From: Tim Tucci

Sent: Monday, April 13, 2020 3:15 PM

To: Dave Barrow <dave.barrow@richmondhill.ca>; David West <david.west@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Karen Cilevitz <karen.cilevitz@richmondhill.ca>; Castro Liu <castro.liu@richmondhill.ca>; Greg Beros <greg@gregberos.com>; Joe DiPaola <joe.dipaola@richmondhill.ca>; Carmine Perrelli <carmine.perrelli@richmondhill.ca>; Tom Muench <tom.muench@richmondhill.ca>; Clerks Richmondhill <clerks@richmondhill.ca>; bernardKDA <bernardKDA@richmondhill.ca>; Daisy.wai@pc.ola.org; michael.parsa@pc.ola.org

Subject: Yonge/Bernard KDA: Please respond to the following concerns with all due diligence

Dear Mayor Barrow, Members of Richmond Hill Council and local members of Provincial Parliament,

I am writing on behalf of the Yonge Bernard Residents Association requesting that you forestall Council's plan to vote on the revisions proposed to the City's plan for the Yonge/Bernard Key Development Area. Our concerns have been summarized by way of an attached Word Document, with supporting PDFs.

I will remind you that our country is in the midst of a pandemic crisis, which may very well alter the way Canada looks at cities and urban spaces going forward. However, I will also remind you that Richmond Hill already had a plan for the Yonge/Bernard KDA, created by our same staff and approved by the previous town council in 2017. Unlike many other members of the Yonge/Bernard Residents Associate, I was in favour of that plan because I had faith in our Town government and staff. I will also remind you that the only material changes to government since then have been with the provincial government and our municipal government in 2018.

As a lay person following these matters, one naturally wonders what, apart from above changes, should trigger the kind of drastic changes to the KDA plan that would see 35 story buildings fronting Yonge Street and 22 story buildings fronting side streets? However, more important than building heights are the additions to density proposed. With respect, Councillor Muench's point about the "Trudeau government's" plans for immigration to Canada and Deputy Mayor Perrelli's personal anecdotes about how the view from his backyard changed after his family moved into their home (which they repeated the last two times I saw them address the public on related matters) provide cold comfort to someone closely following these matters. The Federal government hasn't made any drastic changes since 2017 justifying binning an established plan or seemingly directing staff to find ways to increase densities as much as possible. What happened to staff's original principles of trying to plan for the best possible neighborhood?

On behalf of myself, I also find it concerning that a critical mass of City Council found a seemingly disproportionate amount of the funding of their campaigns coming from developers in the 2018 elections. Indeed, the same can be said for the Social Media presence of Ontario Proud on behalf of the current provincial government (which flooded my Facebook feed leading

up to the election). Please find attached media links fulsomely describing my concerns. No, I'm not implying that anyone's "on the take" - but my concern is that sometimes people may unconsciously feel the need "to dance with the one that brought them":

Dollars and Votes: Richmond Hill councilors received big bucks for election campaign

https://www.yorkregion.com/news-story/9421043-dollars-and-votes-richmond-hill-councillors-received-big-bucks-from-developers-for-election-campaign/

Corporations fueled Ontario Proud's pro-pc spending:

https://www.cbc.ca/news/canada/toronto/ontario-proud-election-advertising-spending-1.4941210

Currently, the LPAT hearings, originally set for late June have been adjourned on account of the pandemic. I have actually been impressed by how the provincial government has been handling the pandemic crisis and it has honestly been earning my increasing respect. I believe that it is likely that further adjournments will take place, which should allow our matters of concern to be properly addressed. Indeed, I also believe that opportunities to reach mediated solutions between the City and the parties (including ours) before the LPAT should also be possible and encouraged. This was done last summer with the related Yonge MCD Tertiary matter to everyone's satisfaction.

Again, please find our matters of concern in the attached Word document, with supporting PDFs. The facts and figures were assembled and organized by Mr. Li of our association. Please note that Yonge-Bernard Residents Association (YRA). Please note that Mr. Li advises that York Region Official Plan, and most KDAs use "developable land" to calculate population and employment density, while Census Canada uses gross land to calculate population density. The figures in these documents refer to "developable land".

CC:

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Yonge-Bernard Residents Association (YRA)
April 13th, 2020, Via Email

Dear Mayor Barrow and
Members of Richmond Hill Council,

Will you please give your constituents a break?

We have reviewed the *Draft Revision Memo* for the *Yonge-Bernard KDA Plan* of 2 April 2020 and have very specific and grave concerns about them. We beg Council to delay any decisions about this new plan until the following concerns are fulsomely reviewed - and honestly answered by staff - and yourselves. The legacy of this Council's decisions on these matters will permanently impact this part of the City：

1. **Is the SKY the limit?** - We understand that, as long as 45-degree angular plane limits are maintained, developers can build to any height as long it is within permitted densities. Would this not allow 41 storey buildings? [1] Does it even make sense to have 35 storey heights fronting Yonge Street and the 22 storey heights on side streets in this area?

