

February 11, 2010

OFFICIAL PLAN
of the
TOWN OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX
To amend the Official Plan (Revised 1987) as amended
OFFICIAL PLAN AMENDMENT
AND
SECONDARY PLAN
FOR THE
LANGSTAFF GATEWAY PLANNING DISTRICT
(PLANNING DISTRICT NO. 44)

March 2010

February 11, 2010

OFFICIAL PLAN
AND SECONDARY PLAN
FOR THE
LANGSTAFF GATEWAY PLANNING AREA
TOWN OF MARKHAM PLANNING AREA
AMENDMENT NO. XXX

To amend the Official Plan as amended, to establish a new Planning District and to adopt and incorporate into the Official Plan a Secondary Plan for the Langstaff Gateway Planning District (PD 44-1).

This Official Plan Amendment was adopted by the Corporation of the Town of Markham by By-law Number XX in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990 c.p. 13, as amended on _____.

Kimberley Kitteringham, Clerk

Frank Scarpitti, Mayor

February 11, 2010

THE CORPORATION OF THE TOWN OF MARKHAM BY-LAW NO.

Being a by-law to adopt Amendment No. to the Town of Markham Official Plan (Revised 1987) as amended.

THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM, IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT, R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. xx to the Official Plan (Revised 1987), attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME AND PASSED THIS ____ DAY OF _____, 2010.

KIMBERLEY KITTINGHAM, TOWN CLERK

FRANK SCARPITTI, MAYOR

February 11, 2010

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DRAFT

PART I - INTRODUCTION

(This is not an operative part of Official Plan Amendment No. xxx)

PART I - INTRODUCTION

1.0 GENERAL

PART I - The INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.

PART II - THE OFFICIAL PLAN AMENDMENT, including Schedules "A" through "F" and Appendix Map I attached hereto, constitutes Official Plan Amendment No. XXX and is an operative part of this Official Plan Amendment.

PART III - THE SECONDARY PLAN, including Schedules 'AA' - Community Structure, 'BB' - Detailed Land Use Plan, 'BB-1' Ground Floor Uses, 'CC' - Height Control Plan, 'DD' Transportation Plan, 'DD-1' - Transit Plan, 'EE' - Parks and Open Space System, and 'FF' - Development Phasing and Precinct Plan attached thereto, constitute the Secondary Plan for the Langstaff Gateway Planning District (Planning District No. 44). Part III is also an operative part of this Official Plan Amendment.

The APPENDICES are included for information purposes only and are not an operative part of this Official Plan Amendment. They include Appendix I (Planning Coordination Principles Richmond Hill/Langstaff Urban Growth Centre) and Appendix II (Heritage Buildings).

2.0 LOCATION AND DESCRIPTION OF AMENDMENT AREA

This amendment applies to the lands known as the Langstaff Gateway Planning District (Langstaff Gateway). The area consists of land in:

Part of Lots 10 & 11, Concession 1

The Planning District is generally bounded by Highway 407 on the north, Yonge Street on the west, Bayview Avenue on the east and Holy Cross Cemetery on the south. References to the "Langstaff Gateway" include the entire Langstaff Gateway Planning District. The limits of the Secondary Plan Area are identified on the Schedules attached hereto.

The amendment area currently accommodates a mix of older industrial and residential uses. There is a significant woodlot located at the perimeter of the east end of the Planning District as well as a significant valleyland associated with the Pomona Mills Creek bisecting the west half of the Planning District. The total area of the lands within the Planning District is approximately 47 hectares.

3.0 PURPOSE

The purpose of this amendment is to:

- 2.1 Create a new Planning District, the Langstaff Gateway Planning District (Planning District No. 44) for certain lands on the south side of Highway 407 between Yonge Street and Bayview Avenue north of the Holy Cross Cemetery, and to remove these lands from the Thornhill Planning District (Planning District No. 3).
- 2.2 To incorporate, into the Official Plan, a new Secondary Plan, which designates lands in the District for higher density residential, employment and mixed uses within a new Urban Growth Centre designation (Schedule 'A').
- 2.3 The amendment removes the Commercial and Urban Residential designations for this area, and designates the subject lands in

accordance with Official Plan categories as shown on Schedule 'A'. Amendments to Schedules 'B', 'C', 'G' and 'H' of the Official Plan (Revised 1987) as amended, reflect other policies and requirements affecting the Amendment area.

