

## Appendix 'D' – Stakeholders Comments

Dave Miller

# York Region

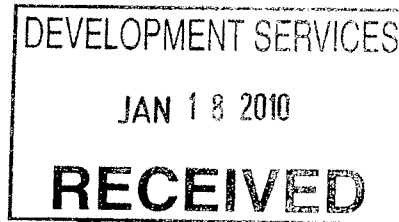
Development Services Commission

January 11, 2010

Valarie Shuttleworth, Director of Planning & Urban Design  
Town of Markham  
Development Services Commission  
101 Town Centre Boulevard  
Markham, ON  
L3R 9W3

Dear Ms. Shuttleworth,

**Re: Preliminary Regional Comments  
Langstaff Land Use & Built Form Master Plan**



In response to your request, we appreciate the opportunity to provide these preliminary comments with respect to the Langstaff Land Use & Built Form Master Plan, prepared by Calthorpe Associates and Ferris + Associates Inc., dated October 2009. Comprising the southern segment of the Richmond Hill/Langstaff Gateway Regional Centre and Provincial Urban Growth Centre, the Langstaff Gateway is critical to achieving the planned urban structure of the Town and the Region. To that end, we are pleased to participate with you in this planning process, and the larger ongoing planning coordination exercise with the Town of Richmond Hill, the neighbouring City of Vaughan and other partners.

As currently proposed, the Town's Master Plan envisions the intensification of the existing, largely underutilized industrial area located southeast of Highway 407 and Yonge Street into a very dense urban mixed-use community, organized on a fine-grained street grid. The Langstaff Gateway is projected under the Town's Master Plan to accommodate 31,794 residents and 9,624 jobs across the 47 hectare site; yielding an overall density of 881 residents and jobs combined per hectare and a gross floor space index of 3.75. The full build-out of the site is dependant on the generation and accommodation of non-auto travel trips, and rapid transit improvements including the planned Yonge Subway Extension, which is vital to the implementation of the plan.

It is important that the agreed-to Shared Principles (attached), established at the beginning of our on-going planning coordination process for the Centre, continue to guide the Town's study process, up to and including the drafting of the secondary plan. Measuring the Town's study recommendations and emerging policies against the Shared Principles will form part of the Region's review, assessment, and approval of the secondary plans for the Centre.

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The agreed-to shared principles and related planning coordination process for the larger Regional Centre (as reported to Regional Committee and Council, September 2009), and the policies of the new Regional Official Plan (December 2009) form the basis for the Region's comments.

Further, the Shared Principles will contribute to the establishment of a policy and approval framework for the Regional Centre secondary plans and subsequent planning approvals. We anticipate that this framework will be established, arising from the coordination process and Shared Principles, through a Regional Official Plan Amendment in 2010.

There are matters of significant Regional interest with respect to the planning and implementation of the Regional Centre, and the role that the Markham portion will have through that process. Accordingly, we offer the following preliminary comments on the Town's proposed Master Plan for the Regional Centre:

1. The proposed Master Plan is generally consistent with the vision and policies for the Regional Centres, as described in both the Regional Official Plan currently in force, and the December 2009 draft of the new Regional Official Plan. These policies define the Regional Centres as major focal points for urban development, intended to support a concentration of employment and residential functions in a well-designed and intensive land use form.
2. The Town's ambitious long-term vision for the site will require clear, firm and geographically-defined and contiguous phasing, and staging, triggers to ensure that the secondary plan policy development and implementation of the Master Plan proceeds in a manner that creates complete neighbourhoods, and ensures that critical infrastructure, services and amenities are available for residents and workers throughout the development lifecycle. In particular, employment opportunities and related land use designations (e.g. office) within each phase of development are essential to creating a vibrant and robust community, and reducing the frequency and distance of travel trips.
3. The achievement of a complete and integrated Regional Centre is a chief Regional interest. This includes the planning for and implementation of: a diverse urban mix of land uses; a range of service and recreation amenities at each development phase, and; enhanced connectivity (e.g. a complete and fine-grained street grid) throughout each planning area, and across the hydro/Highway 7/Highway 407 corridor to connect the northern and southern portions of the Regional Centre.
4. The planning and implementation of the Regional Centre will be based on a city-building model of development and will incorporate urban standards for urban design, built form, transit and other transit infrastructure and services with a focus on non-auto modes, water and waste water servicing including stormwater management, and community facilities and services including co-location models and efficient site sizes.

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5. The full implementation of the Provincially-designated Mobility Hub within the Town of Richmond Hill, as conceptually shown in the Town's Preferred Concept for its segment of the Regional Centre, has not only a Centre-wide but a Regional and Provincial significance. Therefore, optimizing non-auto access to this facility (e.g. a local "circulator" bus transit system) from the Langstaff Gateway site is critical to increasing the modal share of transit for the Regional Centre as a whole. To that end, the Region will continue to work with the Towns of Richmond Hill and Markham, the Province, and other partners including Rapidco, to engage the Province to ensure the successful implementation of the Mobility Hub.
6. The Region's forthcoming policy and approval framework for the Regional Centre will reinforce the requirement for development sequencing according to specific performance-based triggers and monitoring. There is emerging consensus on this approach across the Regional Centre, and it is our understanding that the Town is proposing to proceed with an initial 5,000 units in Phase 1, with specific triggers including the subway and related monitoring that must be met prior to proceeding to Phase 2 with an additional 5,000 units. A longer-term, additional 5,000 units (for an ultimate built-out of 15,000 units) would be subject to monitoring to ensure the required performance standards are met.

To support and reinforce these themes, the Regional Official Plan through a future amendment will require clear, firm, geographically-defined and contiguous phases and associated triggers to be established in secondary plans for, but not limited to, the following elements:

- a. Non-auto transportation capacity and related non-auto mode splits, including pre- and post-Yonge Subway Extension development thresholds;
  - b. The securement and construction of the fine-grained street grid, including new and/or enhanced connections for pedestrians and cyclists;
  - c. A mix of residential and employment development at each phase, including protections for employment land use designations;
  - d. The provision of community facilities and services, including schools, to serve the population, and;
  - e. Water and waste water servicing capacity and allocation.
7. We understand that technical work (e.g. studies for transportation, water and wastewater servicing, etc.) is still underway to support the balance of your ongoing preparation of a future draft secondary plan, based on the Master Plan. As the detailed planning progresses through this process, we would appreciate an opportunity to meet with you to discuss in more depth your proposed policy and implementation framework. In particular, this will provide an opportunity to discuss how the recommended actions (e.g. a Regional Centre-wide transportation study) arising from our collective coordination process can integrate with and support your secondary plan process.