2. **Are these the HIGHEST planned density in Canada?** - The proposed population and employment target for the KDA is now 10,600 residents and 3,074 jobs. Staff has increased the KDA to 26.83 hectares (ha), with 21.5 ha of developable land. This presents an eventual density of **636** residents and jobs per developable hectare. This is even higher than the proposed density for the Yonge/Eglinton KDA core area, which is **600** r&j/ha [2]. The Yonge/Eglinton KDA has world-class infrastructure. The Yonge/Bernard KDA has the highest proposed new urban density in Canada that we can find. How does this make sense for this area?!

3. **How realistic is the "average" apartment size used for planning calculations?** – The revised plans densities are based on AVERAGE apartment sizes of 110 m2 (**1184 ft2**) per unit. Some of you are experienced real estate professionals, who know that modern average apartment sizes are less than **800 ft2** [3] [4] [5] [6]**.** Will calculating average apartment unit sizes of 1,184 square feet not allow developers to increase actual *apartments built* by 48%? (1184/800 -1 = 0.48).

   In addition, it appears to us that staff has not considered that York Region clearly specified on 27 March 2014 that **4%** of residents should work from home [6]. Is this not the case?

   Using average unit sizes of 800 ft2, the permissible density for the KDA will ultimately be 15,244 resident and 3,684 jobs! (18,928 total) Would this not result in **880** r&j/ha on developable KDA lands?!

4. **Will the holding by-law ACTUALLY stop gridlock?** The proposed holding by-law to ensure development is in-line with infrastructure improvements only applies to developments of **3.0** FSI and above [8]. But wouldn't an average FSI of **2.98** for the KDA, combined with an average unit size of 800 ft2, not allow for 13,674 residents and jobs in the KDA? How would that prevent gridlock?

5. **Have corners been cut for developers?** - The draft revisions increased the KDA boundary to add **8.7%** of developable land. Other than adding 9,120 m2 of developable land for the Yonge-MCD site, another 8,544 m2 of developable land has also been added at the Southwest corner of the KDA (perhaps because it occupies environmental land) [1] [9]. Is all this being done to give developers more density to build, while removing requirements for parking and parks?

6. **Are the proposed density comparisons not disingenuous?** Planning staff proposes that their plans for Yonge/Bernard KDA densities should be compared to *today's Eglinton West Mobility Hub* and *Mississauga's City Center Mobility Hub*. However, Eglinton West is a ***Gateway Hub***, and the Mississauga City Center is an ***Anchor Hub***. Both are high level mobility hubs in the GTHA. The Yonge/Bernard KDA will never have their transit infrastructure. The Eglinton West Gateway Hub has a subway, LRT, and TTC. Meanwhile, the Mississauga City Center Anchor Hub will have as follows:

   Mississauga City Center Anchor Hub

   The City Center will have a Density of **126** residents & jobs per hectare. Meanwhile **71%** of that planned density will be for jobs [10], while jobs will make up less than **25%** of the density for the Yonge/Bernard KDA. Jobs require far fewer community amenities than families!

   Transit Systems [11]:

   - Go Transit: **450** daily bus trips per weekday, Square One is the **2nd** busiest Go terminal next to Union Station!
   - Mississauga Transitway (BRT): **12** stations and **25** buses per hour at the Center
   - MiWay: **28** routes / **352** bus stops unique to downtown. It is the **3rd** largest municipal transit service in Ontario
   - Other: Highway 403 is already next to the City Center and an additional LRT line is planned

   How realistic is comparing the Yonge/Bernard KDA to these Mobility Hubs without realistically comparing respective transit infrastructure and residents & jobs densities?

7. **Will planning changes overwhelm existing social infrastructure?** These are the current facts on the ground for the Yonge/Bernard area:

   - **Traffic:** From 2012 to 2018 York Region had a 25% traffic accident reduction rate. But the City's increased by 13% and the local area increased by 37%. Currently, the Yonge/Bernard area traffic accident rate is 12 to 17 times higher than the Richmond Hill average! [12]

   - **Parkland**: Per capita parkland in this area is already the lowest in the GTA. It is only 9 m2 per capita. Meanwhile, per capita parkland is 28 m2 in Toronto [13] and 16 m2 in Richmond Hill [14] (the lowest for GTA municipalities) [17]. Would adding just 10,000 residents not further reduce local parkland figures to just 6 m2 per capita for area residents?!

   - **School & Hospital**: Currently, the nearest high school, Richmond Hill High School (RHHS) has reached 165% of its capacity [15]. And the nearest hospital, Major McKenzie General Hospital is one of the most crowded in Ontario [16].

