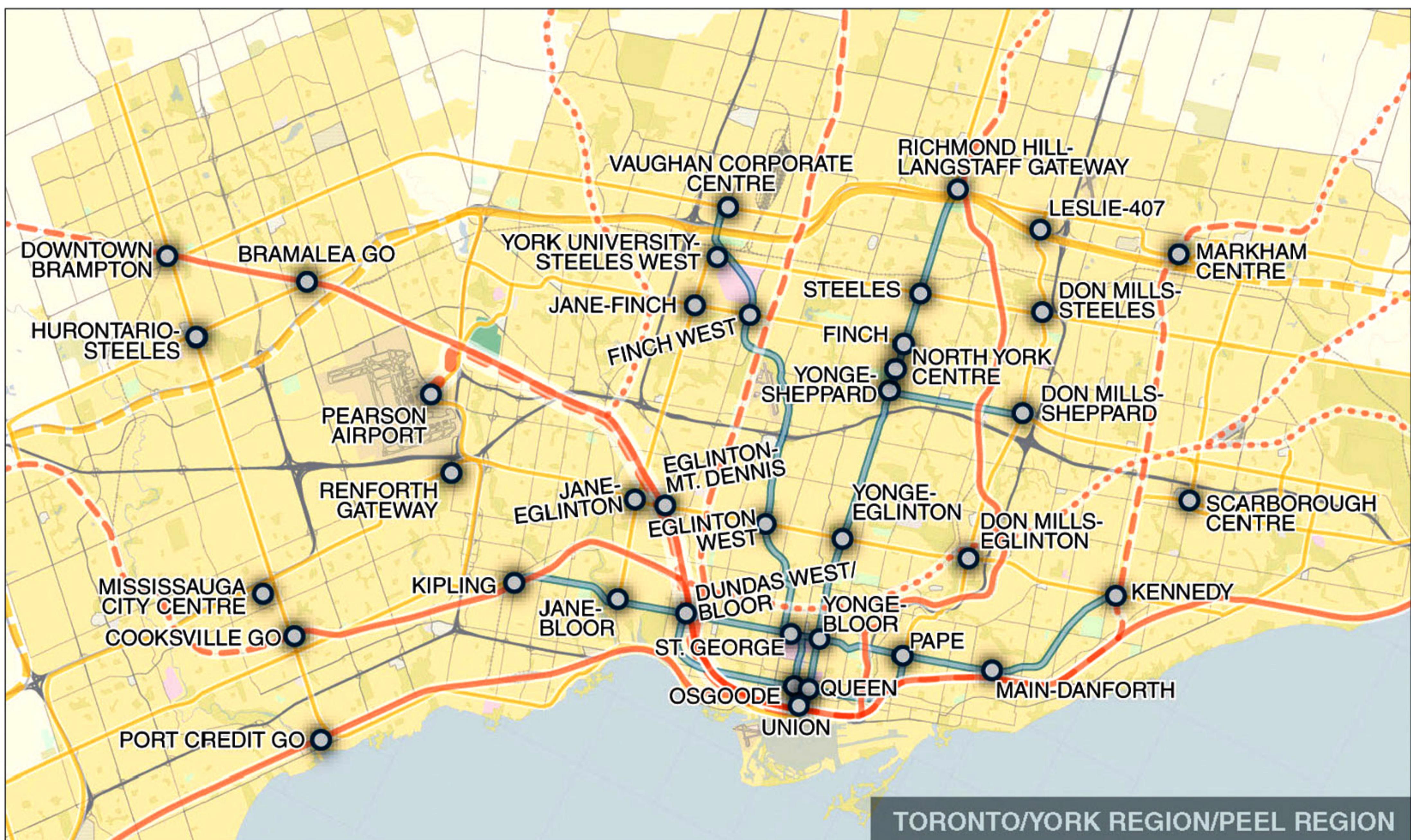




MOBILITY HUB GUIDELINES

For the Greater Toronto and Hamilton Area

Mobility Hubs in the Greater Toronto and Hamilton Area



MOBILITY HUB OBJECTIVES

SEAMLESS MOBILITY



Seamless integration of modes at the rapid transit station.