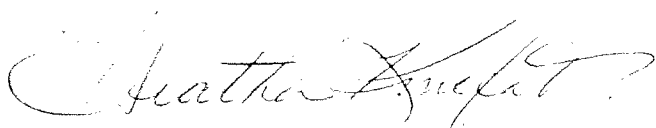
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8. The neighbouring City of Vaughan is an important participant in our collective planning coordination process, and should remain engaged by the Town in the progress and emerging outcomes of the Master Plan and secondary plan process.

Overall, we are encouraged by the progress that the Town has made in planning for its segment of the Regional Centre, and appreciate the commitment made to the larger ongoing planning coordination process. We will continue to work with you, and are confident that the outcomes will result in a Regional Centre that we and future generations can be proud of, and will stand the test of time.

We will be reporting to Regional Committee and Council in the first quarter of 2010 regarding the emerging consensus and recommendations arising from our planning coordination process for the Regional Centre. Through that process we will present a framework for a Regional policy and approval framework to support the ongoing efforts of Markham and Richmond Hill in planning for the Regional Centre, and engage the Province in the coordination of and the investment in the Provincial interests. We will ensure that you and your staff have an opportunity to review and provide comments on that framework prior to our reporting out. In the meantime, please contact me, or Sean Hertel, Senior Planner, should you have any questions or comments.

Sincerely,



Heather Konefat, M.C.I.P., R.P.P.  
Director, Community Planning

Copy: Patrick Lee, Director of Policy Planning, Town of Richmond Hill  
Diana Birchall, Director of Policy Planning & Urban Design, City of Vaughan

Attachment (1) – Shared Principles

G:\Development\D05 - Official Plan - Region\Centres, Corridors & Subway Program\Yonge South\Markham Langstaff Area Land Use Master Plan\Comments\Preferred Concept V2- Dec 30 09.doc

## Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination

### 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.

### Shared Principles:

#### 1.0 Land Use and Urban Design

- 1.1 Planning will be comprehensive and achieve the implementation of a cohesive, **integrated and complete** community
- 1.2 The **initial phases of development** will include lands at and adjacent to the planned subway stations
- 1.3 Development densities will be concentrated at the planned **subway stations**, achieve a minimum of **3.5 Floor Space Index (FSI)**, and **decrease with distance** from the subway stations
- 1.4 A diverse mix of uses will be accommodated to create complete and active **precincts or neighbourhoods** within the Regional Centre, which will include the assignment of supportive resident-to-employee ratios
- 1.5 **Built form and design** will set a high standard, and contribute to a sense-of-place and **community identity** for each precinct or neighbourhood, and for the Regional Centre as a whole
- 1.6 Implementation tools, including the use of Section 37 of the Planning Act, will be incorporated into the respective secondary plans to achieve bona fide **community benefits**, which shall be described in the plans, that serve the residents and businesses of the Regional Centre

#### 2.0 Building Complete Communities

- 2.1 Neighbourhoods or precincts will be **complete** and **self-sufficient** communities within an integrated Regional Centre, to the **extent possible** and recognizing **physical constraints**
- 2.2 Land uses will provide **live-work-shop-play** opportunities for all residents within the Regional Centre, taking into account a **wide range of income levels** and demographics
- 2.3 The Regional Centre will be a complete community with on-site community **facilities and essential services**, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others

### Building Complete Communities (cont.)

- 2.4 Community facilities including squares, parks, natural recreation areas, and pedestrian and cycling paths, will be **integrated** into the community and contribute to a sense **of place** for residents and employees within Centre
- 2.5 Facilities and services will **coincide with each phase** of development, and will be provided through the development approvals process, including the application of **Section 37 of the Planning Act**
- 2.6 **Access** to the facilities and services by area residents and employees will be convenient, safe, and available through a **short walk or cycling trip**
- 2.7 Amenity space, including parks and active recreation areas, will be **accessible to the public**, as opposed to being enclosed within privately owned buildings

### 3.0 Community Integration

- 3.1 **Connectivity** and **integration** across the Centre will be **optimized**, working to manage potential constraints posed by physical barriers and multi municipal jurisdictions
- 3.2 **Coordinate**, through agreements and related tools, the **operations** of and **funding** for community services (e.g. libraries, recreation programs, etc.) and infrastructure (e.g. street grid, sidewalks, etc.) across the Regional Centre
- 3.3 Ongoing **liaison** between among the Region, Markham, Richmond Hill and Vaughan to **enhance community integration** and planning, leading up to and following the finalization and approvals of the secondary plans, and continue to the development approvals and implementation stages (e.g. formal **municipal working group** or **planning advisory group**)

### 4.0 Physical Infrastructure

- 4.1 The provincially-designated **Mobility Hub** is the central and most important destination, origin and transfer point for transit trips within the Centre, and has a **Region-wide significance**. Development will therefore serve to enhance access to and support the **efficient functioning** of this facility
- 4.2 Development and related phases will proceed on the basis of **transit-priority** and non-auto travel modes such as **walking** and **cycling**, and the demonstration of sufficient transportation capacity to, from and within the Regional Centre
- 4.3 A **transportation study/master plan** will include a comprehensive review of wide-area (e.g. including lands north to 16th Avenue) transportation facilities, and include current conditions, identify short, medium and long-term transportation improvements, related development thresholds, and triggers

### Physical Infrastructure (cont.)

- 4.4 **Transportation capacity** will be assessed on the basis of **congestion management**
- 4.5 A comprehensive and integrated **mobility plan** and strategy – addressing all modes of transportation with an emphasis on **non-auto modes** – will be prepared by the applicants as a condition of development approvals, consistent with the findings of the wide-area transportation study/master plan
- 4.6 A **fine-grained street grid** network will be planned and implemented through the development approvals and phasing process, including the identification of additional road, pedestrian, cycling and transit linkages
- 4.7 **Transportation Demand Management** (TDM) measures, including ride-sharing programs for residents/employees and transit pass incentives, will be required by the municipalities as a condition of development approvals for each phase
- 4.8 **Parking supply and design** will reflect and support the transit-priority of the Regional Centre, and shall include parking management approaches that include the establishment of consistent and low maximum parking standards, and on-street parking in appropriate areas
- 4.9 Development **triggers** (e.g. opening of subway, TDM measures, etc.) for each phase of development will include **performance-based standards** that are tied to mode shares for transit and other non-auto modes
- 4.10 **Transportation capacity**, including transit mode shares and non-auto measures, will be monitored for and throughout each phase of development
- 4.11 **Traffic congestion will be managed** throughout the build-out of the Regional Centre in a manner that supports transit, walking and cycling as the primary travel modes, and that takes advantage of state-of-the-art technologies
- 4.12 The “**walk-to**” **catchment areas** for the transit stations will be not be uniform, and will be based on pedestrian and cycling connectivity and associated travel times, generally based on a maximum 15-20 minute walk for the majority of people