   - **And More**: Similar infrastructure shortages can be applied to all existing parking, fire protection, policing, and other community resources. For the sake of the brevity, we will not go into details.

Is Council not considering whether to add to these community stressors by removing reasonable height limits and allowing for an ACTUAL density of 880 Residents and Jobs per developable hectare in its developments?! To allow for this, public use land (for roads, parks and other public facilities) is being limited to just **2.9 m2** per resident and job within the KDA [1]. Naturally, the bulk of the added strain on public use functions will spill over to surrounding areas. This would still be the case if development somehow managed to be kept at the 636 r&j/ha density proposed in the plan that Council is now considering. **How are the surrounding parks (which are minimal), area roads (which are congested during peak hours), and schools (which are overloaded) going to accommodate the actual or planned density increases?**

Your Council started this journey on 16 April 2019, when after the municipal and provincial elections it gave instructions to staff to rubbish the approved plans for the KDA and, rather than defending them, you instructed them to re-draft KDA plans with a view to maximizing densities and avoiding conflicts with developers. Your Council pulled the threads that have brought us this proposal. **This Council's actions will form a legacy that will almost surely impoverish Yonge/Elgin Mills for future generations if you continue on this path.**

In light of points 1 to 7 above, we believe that the proposed revisions to the Yonge/Bernard Plan will create *even greater* densities than developers had originally asked for under the old KDA plan. It will also certainly not be an improvement over the dysfunctional "paper napkin" proposal temporarily adopted by Council on 16 April 2019!

There is no real urgency excusing not reasonably delaying such monumental planning revisions. Due to the Covid-19 pandemic, LPAT has adjured all hearings until after June 30th and as the pandemic unfolds that will likely be further delays. There is no excuse not to fulsomely and honestly address the questions and concerns of our residents before making decisions that will impact future generations in this area.

Will you please give your constituents a break (not just the developers who have your ear?)
Right now, all Canadians are working with all levels of Government to fight what may be the most significant and profound national crisis since WWII. Council should not vote, "under cover of pandemic" on the revised KDA plan until the above questions are answered and every member of council can answer them before the public and with proper transparency and in any event after April 22nd 2020.

We appreciate your attention to this critical matter. Keep healthy and keep safe.

Sincerely,

Tim Tucci
On behalf of YRA.

References

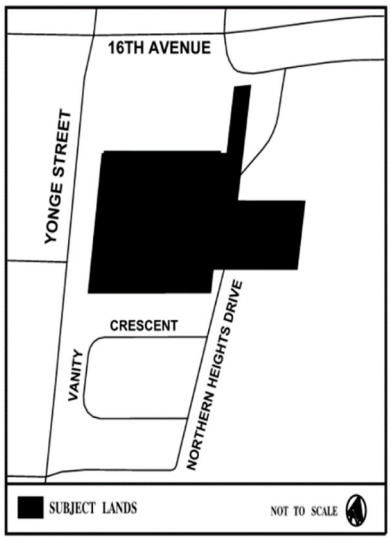
[01] Draft Revision Memo for the Yonge-Bernard KDA Plan April 02, 2020
[02] Yonge-Eglinton KDA Secondary Plan, City of Toronto, 2018
[03] Why the incredible shrinking condo is about to become even more popular, National Post, Garry Marr, June 23, 2017
[04] Average Apartment Unit size of Active Development Applications in Yonge-Bernard KDA Area, 2018-2020. PLEASE SEE PDF attached
[05] Toronto Condos Are Shrinking in Size Much Faster Than Vancouver, Better Dwelling, May 7, 2019
[06] Approved Yonge-16th High-rise Condos Average Apartment Unit Size, Town of Richmond Hill, 2017-02-21 PLEASE SEE PDF attached
[07] Achieving Density Targets in New Communities in York Region, York Region, 2014
[08] Draft Revision of Yonge Bernard KDA Secondary Plan, Feb 2020
[09] Bernard-KDA Transportation-Study, BA Group, June 2017
[10] Mississauga City Center Mobility Hub Profile, Metrolink, Dec 2015 PLEASE SEE PDF attached
[11] Mississauga downtown trip planning, City of Mississauga
[12] York Region, Richmond Hill, and Yonge-Bernard Area Traffic Accident Data, York Region Police, 2012-2018
[13] Parkland Strategy – Growing Toronto Parkland, City of Toronto, Nov 2017
[14] Richmond Hill Staff Report SRPRS19022_Attachment 2, Map of 2011 Parkland Per Capita within Each of the Town's Concession Blocks and Town-wide
[15] Richmond Hill High School (RHHS) Council released data, 2019

[16] Some of Ontario's biggest hospitals are filled beyond capacity nearly every day, new data reveals, CBC Investigates, Mike Crawley, Jan 23, 2020
[17] Richmond Hill Staff Report SRPRS19022_Attachment 6, Comparison of Municipal Parkland OP Policies, Parkland Dedication By-laws, and Per Capita Parkland, 2019

