



CI-0104

TAB 1: GUIDING PRINCIPLES

Mobility Hubs



CI-0104 MOBILITY HUBS

OVERVIEW

MOBILITY HUBS

The Big Move, Metrolinx's Regional Transportation Plan for the Greater Toronto and Hamilton Area (GTHA), identifies a "system of interconnected mobility hubs" at major transit stations that are to be places that provide travellers with seamless access to the regional transit system, designed for high levels of pedestrian and cyclist priority; demonstrate excellence in customer service; and support higher density, and mixed-use development. The Metrolinx Mobility Hub Guidelines are a set of multidisciplinary strategies that clearly communicate the mobility hub concept; provide guidance for mobility hub and station planning and development; and guide Metrolinx in planning efforts, infrastructure design and facilities in mobility hubs and stations.

Although focused on mobility hubs, the principles of the Mobility Hub Guidelines represent general best practices in station master planning and urban design. As such, they are to be applied to a broader spectrum of projects, at various stages of development. Strategic decision-making at the preliminary and detailed design level will determine how these principles can be applied to the project at hand, so as not to compromise safety, efficient functionality, operational costs, and customer Level of Service. The Guidelines address topics such as:

- > Priority modes of access - pedestrian / bicycle / public transit / drop-off & pick-up / parking
- > Traffic movement and vehicular circulation
- > Land use and surrounding site conditions
- > Urban design and respect of neighboring community
- > Multi-use and joint development opportunities
- > Sustainable development considerations
- > Wayfinding
- > Amenities such as heated waiting areas, seating, information centers and various services



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The Mobility Hub Guidelines will be translated into performance requirements and design guidelines to inform the Site Infrastructure and Development planning and detailed design of GO Station & Terminal Building Infrastructure. In the meantime, the Guidelines are available online here:

http://www.metroinix.com/en/projectsandprograms/mobilityhubs/mobility_hub_guidelines.aspx

The following icon has been incorporated into the DRM as a placeholder to indicate where the Mobility Hub Guidelines also speak to the topic:



The Mobility Hub Guidelines are organized into three categories of nine key objectives. Below are some examples of where the Mobility Hub Guidelines already relate directly to existing performance requirements in the DRM are shown below:



Mobility Hub Objective	Mobility Hub Approach	Existing Related DRM Design Requirement
<p>SEAMLESS MOBILITY</p> 	<p>1.1.6 Locate clearly marked taxi and passenger pick-up areas within direct sight and at close proximity to station entrances.</p>	<p>CI-0201 Site Design and Development – Site Access Priorities and Vehicular Circulation:</p> <ul style="list-style-type: none"> > Passenger drop-off and pick-up facilities, including taxi and accessible accommodation, should be provided close to the station building.
	<p>2.4.3 Design and plan pedestrian networks to provide attractive, direct routes between the transit station and other area destinations.</p>	<p>CI-0202 Station Sites - Pedestrian and Bicycle Access:</p> <ul style="list-style-type: none"> > Principal pedestrian access shall provide dedicated routes for pedestrians wishing to walk to and from the station area. > Pedestrians should not be required to cross the parking lot in order to access the station.
	<p>3.3.2 Provide a minimum level of amenity to satisfy the three key needs for customer amenity: convenience, comfort and safety, and information.</p>	<p>CI-0401 Station Buildings – Customer Services:</p> <ul style="list-style-type: none"> >Customers approaching the station building area by each of the modes should have convenient access to: > Direct access from parking or Kiss n Ride to platform where possible. > An information display providing service



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		<p>information at the approach to the station area;</p> <ul style="list-style-type: none"> > Ticket sales (attended and or Presto, TVM); > Newspaper boxes and, if appropriate, concessions; > Customer amenities including benches, pay phones and waste bins
 <p>4 Strategic parking management.</p>	<p>4.7.1 Provide high-quality and safe accessible parking spaces.</p>	<p>CI-0203 Parking Infrastructure – Barrier Free Parking</p> <ul style="list-style-type: none"> > Barrier Free Parking shall be located close to the station building entrance and/or rail/bus platform access. Parking spaces designated for persons with disabilities and accessible passenger pick-up areas that serve GO facilities should be located on the shortest possible circulation route to an accessible entrance (preferably 30m or less). > Parking lots shall have the minimum number of designated Barrier Free Parking spaces for passengers with disabilities
 <p>PLACEMAKING 5 A vibrant, mixed-use environment with higher land use intensity.</p>	<p>5.1.2 Plan for active uses at the pedestrian scale.</p>	<p>CI-0203 Parking Infrastructure – Multilevel Parking Structures</p> <ul style="list-style-type: none"> > Accommodation for known or potential retail opportunities and planning for any loading or unloading conditions such as future Mobility Hubs integration, so as not to interfere with the parking garage traffic.



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	<p>6.1.1 Provide a high quality and aesthetically pleasing public realm.</p>	<p>CI-0206 Landscaping</p> <ul style="list-style-type: none"> > Enhance the safety and attractiveness of the public realm > Distribute landscaping throughout the site to soften and screen facility edges, break hard surfaces, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits
	<p>7.1.3 Adopt measures in water management to minimize water consumption and the impact of runoff and wastewater of transit facilities, public buildings, and development.</p>	<p>CI-0205 Civil Works - Stormwater management:</p> <ul style="list-style-type: none"> > Manage rainwater and snowmelt on-site with designs that encourage infiltration, evapotranspiration and water re-use: > Apply a “treatment train” approach; > Sustainable materials paving for parking surface, drive aisles, overflow parking, snow storage areas and other hard surfaces in the parking lot; > Plant trees, shrubs and other absorbent landscaping throughout the parking lot to provide shade and places for water uptake; > Create bio-retention areas, such as swales, vegetated islands and overflow ponds; > Include catchbasin restrictors and oil/grit separators as appropriate; and > Incorporate (active or passive) opportunities to harvest rainwater from rooftops and other hard surfaces for landscape irrigation.



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<p>SUCCESSFUL IMPLEMENTATION</p> 	<p>8.1.8 Ensure transit station designs provide flexibility for change as the rapid transit network is implemented.</p>	<p>CI-0201 Site Design and Development – Site Layout</p> <p>> The station building should be centrally located..., taking into account future expansion (parking growth, tunnels, etc.).</p>
	<p>9.2.3 Encourage facility sharing by institutions.</p>	<p>CI-0401 Station Buildings – Architectural Styles</p> <p>> Shared Facilities: GO also has station attendant rooms and shares common facilities in a number of VIA-owned buildings. Both VIA and GO standards shall apply.</p>

MANDATORY LEED BUILDING REQUIREMENTS (TBD)