Introduction

Mobility Hub Overview

Mobility hubs are regional transit nodes. More than just a transit station, they are places of connectivity where different modes of transportation - from walking to commuter rail - come together seamlessly and where there is an intensive concentration of places to live, work, shop and play. They serve as a place to wait for and connect with transit whether you are walking, cycling, taking transit or driving. Successful mobility hubs have the potential to become vibrant places of activity over time.

Study Overview

Burlington is growing in place. That means that new growth in the City must be within our urban limits. To grow in a sustainable way, the City must make strategic decisions about growth and development and use our land and infrastructure efficiently.

New growth will be focused in areas where the existing and planned infrastructure can support significant development, such as the City's four mobility hubs.

The City of Burlington, as part of the Official Plan Review, is doing a mobility hub opportunities and constraints study. As required by the province's transportation master plan (The Big Move), this study will set a high level vision and guiding design principles for the city's two mobility hubs (Burlington GO and Downtown Burlington) and the two major transit station areas (Appleby GO and Aldershot GO), as well as the corridors that connect them.

The Big Move

The Big Move is the province's transportation master plan. It outlines a common vision for transforming transportation in the GTA-H. A key strategy of The Big Move is to identify a series of mobility hubs, including 18 Anchor Hubs and 33 Gateway Hubs.

Anchor hubs act as anchors in the regional transportation system due to their roles as the Greater Toronto and Hamilton Areas primary international gateways. They include Pearson Airport, Union Station, and major transit stations in urban growth centres (i.e. Downtown Burlington).

Gateway hubs (i.e. Burlington GO Station) are key nodes in the regional transportation system, and are:

- Located where two or more regional rapid transit lines intersect and where there is expected to be significant passenger activity.
- Forecasted to achieve a minimum density target of approximately 50 people + jobs per hectare.
- Forecasted to achieve 4,500 or more combined 2,051 peak period boardings and alightings.
Introduction

Mobility Hub Characteristics

**Integrated Transit**
Providing direct, weather-protected access between all modes of transit, including Via Rail, GO Transit, and Burlington Transit.

**Connected Stations**
As new development occurs around stations, the design and location of buildings will ensure visual and physical connections to the existing station.

**Active Transportation**
Promote active transportation, including walking, cycling and transit. Bicycle lockers and storage will be provided at key destinations.

**A Walkable Area**
The mobility hubs will provide attractive and active streetscapes that encourage walking and provide places to stop and socialize.

**Great Streets**
Street trees, wide sidewalks, façade improvements, seating, etc. will result in a more pedestrian-supportive streetscape.

**Mixed-Use Buildings**
The mobility hubs will promote safe, active streets through mixed use buildings that provide retail at grade with residential/office uses above.

**Vital Mix of Uses**
A mix of uses, including employment, residential, retail and office will ensure a critical mass of people are living and working in the mobility hubs.

**Landmark Buildings**
Taller buildings will be strategically located at key intersections to create a sense of arrival and assist in wayfinding throughout the hubs.
Opportunities and Constraints

Key Considerations

Opportunity Sites
Undeveloped or underutilized sites (i.e., surface parking areas, single-use buildings along Mixed-Use Corridors, single-storey buildings in higher-density areas, etc.). Redevelopment will include street-related buildings housing a variety of uses, including mixed-use (side-by-side mix, or within a single building), employment, residential and office uses.

Nodes/Entryways
Nodes/entryways are located at the intersection of major streets and announce arrival to the mobility hubs. Given the significant amount of traffic converging at these areas, they should be the initial focus of new development to provide a critical mass of people and jobs in close proximity to each other.

Key Destinations
Areas of high pedestrian traffic, including residents, visitors and commuters. May include parks and open spaces, commercial areas, station facilities, etc.

Landmarks
Highly visible features, including buildings, public art, signage, etc. that are easily identifiable, and help to enhance wayfinding in the mobility hubs and greater City. Landmarks elements should be included at nodes/entryways, but can be located throughout the hubs as applicable.

Cycling Connections
Existing, and proposed connections, as identified in the City’s Transportation Master Plan. Includes both on and off-road bike lanes and multi-use paths, including the Centennial Bike Trail.

Street-Oriented Development
All buildings should be designed and located to frame streets and create welcoming streetscapes, including attractive facades, active at-grade uses, street trees, landscaping, etc. The specific form will vary by land use.

Highway-Oriented Development
Development that is visible from the highway and requires additional aesthetic consideration. These are generally Employment areas, and opportunities will vary by location (i.e., secondary frontage, enhanced landscaping, façade design, well-landscaped parking areas).

Rail-Oriented Development
Vacant lands adjacent to rail corridors that announce arrival to the Mobility Hub and require additional aesthetic consideration. Opportunities vary by location (i.e., secondary frontage, enhanced landscaping, façade design, well-landscaped parking areas).