Safe and efficient movement of people with high levels of pedestrian priority.



A well-designed transit station for a high quality user experience.

PLACEMAKING



Strategic parking management.



A vibrant, mixed-use environment with higher land use intensity.



An attractive public realm.

SUCCESSFUL IMPLEMENTATION



A minimized ecological footprint.



Effective partnerships and incentives for increased public and private investment.



Flexible planning to accommodate growth and change.

MOBILITY HUB

strong sense of place

A vibrant and vital place to support the transportaton experience

economic vitality and competitiveness

Significant development potential and strong economic anchors

multimodal transportation

A range of higher-order transportation options with seamless transfer

residential and employment density

Critical mass of people to work, live, shop and enjoy themselves

high levels of pedestrian priority

Spaces and connections designed with pedestrian priority

embedded technology

Access to real time travel information

CATEGORY AND OBJECTIVE

SECTION

GUIDELINE NUMBER

CATEGORY
SUCCESSFUL
IMPLEMENTATIONOBJECTIVE
Designing with change in mindGUIDELINE
9.1CATEGORY
SUCCESSFUL
IMPLEMENTATIONOBJECTIVE
Designing with change in mindGUIDELINE
9.1

GUIDELINE

APPROACHES
AND STRATEGIESTYPOLOGY
SYMBOLS

9.1 Develop detailed phasing strategies connected with infrastructure improvements.

Approaches

9.1.1 Include phasing plans that outline density and transportation target-based phasing.

- Provide visualizations of streetscapes and built form to clearly articulate community vision.
- Include coordination strategy with parallel planning processes, such as official plans, secondary plans, and transit project assessments.
- Phasing should be based upon the full implementation of local transportation master plans and The Big Move.

9.1.2 Develop phased and interim zoning bylaws and designations for mobility hub areas, timed with implementation of rapid transit infrastructure and achievement of density targets to provide guidance and certainty to developers.

- Allows for the screening out of undesirable land uses and development that is incompatible with the vision of mobility hubs in preliminary development phases, such as drive-throughs, large-format big box retail, heavy industrial uses, car dealerships and other auto-related uses.
- Allows for regular periods of review of interim bylaws and requirements to ensure they are reflective of development needs and context.

9.1.3 Include interim use provisions in zoning bylaws to support phasing strategies in development.

- To allow for uses that otherwise may not be permitted in the ultimate phase of development, but are required for the viability of initial development stages.
- Interim uses should be justified on a case-by-case basis and include timelines and an ultimate development plan to ensure consistency with land use and transportation objectives.
- Surface parking should be designated as interim uses with regular review periods to ensure that parking supply is justified.

9.1.4 Develop and implement interim transit service plans that would support and ultimately be replaced by the regional rapid transit network.

- Provide improved transit infrastructure to build transit ridership in advance and clearly identify rapid transit corridors with features such as:
 - High quality and enhanced transit stops.
 - Transit priority and dedicated lanes.
- Create a communication and consultation strategy to inform the public and stakeholders of rapid transit plans, phasing, and community impacts.
 - Adopt marketing and branding campaigns.
 - Coordinate and demonstrate link between transit planning initiatives with community planning.

APPLICABILITY
LEGEND

Legend

Especially Relevant Urban Typologies

- CENTRAL TORONTO
 URBAN TRANSIT NODES
 IMAGING GROWTH CENTRES

Especially Relevant Transportation Typologies

- ENTRY
 TRANSFER
 DESTINATION

BENEFITS OF
THE GUIDELINE

Benefits

- Ensures coordination between the planning and implementation processes.
- Provides a framework for orderly and efficient development.
- Supports near-term development needs while maintaining long-term vision and objectives.
- Provides certainty and clarity on planned development and infrastructure to the public and developers.

Applicability

All Mobility Hubs

- Where development is at an early stage, phasing strategies are important to provide a realistic plan to move the master plan forward.
- In areas where development is at a mature stage, phasing strategies should focus on how hub areas will respond to changing transit infrastructure.