The Beverly Hills 24-Storey Condos at Yonge/16th

Address: 9191-9205 Yonge St, Richmond Hill

Staff Report: SRPRS.17.020, February 21, 2017



Listed Condos Information

- Site Area: 1.79 hectares or 4.4 acres
- Number of Units: 907 residential units, 12 live/work units, 1 community unit, 27 commercial units
- Total Building Floor Area: 69,940 m^2
- Number of Buildings: 2, Number of Towers: 4
- Number of Storeys in Towers: 11 to 24 storeys

Calculations

- Total GFA = 69,940 m^2
- Total Units = 907 residential + 40 non-residential = 947 units
- Assume 15% of GFA in the towers is common areas
- Assume 40 non-residential unit size = 30 m^2 x 40 = 1,200 m^2
- Net GFA for Residential Units = 69,940 x 85% -1,200 = 58,249 m^2
- Average Residential Unit Size = 58,249 m^2 / 907 = 64.2 m^2 = **691 ft^2**

The Built Yonge-16th Beverly Hills Condos Average Apartment Unit Size is less than 700 ft^2

Average Apartment Unit Size of Five Active Development Applications in Yonge-Bernard Area

Item / Aplication	10898 Yonge St. - Dogliola Developments Ltd Phase 2. SRPRS.19.154	70 Bernard Road - RH Retirement Residence Ltd - Senior Building. 2019-01-21	102 Yorkland Street - Jbilee Garden Non-Profit Housing Corp. SRPRS.19.119	11130 YONGE STREET - J-G Cordone Investments Ltd SRPRS.19.015	10909 Yonge Street - TSMJC Properties Inc SRPRS.18.068	Total / Average
Building Height (storeys)	25-29	9	12	15	16	
Land Size (hectares)	2.18	0.106	0.72	0.296	1.03	4.33
Proposed FSI	4.95	6.53	2.55	2.82	2.75	**3.92**
Total GFA (m2)	107,853	6,939	18,392	8,353	28,244	169,781
Non-Res. GFA (m2)	1,091	0	1,742	464	676	3,973
Residential GFA (m2)	106,762	6,939	16,650	7,889	27,568	165,808
Assume 15% of Residential GFA is common areas	16,014	1,041	2,498	1,183	4,135	24,871
Proposed Units	1,160	91	186	141	338	1,916
Average Apartment Unit size (m2)	78.2	64.8	76.1	47.6	69.3	73.6
Average Apartment Unit Size (ft2)	842	698	819	512	746	**792**

Please Note:
(1) Average Apartment Unit Size is 792 ft2 based on 5 active applications in the Yonge-Bernard Area
(2) Average proposed density of FSI is 3.92, which results in an average of 442 units per hectare or 840 residents/ha (= 442 x 1.9 residents/unit)

