



THE CORPORATION OF THE TOWN OF MARKHAM

APPENDIX 'A'!

EXCERPT CONTAINING ITEM #006b OF THE COUNCIL COMMITTEE (October 14, 08)

Y ALIGNMENT (10.0) (1) RICHMOND HILL/LANGSTAFF GATEWAY YONGE SUBWAY ALIGNMENT (10.0)

Memo Presentation App A

That the September 29, 2008 presentation by Mary-Frances Turner, Vice President of VIVA, Mr. T. Middlebrook, McCormick Rankin and Mr. A. Brown. Director, Engineering regarding the Yonge Subway alignment and station locations be received; and,

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,

That the Langstaff/Longbridge Subway station and the Langstaff Gateway Project Design Principles, dated September 17, 2008, and attached hereto as Appendix A, be endorsed; and,

That the Town of Markham endorse the Option 'C' area (Highway 7 to Hightech Road) as the preferred location for the integration of the Yonge Subway terminus, VIVA, Highway 407 transitway and GO Transit stations; and,

That the Region of York be requested to work with the various stakeholders to finalize the Option 'C' mobility hub requirements and station locations in accordance with Markham's September 17, 2008 principles; and further,

That staff report back as to pedestrian mobility options for the Langstaff area.

CARRIED

DRAFT – TOWN OF MARKHAM

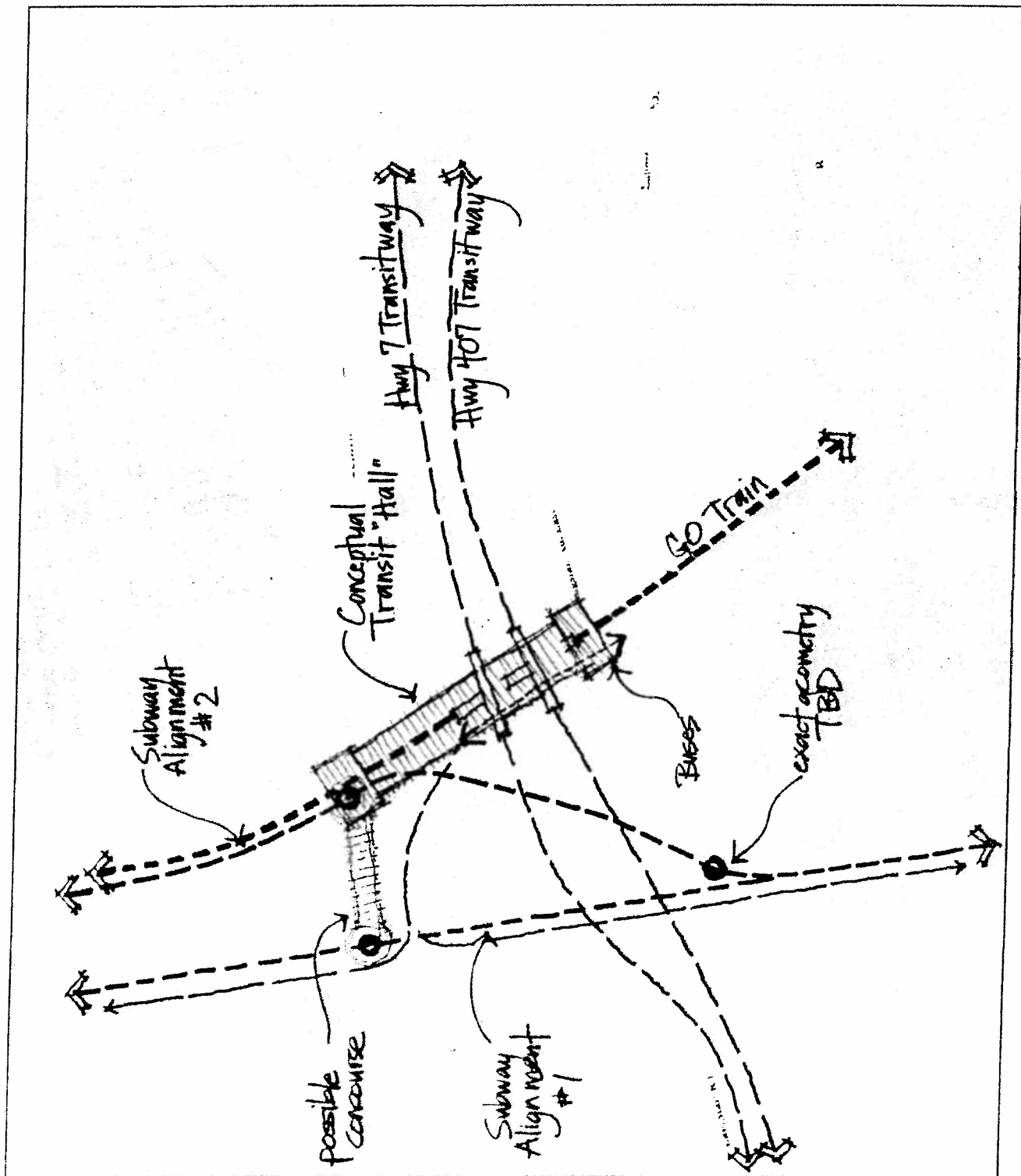
LANGSTAFF GATEWAY PROJECT DESIGN PRINCIPLES (TO GUIDE LANGSTAFF/RICHMOND HILL SUBWAY STATIONS AND 'MOBILITY HUB' DESIGN)

