\$3,373			
669 KING	\$133,750	\$0	\$7,499,000	\$170,627	\$418,777
671 KING	\$0	\$0			
673 KING	\$147,501	\$4,602			
737 KING	\$1,040,750	\$44,899	\$22,990,000	\$620,656	\$1,212,916
747 KING	\$483,500	\$19,889			
755 KING	\$127,000	\$3,982			
734 KING	\$204,250	\$8,412	\$25,362,500	\$685,600	\$1,337,435
752 KING	\$164,500	\$6,766			
756 KING	\$413,500	\$16,265			
<b>Total</b>	<b>\$4,274,251</b>	<b>\$159,983</b>	<b>\$88,010,250</b>	<b>\$2,125,717</b>	<b>\$4,825,284</b>

## 6. THE DELTA—MAIN & OTTAWA

### 6.1 SETTING

Continuing the B-Line trip further east, we arrive at “The Delta”, which is where King and Main cross each other, and transition from one-way to two-way traffic occurs. Gage Park, one of the city’s largest, formal urban parks, is adjacent, south of Main Street. From here, the route switches to Main Street, to the next main intersection Ottawa Street. The streetscape is similar to other parts of King, featuring 2 to 3 storey commercial/residential developments and a mix of other odds and ends. There are several unique and heritage buildings along the way.



Figure 12 - The Delta (King & Main) looking south (Photo: Ken Coit)

### 6.2 DESIGN CONCEPT

The Design Charrette conceptual plan is shown in Figure 13. The building footprints and gross square footage are shown on the site map, Figure 14, below. The two largest redevelopment proposals include the McDonalds, at the western edge of the study area, and the existing No Frills store on Main Street, in the centre. Both sites will be redeveloped with more intensive uses at grade. The charrette participants agreed that the grocery store must be retained, so it will be incorporated into a larger development with additional retail at grade, and residential units above. Parking will be within garage structures, under green roofs. Three other mixed-use redevelopments were also conceptualized in this proposal. The two new buildings at Ottawa Street are intended to create a gateway feature.



**Study Area - Existing****Study Area - Conceptual Design**

Figure 13- Existing Area and Conceptual Design. (City of Hamilton, 2011f)

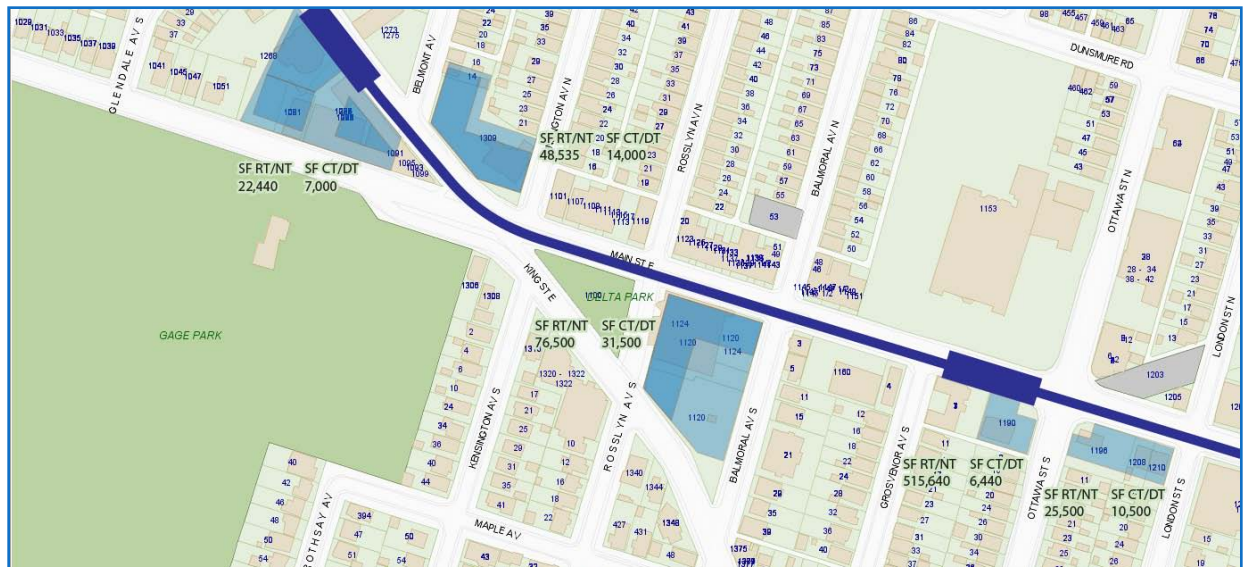


Figure 14 - The Delta (King & Main) to Main & Ottawa showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)