### 5.0 Implementation of Community and Servicing Requirements

- 5.1 The Regional Centre will integrate complete and **self-sufficient** neighbourhoods or precincts, that have **on-site community facilities** and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others
- 5.2 Facilities and services will **coincide with each phase** of development, and will be provided through the development approvals process, based on an inventory of community needs in the short, medium and long term.



### Implementation of Community and Servicing Requirements (cont.)

- 5.3 **Phasing plans** will be developed, which will prescribe the phasing and staging at the **precinct or neighbourhood level**, to ensure the **orderly, sequential and integrated** implementation of secondary plans
- 5.4 **Community services and facilities** (e.g. EMS stations, libraries, etc.) will be **integrated** into development sites, projects and buildings within each phase of development. This includes the implementation of shared facilities and related programs among service providers (e.g. school boards) and through developer-municipal agreements
- 5.5 **Phasing and staging** of development within each precinct or neighbourhood will be **tied to triggers related to infrastructure capacity**, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water
- 5.6 **Equitable distribution** of, and financial contributions to, community facilities and services (e.g. parks, libraries etc.) across the Regional Centre
- 5.7 **Natural features** (e.g. streams, woodlots, etc.), related **linkages**, and **stormwater management** will be planned for and implemented in a comprehensive manner across the Regional Centre

### 6.0 Financial Principles

- 6.1 A **comprehensive fiscal analysis**, funded by development, will be undertaken collaboratively by the municipalities as a condition of phase 1 development approvals, and subsequent phases, to determine the costs of common infrastructure required to service the Centre over the short, medium and long-term.
- 6.2 The **costs of required Infrastructure and services**, as determined by the municipalities to support each development phase, will be **borne by the developers**
- 6.3 Development **charges**, and other development and planning approval-related **fees**, will be **consistent across the Regional Centre** and will be based on the principle of **cost-recovery**
- 6.4 Park land dedication and parking **standards**, including cash in-lieu provisions, will be uniform across the Centre to ensure a **level playing field** in the development application and approvals process
- 6.5 The use of **Section 37** of the Planning Act will be applied only to achieve those bona fide community benefits which would not be required as a condition of development approvals



## Town of Richmond Hill

P.O. Box 300  
225 East Beaver Creek Road  
Richmond Hill, Ontario  
Canada L4C 4Y5  
905-771-8800  
[www.richmondhill.ca](http://www.richmondhill.ca)

December 10, 2009

Jim Baird, MCIP, RPP  
Commissioner of Development Services  
Town of Markham  
101 Town Centre Boulevard,  
Markham, ON L3R 9W3

**Re: Langstaff Built Form Master Plan – Final Report  
Town of Richmond Hill Staff Comments**

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Dear Mr. Baird,

Thank you for the opportunity to provide comments on the Langstaff Land Use & Built Form Master Plan Report (October 2009), prepared by Calthorpe Associates and circulated on November 16, 2009.

We support the ongoing collaboration with the Town of Markham and York Region to appropriately plan for the future redevelopment of the Richmond Hill/Langstaff Gateway Urban Growth Centre, and look forward to continuing this collaboration as the Langstaff Land Use & Built Form Master Plan and Richmond Hill Centre Design and Land Use studies are completed.

Richmond Hill staff has had an opportunity to review the draft Langstaff Land Use & Built Form Master Plan. We note that many of our comments and concerns remain the same as those stated in our letter dated March 6, 2009.

### **Proposed Height and Density**

- We are concerned about the density proposed in the Langstaff Plan and the impact of that potential density and traffic on Richmond Hill. At a regional level, the proposed density for the Langstaff site is disproportionate considering the limited connectivity of the site and the lack of direct higher order transit access, primarily to the eastern half of Langstaff. We are aware that the density provisions identified in the Growth Plan (200 pj/ha) and the RTP (400pj/ha) are minimum targets to be achieved across the entire UGC, however the density proposed in the Land Use & Built Form Master Plan for Langstaff is estimated at 881 persons and jobs per hectare, a figure that is well in excess of what is contemplated by the Provincial target.
- We note that more than half of the Langstaff site is not within walking distance to higher-order transit, particularly the area east of the CN Rail line, but is supported with a connection via a pedestrian concourse into Richmond Hill. We suggest that a concentric ring around the entrance to the proposed concourse is not an appropriate measure of walking distance to the mobility hub station in Richmond Hill, as transit users would be required to walk a further



400 metres to reach the mobility hub station. The proposed concourse should not be relied upon to justify the level of development proposed for that area of the Langstaff site, outside of an appropriate walking distance.

- There does not appear to be any detailed commentary on the proposed building heights in the Langstaff Plan except on page 111 in Table 5.05. The table shows high-rise residential buildings to have what appears to be a height equivalent of 15-50 stories, however it is unclear as to how this height range was established and why the eastern portion of the site adjacent to the woodlot proposes high density considering this portion of Langstaff is not within proximity to higher order transit. We also do not agree with the statement on Page 60, which states "*it is desirable to have a concentration of density near the Langstaff woodlot for 'eyes on the street' informal surveillance of this natural environment.*" Surveillance of the woodlot cannot be used as justification for higher densities on this eastern half of the Langstaff site. Experience would suggest exactly the opposite: that extraordinary concentrations of density have a severe detrimental impact on woodlots.
- The Langstaff Plan's greatest allocation of density appears to be around the CN Rail corridor. This density allocation also appears contrary to the principles established by the Region that call for concentrating densities at the planned higher order transit facilities and decreasing with distance from those facilities. To conform to these principles, the density shown adjacent to the CN Rail corridor is more appropriate closer to Yonge Street in proximity to the Longbridge subway station area.