The schedules illustrate the following changes:

- Schedule 'A' – LAND USE is being amended to redesignate the lands URBAN GROWTH CENTRE and removes the "Langstaff Urban Growth Centre Study Area" overlay;
- Schedule 'B' – PLANNING DISTRICTS AND COMMUNITY IMPROVEMENT AREAS is being amended to delete the lands from Planning District No.3, incorporates the lands into a new Planning District, being Planning District No. 44;
- Schedule 'C' – TRANSPORTATION is being amended to reflect the designations and road alignments for Major Collector Roads, and removes the "Langstaff Urban Growth Centre Study Area" overlay from the Schedule.
- Schedule 'G' – SITE PLAN CONTROL is being amended to incorporate the appropriate road widening requirements, and to remove the "Langstaff Urban Growth Centre Study Area" overlay from the schedule.
- Schedule 'H' – COMMERCIAL/INDUSTRIAL CATEGORIES is being amended to delete the "Langstaff Urban Growth Centre Study Area" overlay from the schedule.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

4.1 POLICY CONTEXT

4.1.1 Provincial Policy

Provincial, Regional and local municipal policies and related initiatives have provided the framework for development being proposed for the Langstaff Gateway. The principles which form the basis for the Secondary Plan, including urban intensification; a wide range of housing densities with mixed use to support public transit; urban nodes along transit corridors; environmental protection and sustainable planning; and urban environments that are safe and

convenient for pedestrians; all respond to and support the Provincial objectives.

4.1.2 Growth Plan for the Greater Golden Horseshoe

In 2006, the Province of Ontario released the Growth Plan for the Greater Golden Horseshoe which establishes targets for population and employment growth for upper tier municipalities to the year 2031. The Growth Plan places a long term emphasis on intensification and redevelopment of existing urban areas to increase compact urban form and slow urban expansion. In particular the plan, prepared under the Places to Grow Act, identifies the Richmond Hill/Langstaff Gateway as an Urban Growth Centre, and established policies and minimum density targets to encourage intensification. Pursuant to the Growth Plan policies, the Province later released size and location mapping for each of the Urban Growth Centres, including the Richmond Hill/Langstaff Gateway, for use in implementation of the growth plan.

4.1.3 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2005, requires the development of efficient and cost effective developments and land use patterns and support for public transit as well as the protection of natural heritage features and areas.

The expanded transportation policies of the PPS promote land use patterns, density and mix of uses that minimize vehicle trips and support public transit. These policies mandate the integration of transportation and land use considerations at all stages in the planning process. The Provincial Policy permits municipalities to develop policies and programs which further enhance the PPS.

The Richmond Hill/Langstaff Gateway as an important Regional Centre is also identified in the York Region Official Plan discussed further below. The development of the Centre requires the cooperation and integration of land use planning in Markham with the two adjacent municipalities of Richmond Hill and Vaughan to be realized. This type of coordination and cooperation is also established in the PPS (Section 1.2).

4.1.4 Metrolinx Regional Transportation Plan

Metrolinx's Regional Transportation Plan, The Big Move, has identified Richmond Hill/Langstaff Gateway as an Anchor Mobility Hub given the confluence of existing and proposed transit systems. The Town is desirous of supporting the Metrolinx initiative to optimize these transit investments through the creation of Langstaff Gateway with Transit Dependent Development.

4.2.2 Regional Policies

The York Region Official Plan (Planning for Tomorrow) which was adopted by Regional Council December 16, 2009, has the following objective and policies for Regional Centres to guide economic, environmental and community building decisions to manage growth. Amongst other things, the plan sets a new standard for development of York Region's communities, and presents a co-ordinated and integrated approach to growth management and infrastructure delivery. Specifically the Plan outlines the Regional structures of city building in Regional Centres and Corridors, linked by rapid transit and provides development direction for Regional Centres such as the Richmond Hill/Langstaff Gateway. These include policies to achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections.

It is the intent of Regional Council that Regional Centres will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions, while providing:

- a. the greatest intensity of development;
- b. a diverse mix of uses and built form;
- c. mobility choices for all residents and employees for walking, cycling, transit, and carpooling;
- d. the construction of a fine-grained street grid;
- e. accessible human services and related facilities;
- f. sequencing of development that is co-ordinated with infrastructure availability; and,
- g. a contribution to a 1:1 resident-to-employee target ratio.

That local municipalities shall designate the boundaries of the Regional Centres in a manner generally consistent with the boundaries of the urban growth centres as identified by the Province.

That secondary plans may include additional lands located adjacent to the boundaries of urban growth centres.

That the Regional Centres contain the highest development densities and greatest mix of uses in the Region.

That local municipalities shall develop Community Energy Plans for each Regional Centre.

To encourage the location of Regional-scale hospitals and entertainment and meeting facilities.

To work with local municipalities in the area of parking management, to establish a system of municipal parking authorities to develop and/or operate shared public parking facilities, cash-in-lieu-of-parking policies, and the planning for parking in structured or underground facilities.

