

# **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 and public investment (economic, environmental and social opportunities and impacts to be considered).
- 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, proper configuration of transit infrastructure, and connectivity of lands across the entire Urban Growth Centre).

- 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.). The existing GO Train platform should remain in place and be accessible to both Richmond Hill and Markham's Langstaff Urban Centres.