### 6.3 DEVELOPMENT UPLIFT

Table 7 summarizes the existing and projected assessment values for The Delta to Ottawa Street study area. In this case, the total property value increase of the proposed developments is 1588.5%, and property tax revenues for the city would increase by 932.4%. Not quite as impressive as Wentworth, but still shows the significant uplift potential in this area, with the currently depressed assessments.

Table 7 - The Delta to Ottawa Redevelopment Assessment Impact

Main & Delta-Ottawa					
Address	Assessment	Tax	New Assm't.	New Tax	DC's
1309 KING	\$585,000	\$24,887	\$15,820,375	\$353,418	\$888,239
1093 MAIN	\$341,500	\$14,047	\$33,906,750	\$788,114	
1091 MAIN		\$2,486			
1276 KING	\$2,084,500	\$79,332			
1081 MAIN	\$469,250	\$18,691			
1120 MAIN	\$1,402,500	\$57,692	\$26,662,500	\$624,667	\$1,545,019
1190 MAIN	\$354,500	\$14,582	\$5,773,000	\$140,319	\$315,871
1196 MAIN	\$180,500	\$7,424	\$9,412,500	\$228,781	\$515,006
1208 MAIN	\$175,000	\$2,799			
1210 MAIN	\$172,000	\$7,075			
<b>Total</b>	<b>\$5,764,750</b>	<b>\$229,015</b>	<b>\$91,575,125</b>	<b>\$2,135,299</b>	<b>\$3,264,135</b>



## 7. QUEENSTON TRAFFIC CIRCLE

### 7.1 SETTING

The Queenston Traffic Circle, where Main Street diverges into Queenston Road, marks a more noticeable trend towards suburbia. Traffic circles were once popular in Hamilton, and Queenston is one of two left in the city, the other being the Kenilworth Traffic Circle. Although Hamilton began to recently embrace modern roundabouts for new suburban developments, the Queenston Traffic Circle is considered deficient, and the scene of many fender-benders. The city plans to convert it into a more traditional signalized intersection. To the east of the circle is the City Motel, which has seen better days, as have many of the businesses in the area. Car dealerships are also present. One advantage of the transition to more suburban uses is that lot sizes are larger in this study area than in the previous areas. This improves development potential, by making land assembly less complicated.



Figure 15 - Queenston Traffic Circle, looking northeast. (Photo: Ken Coit)

### 7.2 DESIGN CONCEPT

The Design Charrette conceptual plan is shown in Figure 16. The building footprints and gross square footage are shown on the site are indicated on the map, Figure 17, below. The former City Hotel site features a new mixed-use development with a “signature” 12-storey residential tower, complimented by street townhouses, low-rise condos and street retail. Other developments in this area range between two and four storeys, with the usual at-grade commercial uses and residential on top.