GUIDELINE
APPLICABILITY
IN THE GTHA

Cross-reference

 ALSO REFER
TO GUIDELINEAPPROACHES
AND STRATEGIES

9.1.5 Ensure transit station designs provide flexibility for change as rapid transit network is implemented.

- Design in future station expansions to accommodate and reduce the cost of adding new rapid transit lines or services, such as:
 - Providing knock-out walls to future connections or station areas;
 - 'Roughing in' or protecting property for future station areas; and
 - Designing station areas to be easily retrofitted for expansion.
- Discourage over-building of transit facilities, particularly when not justified by ultimate phasing.
- Consider temporary facilities to meet needs in near term or ensure that built facilities can be re-used or easily redeveloped, including:
 - Temporary feeder transit terminals at interim terminus stations; or
 - Temporary station buildings if station is envisioned to be incorporated into development.

9.1.6 For all large-scale and long-term developments, require the development of phasing strategies in development plans that include density and mobility targets connected to implementation of transit and mobility infrastructure.

- The phasing plan should answer the following questions:
 - How will development phases be co-ordinated with implementation of mobility infrastructure, including rapid transit?
 - How will the development's parking supply respond as parking requirements are reduced?
 - What are the development density targets and mobility benchmarks, including non-auto mode splits, for each phase of development?

TOOLS AND
RESOURCES

- Tools & Resources
- City and County of Denver, TOD Station Area Strategies, Implementation/Phasing Toolbox & Matrix – Section 3.3 Phasing Strategies

RELEVANT
BIG MOVE POLICY,
IF APPLICABLE

encourages employers to offer their employees free or subsidized parking a choice between the parking or a cash equivalent that can be used for other means of transportation.