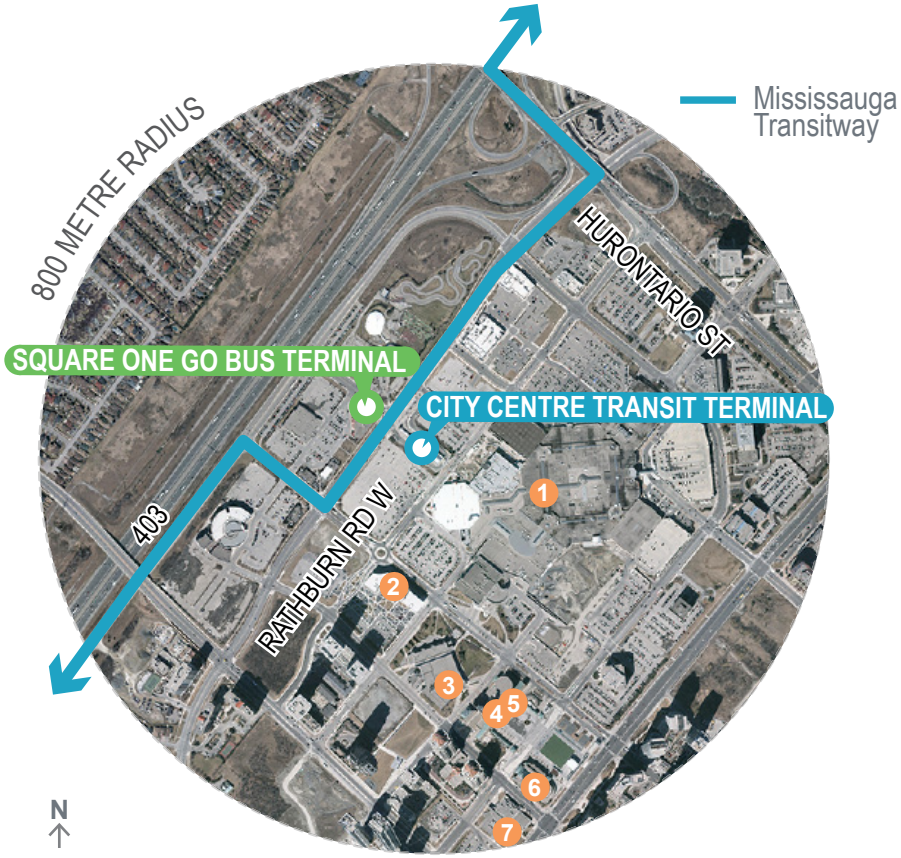
MISSISSAUGA CITY CENTRE

Mobility Hub Profile

December 2015

MOBILITY HUBS: Places of connectivity between regional and rapid transit services, where different modes of transportation come together seamlessly. They have, or are planned to have an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station. There are two types of mobility hubs identified in The Big Move: Anchor Hubs and Gateway Hubs. Anchor Hubs are major transit station areas associated with an urban growth centre (as defined in the Province's Growth Plan for the Greater Golden Horseshoe). Gateway Hubs are major transit station areas that are located at the interchange of two or more current or planned regional rapid transit lines with anticipated high levels of ridership.

MISSISSAUGA CITY CENTRE is identified as an **ANCHOR HUB** in the Greater Toronto & Hamilton Area (GTHA) and includes the Mississauga Transitway and Square One GO Bus Terminal. This hub is planned to integrate Rapid Transit and local bus service.



DESTINATIONS

1. Square One Shopping Centre
2. Sheridan College - Hazel McCallion Campus
3. Living Arts Centre
4. Mississauga City Hall
5. Art Gallery of Mississauga
6. Mississauga Central Library
7. Mississauga YMCA

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MISSISSAUGA CITY CENTRE
Demographics

December 2015

7,300 TOTAL POPULATION[1]

POPULATION DENSITY

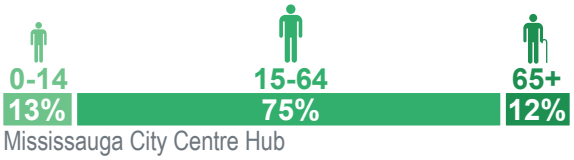
36 people per hectare
Mississauga City Centre Hub

7.9 people per hectare
GTHA

POPULATION GROWTH[2] (2009-2014)

45%

AGE[1]



Mississauga City Centre Hub

17% 70% 13%
GTHA

$78,000 AVERAGE HOUSEHOLD INCOME[1]

$97,000 GTHA AVERAGE

INCOME

Mississauga City Centre Hub

20% 31% 49%
GTHA

18,000 TOTAL JOBS[3]

JOB DENSITY

89.5 jobs per hectare
Mississauga City Centre Hub

3.8 jobs per hectare
GTHA

2.3 AVERAGE RESIDENTS PER HOUSEHOLD[1]

2.8 GTHA AVERAGE

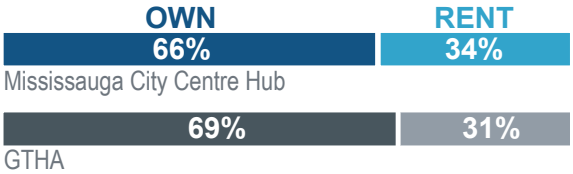
HOUSEHOLD COMPOSITION

Mississauga City Centre Hub

HOUSEHOLD GROWTH[2] (2009-2014)

60%

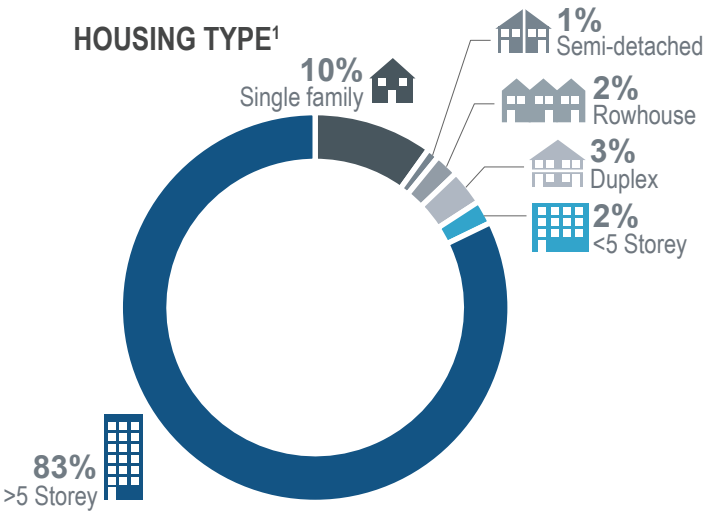
HOME TENURE[1]



