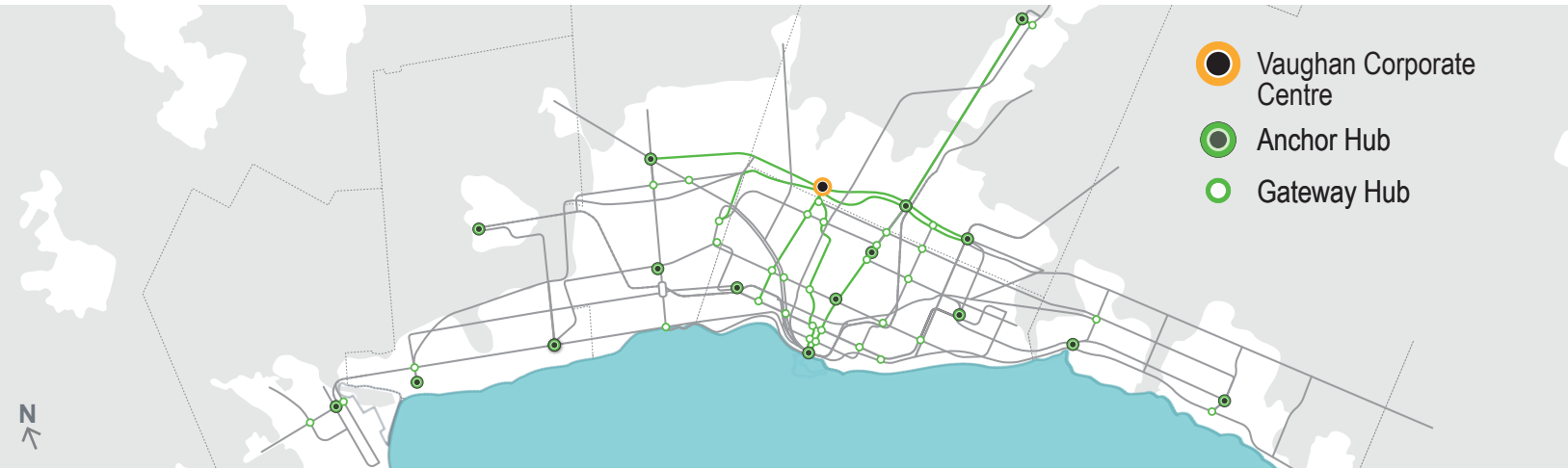


VAUGHAN CORPORATE CENTRE

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.

VAUGHAN CORPORATE CENTRE is identified as an **ANCHOR HUB** in the Greater Toronto & Hamilton Area (GTHA). It is located near the intersection of Jane Street and Highway 7 in the City of Vaughan and includes the TTC's future Vaughan Metropolitan Centre subway station on the Toronto-York Spadina Subway Extension. This hub is planned to integrate subway, Rapid Transit, and local bus service.

DESTINATIONS

- 1 Interchange Way Power Centre





6,000 TOTAL JOBS¹

JOB DENSITY

29.9 jobs per hectare
Vaughan Corporate Centre Hub

3.8 jobs per hectare
GTHA

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

VAUGHAN CORPORATE CENTRE

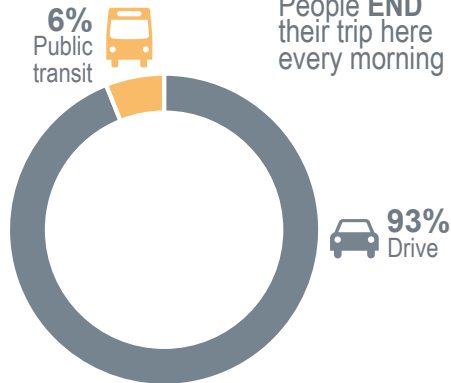
Mobility

December 2015



MORNING COMMUTE¹

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



4,390

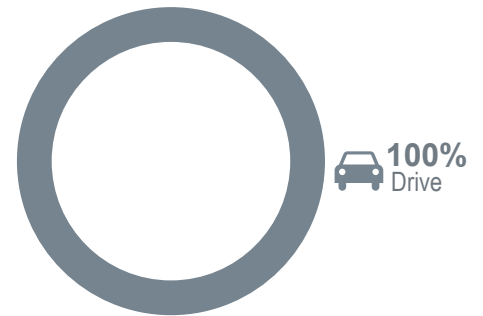
People **END** their trip here every morning



490

People **START** their trip here every morning

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



ACCESS + URBAN PATTERN

- Intersection
- Parking lot
- Bikeway



36% WALKSCORE™ - CAR DEPENDENT²



27 INTERSECTIONS³

0.13 INTERSECTIONS PER HECTARE



0 KM OF BIKEWAYS⁴



35.1 HECTARES OF SURFACE PARKING
17% OF MOBILITY HUB AREA IS USED FOR SURFACE PARKING



PROPOSED RAPID TRANSIT NETWORK



FIRST WAVE

- Spadina Subway Extension
- Highway 7 Rapidway
- Jane Street RT

OTHER BIG MOVE PROJECTS

- Jane Street RT



REFERENCES

1. University of Toronto, "Transportation Tomorrow Survey," (Toronto, ON: 2011)
2. Walk Score, "<https://www.walkscore.com/score/3001-hwy-7-vaughan-on-canada>", (GTHA, ON: 2015)
3. Based on LEED Neighbourhood Development Rating System Connectivity definition
4. Metrolinx, "Mobility Hubs Cycling Network Interface Analysis," (Toronto, ON: 2013)

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

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

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. 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).