CASE STUDIES/
BEST PRACTICES

Case Study

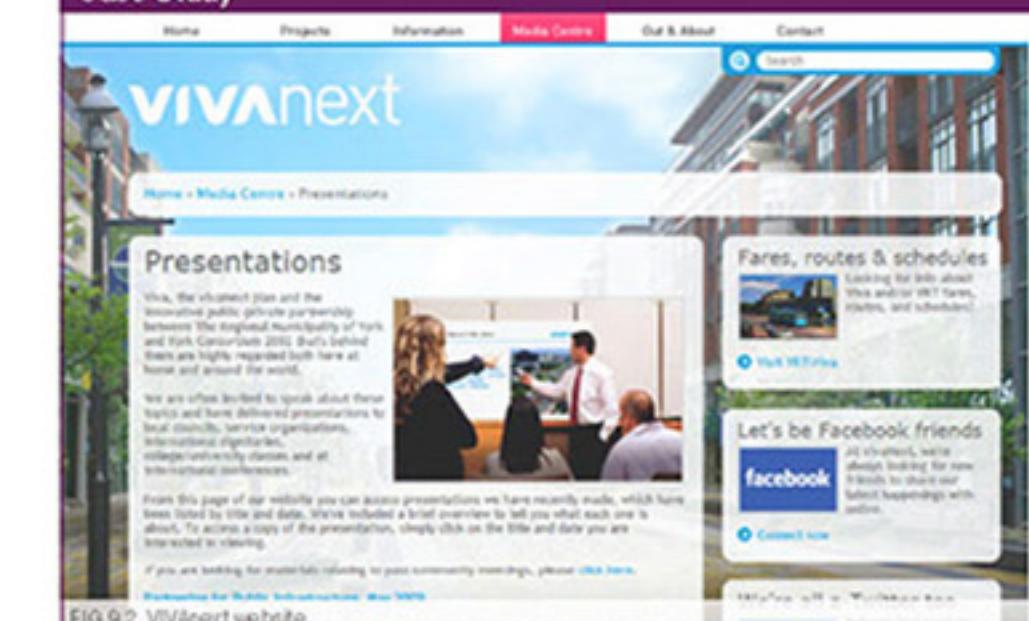
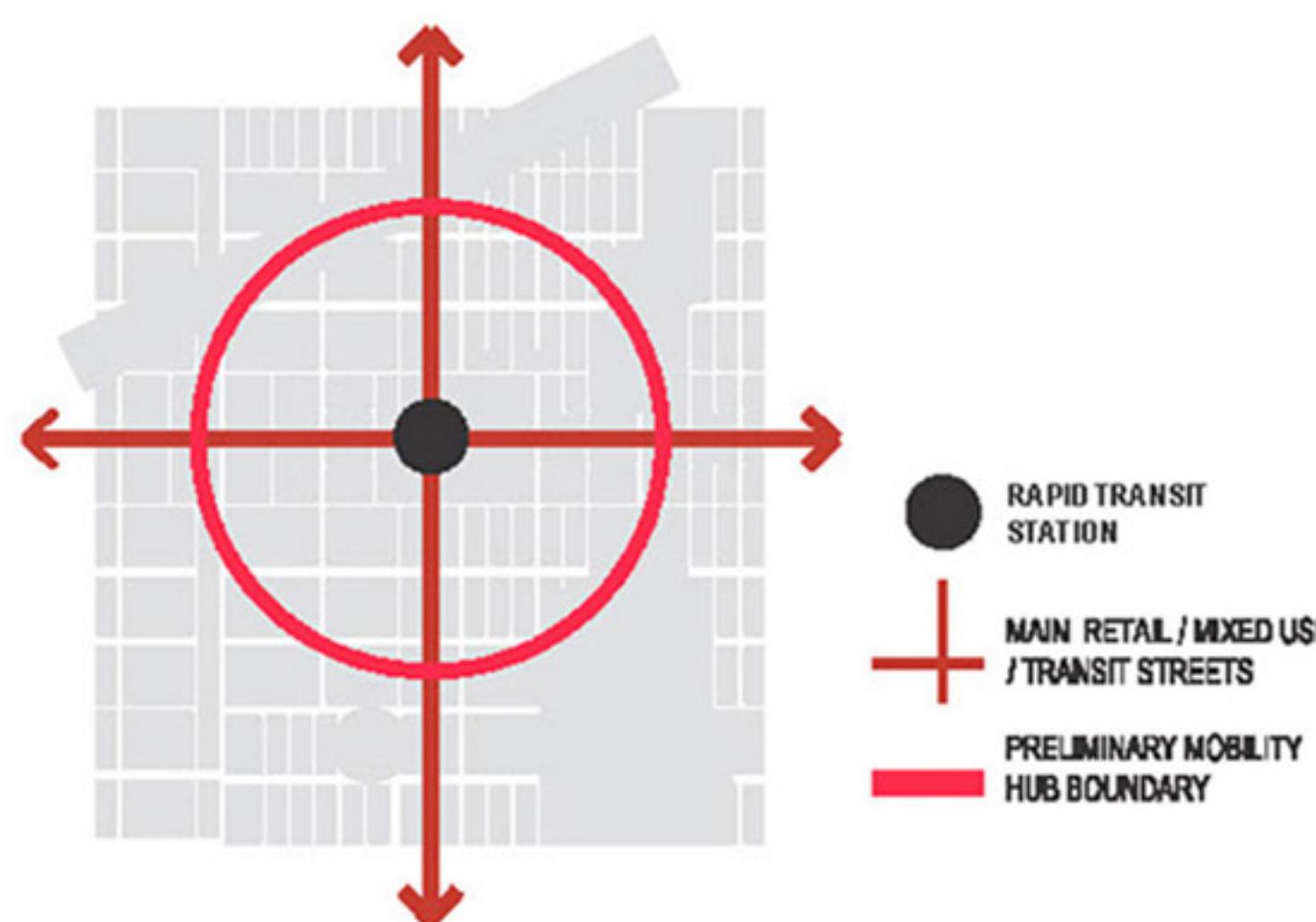