#### **Balance of Proposed Land Uses**

- The report estimates that the Langstaff portion of the UGC will be comprised of 9,624 jobs and 31,790 persons by full build-out (pg. 33). As stated in our March 6, 2009 letter, we have concerns regarding the significant disparity in the total number of jobs relative to the total number of persons forecasted for the Langstaff portion of the UGC. Our understanding is that there is a proposed ratio of 0.30 jobs for every resident within Langstaff, however the report is not specifically clear on how it meets the Region of York Official Plan target of a 1:1 ratio of people and jobs. We suggest the Langstaff site contribute more to achieve a long-term 1:1 ratio of people and jobs per hectare consistent with the Growth Plan and the York Region Official Plan so that it along with the Richmond Hill Centre can provide a more even balance of jobs and residents and contribute to the overall development of the UGC as a healthy, vibrant complete community.

#### **Transit Facility and Location**

- We agree with the comment on page 14 which states, "*Creating a single multi-modal transit facility will be key to getting the high mode split for transit that will be necessary to support an effective and environmentally sustainable Transit-Oriented Development.*" For the mobility hub to operate efficiently and provide the most effective transit-user service possible, the hub should integrate all modes of transit into the mobility hub station. Densities within

proximity to the higher order transit station and mobility hub should be within an acceptable “walk to” catchment area, rather than relying on shuttle bus services.

- On Page 71, there is an image which illustrates the various alignments of the Yonge Street Subway extension. Below the image is accompanying text which provides the following notation: “*proposed subway extension and rapid transit route alternatives*”. The alignment of the Yonge Street Subway extension within the Town of Richmond Hill has been finalized as Option “C” and was confirmed through the approval of the Environmental Assessment process by the Minister of the Environment on April 06, 2009 and supported by Markham Council on October 14, 2008. The placement of the Richmond Hill Centre transit terminal, demonstrated in the Richmond Hill Regional Centre Preferred Concept Report together with the proposed Longbridge subway station south of the 407, positions the Richmond Hill Centre mobility hub in a central and accessible location to serve the UGC as much as possible. Richmond Hill does not support any alternatives that would result in the relocation of the proposed mobility hub station which would detract from the critical mass of development potential around the anchor mobility hub. To avoid confusion, Town staff recommends that the alignment (Option “C”) only be shown, and that any images from the approved EA be properly referenced.

### **Connectivity across the UGC**

- On Page 72, in reference to the connections between the Richmond Hill and Markham portions of the UGC, the report states: “*These issues are complicated further by the presence of no less than 3 different municipalities within several hundred metres of the site. Differences of opinion have already surfaced, for instance, between the City of Richmond Hill and the Town of Markham as to how best to connect their respective developments to each other and to the planned regional transit infrastructure.*” To be clear, Town of Richmond Hill staff support a connection between Langstaff and the Richmond Hill Regional Centre. Both Markham and Richmond Hill show the same potential connections between the two portions of the UGC. The Richmond Hill Preferred Concept Report recognizes a connection to the Langstaff site via the multi-use corridor which runs parallel to the CN Rail line as well as an extension of Red Cedar Avenue south of Highway 7 and 407. To ensure proper connectivity, connections between the two sides of the UGC should be practicable and feasible in order to ensure the most efficient transit-user convenience possible across the entire UGC. Further discussion is required on the operational, construction, maintenance and safety of the proposed pedestrian concourse as a connection to the mobility hub station in Richmond Hill.

### **Transportation Capacity and Modal Split**

- The report proposes a greater than 60% non-auto modal split. This is an aggressive assumption, and while in principle we support a high transit modal share over the private automobile, we recognize that assumptions on travel behavior need to be practical and realistic. The practicality of achieving this modal share is questionable considering half of the

Langstaff site is beyond a 400 m walking distance from higher-order transit and the proposed mobility hub.

- The circulation of people and movement of goods within the Langstaff site is restricted by the lack of public roads connecting Langstaff to the existing street grid. Due to the constraints of Highway 407 to the north and the Holy Cross cemetery to the south, the Langstaff Plan relies on three mixed-traffic roads for access and egress in and out of the site. This is recognized in the Langstaff report which states that: *"issues related to infrastructure and circulation in the Langstaff project area are extremely complex and will certainly require much ongoing study in the years to come"* While the plan is clear in that it contemplates a large number of car-free households and a high level of transit dependability, the lack of ingress and egress opportunities matched with the planned number of people and jobs not only in Langstaff but also in Richmond Hill could lead to unacceptable traffic conditions throughout the entire UGC and pose significant constraints on the road network already in place, including the road network in Richmond Hill.
- It appears that one of the main components of the road network within the Langstaff site is the Red Cedar Avenue connection under Hwy 407 and Hwy 7 to High Tech Road. This four (4) lane street connection is to permit cycling, pedestrian, buses and vehicles. The Langstaff Plan shows this connection as being constructed as part of Phase 1. Further discussions are required between Richmond Hill and Markham on the timing of this road connection. Following the analysis of the transportation study being undertaken by York Region, Richmond Hill staff will need to seek direction from Richmond Hill Council in order to approve the Red Cedar Avenue connection prior to the connection being constructed, with an understanding of supporting traffic mitigation measures needed before this road connection is made.

### Triggers

- Overall, we are concerned that there is too much reliance on triggers to control the orderly development of the Langstaff lands. The phasing plan identified in the Langstaff report notes that approximately 5,000 units can proceed under Phase 1, prior to significant transit investments being in place. Almost two thirds of the total units occurring in this phase are within the eastern portion of the site near Bayview Avenue, which is not located within walking distance to any rapid or higher order transit service. The shared regional principles identify that the initial phases of development will include lands at and adjacent to the planned subway stations. While Page 174 notes that a transit shuttle circulator and a paved transit-only connection from Langstaff to the Richmond Hill transit station via the CNR underpass are required under Phase 1, we do not agree that these should be relied on for the proposed development density of the lands east of the CN Rail line as they are not directly served by rapid transit.

**General Comments**

- On Page 7, there is an out of date illustration of the Richmond Hill/Langstaff Gateway Urban Growth Centre boundary. This image does not reflect the UGC boundary which was approved by the Province; however the correct boundary is shown on page 70.

Thank you for this opportunity to provide comments on the Langstaff Land Use and Built Form Master Plan.