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 AND UEN
BUILT FORM MASTER PLAN
Markham, Ontario, Canada

September 17, 2008

Langstaff Associates
Bentley, Ontario, Canada
Toronto, Ontario, Canada
Langstaff Associates, Inc.

Town of Markham
Markham, Ontario, Canada

**THE CORPORATION OF THE TOWN OF MARKHAM****EXCERPT CONTAINING ITEM #006d OF THE COUNCIL COMMITTEE (March 10, 09)****(1) YONGE SUBWAY (5.10)**

Whereas the Province of Ontario has passed the Places to Grow Act, 2005 and endorsed the Growth Plan for the Greater Golden Horseshoe, 2006 which gives clear direction for growth in the Greater Golden Horseshoe; and,

Whereas the Growth Plan designates the Langstaff area of Markham as a Urban Growth Centre called the Richmond Hill/Langstaff Gateway; and,

Whereas the Town of Markham has passed Official Plan Amendment 171 to comply with the Growth Plan; and,

Whereas the Town of Markham has through a public process engaged the services of Peter Calthorpe, a world renowned Urban Design Architect to carry out the Urban Design component of the Langstaff Gateway provincially designated Growth Centre; and,

Whereas Peter Calthorpe has determined that the Langstaff Gateway site may be the best serviced site in North America from a proposed public transit and existing Road and Highway point of view, and that this site should redefine Transit Oriented Development; and,

Whereas the Master Plan for Langstaff has been through an exhaustive public process and is nearing completion and it has been determined that this site has the potential (subject to Council approval) for up to 15,000 dwelling units and 15,000 jobs in the Growth Centre, exceeding the minimum requirements of the Growth Plan; and,

Whereas the Langstaff Gateway site is being designed to achieve a non-auto modal split of 60% which will put it on the leading edge in the GTA; and,

Whereas all facilities in the Langstaff Gateway will be designed to LEED standard; and,

Whereas the Region of York recently filed an environmental assessment for the Yonge Street Subway extension from Finch Avenue to just North of Highway 7; and,

Whereas the selected route chosen by York Region is East of Yonge Street and next to the CN Bala line and next to Hightech Road in Richmond Hill; and,

Whereas this alignment created a radius that the Region of York stated will necessitate that the subway station will have to be in front of the Holy Cross Cemetery south of the Langstaff Gateway and removed from direct access from the Langstaff Gateway High Density Residential

and Office Towers; and,

Whereas it has been suggested that the Go Rail Station presently located on Langstaff Road and forming an integral part of the Langstaff Gateway Urban Design would be moved North in the vicinity of the proposed Subway Station at Hightech Rd; and,

Whereas it has also been suggested that the proposed Highway 407 Transitway, an integral piece of infrastructure necessary to the Langstaff Gateway proposal, will be relocated from the proposed alignment next to the Langstaff site to a location in the vicinity of Hightech Road; and,