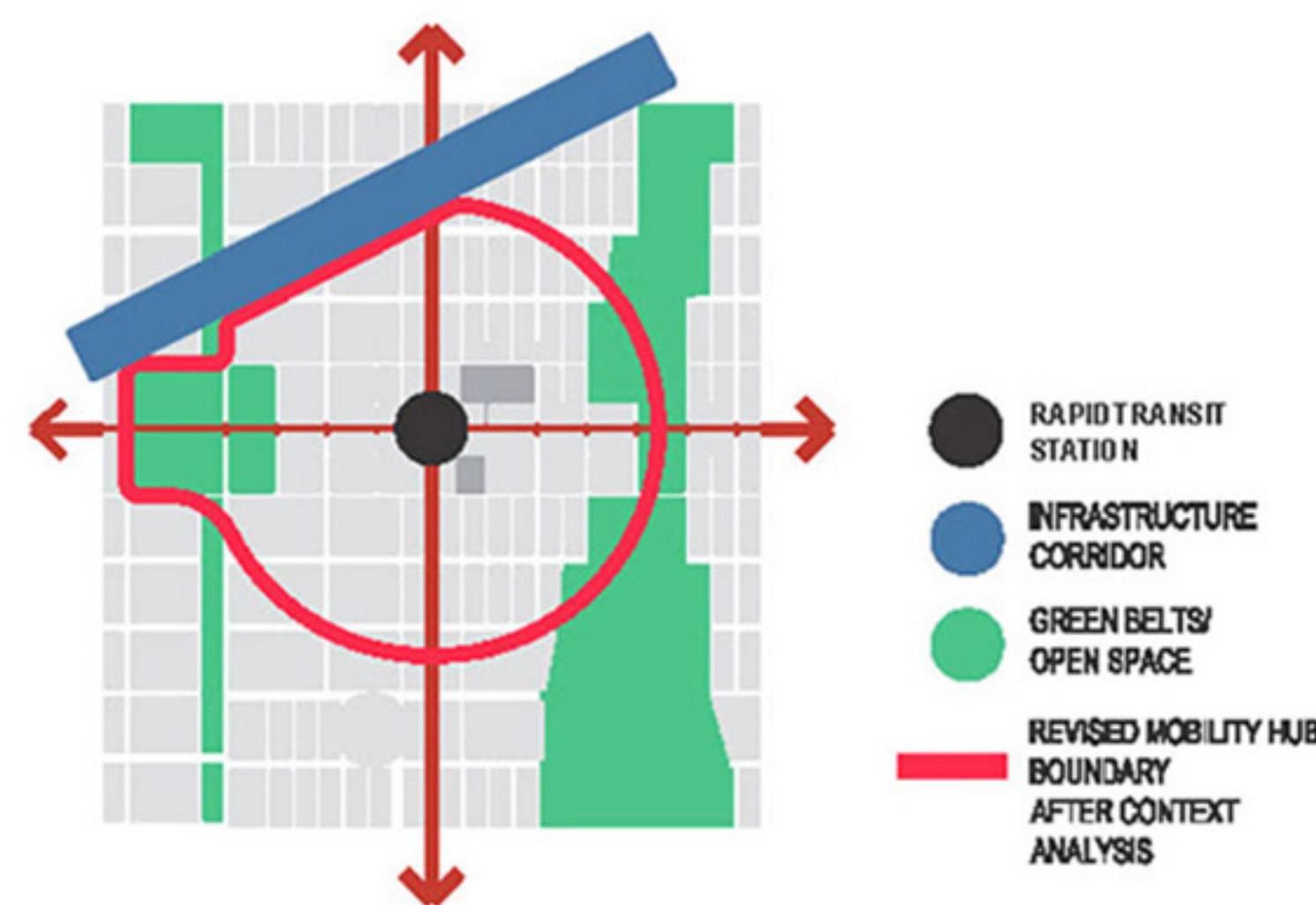
FIG 9.2 VIVAnext website.

