



TO: Mayor Frank Scarpitti & Members of Council

c. John Livey, C.A.O.
Alan Brown, Director of Engineering
Valerie Shuttleworth, Director of Planning

FROM: Jim Baird
Commissioner of Development Services

DATE: September 29, 2008, GENERAL COMMITTEE

**RE: RICHMOND HILL/LANGSTAFF GATEWAY
YONGE SUBWAY ALIGNMENT**

Suggested Resolution

That the September 29, 2008 Presentation to General Committee by Mary-Frances Turner, Vice-President YRTP, regarding Yonge Subway alignment and station location options, be received;

That the September 29, 2008 memorandum to General Committee by the Commissioner of Development Services regarding "Richmond Hill/Langstaff Gateway – Yonge Subway Alignment", be received and endorsed;

And that YRTP be requested to address the Draft Design Principles outlined in the Commissioner's September 29, 2008 memorandum in the planning and design process for the Yonge Subway Alignment and station locations.

Comment

On September 9, 2008 Mary-Frances Turner, Vice-President, YRTP, made a presentation to Development Services Committee regarding the Yonge Subway plan and design process.

Committee received the presentation and further resolved:

"That the York Region Transportation staff work together with Markham, Richmond Hill, Metrolinx, Ministry of Transportation, 407, Landowners, and other stakeholders

to continue detailed analysis of the Yonge Subway Alignment and station location options at the Richmond Hill/Langstaff Centre Hub.”

Town staff have continued to participate in ongoing technical meetings called by YRTP to discuss the subway alignment options.

YRTP has invited key stakeholders to submit design principles to assist in the review of Yonge Subway, alignment and station Location options at the Richmond Hill/Langstaff Gateway Hub.

On September 19, 2008 Markham staff submitted to YRTP the two (2) attached documents for consideration:

1. Ten (10) “Draft” Design Principles prepared by Town of Markham staff, in consultation with our consultant on the Langstaff Gateway Master Plan and Built Form Study – Calthorpe Associates. These design principles remain in “draft” form and may be modified or refined through ongoing discussion with YRTP, Calthorpe Associates and other stakeholders.
2. Preliminary sketch prepared by Calthorpe Associates to illustrate the concept of a concourse or “Transit Hall” to provide sheltered pedestrian/transit user connectivity at the multi-model Transit Hub, and to link the Richmond Hill and Markham components of the Urban Growth Centre.

This memorandum and the attached documents should be endorsed by Council and forwarded to YRTP as further input to the Yonge Subway planning and design process.

DRAFT – TOWN OF MARKHAM

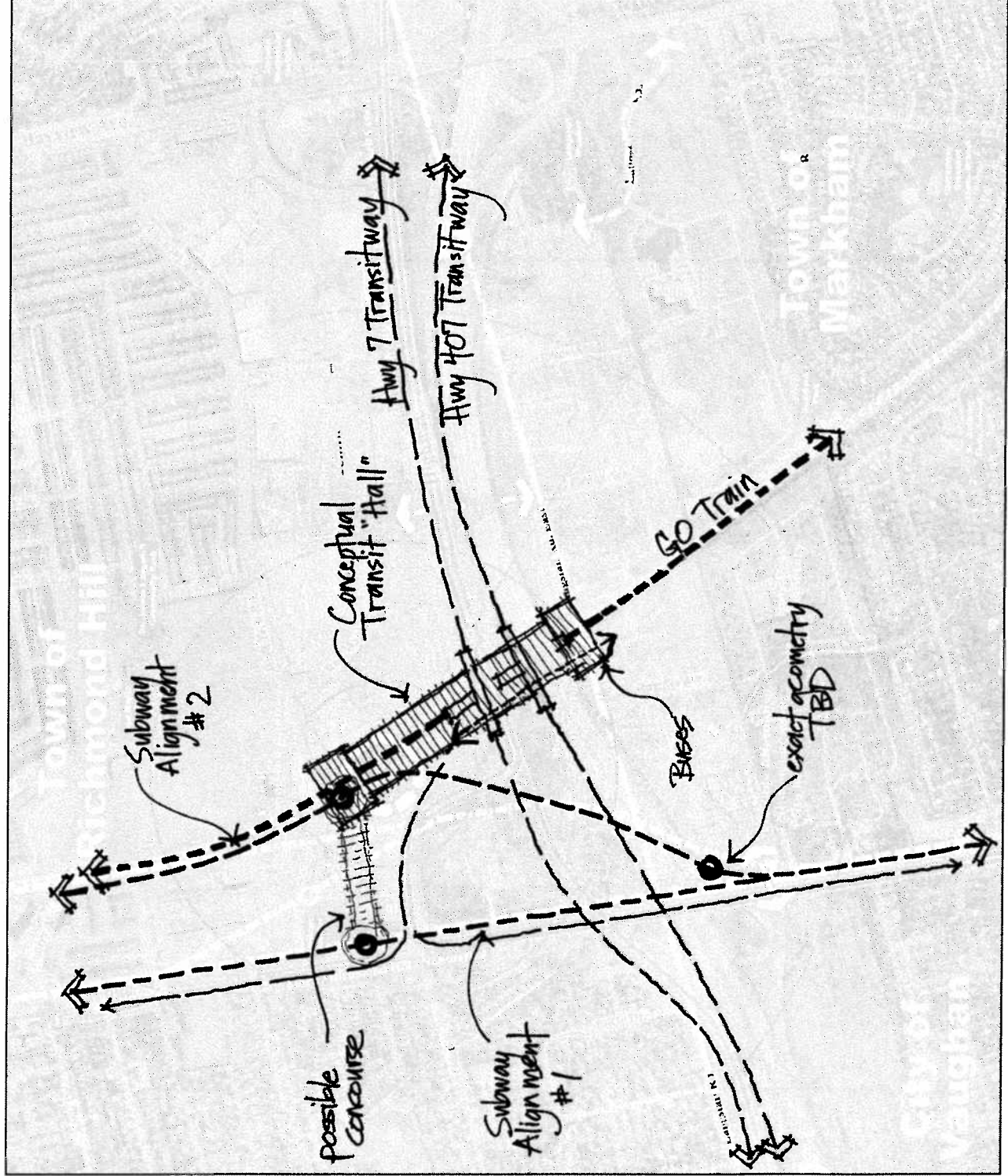
LANGSTAFF GATEWAY PROJECT DESIGN PRINCIPLES (TO GUIDE LANGSTAFF/RICHMOND HILL SUBWAY STATIONS AND 'MOBILITY HUB' DESIGN)