Yours truly,



Ana Bassios

Commissioner of Planning and Development

cc: Dave Barrow, Mayor Town of Richmond Hill  
Godwin Chan, Ward 6 Councillor, Town of Richmond Hill  
Joan Anderton, Chief Administrative Officer  
Italo Brutto, Commissioner of Engineering and Public Works  
Patrick Lee, Director of Policy  
Kelvin Kwan, Director of Development  
Eugene Zawadowsky, Director of Engineering  
Paul Freeman, Manager of Policy  
Brian DeFreitas, Planner II  
Marcel Lanteigne, Manager of Transportation  
Paula Dill, Provincial Facilitator  
Bryan Tucky, Commissioner of Planning, York Region  
Heather Konefat, Director of Community Planning

## **MEMORANDUM**

**DATE:** December 18, 2009

**TO:** David Miller, Town of Markham

**FROM:** Melanie Shaw, Transportation Services – Transit

**SUBJECT:** Langstaff Gateway Development

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The Langstaff Gateway development should be developed to “put pedestrians and transit first”. We have reviewed the February 11, 2009 presentation and have the following transit conditions/comments:

### **3 Master Plan**

#### **Green Transit:**

There should be bus bay at the west end of the Transit Green Road. This bus bay should be long enough to accommodate 2 – 3 buses. Bus stops could be placed that this location. Parking should not interfere with this transit location.

### **4 Circulation and Transit**

#### **Balanced Transportation System:**

For the figure on page 68, add a legend pertaining to the 3 different line types.

#### **Mobility Hub:**

The last sentence refers to the GO Rail system extension to Bowmanville. This does not apply to this development.

**Page 71:** This page indicated that the plans were from York Region Transit. YRT did not provide those 3 diagrams or plans. Did the consultant review that information outline on page 71 from Rapidco or from TTC? The statement needs to be update.

#### **Multiple Plans, One Transit Plan:**

For the second paragraph, the following needs to be added or corrected:

- Rapidco should be also added to the list of agencies.
- It states that York Region Transit is establishing plan for the Richmond Hill Centre terminal. This should also be updated to include both York Region Transit and Rapidco.
- Bus rapid transit is planned for Yonge St, north of the Richmond Hill Centre terminal
- Change the wording of “expanded regional bus route” to “expanded York Region Transit services”

### **Transit Concourse:**

Add Yonge Transitway to the list.

Change the wording of “York Region Transit (YRT) / Viva rapid bus routes” to “YRT/Viva bus routes”.

The south end of the transit concourse will be an important connection to the transit services circulation within the Langstaff development. There should be a bus bay located on the north side of street at the concourse. This bus bay should be long enough to accommodate 2 – 3 buses. Bus stops should be placed at this location. Parking should not interfere with this transit location. Sidewalks, passenger standing areas and shelters will be required in order to be transit supportive.

A signal for pedestrian movement should be evaluated at the south end of the transit concourse.

## **7 Implementation**

### **Phase One West End Phasing & Development Benchmark:**

During Phase One, transit services will be a transit extension of existing transit services which currently operate close to this development such as branching some of the Route 91 – Bayview services into this development. The separate route such as a transit shuttle connector will likely not be implemented in Phase One. As development and demand increase, YRT will determine when to implement a dedicated shuttle for this development.

It's important to build the transit connection along the CNR to connect the development to the GO Station and to the Richmond Hill Centre terminal.

### **Phase One East End Phasing & Development Benchmark:**

Transit comments for the West End apply.

### **Phase Three**

Does this phase need to be depended on the construction of the 407 Transitway?



**Below are our previous transit comments:**

### **Existing Transit Routes**

It is expected that public transit will play a key role in the transportation plan for this area. The following indicated roadways have existing YRT/Viva services:

- Yonge Street
- Bayview Ave
- 407 ETR
- Hwy 7
- High Tech Rd
- Red Maple Rd

### **Future Transit Services**

It is expected that future transit route services will play a key role in the transportation plan for this area.

Future transit services will be implemented in a phased approach based on development, providing transportation opportunities in this area. Implementation of transit should be at an early stage in the development in order to encourage a high modal split.

### **Transit Routing Standards**

Transit routes will be located so that 90% of all residences, employment, secondary and elementary schools, shopping centres and public facilities in an urban area are within a walking distance of no more than 500 metres of a bus stop during daytime service (from Monday to Saturday) and 1000 metres of a bus stop for Sunday and holiday service.

### **Ridership**

The Langstaff gateway development will be a “transit depended” development. This study should provide detailed information regarding estimated ridership forecasts. The forecast should include daily ridership and peak period ridership. There should also be some ridership forecast for the Langstaff Gateway Route. Forecasts on ridership and modal splits should also show some timelines (such as by 2020, the daily ridership will be approximately X; by 2025, the daily ridership will be approximately Y).

Based on the estimated ridership forecasts, a Staging Plan for implementation of the PRT should be developed.

### **Transit Mall**

The proposed new route would operate within the Langstaff Gateway development. The new route provides connection to the “Concourse” entrance and to one of the proposed subway entrances. Both connections require a long walking distance to connect onto other transit services. In order for transit to be successful in this area, connections to the “Concourse” entrance and to the subway entrance are strongly needed.

The proposed route provides good coverage. Since this development will be transit depended, it would be beneficial if the transit mall is for pedestrian, cycling and transit only. Bike lanes along roadways with transit must not interfere with the movements of buses and should have appropriate pavement makings near bus stop areas.

The proposed route shows a one-way loop. Depending on the size of the one-way loop, customer service can be impacted. To provide an example, a transit user is at the bus stop at the Concourse entrance and needs to take the bus to the bus stop at the subway entrance. It’s a short distance. However, since the proposed routing is a one-way loop the customer has two choices:

- Take the eastbound bus which will length the travel

OR

- Walk across the park (out in the elements) to take the westbound bus (short travel distance)

To improve the customer service component, is there opportunity to have bus only lanes through the green space using environmentally-friendly vehicles)?

If YRT does operate this Langstaff Gateway Route, what family of service would this route be classified as (i.e. local route)? What would the forecasted ridership levels be? What should the span of service be (i.e. weekday only service)? What should the service frequency be?

For information pertaining to our Service Standards covers family of service, span of service and frequency levels, please visit our website ([www.yrt.ca](http://www.yrt.ca)).

### **Bus Type to Support Sustainability**

Since there is a focus to make the Langstaff Gateway development sustainable, the vehicles operating within this development should support sustainability and be environmentally-friendly. The vehicles would need to be able to operate in our winter environment. The Langstaff Gateway route would be an excellent opportunity to pilot environmentally-friendly vehicles such as the small electric buses that started operating in Quebec City, June 2008.