VIVANEXT

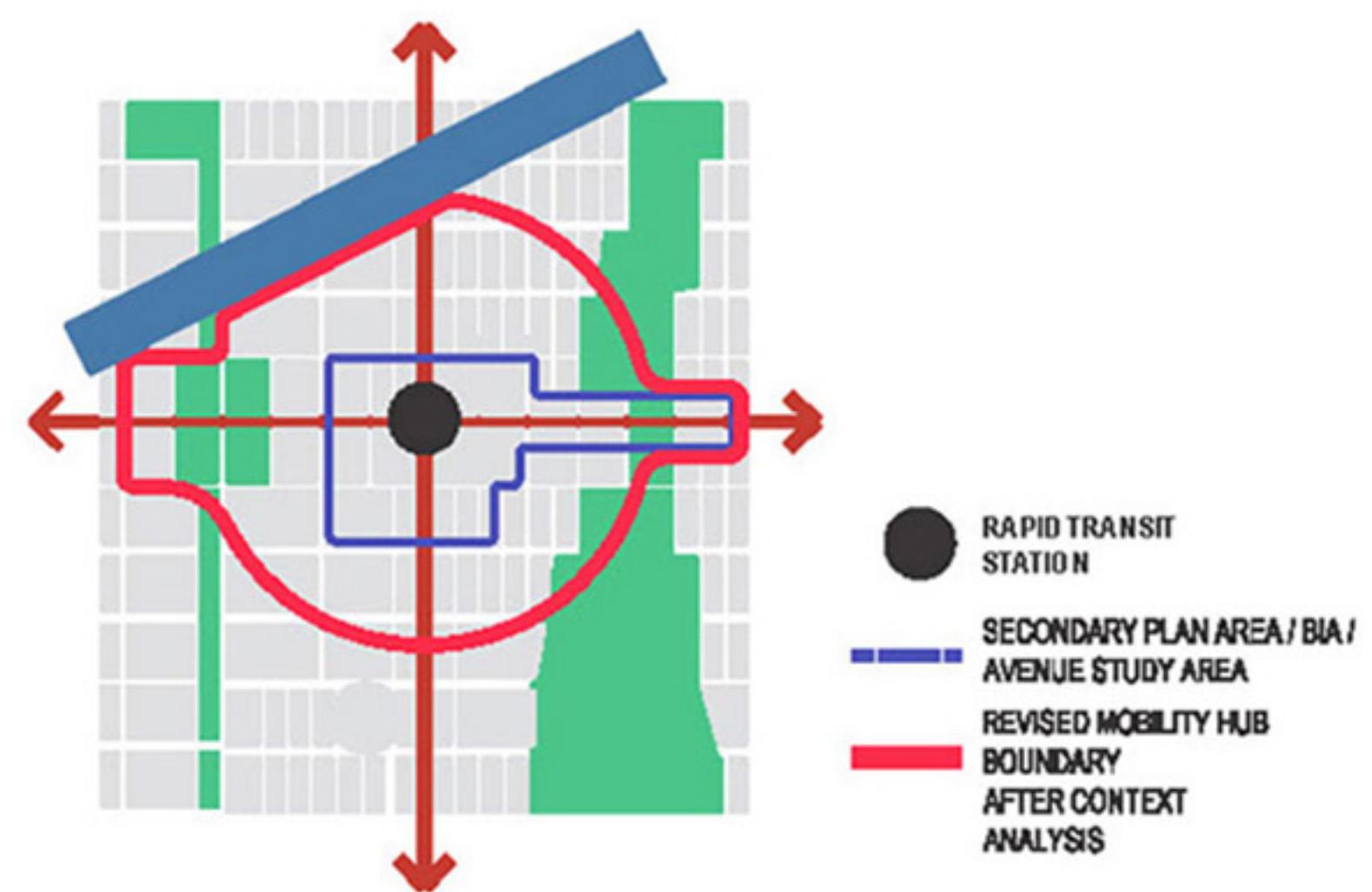
- Adopts branding of BRT network in York Region to market next phases of rapid transit.
- Provides a central location for information and consultation on York Region's rapid transit network.