Mississauga City Centre Hub

69% 31%
GTHA

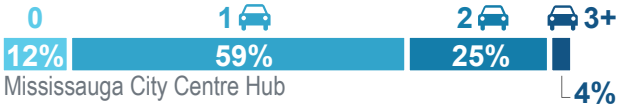
HOUSING TYPE[1]



1.2 AVERAGE CARS PER HOUSEHOLD[3]

1.4 GTHA AVERAGE

VEHICLE OWNERSHIP



Mississauga City Centre Hub

13% 40% 36% 10%
GTHA

Note: document percentages may not add to 100 due to rounding

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MISSISSAUGA CITY CENTRE
Mobility

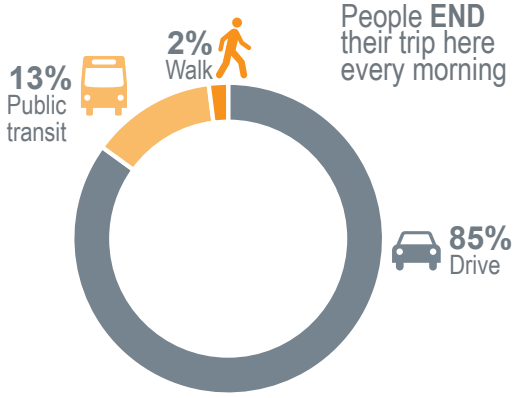
December 2015

MORNING COMMUTE[3]

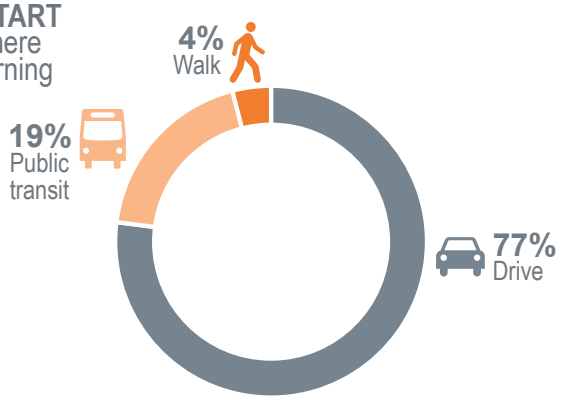
16,190
People **END** their trip here every morning

6,670
People **START** their trip here every morning

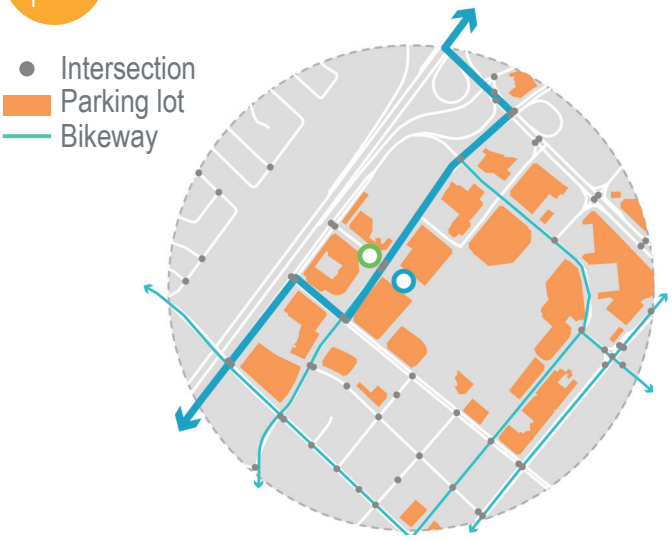
ARRIVAL MODE SPLIT
Peak Period: 6:00-9:30 a.m.



DEPARTURE MODE SPLIT
Peak Period: 6:30-9:30 a.m.



ACCESS + URBAN PATTERN



5 SMART COMMUTE WORKPLACES

89% WALKSCORE™ - VERY WALKABLE[4]

52 INTERSECTIONS[5]

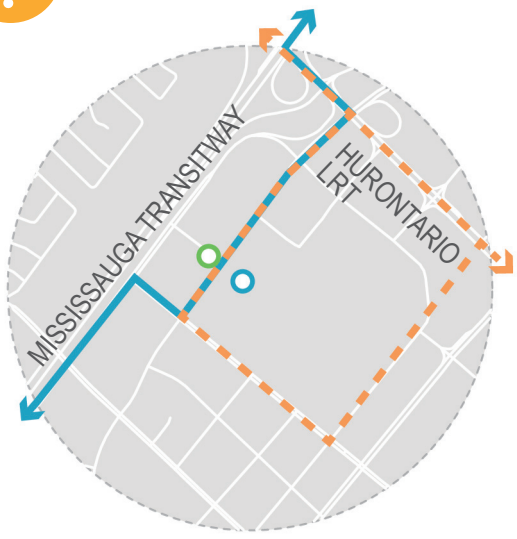
0.26 INTERSECTIONS PER HECTARE

4.6 KM OF BIKEWAYS[6]

30.7 HECTARES OF SURFACE PARKING

15% OF MOBILITY HUB AREA IS USED FOR SURFACE PARKING

PROPOSED RAPID TRANSIT NETWORK



EXISTING
Mississauga Transitway
NEXT WAVE
Hurontario LRT

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MISSISSAUGA CITY CENTRE
Station Information