## **PRT**

More information needs to be provided regarding PRT. An Implementation Plan needs to be provided and include the following detailed information:

- Develop a transition plan from bus service to PRT (phasing)
- Provide details on how to implement PRT service
- Provide details on how to implement this new technology
- Develop service standards (such as frequency of service, ridership standards)
- Develop a costing plan (such as cost of vehicles, cost of operations)

Prior to construction and implementation, the PRT technology should be tested in extreme snow conditions. The PRT technology needs to be able to function effectively in our winter environment.

The spacing between the proposed PRT stops appears to be greater than 200metres. Should the PRT stops be located approximately every 200 - 250 metres apart?

On one of the presentation slide regarding PRT shows 200m and 400m walking distance buffers. The 200m and 400m buffers should be shown for the east section of the proposed PRT.

It would be beneficial to have the PRT services operating directly from the “Concourse” and Hub Street North to Hub Street South and East Main Street.

## **Route 91 – Bayview South**

When the subway opens for passenger use, Route 91/91A will be restructured. A branch of Route 91 service will service the future Steeles bus terminal; another branch will service the Richmond Hill Center terminal. Lastly, another branch will be evaluated that could travel along Bayview Ave; along Langstaff Rd and into Langstaff Gateway development, servicing the proposed subway entrance and to the proposed “Concourse” entrance.

## **Proposed Subway Entrance**

What is the walking distance from the proposed subway entrance to the subway platform? In order to provide convenient transfers (physically and provide fare integration opportunities) between the Langstaff Gateway Route to the subway entrance - direct connection between the Langstaff route and the subway entrance needs to be accommodated.

It would be beneficial to accommodate a bus bay at the subway entrance.

It would also be beneficial to have a Kiss 'n' Ride facility near the subway entrance.

### **Proposed "Concourse" Entrance**

The Langstaff Gateway Route needs to service this proposed "Concourse" entrance and provide a direct passenger connections between the entrance and the bus route. The direct connection needs to accommodate future fare integration.

Bus stop is required at the concourse entrance.

It would be beneficial to accommodate a bus bay at the subway entrance.

It would also be beneficial to have a Kiss 'n' Ride facility near the subway entrance.

### **The Concourse/Mobility Hall**

The proposed Concourse and Mobility Hall that will connect the Langstaff Gateway to the transit hub is extremely important. Since the Langstaff Gateway development will be "transit dependent", the Concourse and Mobility Hall is critical and should be in operation during the first phase of the Langstaff development.

This proposed idea needs to be further evaluated in order to provide the Town of Markham, York Region and transit agencies with more concrete information. The information that should be included is detailed design options and estimated costing of the construction. Details on who would operate and maintain the "Concourse" and Mobility Hall need to be explained.

Transit supports the proposed characteristics of the concourse (weather protected, moving sidewalks, and use of glass). Travelling sidewalks would be beneficial due to the long distance.

YRT has the following questions:

On the Sectional Studies slides of the presentation shows two-way transit PRT operating in the Mobility Hall. Should there be an evaluation done on implementing two-way transit lanes in the Mobility Hall during the first phase, prior to the implementation of PRT? If there were two-way transit lanes, then the Langstaff Gateway Route could service the Langstaff development, travel along the Mobility Hall to the RHC terminal?

Would the Developer be responsible for the design and construction of the "Concourse and Mobility Hall?"

Would the Developer be responsible for the cost of the design and construction?

Who would be responsible for maintaining the “Concourse and Mobility Hall?”

Who would be responsible for financially supporting the operation and maintenance of the “Concourse” and Mobility Hall?

When would the “Concourse” and Mobility Hall be constructed? Would the “Concourse” and Mobility Hall be open for use during the first phase of the Langstaff development?

When would the PRT section be constructed? Would the PRT section be open for use during the first phase of the Langstaff development?

### **Roadway Considerations**

The following considerations are required for the study area:

#### **Road Network**

The street network should form a grid network and have appropriate lighting and sidewalks/connections. Collector roads should be continuous in order to permit the linking of several adjacent developments with direct transit routes.

Streetscaping needs to be designed to encourage walking, cycling and transit use.

For the project street network slide, a legend should be provided to explain the different colours and the arrows.

The proposed lane width for the Main Streets is shown as 5.5m. Do the lane widths for Main Streets really need to be that wide?

#### **Roadways**

Roads to be designed to accommodate transit vehicles to the satisfaction of the area municipality and YRT/Viva. Transit-supportive roadways should be designed with a minimum pavement width of 3.5 metres and a minimum curb radius of 15 metres. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.

#### **Sidewalks**

Sidewalks are required on both sides of roadways with transit services unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality’s standards. Sidewalk plans should consider the pedestrian connections to transit stops, especially when considering openings in noise attenuation walls. Concrete pedestrian access connections should be seamless and at-grade (i.e. no steps).

### **Illumination**

Illumination is to be installed in accordance with the local municipality's design standards along all streets with transit services. Provide continuous lighting at pedestrian scale along sidewalk, bus stop locations and at pedestrian cross-walks (i.e. not exclusively illuminating the street).

### **On-Street Parking**

On-street parking along roadways with transit must not interfere with bus stop locations and turning movements of buses.

### **Bike Lanes**

Bike lanes along roadways with transit must not interfere with the movements of buses and should have appropriate pavement markings near bus stop areas.

### **Traffic Calming**

YRT/Viva supports municipal introduction of well planned traffic calming measures into the municipal landscape. It is, however, necessary to continue to provide bus services while maintaining a safe and comfortable environment for the general public, transit customers and bus operators. YRT/Viva needs to ensure that buses can negotiate traffic calming schemes in a satisfactory manner without damaging the buses.

YRT/Viva opposes the installation of vertical traffic calming devices on roads with transit services.

YRT/Viva accepts the installation of horizontal obstacles where their design takes into account bus type used on that route, including their length, width, and turning radius.

### **Transit Signal Priority (TSP)**

Since the Langstaff Gateway will be a transit supportive development, intersections along the proposed transit route evaluation should be done regarding transit signal priority (TSP). This would put a greater emphasis on moving transit riders as opposed to moving cars.

### **Signalized Intersections**

It would be appreciated if a drawing could be created showing the proposed signalized intersections. This information is extremely important in order to confirm the transit routings.