Whereas the Council of the Town of Markham on October 14, 2008 passed a resolution endorsing a number of design principles for the Langstaff/Longbridge Subway station and the Langstaff Gateway Project Design, in particular that the Langstaff/Longbridge subway station should be located on Yonge Street as close as possible to the Langstaff Gateway site for pedestrian connectivity, and that the Highways 407 and 7 transit stations should remain in their corridors ROW and the existing GO Train platform should remain in place and be accessible to both Richmond Hill and Markham's Langstaff Urban Growth Centre; therefore be it resolved:

- 1) That the Town of Markham requests the Honourable Minister of the Environment, in accepting or approving the Yonge Subway Extension (Finch Station to Richmond Hill Centre) Environmental Project Report dated Feb 2. 2009, to acknowledge the intent to move the Langstaff/Longbridge Subway Station as far north as possible in the final design, so as to better serve the Langstaff Gateway Urban Growth Centre; and,
- 2) That Provincial Ministries and transit agencies involved in the overall planning and design of the interface between the Yonge Subway extension and other modes of transit (including GO Rail, 407 Transitway, VIVA/YRTP Rapid Transit and YRT bus service) at the Richmond Hill/Langstaff Gateway Mobility Hub be requested to ensure that the transit network and mobility hub is designed to provide the best possible transit service to the significant transit oriented development being planned at the Langstaff Gateway in Markham; and further,
- 3) That the resolution be forwarded to The Premier Of Ontario, Minister of Municipal Affairs and Housing, Minister of Energy and Public Infrastructure, Minister of Transportation, Minister of Environment, Region of York, All Local MPPs, Town of Richmond Hill, City of Vaughan, Metrolinx, City of Toronto, Federal Minister of Transportation, Mr. Dale Albers, Chief Communications Officer, York Region Rapid Transit, Rod McPhail, Director, Transportation Planning, City Planning Division, City of Toronto, Charles Wheeler, Deputy Chief Project Manager, Toronto Transit Commission.

CARRIED

APPENDIX 'C'

**THE CORPORATION OF THE TOWN OF MARKHAM****EXCERPT CONTAINING ITEM #006d OF THE COUNCIL COMMITTEE (May 12, 09)****(2) PROVINCIAL FACILITATOR FOR LANGSTAFF/RICHMOND HILL MOBILITY HUB
(10.0)**

Whereas the Province of Ontario has designated the Richmond Hill Centre/Langstaff Gateway as an Urban Growth Centre in the Provincial Growth Plan, and as a Mobility Hub in the Metrolinx Transportation Plan; and,

Whereas the Urban Growth Centre/Mobility Hub is at the convergence of a number of existing and planned modes of transit, including GO Rail, Yonge Subway, Highway 407 Transit way, VIVA Rapid Transit and York Region Transit; and,

Whereas the Region of York, Town of Richmond Hill, Town of Markham and City of Vaughan are all involved in land use planning studies and Official Plan Reviews aimed at achieving high density, high intensity transit oriented development along the Yonge Street Corridor and at the Urban Growth Centre node; and,

Whereas the transit service providers are engaged in planning and design studies and environmental assessments pertaining to transit infrastructure improvements; and,

Whereas there is a need and opportunity to ensure that the various planning and transportation studies are coordinated across all agencies and jurisdictions to ensure the best possible design and integration of the public transit network and transit oriented development in the Yonge Street Corridor and Urban Growth Centre/Mobility Hub;

Now therefore be it resolved:

That the Town of Markham request the Honourable Dalton McGuinty, Premier of Ontario, to apply Provincial resources to assist in planning and coordination efforts, and in particular the Office of the Provincial Facilitator, Metrolinx staff, Ontario Growth Secretariat and Ontario Realty Corporation.

CARRIED

November 9, 2009

Ms Ana Bassios, Commissioner of Planning and Development
Planning and Development Department
Town of Richmond Hill
225 East Beaver Creek Road, 4th Floor
Richmond Hill, ON L4C 4Y5

Dear Ana,

**Re: Preferred Concept Report - Richmond Hill Regional Centre Regional
Centre Design and Land Use Study**

This is further to your request for comments on the Town of Richmond Hill's "Preferred Concept Report - Richmond Hill Regional Centre Regional Centre Design and Land Use Study", prepared by Urban Strategies and circulated on October 15th, 2009. Please note that this letter represents preliminary staff level comments. Markham Council has also expressed an interest in commenting on the concept and will review the document at the Development Services Committee meeting of November 17th. Additional comments will be provided following the Markham Development Services Committee meeting.