To co-ordinate and work with the Towns of Markham and Richmond Hill, and the neighbouring City of Vaughan, in the planning and implementation of the secondary plans for the Richmond Hill Centre/Langstaff Gateway Centre, to achieve a complete and integrated Regional Centre.

In response to the desire to achieve a complete and integrated Regional Centre the following goal and a number of principles were approved by Regional Council:

"Goal Statement:

To achieve a complete, diverse, compact, vibrant, integrated, sustainable and well designed Centre, to serve as a focal point in the Region for housing, employment, cultural/community facilities, and transit connections."

The Shared Principles for the coordinated planning among the affected local area municipalities related to Land Use and Urban Design,

Building Complete Communities, Community Integration, Physical Infrastructure, Implementation and Community Servicing and Financial Principles are included in their entirety in **Appendix I**.

4.1.3 Town of Markham Policy

4.1.3.1 Growth Management Strategy

In order to respond to the Growth Plan and the Region's new Official Plan (Growth Plan Conformity) Markham established the context for a Growth Management Strategy (GMS) through Council's confirmation in March of 2008 of its strategic areas of focus in "Building Markham's Future Together" (BMFT) and the corresponding Action Plans. The BMFT Strategic Areas of Focus, include:

1. Growth Management
2. Transportation/Transit
3. Environment
4. Municipal Services
5. Parks, Recreation, Culture & Library Master Plan/Public Safety
6. Diversity

A number of Town studies are underway or completed, that will contribute to the development of the GMS.

Markham's principles for a Growth Management Strategy:

- direct intensification to priority locations served by rapid transit. Focus on Urban Growth Centres and Key Development Areas along Regional Corridors;
- ensure built form and community design that is appropriate to the context, is transit supportive and sustainable.

The approach to intensification in Markham takes account of the hierarchy of locations identified by the Region relative to urban structure and to the transit planning currently underway by Metrolinx and York Region Transit (YRT), such as along higher order transit routes serving the Urban Growth Centres and in the Regional Corridors and adjacent to existing rail lines.

The largest proportion of additional residential intensification units will be directed to the Urban Growth Centres of Markham Centre and the Langstaff Gateway. These Urban Growth Centres are planned for the highest concentration and greatest mix of uses in the Region, a range of housing and employment opportunities, and the focus for strategic investment in transit. Both of these centres also contain GO stations and have been identified as Anchor Mobility Hubs in the Metrolinx Regional Transportation Infrastructure Plan. In addition to accommodating a significant share of the Provincial residential intensification target requirements for York Region, current planning for these provincially designated Urban Growth Centres will exceed the minimum Provincial density target of 200 people and jobs per hectare by 2031. Most Office Employment growth will also be directed to existing Centres with transit capacity existing or proposed such as Langstaff Gateway.

4.1.3.2 Langstaff Gateway Land Use and Built Form Master Plan

On June 24, 2008, Town Council approved Official Plan amendment 171 to amend the Official Plan (revised 1987), as amended, and to incorporate amendment 12 to the Thornhill Secondary Plan. The amendment identified the Langstaff Area as the "Langstaff Urban Growth Centre Study Area" in the Official Plan and the Thornhill Secondary Plan and established principles with respect to the development of a Master Plan for the Langstaff Planning Area.

At that time, the Town of Markham commissioned a study for the purpose of creating a Master Plan to guide the Richmond Hill/Langstaff Gateway Urban Growth Centre development of the Town of Markham portion. The Urban Growth Centre also includes lands in the adjacent municipality, the Town of Richmond Hill. A multi-disciplinary team of consultants led by Calthorpe Associates was retained to undertake the study and to prepare a conceptual plan for Langstaff Gateway.

The intent of the Langstaff Gateway Land Use and Built Form Study was to provide for a wide variety of residential, employment, commercial, recreational, cultural and institutional activities in a compact urban form in a sustainable, transit-dependent community. The planning process involved a number of stakeholder consultations including design workshops, and resulted in a Master Plan with urban, architectural and streetscaping objectives, and implementation strategy to phase the development to full maturity.

The supporting technical studies included:

- Langstaff Land Use And Built Form Master Plan Transportation Report (2009), IBI Group
- Langstaff Gateway Servicing Master Plan (2009), MMM Group

This Official Plan Amendment and Secondary Plan implement the vision for the Langstaff Gateway Planning Area, known as “Langstaff Gateway”. The Official Plan Amendment and Secondary Plan are generally based on the Langstaff Land Use and Built Form Master Plan prepared by Calthorpe Associates and Ferris + Associates Inc. but also reflect refinements as provided by staff, in consultation with the public, landowners, agencies, departments and adjacent municipalities.