December 2015

SQUARE ONE BUS TERMINAL[7]

- 1 PUBLIC WASHROOM
- BIKE RACKS
- NO BIKE SHELTERS
- WHEELCHAIR ACCESSIBLE
- 195 DEDICATED PARKING SPACES
- NO PAID PARKING SPACES
- NO CARPOOL SPACES

CITY CENTRE TRANSIT TERMINAL

- PUBLIC WASHROOMS
- BIKE RACKS
- WHEELCHAIR ACCESSIBLE
- 200 DEDICATED PARKING SPACES
- TAXI STAND
- PICK-UP & DROP-OFF

REFERENCES

1. Environics Analytics, "DemoStats 2011," (Toronto, ON)
2. Environics Analytics, "DemoStats 2009 and 2014," (Toronto, ON)
3. University of Toronto, "Transportation Tomorrow Survey," (Toronto, ON: 2011)
4. Walk Score, "https://www.walkscore.com/score/200-rathburn-rd-w-mississauga-on-canada", (GTHA, ON: 2015)
5. Based on LEED Neighbourhood Development Rating System Connectivity definition
6. Metrolinx, "Mobility Hubs Cycling Network Interface Analysis," (Toronto, ON: 2013)
7. Metrolinx Intranet Site, "Facilities Inventory," (Toronto, ON: 2015)

Additional mobility hub profiles and the documentation methodology is available at metrolinx.com/mobilityhubs

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MOBILITY HUBS
Glossary

December 2015

ANCHOR HUBS
Mobility hubs that have strategic importance due to their relationship with urban growth centres (UGCs), as well as Pearson Airport and Union Station due to their roles as the GTHA's primary international gateways. Anchor Hubs have the potential to transform the regional urban structure and act as anchors of the regional transportation system. Anchor Hubs are identified in Schedules 1 and 2 of The Big Move Regional Transportation Plan (RTP). (For more information see the backgrounder "Mobility Hubs, December 2008").

BIKEWAYS
Bikeways in the Mobility Hub Profiles include the following types of cycling infrastructure: segregated or protected bike lanes, marked bike lanes, paved shoulders, multi-use paths, bicycle boulevards (local streets optimized for bicycle travel), marked shared-use lanes, and signed routes. Bikeways were identified in the Mobility Hub Cycling Network Interface Analysis (2013) developed by Metrolinx. The purpose of the analysis was to better understand cycling access to mobility hubs within the GTHA and involved providing a common bikeway typology for the GTHA, allowing cycling infrastructure to be compared across the region.

BUS RAPID TRANSIT (BRT)
Similar to light rail transit operating predominantly in protected rights-of-way, separate from other traffic, but using advanced bus technology. Also includes buses operating in mixed traffic on controlled-access expressways that employ congestion management such as tolls, thereby allowing the buses to maintain high average speeds. The capacity of BRT is typically 2,000 to 10,000 passengers per hour, peak direction. Average speed: 15 to 40 km/h depending on station spacing, with higher speeds possible on grade-separated rights-of-way on controlled access highways. Example: York Region Transit's Viva.

DESTINATIONS
Destinations are unique places within the region that have significant drawing and trip-generating power. Destinations have the potential to influence travel demand within the hub and signify the diversity of land uses, an important factor in creating dynamic and interesting places.

FIRST WAVE PROJECTS
First Wave projects were identified as priority projects in The Big Move based on their ability to strengthen transit in the GTHA by improving regional connectivity and bringing new rapid transit services to underserved areas. Metrolinx has allocated funds to deliver the majority of the First Wave transit projects that were identified in Metrolinx's Investment Strategy (Investing in our Future, Investing in our Region, 2013) and work is currently underway on many of these key pieces of transit infrastructure.

GATEWAY HUBS
Metrolinx has defined gateway hubs as major transit station areas that are located at the interchange between two or more current or planned regional rapid transit lines as identified in The Big Move RTP and have 4,500 or more forecasted combined boardings and alightings in 2031 (in the morning peak period). In addition, these areas are generally forecasted to achieve or have the potential to achieve a minimum density target of approximately 10,000 people and jobs combined within 800 metres.

GO REGIONAL EXPRESS RAIL (RER)
RER will provide electrified service on Metrolinx-owned rail corridors with 15-minute frequencies in core areas. Service will be provided in both directions, throughout weekdays, in evenings and on weekends. All-stop and limited stop service will help to meet demand and reduce travel times. RER was formerly referred to as "Express Rail" in The Big Move.