We support the collaborative efforts to date by Richmond Hill and Markham staff in planning for this very important Regional Centre/Urban Growth Centre. We look forward to continuing to work together to ensure that the Richmond Hill Centre/Langstaff Gateway UGC is planned comprehensively.

There are a number of instances throughout the Study Report where reference is made to the "Richmond Hill Regional Centre". It would be beneficial to also include reference to the broader context of the combined Richmond Hill/Langstaff Urban Growth Centre and the inter-municipal process initiated by the Region and currently underway with participation by the Region and each of the local municipalities, to ensure proper integration of the entire Urban Growth Centre.

The majority of our comments on your Study Report pertain to the mobility hub location and design. It is our understanding that the schematic of the mobility hub is a concept only and not yet finalized. As well, we are not aware that any decision has been made to relocate the Langstaff GO station north. We suggest that the transit agencies go through a high-level planning exercise similar to the one recently completed for the Markham Centre mobility hub to ensure that the concept is agreeable to each of the transit agencies, and also meets the planning and design objectives of the affected municipalities. The shared objective should be to provide good transit connections to both the Langstaff and Richmond Hill portions of the UGC.

Jim Baird M.B.A., M.C.I.P. Commissioner of Development Services

The Corporation of the Town of Markham • 101 Town Centre Boulevard, Markham, ON L3R 9W3
tel. 905.477.7000 ext. 4875 • fax. 905.479.7768 • jbaird@markham.ca • www.markham.ca

Although the transit plan (p.47 of the report) shows a BRT station on the Langstaff side, one BRT service is not sufficient to connect Langstaff to the mobility hub. The Transit Hall or pedestrian concourse with climate control and moving sidewalks, as included in our Langstaff Gateway Master Plan by Calthorpe Associates, is a critical part of the transit connection to Langstaff. The concourse should form an active part of the mobility hub, and provide inter-modal connectivity for transit users. This concourse connection to link the entire UGC is missing in the Richmond Hill plan.

Although the EA approved Option "C" provides for the subway extension to veer east of Yonge Street to a mobility hub in Richmond Hill, Markham Council requested that the Region work with the various stakeholders (including Markham) to finalize the mobility hub requirements and station locations. Markham Council has also requested a comprehensive review of the mobility hub location and design, including review and coordination by Metrolinx, Provincial Ministries, and the Provincial Facilitator. The Hub station should be designed to provide the best possible transit service to the significant transit oriented development planned in Langstaff (see Markham Council resolutions of October 14, 2008, March 10, 2009 and May 12, 2009, attached).

Specific comments follow:

1. Section 1.4 Study Boundaries

In the second paragraph of this section there is reference to the small sliver of land south of Highway 407 and north of Langstaff Road East, adjacent to the Town of Markham's portion of the Urban Growth Centre, that Richmond Hill has municipal jurisdiction over. The Town of Markham agrees with the conclusion that, although coordination of the planning for the area will continue under the Regional process, detailed planning for these lands should be included as part of our Langstaff Gateway planning and design process.

2. Section 3.1.1 Hydro Corridor

It seems that lands within the hydro corridor are intended to be used for surface parking in the long term. We are concerned that providing significant amounts of parking in this area will invite single occupancy vehicles to travel to this area where the focus of development is transit oriented/dependant.

3. Section 3.1.3 Langstaff Gateway

Markham staff do not agree with the third sentence in the first paragraph of this section beginning: "Unlike the Richmond Hill Regional Centre, the Langstaff Gateway does not...".

The wording in the fourth sentence beginning: "To ensure that the future residents and workers..." should be refined in future documents to recognize that Langstaff is part of the Regional Centre.