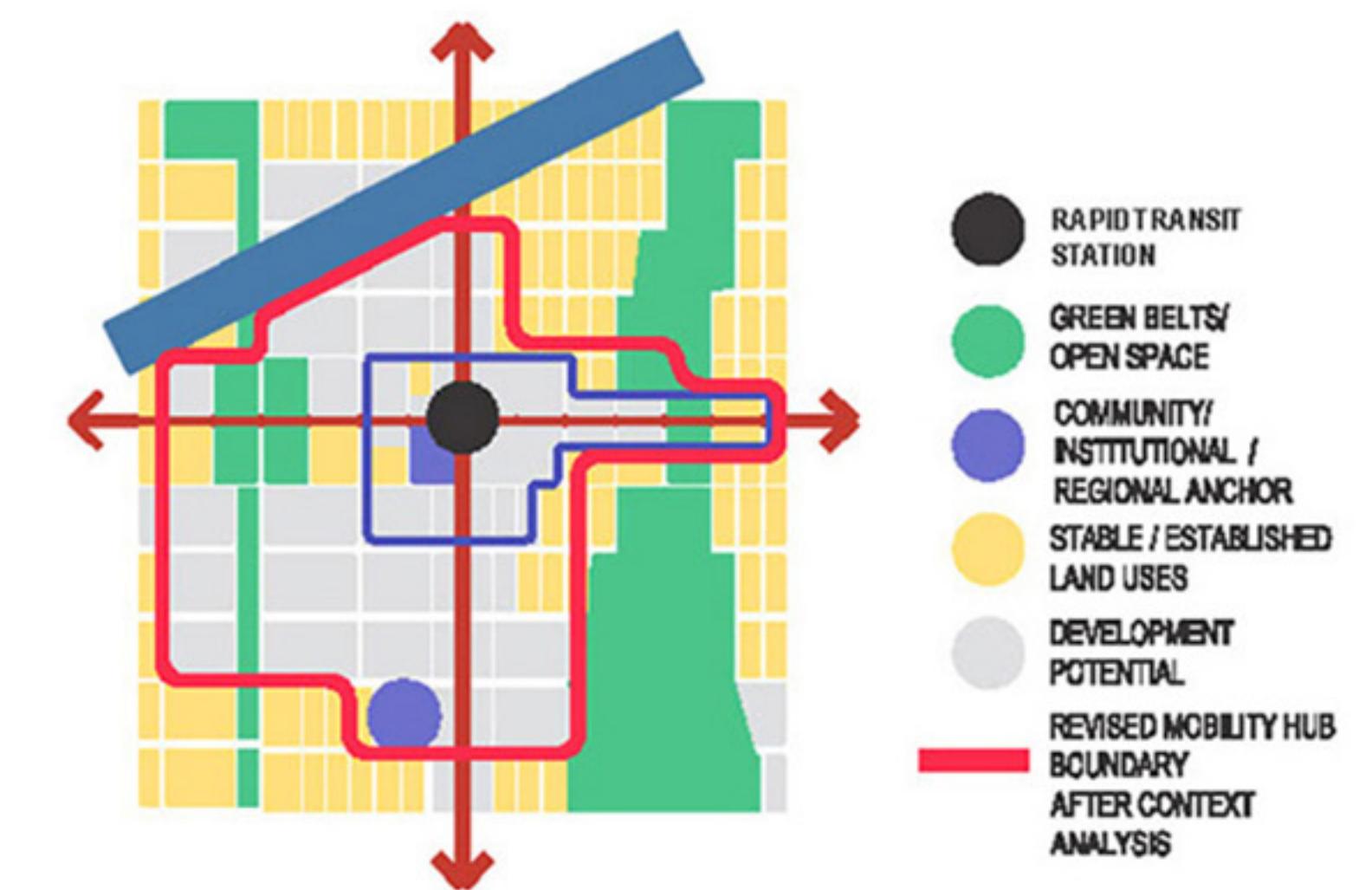
A. Base case mobility hub boundary.



B. Boundary after accounting for environmental features & barriers.



C. Boundary after accounting for the legislative, policy and planning framework.



D. Boundary after accounting for existing land use type.

CATEGORY

SEAMLESS MOBILITY

OBJECTIVE

Seamless integration of modes.

1



FIG 1.1 Stratford Station in London demonstrates a well laid out, seamless transportation interchange.

CATEGORY

SEAMLESS MOBILITY

OBJECTIVE

Safe and efficient movement of people.



FIG 2.1 Broadway in New York City has been transformed into a shared space roadway, offering balanced space between motorists, cyclists, and pedestrians while creating new public spaces.

CATEGORY

SEAMLESS MOBILITY

OBJECTIVE

A well-designed transit station.



FIG 3.1 Attractive, efficient, and understandable station spaces like Liverpool Street Station in London are key to a high-quality user experience.

CATEGORY

SEAMLESS MOBILITY

OBJECTIVE

Strategic parking
management.

4



FIG 4.1 Structured commuter parking well integrated with multi-modal transit station at Shudehill Interchange, Manchester, England.