### Study Area - Existing



### Study Area - Conceptual Design

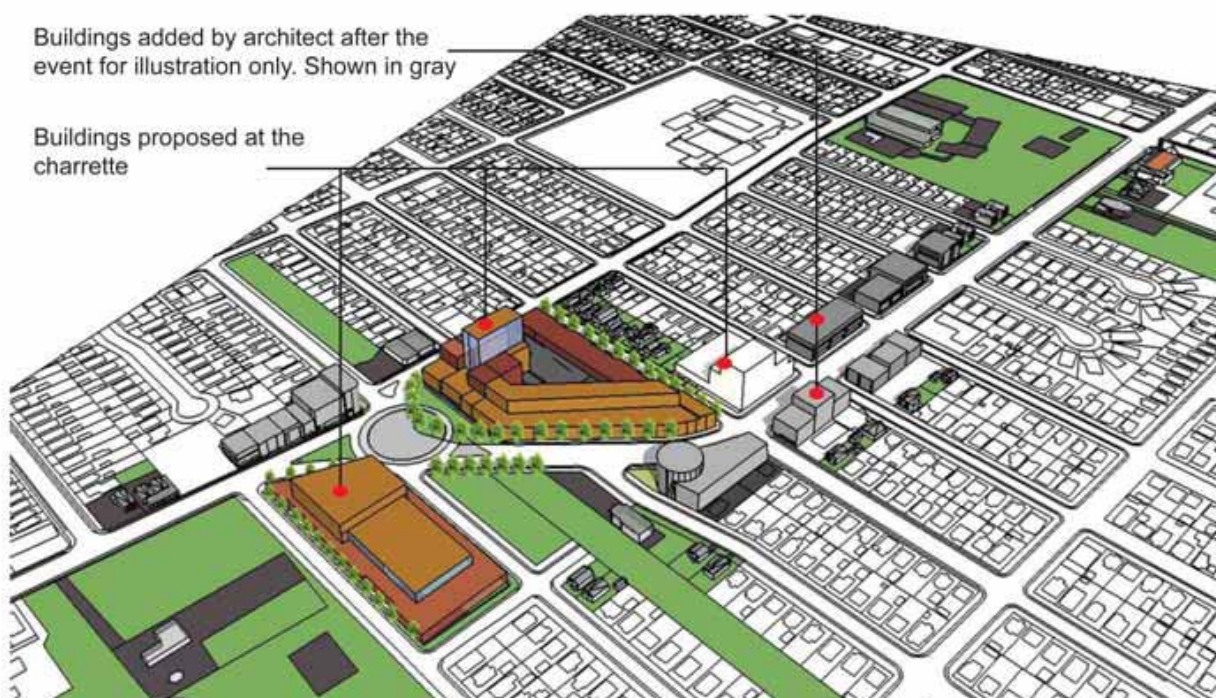


Figure 16 - Existing Area and Conceptual Design. (City of Hamilton, 2011f)





Figure 17 - Queenston Traffic Circle Map showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)

### 7.3 DEVELOPMENT UPLIFT

Table 8 summarizes the existing and projected assessment values for the Queenston Traffic Circle study area. The total property value increase is 1364.6%, and property tax base increases by 1032.44%. The original total assessment value is higher in this area than was seen in The Delta and Wentworth study areas, but still quite low compared to property values in the GTA. But with the good-sized development lots available here, the uplift potential looks very promising in this area as well.

Table 8 - Queenston Traffic Circle Redevelopment Assessment Impact

Main & Queenston					
Address	Assessment	Tax	New Assm't.	New Tax	DC's
1605 MAIN	\$480,000	\$7,383	\$4,590,000	\$105,178	\$266,985
1609 MAIN	\$169,000	\$3,914			
1613 MAIN	\$108,000	\$3,115	\$6,970,000	\$161,096	\$387,413
1617 MAIN	\$129,500	\$2,091			
1621 MAIN	\$165,000	\$4,559			
1600 MAIN	\$1,514,500	\$62,299	\$34,248,750	\$954,353	\$1,785,277
55 QUEENSTON	\$975,000	\$40,107	\$53,881,250	\$1,268,649	\$2,977,929
75 QUEENSTON	\$1,415,000	\$58,206			