### **Transportation Impact Study (TIS)**

When the traffic impact study (TIS) is being prepared, YRT should be involved with reviewing and commenting on the TIS.

## **Development**

### **Transit Oriented Development**

Transit Oriented development (TOD) is an approach to planning and design that recognizes the relationship between how we grow and our ability to provide efficient and effective transit services. The goal of TOD is to shape development in a way that responds to the needs of transit users and the transit service itself.

To be a transit supportive development, it requires a mix of land uses including higher density housing, business and commercial development. Mixed use and higher densities are encouraged along key arterial/collector roads where public transit will operate. Service-oriented and institutional uses such as high schools, medical offices should be located near frequent transit services. Employment areas should be around transit hubs.

Transit supportive site planning locates building close to the street with the main entrances oriented to the street and parking located away from the street. Pedestrian access (sidewalks) should conveniently connect the main entrance and street.

The proposed development shown in the February 11 presentation is transit supportive.

### **Transit Facilities Considerations**

The following transit facilities considerations are required:

#### **Bus Stops and Passenger Standing Areas**

Bus stops are placed at most intersections, trip generators and transfer points with a spacing no less than 200 metres. Development around the major stops should be encouraged at greater density and follow transit supportive design principles – closer to the street, favour pedestrian connections, and customer friendly uses in commercial areas such as coffee shops, or passenger amenities.

The future “transit mall” option shows the proposed bus stop locations. We recommend that this option be updated to locate more bus stop locations in order to have bus stops placed at most intersections, trip generators and transfer points with a spacing no less than 200 metres.

For roadways with future transit signal priority (TSP), bus stops will be placed at the farside locations, although the actual location depends on the traffic characteristics and intersection configuration.

For roadways without TSP, bus stops are typically placed at the nearside of intersections although the actual location depends on the traffic characteristics and intersection configuration.

Bus stops and the area leading to the stop should abide with Ontario Disability Act standards in order to provide universal access.

Sightlines to traffic lights should be free of interference from posts and columns related to bus stop facilities.

Passenger standing areas/shelter pads identified shall be installed to the satisfaction of the local municipality and York Region Transit. The Region confirms that all passenger standing areas/shelter pads shall be owned and maintained by the Region and that the local municipality shall have no responsibility.

The passenger standing areas/shelter pads (as per YRT/Viva Accessibility Standards) shall be provided concurrently with construction of necessary sidewalks and should to be incorporated into the urban streetscape, public sidewalks and walkway connections to buildings.

### **High Occupancy Vehicle (HOV) lanes**

York Region recommends and supports the implementation of High Occupancy Vehicle (HOV) lanes for all 6 lane roads. Implementation of HOV lanes to be according to the standards outlined in York Region's Transportation Master Plan. Near the Langstaff development, HOV lanes are recommended for Bayview Ave.

### **Bus Bays**

Bus bays are required at the following locations:

Location	Standard
In front of the proposed subway entrance	OPSD-502.010
In front of the proposed "Concourse" entrance	OPSD-502.010

### **Park and Ride & Passenger Pick-up/Drop-off Facilities**

Currently, there are Park 'n' Ride Facilities throughout the Region. There are reserved parking spaces in parking lots that are located along transit routes (i.e. at Markville Mall). Transit users can easily drive to these convenient Park 'n' Ride locations, park for free and take the bus. YRT/Viva encourages that a Park 'n' Ride facility be incorporated into one of the commercial/recreational parking lots with the assistance of YRT/Viva. Are there any opportunities to provide park 'n' ride spaces at commercial/recreational parking lots which are located long the proposed transit routing?

Passenger pick-up and drop off facilities shall be evaluated to be located at the proposed subway entrance and at the proposed concourse entrance.

If you have any further questions or concerns, please contact me at 905-762-1282, x####.



Sincerely,

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Melanie Shaw, Service Planner

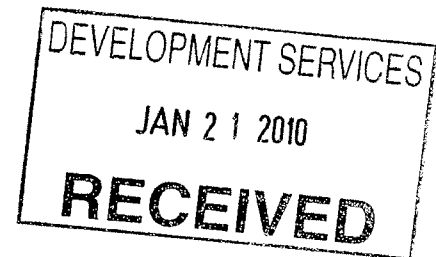
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Augusta National Inc., Queens 400 Executive Offices, 178 Main Street, Unionville, Ontario L3R 2G9  
Telephone: (905) 944-9709 Fax: (905) 944-9710 Cellular: (416) 464-0145 E-Mail: everard@rogers.com

January 21, 2010.

Mr. Dave Miller, RPP.,  
Senior Project Coordinator,  
Planning & Urban Design Department,  
The Corporation of the Town of Markham.



Re: **Langstaff Gateway Master Plan**

In reply to your request for comments regarding the above-noted draft,  
please be advised on the following:

**Project Overview**

- Pge. 16, “captured by a pond on the Holy Cross Cemetery property”. Also reference that pursuant to an easement agreement with the Town, this pond will attenuate storm runoff generated from the northerly lands, only on a temporary basis, until such time as a permanent pond is constructed on the adjoining property to the north.
- Pge. 17, “although large parks and active recreation areas are inconsistent with the urban scale and character of the planned Langstaff ..”. Consequently, trespass onto the cemetery may result. Pursuant to The Planning Act and/or policies in the Official Plan, indicate the acreage of parkland dedicated vs. provided. Do not include Open Space acreage as dedicated parkland.
- Pge. 17 “use and orientation of that edge will be designed to respect this relationship”. This objective is somewhat reflected in the massing and orientation of buildings west of the CNR but not east of the CNR.
- Pge. 19, Mitigation of the ‘overlook’ reference can be achieved with revised massing and building orientation east of the CNR.

### **Design Principles**

- Pge. 28, Insufficient active and passive recreation areas may encourage trespass into the cemetery. Schools sites are not designate on the master plan as free standing units with dedicated school yards but are proposed on the ground floor of high density buildings intended as a shared use. Since this is a radical departure from York Region standards, the Boards' confirmation is required as soon as possible.

### **Master Plan**

- Pge. 34, "elementary schools require a 4-6 acre site but the urban structure of Langstaff requires an alternative to the typical school layout". Our comments are the same regarding Pge. 28.
- Pge 54, Langstaff Park will be the subject of a Woodlot Management Plan in the future and will remain protected with limited internal access. In view of the woodlot located on the adjoining cemetery, we request participation and input regarding the 'Plan' at the appropriate time.
- Pge. 59, "towers are set back from the Transit Green as much as possible to give this space a more human and intimate scale". However, the policies noted on Pages. 17 and 19 are not reflected in similar setbacks of towers from the cemetery.

