

COUNCIL ATTACHMENT 2

Principles for Evaluating Alignment Options into Richmond Hill Centre

Project Design Principles	Richmond Hill Principles	Markham Principles	Comments
Closest possible proximity for intermodal connections	A – Optimize function of the system as a whole - long term 1. The system (all elements) must work to everyone's collective best interest 2. The Longbridge/Langstaff (formerly Bunker) station connection addresses the public commuter parking challenge without hampering TOD opportunities – maximizing use of land and existing public infrastructure 3. The location of the Regional Centre should be at the centre of the urban Growth Centre 4. Should have convenient and attractive relationship to the larger urban context 5. Should maximize convenience, comfort, and enjoyment of transit experience	1. Langstaff / Longbridge Station to be located on Yonge St for best pedestrian connectivity to Langstaff site 2. Hub station to be located as close as possible to Highways 407 and 7 to maximize intermodal connectivity 3. Hub station to be considered in context of Metrolinx Mobility Hub Analysis 4. Hub station location and configuration to minimize walking distances 5. Intermodal transit concourse	
Respect for access / connectivity to and integration with Transit Oriented Development (TOD)	B – Maximize TOD intensity and extent 1. For intensity of built form and public spaces to occur immediate to the hub, substantial land area is required 2. The location of a mobility hub should offer maximum potential to create a strong defining place, a sense of place, with multiple destinations 3. Should minimize unattractive and inconvenient pedestrian and cycling experience within and to the mobility hub 4. Should have seamless connections between transit modes including cycling and walking 5. Should ensure public safety 6. Should have convenient and attractive relationship to the larger urban context 7. Should maximize convenience, comfort, and enjoyment of transit experience C – Optimize Mode Integration (shortest distance for the most passengers) 1. Seamless connection and transfer between transit modes 2. Minimize walking distances 3. Optimized integration through compact built form and design of a transit facility that incorporates stacking D – Develop a system design that optimizes public investment 1. Minimize unnecessary infrastructure 2. Design a system that provides maximum public presence, accessibility and enjoyment E – Build upon existing investments 1. Transit planning should respect approved plans and public investment in infrastructure 2. Transit planning should recognize existing high density development	1. Hub station located as close as possible to Langstaff 2. Hub station to be considered in context of both RHC Design and Land Use Study, and Langstaff Gateway Master Planning 3. Hub station location and configuration to minimize walking distances 4. Station Hub central to Richmond Hill and Langstaff 5. Intermodal Transit Concourse	
Respect for system operational and design criteria (TTC, 407, Viva and MTO)		1. Curve radii to be optimized 2. Crossover tracks south of hub station to be evaluated	e.g. Curve radii, crossover locations. Crossover limited to rear of station will not work

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Respect for cultural and environment impacts			e.g. Holy Cross Cemetery and Yonge St. wood lot, storm water ponds
Respect for major utility corridors			230/500 kV Hydro Corridor
Respect for major transit corridors			Highway 407 and CN Corridor
Respect for future expansion	F – Optimize function of the system as a whole - long term - Design of the system must consider future expansion - The long term station location at 16th and Yonge should be a key criteria in the alignment consideration		e.g. subway extension north of Richmond Hill up Yonge St, conversion of BRT to LRT and 407 Transitway growth
		1. Station location to be a consensus between key stakeholders	
		2. 407 Transitway and Hwy 7 vivastations to remain in corridor rights of way and vertically integrated with transit concourse	