CATEGORY

PLACEMAKING

OBJECTIVE

A vibrant mixed-use environment.



FIG 5.1 Market Common, a mixed-use urban village development in the Clarendon station area, encourages people to use transit. Arlington, Virginia.

PLACEMAKING

An attractive public realm.



FIG 6.1 King St., Kitchener, ON: Paving materials help to define the amenity zone on Kitchener's King Street, which includes a coordinated program of benches, decorative planting pots, bicycle racks, light posts, and garbage receptacles.

PLACEMAKING

Minimized ecological footprint.

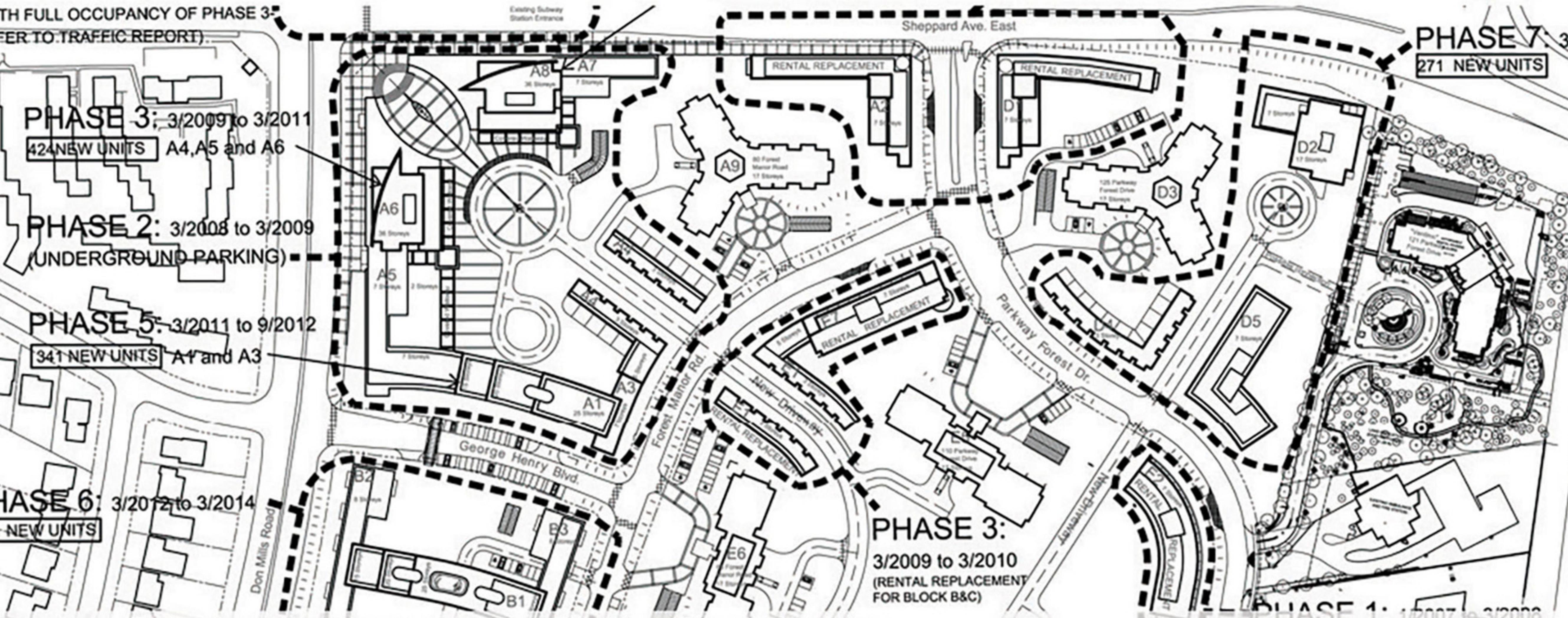


FIG 7.1 Parking structure with green roof in Miami, designed by Arquitectonica.

SUCCESSFUL IMPLEMENTATION

OBJECTIVE

Flexible planning.



SUCCESSFUL IMPLEMENTATION

Effective partnerships and incentives.



FIG 9.1 Installation of underground Silva Cells in I-205/Portland Mall Light Rail Project helps support healthy tree growth and filter rainwater.