### **Circulation and Transit**

- Pge. 74, The Regional Yonge Subway Advisory Task Force has not satisfied our objections to the Environmental Project Report, Ontario Regulation 231/08 regarding the Passenger Pickup and Drop Off proposed only on the west side of Yonge Street opposite the entrance to Holy Cross Cemetery.

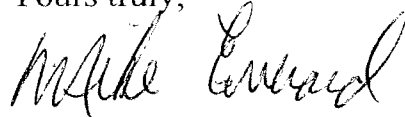
### **Development Guidelines**

- Pge. 100, We request the opportunity to respond to the Taskforce Committee regarding the Pomona Creek Erosion and Habitat Enhancement Study Selective Restoration Option #2.
- Pages. 119 and 120. Development along the South Boulevard should reflect orientation of apartment blocks on a north/south axis incorporating balconies only on the east and west side of these blocks. The apartment blocks will frame each run of townhouses. For the most part, these design parameters are reflected only west of the CNR but not east of the railroad.

Lastly, although not referenced in the draft Langstaff Master Plan, we object to realignment and/or widening of Langstaff Road for that section of the street that bisects the easterly section of Holy Cross Cemetery.

Thank you for your consideration in this matter.

Yours truly,

A handwritten signature in black ink, appearing to read "Mike Everard". The signature is fluid and cursive, with the first name "Mike" and last name "Everard" clearly distinguishable.

Mike Everard, RPP.,  
Principal.

Copy: Ward 1 Councillor Valerie Burke  
Messrs. R. Hayes & R. Hendrix, CCAT.

The main concerns are:

1. **The approach is too aggressive:**

a) Population is too high at 32 000 and this does not include the population on the Richmond Hill side of the Growth Centre or the extra population that will come with height and density bonusing.

b) The density is 4.5 times the mandated minimum for inner tier growth centres.

(32 000 population + 10 000 jobs = 42 000 people + jobs.  
42 000 divided by 47 hectares = 894 people+jobs/ha compared to mandated minimum of 200/ha)

This is more than double what Toronto has to achieve in it's 5 growth centres and Markham is supposed to be in a **lower** category. Why are we doing this?

c) Building heights are 15 to 50 storeys. 50 storeys is like downtown Toronto, it's too high. Markham residents prefer to live in buildings under 5 storeys, that's what the electronic survey showed that Mayor Scarpitti conducted in Council Chambers.

2. **Expectations are unrealistic:**

a) Planning is based on a modal split of 60%. What studies or research show that this is achievable, especially for the people nearer Bayview, who are farthest from the mobility hub, the 5000 in Phase 1 who will move in before the subway is built and for those whose work destinations are not Go train or subway related.

b) Distances people are expected to walk from all parts of Langstaff, especially the eastern part to the Richmond Hill mobility hub are unrealistic, particularly in bad weather.

c) Expecting the majority of people and especially families to change their housing preference from ground-related homes to high rise apartment living is also unrealistic.

3. **Inbalance between people and jobs** is not in compliance with the regional ratio of 1:1.

While a lot of people don't understand the logic behind the regional ratio, the ratio of people to units is 2.1 not exactly a figure comensurate with large families, but rather one in line with a community where most households have at least two people working.

m AC  
3 VB  
refer  
to staff

The number of jobs that could be required therefore might be somewhere between 20-25 000. This imbalance between people and jobs does not support the Live-Work concept.

4. **Use of Height and Density Bonusing** to provide upfront funding of basic infrastructure is different. Section 37 is usually used to provide extras for residents, not basic services. Does the Town plan to use Section 37 twice, once for basic services and a second time for extras for residents? How much higher than 50 storeys is the Town prepared to go?

5. **Lack of Information on Servicing** raises concerns. How deep will foundations go for 50+ storey buildings? Will underground aquifers be breached? Will groundwater studies be conducted prior to construction? Will groundwater pumped to keep building foundations dry enter stormwater sewers and Pomona Creek and be assessed along with stormwater as contributing to increased stream flow?

6. **Effects**

- a) Substantial increase in car traffic expected for Bayview and Leslie from the eastern parts of Langstaff, farthest away from the mobility hub.
- b) More commuters on the move due to insufficiency of local jobs, impacting road traffic.
- c) Any increase in pumped groundwater or stormwater into Pomona Creek from this development, in excess of whatever control measures are put in place, will impact properties downstream, including East Don properties. These are the very same areas of Thornhill that are in the West Thornhill Flood Remediation Study Area, which are already at dire risk of flooding and which should not be expected to receive any increase in water flow, especially before remediation upgrades are put in place.

Eileen Liasi.

( Thornhill Resident)

**Miller, David**

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**From:** Edward Spence [esspence@yorku.ca]  
**Sent:** December 5, 2009 11:10 AM  
**To:** Langstaff Master Plan  
**Subject:** Comments on Langstaff Gateway Master Plan

Langstaff Planners

I am writing to offer my comments on the Langstaff Gateway Master Plan. I have followed the planning process for this project throughout the process and was very impressed by the consultants on the project and the openness of the process. I offer my comments both as a resident of Markham and as a professional planner.

I strongly support the plan as the long term vision for the lands. The proposed population, density and built form makes sense for this site. Any significant reduction in population could undermine the attempt to create a truly transit oriented development. The new urbanism approach and transit oriented development is clearly the way for Markham to contribute to the success of the transportation hub and the subway extension project. This is major opportunity for Markham to contribute to regional growth within the built up area with minimal impact on traffic. The proposed phasing, and detailed zoning aspects of the project are essential for its success.

The key to the success of the project is timing. It is essential that the proposed phasing be followed and that the second and later stages not proceed without completing of the transit plans. Markham already has two other major new urbanism based growth centres in Cornell and Markham Centre which are proceeding. There is no reason to rush with Langstaff if the subway extension is delayed.

The biggest issue with the plan is its integration with the Richmond Hill centre plan. It is my impression that Richmond Hill at this point may be less committed to the necessary density and integration of communities that will be necessary to make the transportation hub area a success. I look to York Region to ensure that this does not happen.

Thank you for the opportunity to comment.

Ted Spence  
150 Ramona Blvd  
Markham ON  
L3P 2K8

905 471 4197

19/02/2010