<b>1646 MAIN</b>	\$232,000	\$3,568			
<b>1652 MAIN</b>	\$113,000	\$1,738			
<b>1654 MAIN</b>	\$172,500	\$3,635			
<b>95 QUEENSTON</b>	\$466,500	\$19,189	\$7,530,000	\$183,024	\$412,005
<b>41 ROSEWOOD</b>	\$170,500	\$2,622			
<b>37 ROSEWOOD</b>	\$137,500	\$2,114			
<b>40 CRAIGROYSTON</b>	\$144,500	\$2,222			
<b>44 CRAIGROYSTON</b>	\$164,000	\$2,522			
<b>109 QUEENSTON</b>	\$148,000	\$6,088	\$7,530,000	\$183,024	\$412,005
<b>115 QUEENSTON</b>	\$199,500	\$3,068			
<b>119 QUEENSTON</b>	\$273,500	\$9,631			
<b>125 QUEENSTON</b>	\$190,000	\$7,815			
<b>126 QUEENSTON</b>	\$866,500	\$30,293	\$7,530,000	\$183,024	\$412,005
<b>129 QUEENSTON</b>	\$295,500	\$12,155	\$7,530,000	\$183,024	\$412,005
<b>145 QUEENSTON</b>	\$270,000	\$11,106			
<b>130 QUEENSTON</b>	\$616,500	\$20,331	\$7,530,000	\$183,024	\$412,005
<b>2 MODENA</b>	\$219,500	\$3,376			
<b>6 MODENA</b>	\$225,000	\$3,460			
<b>10 MODENA</b>	\$204,000	\$3,137			
<b>Total</b>	<b>\$10,064,500</b>	<b>\$329,744</b>	<b>\$137,340,000</b>	<b>\$3,404,398</b>	<b>\$7,477,629</b>

## 8. QUEENSTON & NASH

### 8.1 SETTING

The Queenston Road and Nash Road area is the most suburban area along the B-Line Corridor. The area is dominated by retail shopping centres, surrounded by asphalt seas of parking. Land values here are much higher than elsewhere along the B-Line corridor, due to the large-scale retail developments. Eastgate Square, a major shopping centre in the east end of Hamilton, and the terminus of the B-Line line, is at the eastern edge of this study area, see map, Figure 19. Although assessment values are higher than elsewhere, there are some properties in decline, as some of the retail stores and plazas are vacant. These developments, dating to the mid-20th century may have passed their prime.



Figure 18 - Queenston & Nash (Photo: Ken Coit)

## 8.2 DESIGN CONCEPT

Enormous lot sizes could open up some great future redevelopment and intensification potential for land owners in the area. New zoning, to encourage transit-oriented development, could reduce parking requirements, and allow a mix of residential, retail, and office uses on these properties. The large parcels with ample space also provide flexibility for phasing the development, and keeping the existing businesses in operation as redevelopment takes place.

Overall, the design charrette concepts, shown in Figure 20, along with the building footprint map, Figure 19, will improve the Queenston Road streetscape. But there still seems to be a lot of development potential left on the table to make better use of vast parking lots, and turn the area into a more cohesive community “downtown”, with new public streets bisecting these large parcels. The proposed concept is certainly a step towards such a longer term goal.



Figure 19 - Queenston & Nash Map showing proposed building footprints. (Base map from: <http://map.hamilton.ca>, 2011)



**Study Area - Existing****Study Area - Conceptual Design**

Figure 20 - Existing Area and Conceptual Design. (City of Hamilton, 2011g)

### 8.3 DEVELOPMENT UPLIFT

Table 9 summarizes the existing and projected assessment values and taxes. The current assessment of this study area comprises nearly half of the assessment value for all of the B-Line Design Charrette study areas combined. Uplift, based on the Charrette concepts, increases the assessment by 545.8%, and tax value by 334.4%. These increases are the lowest of the 6 study areas, reflecting the more modern, suburban character of this area.

