

MOBILITY HUB POLICY REVIEW

Executive Summary

Background Paper to the
2041 Regional Transportation Plan

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Introduction

The purpose of this Mobility Hub Policy Review Background Paper is to provide an overview of the themes and challenges impacting mobility hubs today. The Review provides policy guidance for the continued development of the network of mobility hubs identified in Metrolinx's Regional Transportation Plan (RTP). This document supports the technical work and policy development related to the update to the RTP and the corresponding Implementation Plan.

Progress and Challenges

State of Mobility Hubs

One of the ways mobility hubs are intended to support smart growth is through ensuring that expansion of the transportation network is complemented by appropriate residential and employment densities. Mobility hub growth rates are not consistent as some mobility hubs have experienced significant population growth, while others have stagnated or declined.

Mobility hubs should function as complete communities that provide opportunities to commute by walking or cycling. As of 2016, the average transit mode share for arriving and departing trips within mobility hubs measured 15 and 21 percent respectively.

The amount of surface parking within mobility hubs is an indicator of existing density, land use, built form and development potential. The median land set aside for surface parking is equal to nine percent of the land area within mobility hubs.

Progress against the Big Move

Together, the Province and the affected regions and municipalities have made revisions to regional and municipal policy to incorporate mobility hub objectives, completed a number of mobility hub studies, planning and implementation of financing strategies in select municipalities, and updated Provincial Transit Supportive Land Use Guidelines (2012). However, modifications to current processes and outstanding actions remain.

Case studies

Mobility hub studies led by municipalities in the GTHA have been completed or are underway in Brampton, Burlington, Hamilton, Markham, Mississauga, Oakville, Toronto and Vaughan. These studies have attempted to address redevelopment opportunities and develop detailed master plans for the primary, secondary and tertiary zones.

Lessons learned from the case studies inform the Key Mobility Hub Issues and Strategic Directions. Key takeaways from the case studies include:

- enhance station presence at the street level;
- support pedestrian connections on existing streets to the station;
- develop a consistent design language;
- include a parking replacement strategy;
- anticipate changes in density with appropriate phasing strategies; and
- incorporate overall economic feasibility as a larger component of mobility hub studies.

Interviews

Progress and challenges identified by Metrolinx and municipal stakeholders include:

- Metrolinx's Design Review Panel;
- Partnerships on integrated policy;
- Mobility hub policy in OPs and TMPs;
- Mobility hubs as the focus for investment;
- inconsistency in use of terminology and criteria for a mobility hub;
- retention/protection of employment lands;
- guidance on phasing needed;
- short term vs. long term parking demand;
- funding strategies for transit operators needed;
- identify land requirements early in planning; and
- role of Metrolinx unclear.

Key topics:

The following key topics to be particularly relevant to informing mobility hub policy:

- Collaboration
- Parking
- New Mobility
- Land Use Patterns

Strategic Directions

Six mobility hub policy themes have been developed based on the key issues:

1. Design for Flexibility
 - designing with adaptability in mind
 - evolving policy
2. First and Last Mile Integration
 - placemaking
 - customer experience

- design for electric vehicles
 - autonomous vehicles
3. Parking
 - coordination between local and regional or rapid transit
 - embrace emerging technology
 - adopt parking replacement strategies
 - adopt design for flexibility principles for parking infrastructure
 4. Social Concerns
 - provide a range of social amenities
 - encourage accessibility by design
 5. Collaboration
 - clear and transparent communication
 - stakeholder buy-in
 - political champions
 - joint development
 - phased and interim zoning by-laws
 6. Market Realities
 - infrastructure should serve multiple objective
 - pre-designating and pre-zoning
 - fast-track development approvals
 - community improvement plans

Mobility Hub Criteria

While the 2008 mobility hub criteria are still relevant, they can be expanded to reflect updates to the Vision, Goals and Objectives in the updated RTP, progress in mobility hub development since 2008 and new strategic policy areas.

For each of the proposed criteria, supporting metrics were identified to aid in identifying the mobility hub locations for prioritized planning and are summarized in Table 4.6 including targets/thresholds suggested as recommended minimums pending further analysis and consultation.

Table 4.6: Supporting Metrics

No.	Criteria	Suggested Metrics	Proposed Threshold	Date Source
1.	Hosts two or more frequent rapid transit lines	# of existing and planned intersecting frequent rapid transit corridors	Minimum of 2	2041 Regional Transportation Plan - 2041 Frequent Rapid Transit Network
2.	Is forecast to accommodate significant transit ridership	# of existing and forecasted transit boardings and alightings (morning peak period) Existing and forecasted combined population and employment density within the mobility hub	Minimum of 4,500 For subway: 200 residents and jobs combined per hectare For LRT/BRT: 160 residents and jobs per hectare For GO Rail: 150 residents and jobs per hectare (Based on highest order of frequent rapid transit existing or planned for the mobility hub)	2016 Transportation Tomorrow Survey GGH Model V4 2016 Census 2041 Population and Employment Forecasts
3.	Has market demand to attract supportive levels of mixed-use, intensive development	# of people and jobs within 800 metres	Minimum 10,000 total forecasted by 2041	Intensification Studies for residential and non-residential development
4.	Is strategically located within the GTHA	Designated an Urban Growth Centre	Yes	2017 Growth Plan for the GGH
5.	Is a unique destination		Qualitative Review based on land-uses and urban character	Field Analysis
6.	Has potential for different types of development	Existing and planned major regional destinations, such as major institutions, institutions, employment centres, town centres and regional shopping centres	Two regional destinations or one significant regional destination such as a university	Municipal Official Plans, Secondary Plans and submitted Development Applications
7.	Transformative	Contains land with redevelopment potential within the mobility hub	20 percent of land offers potential for intensification or redevelopment	Municipal Property Assessment Corporation (MPAC) data