GREATER TORONTO & HAMILTON AREA (GTHA)
The metropolitan region encompassing the City of Toronto, the four surrounding Regional Municipalities (Durham, Halton, Peel and York) and the City of Hamilton.

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE
The Growth Plan for the Greater Golden Horseshoe is a comprehensive strategy to maximize the benefits of growth and maintain our high quality of life. It is a plan to grow in a more complete way – so communities offer a good mix of places to live, work, shop and play. It is a plan that will create communities where it is easier for people to walk, bike or take transit to get around.

LIGHT RAIL TRANSIT (LRT)
Trains (up to three or four cars per train) operating on protected rights-of-way adjacent to or in the medians of roadways or rail rights-of-way. Generally at-grade, possibly with some sections operating in mixed-traffic and/or in tunnels. Electric power is normally via an overhead trolley or pantograph. Capacity of 2,000 to 10,000 passengers per hour in the peak direction, with higher capacities where there are significant stretches of completely segregated rights-of-way. Average speed: 15 to 35 km/h depending on station spacing and extent of grade separation. Examples: Eglinton Crosstown LRT.

MAJOR TRANSIT STATION AREA
The area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

MOBILITY HUBS
Glossary

December 2015

MOBILITY HUB
Major transit station areas, as defined in the Growth Plan for Greater Golden Horseshoe, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station. To be identified as a mobility hub, a major transit station area must be located at the interchange of two or more current or planned regional transit lines as identified in the RTP, and be forecasted in the RTP to have 4,500 or more combined boardings and alightings in the morning peak period in 2031. In addition, these areas are generally forecasted to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius. The primary major transit station area associated with an urban growth centre are also identified as mobility hubs, as are Pearson Airport and Union Station due to their roles as the GTHA's primary international gateways.transit station. There are two types of mobility hubs identified in The Big Move: Anchor Hubs and Gateway Hubs.

NEXT WAVE PROJECTS
Next Wave projects have been identified in Metrolinx's Investment Strategy (Investing in our Future, Investing in our Region, 2013) as the successive priority transit projects that are required to achieve the objectives set out in The Big Move. The Next Wave project represent additional investment in the region's transit infrastructure. Most Next Wave projects have secured funding.

RAPID TRANSIT (RT)
Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic.

REGIONAL RAIL IN THE REGIONAL TRANSPORTATION PLAN
Diesel or electric trains serving primarily longer-distance regional trips; approximate capacity at 10-minute headways of 5,000 to 20,000 passengers per hour peak direction; service can be enhanced by electrification, enabling better train performance (acceleration) and therefore higher average speeds even with relatively close station spacing. Average speed: 30 km/h with two km station spacing; 50 km/h with wider station spacing or electrified trains. Example: GO Transit rail system.

REGIONAL RAPID TRANSIT NETWORK
The network of Express Rail, Regional Rail, Subway, and Other Rapid Transit services identified in Schedules 1 and 2 of The Big Move.

SMART COMMUTE
Smart Commute is a program of Metrolinx and the municipalities of the GTHA. The program mandate is to encourage those living and working in the region to choose more efficient transportation choices that reduce congestion, make best use of our transportation infrastructure, and help to improve the quality of life in the GTHA. At Metrolinx, the program incorporates workplace, school and community travel.

THE BIG MOVE
The Regional Transportation Plan for the GTHA – entitled "The Big Move" – is Metrolinx's 25-year transportation plan. It sets the vision, goals and objectives that are to guide transportation planning in the region for the future. The RTP also establishes a transportation network to guide future investments in transportation infrastructure.

UP EXPRESS
UP Express connects the country's two busiest transportation hubs, Toronto Pearson International Airport and Union Station in downtown Toronto. UP Express departs from both Pearson Airport and Union Station every 15 minutes, providing a quick and reliable connection between downtown Toronto and the airport.

URBAN GROWTH CENTRE (UGC)
Urban growth centres are identified in the Growth Plan for the Greater Golden Horseshoe, 2006 as focal areas for directing significant high-density employment and population growth, major transit infrastructure, and a mix of land uses such as commercial, recreational, cultural, entertainment, institutional and public services. As such, they contain current or planned major regional destinations such as major institutions, employment centres, town centres or regional shopping centres, and they have significant potential to attract and accommodate new growth and development. The Growth Plan designates 25 UGCs in the Greater Golden Horseshoe, of which 17 are in the GTHA.

WALKSCORE
Walk Score is a widely used indicator that measures an area's walkability based on accessibility and proximity to amenities. Walk Score both describes the quality of the walking environment and can explain differences in walking behaviour across space. Walk Score identifies four neighbourhood walkability categories: Walker's Paradise (where daily errands do not require a car), Very Walkable (where most errands can be accomplished on foot), Somewhat Walkable (where some errands can be accomplished by foot), and Car-Dependent (where almost all errands require a car).