Table 9 - Queenston & Nash Redevelopment Assessment Impact

<b>Queenston &amp; Nash</b>					
<b>Address</b>	<b>Assessment</b>	<b>Tax</b>	<b>New Assm't.</b>	<b>New Tax</b>	<b>DC's</b>
<b>558 QUEENSTON</b>	\$813,000	\$33,443	\$22,950,000	\$339,492	\$1,414,485
<b>640 QUEENSTON</b>	\$14,459,000	\$594,778	\$63,036,250	\$1,755,431	\$3,879,955
<b>686 QUEENSTON</b>	\$26,028,000	\$1,070,675	\$62,107,500	\$1,583,924	\$3,823,706
<b>714 QUEENSTON</b>	\$732,500	\$30,131	\$22,520,000	\$546,332	\$1,386,641
<b>706 QUEENSTON</b>	\$1,196,000	\$49,198			
<b>724 QUEENSTON</b>	\$367,500	\$15,117			
<b>16 CLAPHAM</b>	\$86,500	\$3,558			
<b>771 QUEENSTON</b>	\$422,500	\$17,379	\$16,725,000	\$375,328	\$1,030,013
<b>735 QUEENSTON</b>	\$896,500	\$18,250	\$6,300,000	\$246,699	\$387,324
<b>727 QUEENSTON</b>	\$1,181,231	\$47,229	\$6,300,000	\$246,699	\$387,324
<b>711 QUEENSTON</b>	\$653,000	\$26,861	\$18,145,000	\$375,014	\$1,117,666
<b>695 QUEENSTON</b>	\$3,465,000	\$91,124	\$43,725,000	\$966,612	\$2,692,905
<b>685 QUEENSTON</b>	\$1,614,000	\$66,392			
<b>651 QUEENSTON</b>	\$501,500	\$20,629	\$30,630,000	\$696,149	\$1,886,300
<b>637 QUEENSTON</b>	\$1,161,000	\$47,758			
<b>Total</b>	<b>\$53,577,231</b>	<b>\$2,132,522</b>	<b>\$292,438,750</b>	<b>\$7,131,680</b>	<b>\$18,006,319</b>

## 9. CONCLUSIONS

The B-Line Corridor Land Use Design Charrettes were an important way for local residents and business owners along the corridor to begin envisioning what their neighbourhoods will be like a few years after the rapid transit line is up and running. It is also easier to place a dollar value on development potential when there are actual development concepts on which to model such estimates. Although future development will not be exactly as planned during the Charrettes, there will definitely be new development attracted to the transit corridor. One only need to see the development growth along Toronto's subway corridors to understand how this works. Growth through intensification is also legislated, through the province's *Places to Grow Act*, so we know development is coming in one form or another, and development is most sustainable when it is appropriately planned and targeted to specific areas.

Development will not happen overnight. The Charrettes asked participants to envision the B-Line corridor "10 years from now", and "the rapid transit line has been complete for a couple of years," (City of Hamilton, 2011b). It is important to understand that the development concepts being presented are those which would be planned at that time, not actually built. As noted in the King & Dundurn section of this report, such ambitious developments may take a couple of decades to be fully realized. Again, Toronto provides a living example, as the subway corridors are still being developed and redeveloped 50 years after they were first constructed.

The overall potential development value across all of the 105 properties in the 6 study areas totals nearly \$1 billion, which is 860.5% higher than the initial property assessment values, coupled with a tax revenue increase of 566.9%. The projected net tax revenue increase is over \$20 million per year. By comparison, the annual operating cost of the proposed B-Line LRT is \$13.5 million (City of Hamilton, 2011i). Over \$52 million in development charges would also be deposited into the City's coffers. These numbers are summarized in Table 10. The new developments will also house an estimated 6,050 new residents. Many of them will be new transit riders, too.

Table 10 - Summary of Development Uplift Modelling

	Current	Post-Redevelopment
<b>Assessment Value</b>	\$112,978,355	\$972,164,115
<b>Tax Revenue</b>	\$4,359,339	\$24,714,449
<b>Development Charges</b>		\$52,620,758
<b>Population</b>		6,050

Whether or not a similar level of development will occur within 10, 15 or 20 years will only be realized after the B-Line becomes operational, and depending of course on future growth and market conditions. It is important to note that these figures are only for the 105 properties identified for redevelopment during the charrettes, but there are hundreds of other properties along the corridor as well. New development also tends to encourage investment into improvements and upgrades to existing adjacent buildings, and spin-off uplift to property values in the surrounding area.

Suburban and rural residents of Hamilton have been complaining about high tax assessments ever since amalgamation. Part of the reason for the disparity, as revealed in the assessment tables throughout this report, is due to the depressed property values, and thereby low tax assessments in the older parts of the city, which may not cover the cost of services to those areas. There is also the looming problem of infrastructure renewal. The only long-term solution to these problems is to facilitate increasing the assessments through redevelopment and intensification. The B-Line is the catalyst to make this uplift start to happen.



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