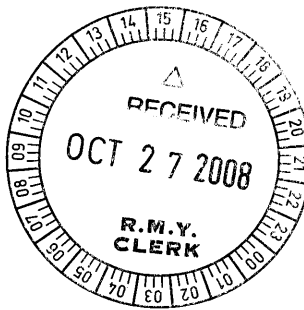




October 20, 2008

Mr. Denis Kelly
Regional Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



REGION OF YORK
CLERK'S OFFICE
FILE No. - P20

**RE: RICHMOND HILL/LANGSTAFF GATEWAY
YONGE SUBWAY ALIGNMENT (10.0)**

Dear Mr. Kelly:

This will confirm that at a meeting held on October 14, 2008, Town of Markham Council adopted the following resolution:

"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 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."

Yours sincerely,

Kimberley Kitteringham
Town Clerk

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The Corporation of the Town of Markham • Clerk's Department

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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.