SEPTEMBER 17, 2008

- 1) “Langstaff/Longbridge” Station should be located on Yonge Street as close as possible to the Langstaff site for pedestrian connectivity (significant mixed-use development is planned for the Langstaff site.)
- 2) The “Richmond Hill/Langstaff Hub” Station (the Hub Station) should be located as close as possible to the Langstaff site for pedestrian connectivity.
 - a. Curve radii and proposed track geometry should be studied for the segment north of Langstaff/Longbridge Station such that the Hub Station can be located as close as possible to the juncture of Markham and Richmond Hill. Perhaps centerline radii can be reduced in this section because of the closeness of the two stations.
 - b. The technical need for crossover tracks both north and south of the Hub Station platform should be evaluated: elimination of the crossover south of the platform might allow the platform to move south and thus be more closely integrated into the multi-modal facility.
- 3) The Hub Station should be located as close as possible to Highways 7 and 407 Transitways to maximize intermodal connectivity (connecting north-south subway to east-west transitways).
- 4) Hub Station location to be considered in the context of the Metrolinx Mobility Hub Analysis to ensure coordinated planning/environmental assessment and public investment (capital and operating costs; economic, environmental and social impacts).
- 5) The Hub Station location should be considered in the context of both the Richmond Hill Regional Centre Design and Land Use Study and the Langstaff Gateway Master Plan and Built Form Study (to ensure coordinated planning and proper configuration of transit infrastructure).

- 6) The Hub Station location should be a consensus decision of all key participants, including the affected municipalities.
- 7) The Hub Station location and configuration should minimize walking distances and maximize pedestrian connectivity to major employment and residential infill development in Markham (Langstaff) and Richmond Hill.
- 8) The Hub Station location should maximize potential for a centralized 'Hub' and focal point near the geographic center of the Richmond Hill/Langstaff Urban Growth Centre.
- 9) The Hub Station location and configuration should be a part of a dramatic new linear intermodal Transit 'Concourse' that will connect Richmond Hill and Markham under the 7 and 407 Highways and provide seamless pedestrian connectivity and an easy transit user experience. This concourse would have the Hub Station at its northern end, the Hwy 7 and 407 Transitway Stations in its middle section and the existing GO Train Platform at its southern end. The Hub's bus transfer facility should be reconfigured to provide maximum intermodal connectivity. The concourse itself should be thought of as an opportunity for a world-class architectural statement (perhaps similar in character to downtown Toronto's BCE Place.)
- 10) The 407 and Hwy 7 Transitway Stations should remain in their corridor's ROW and be vertically integrated into the Transit Concourse (to prevent diversion and downtime in connecting with the other modes of transit.)
- 11) The existing GO Train platform should remain in place and be accessible to both Richmond Hill and Markham's Langstaff Urban Centres.

TRANSIT FACILITY CONCEPT



LANGSTAFF LAND USE &
BUILT FORM MASTER PLAN
Markham, Ontario, Canada

September 17, 2008

Calhoun Associates
Berkeley, California, USA
Ferris Associates, Inc.
Toronto, Ontario, CAN

Town of Markham
Markham, Ontario, CA