4. Section 3.4 Open Space

On October 20, 2009 Markham Development Services Committee received a staff information report about York Region planning coordination for the

Richmond Hill Centre/Langstaff Gateway Regional Centre and Provincial Urban Growth Centre. There was discussion about the Option C subway alignment and the relationship of the Richmond Hill concept to amongst other things, open space and existing natural features. Development Services Committee added the following to the staff recommended resolution:

"That the Development Services Committee recommends that the Heritage Woodlot, Storm Water Pond and 200 Year Old Bur Oak tree be preserved in the Richmond Hill Centre, and that this be forwarded to the Town of Richmond Hill and the Region of York;"

5. Section 3.5 Details of the Preferred Concept

Full build out by 2031 seems optimistic, given the existence of well established commercial uses having long term leases. The reference to full build out by 2031 is repeated in a number of places including Section 4.8.1 Richmond Hill Centre Phased Development Approach.

6. Section 4.1 A Sustainable Transportation Vision for the Richmond Hill Regional Centre

In the first paragraph, on page 36, the sentence beginning: "According to the Preferred Concept described in this report,..." should be refined in future documents so its clear that the 31,500 people and jobs are in the Richmond Hill **portion** of the Regional Centre.

7. Section 4.3.1 Boundary Road Network Improvements

This section could be expanded to include "Boundary Road Network and Linkage Improvements" with the discussion similar to the "Multi-Use Corridor" discussion on page 41 included.

8. Section 4 Transportation and Servicing

It's been identified in the Richmond Hill Report that both Richmond Hill and Markham will look to the Region to complete a coordinated transportation study at a regional scale for the entire Urban Growth Centre (both the Richmond Hill and Langstaff portions). We agree with this approach, and have requested the Region to undertake their modelling based on the Calthorpe Master Plan for the Langstaff Gateway portion of the UGC. The existing Regional road infrastructure in the area is already near capacity, and major upgrades in transit capacity are required in accordance with the Metrolinx Transportation Plan and the approved Yonge Street subway E.A., in order to service the UGC.

A comprehensive review of municipal servicing requirements, with a focus on sustainability and green infrastructure, is also necessary and should be coordinated with the Region. With respect to storm water management, the Town of Markham is completing an EA study for Pomona Mills Creek and has identified several locations of extensive erosion sites. Although restoration programs are being developed to remediate these erosion sites, it is imperative that developments in Richmond Hill with drainage contributing to Pomona Mills Creek be analyzed and controlled with appropriate techniques to maintain

quantity and quality of the storm runoff being generated. The runoff volume must be controlled and detained on site with appropriate techniques in order to mitigate the erosion downstream.

We request that the Richmond Hill servicing and stormwater management report be forwarded to the Town of Markham for review when available.

Town of Markham staff will comment further on Transportation and Servicing when the technical studies are available for review and comment.

9. Section 5 Phasing

Additional information regarding phasing of development over the growth forecast period is required. In particular, benchmarks, triggers and targets related to transit and infrastructure delivery for each of the four phases of development should be provided.

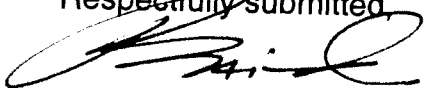
The diagrams seem to show a significant amount of parking east of the CN Rail line, north of Highway 7 and south of the extension to Garden Avenue. This amount of parking may attract single occupant motor vehicles to the anchor mobility hub/urban growth centre, where the preferred development is to be transit dependant/oriented. This seems contrary to the objectives articulated in "Section 4.5 Parking Strategy".

10. Linkages

There are a number of diagrams throughout the document where the connections (concourse spanning Highway 407 & Cedar Avenue connections) between Richmond Hill and Langstaff should be shown. For example, on pages 14, 20, and 33. It is recommended that future reports highlight these necessary connections and linkages between the two parts of the Urban Growth Centre.

Thank you for allowing us the opportunity to comment on your Richmond Hill Regional Centre Preferred Concept Report. Town of Markham staff appreciate the continuing opportunity to work with you, to integrate our plans for development across the Urban Growth Centre. We hope that you find these comments useful while you prepare your final report and policy recommendations. We will forward additional comments from Markham Council following the November 17 Development Services Committee meeting.

Respectfully submitted,



Jim Baird, M.C.I.P., R.P.P.
Commissioner of Development Services

- c. Bryan Tuckey, York Region
John Zipay, Vaughan
Paula Dill, Provincial Facilitator
Mayor Frank Scarpitti and Members of Markham Council