The planning process undertaken for the Langstaff Gateway was guided by the principles of OPA 171 and culminated in the Langstaff Land Use and Built Form Master Plan October 2009 by Calthorpe Associates and Ferris + Associates Inc. The Langstaff Land Use and Built Form Master Plan, endorsed by Council on December 14, 2009, forms the general basis of the Secondary Plan for the Langstaff Gateway comprising Part III of this Amendment. The Secondary Plan also reflects revisions and refinements arising from further review by Town Staff and Council in consultation with various stakeholders, government agencies, adjacent municipalities and landowners.

The Secondary Plan is intended to be flexible in land use and density in the context of a dynamic Urban Growth Centre, as identified in the Growth Plan for the Greater Golden Horseshoe. The development contemplated by this Secondary Plan is expected to mature beyond

2031, while providing for benchmarks and triggers for appropriate phasing. The Langstaff Gateway area will evolve and adapt over time, and will be guided and made successful by a strong community structure and excellence in urban design that will ensure a consistent high quality of development throughout the area. The adequate provision of appropriate infrastructure and community facilities must coincide with development at each phase to ensure that the community is serviced and functional at all stages of development.

The Secondary Plan provides for a mixed use, pedestrian and transit oriented centre in a complete community. The Plan provides for an ultimate population of up to 32,000 and employment of approximately 15,000 at maturity.

The Richmond Hill/Langstaff Gateway Urban Growth Centre will enjoy a confluence of higher order transit opportunities existing and proposed that is unparalleled in other non-downtown locations throughout North America.

The entire plan area will have a finely grained street and block pattern to promote efficiency in transit/transportation and to be pedestrian and cycling friendly. In addition, the residential densities and integrated transit opportunities in this redevelopment scenario offer significant prospects for implementation of sustainable development and technologies on a community-wide scale.

In order to provide for a seamless Urban Growth Centre across municipal boundaries, connections to the larger surrounding communities have been provided, particularly north to Richmond Hill. These connections will assist in overcoming some large physical barriers including Highway 407 and the adjacent Hydro Corridor lands.

The highest concentrations of development and greatest variety of activities in Langstaff Gateway will be on lands in the Transit Nodes east and west, centered on the future subway stop (Longbridge Station) at Yonge Street and the existing GO Station/Concourse at the CNR tracks. However, mixed uses are proposed through much of the site to make a pedestrian-cycling friendly community supported by many local destinations.

A mixed pattern of land use, higher density development and compact urban form are also encouraged for the remaining development lands in Langstaff Gateway as well as areas of employment use to create a complete community with jobs, shopping, civic uses and community facilities, parks and open space.

Land uses throughout the Gateway will subscribe to a consistent high quality of urban design and development required throughout the Langstaff Gateway, and this must be demonstrated by landowners through the preparation of detailed Urban Design and Streetscape Plans, to the satisfaction of the Town, prior to development approvals.

Based on the Langstaff Land Use and Built Form Master Plan, **Langstaff Urban Design and Streetscape Guidelines** will be endorsed by Council and amended from time to time to guide development and urban form in Langstaff Gateway.

The Secondary Plan protects existing natural features and defines an interconnected series of greenspaces and parks throughout the development. The green spine, traversing east-west through the site is a central structuring element of the Plan that promotes walking, cycling and transit, provides urban relief and vistas through the site to a cluster of landmark buildings. The extensive trail system, around the perimeter of the site and along the creek will link the Langstaff Gateway to trails and systems elsewhere in Markham, Vaughan and Richmond Hill.

The Secondary Plan envisions a complete, transit dependent Urban Growth Centre that accommodates significant residential and employment population in a healthy and sustainable form.

4.1.3.3 Langstaff Gateway Transportation Study

The Langstaff Land Use and Built Form Master Plan Transportation Report (2009) was prepared by IBI Group. The study adopted the approach of planning and designing for non-motorized transportation modes as a first priority. Recognizing a transit first approach, the study also acknowledges that the timing of transit improvements needs to coincide with phasing of development within Langstaff Gateway. The study provides for a number of internal and external network considerations and improvements and supports a phased

approach with development triggers based on various infrastructure improvements and monitoring mechanisms.

4.1.3.4 Langstaff Gateway Servicing Study

The Langstaff Gateway Servicing Master Plan (2009) prepared by MMM Group, provides an analysis of the existing infrastructure and develops a servicing concept to support the proposed Langstaff Land Use and Built From Master Plan, including a recommended water distribution system, waste water collection system and storm drainage system. The proposed servicing schemes for Langstaff Gateway support the proposed phased approach.