



Special Development Services Committee Revised Agenda

Meeting Number 4

February 11, 2020, 8:30 AM - 11:00 AM

Council Chamber

Please bring this Development Services Committee Agenda to Council on February 25, 2020.

Pages

1. **CALL TO ORDER**
2. **DISCLOSURE OF PECUNIARY INTEREST**
3. **DEPUTATIONS**
4. **COMMUNICATIONS**
5. **REGULAR REPORTS - DEVELOPMENT AND POLICY ISSUES**

5.1 **SUPPLEMENTARY REPORT: CITY OF MARKHAM COMMENTS ON
YORK REGION'S DRAFT EMPLOYMENT FRAMEWORK – 2041
REGIONAL MUNICIPAL COMPREHENSIVE REVIEW (10.0)**

7

M. Wouters, ext. 2909

1. That the report entitled “Supplementary Report: City Of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Municipal Comprehensive Review” dated February 11, 2020 be received; and,
2. That the February 11, 2020 report entitled “Supplementary Report: City Of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Municipal Comprehensive Review, which includes the report dated September 23, 2019 entitled “City of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Comprehensive Review” attached as Appendix ‘A’, as well as the direction from Development Services Committee regarding 11 requests for employment land conversion, be forwarded to York Region as Markham Council’s input to date on the Region’s 2041 Municipal Comprehensive Review; and,
3. That Council supports the consideration of the following additional request for the conversion of employment area lands to a non-employment land use, as described in Appendix ‘B’ to the February 11, 2020 report, in the 2041 Regional Municipal Comprehensive Review:
 - a. Neamsby Investments Inc, 5821 to 5933 14th Avenue; and,

4. That Council does not support the consideration of the following additional request for the conversion of employment area lands to a non-employment land use as described in Appendix 'B' to the February 11, 2020 report, in the 2041 Regional Municipal Comprehensive Review:
 - a. Varmo Investment Company, 108, 111-113, 112-118 Doncaster Ave; and,
5. That Council supports the staff-initiated conversion of the following additional employment areas lands for non-employment uses, as described in the September 23, 2019 report attached as Appendix 'A' to this report, as follows:
 - a. The parcel(s) municipally known as 110 Copper Creek Drive in Box Grove, as described in Appendix 'E' to the September 23, 2019 report; and further,
6. That staff be authorized and directed to do all things necessary to give effect to the resolution.

5.2 PROVINCIAL CONSULTATION ON TRANSFORMING AND MODERNIZING THE DELIVERY OF ONTARIO'S BUILDING CODE SERVICES (10.13)

103

C. Bird, ext. 4716

That Council of the City of Markham advise the Minister of Municipal Affairs and Housing that the City of Markham;

1. Supports further study and consultation on how Ontario Building Code services are delivered in Ontario; and,
2. Supports revising the administration of the provincial qualification and registration program for all building practitioners; and,
3. Supports Ontario Building Code amendments that facilitate the use of Prime Consultants in Ontario; and,
4. Does not support the implementation of a Certified Professional program in Ontario; and,
5. That the Chief Building Official report back with an update before the end of 2020; and further,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

5.3 APPLICATION FOR ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION, SUBMITTED BY CONDOR PROPERTIES LTD. TO PERMIT TWO RESIDENTIAL TOWERS OF 50 AND 45 STOREYS CONNECTED BY A 10 STOREY PODIUM

109

AT 25, 11, 9, AND 5 LANGSTAFF ROAD EAST (WARD 1) FILE NOS. ZA 18 162178 AND SU 18 162178 (10.5, 10.7)

M. Rokos, ext. 2980

1. That the staff report entitled “RECOMMENDATION REPORT, Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Condor Properties Ltd. to permit two residential towers of 50 and 45 storeys connected by a 10 storey podium at 25, 11, 9, and 5 Langstaff Road East (Ward 1), File Nos. ZA 18 162178 and SU 18 162178”, be received; and
2. That the record of Public Meeting held on June 18, 2019 regarding the applications by Condor Properties Ltd. for Zoning By-law Amendment and Draft Plan of Subdivision 19TM-18006, be received; and,
3. That Council endorse the “Final Draft West Precinct Plan” attached as Appendix ‘C’; and,
4. That Council endorse the “Final Draft Phasing Plan” attached as Appendix ‘D’; and,
5. That Zoning By-law Amendment application (ZA 18 162178) submitted by Condor Properties Ltd. and attached as Appendix ‘B’ be finalized and enacted without further notice; and,
6. That Draft Plan of Subdivision 19TM-18006 (SU 18 162178) submitted by Condor Properties Ltd. be approved subject to the conditions outlined as Appendix ‘A’ as may be modified by the Director of Planning and Urban Design or designate; and,
7. That Council assign servicing allocation for a maximum of 1,090 apartment units; and,
8. That in accordance with the provisions of subsections 45 (1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Owners shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the accompanying Zoning By-law, before the second anniversary of the day on which the by-law was approved by Council; and further,
9. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

6. *REGULAR REPORTS - CULTURE AND ECONOMIC DEVELOPMENT ISSUES*

6.1 *DESTINATION MARKHAM CORPORATION BOARD OF DIRECTORS APPOINTMENTS (16.24)*

Note: At the December 10, 2019 Council meeting, Council deferred consideration of the following recommendation to a future meeting date:

1. That Council endorse the appointment of the following four (4) members of Council to serve as the non-independent Directors; Mayor Scarpitti, Councillor Keyes, Councillor Collucci, Councillor Usman; and such directors to be duly appointed by Council, at the first Annual

General Meeting of the Corporation in early 2020.

7. MOTIONS

7.1 CREATING A COMPETITIVE ECONOMY / RAIL INTEGRATED COMMUNITIES (RICs) (5.0)

Note: Notice of this Motion was provided at the January 27, 2020 Development Services Committee meeting.

Whereas City of Markham planning strives to create complete, mixed-use, high-density, Rail Integrated Communities (RICs) at its rail stations as part of its development objectives to create a competitive and balanced economy, high quality of life, walkable communities, reduced commuter times, reduced gridlock, and reduced carbon footprint; and,

Whereas Rail Integrated Communities (RICs) are key to changing development patterns by creating mixed-use high-rise communities at GO Transit, subway and 407 Transitway stations; and,

Whereas Rail Integrated Communities (RICs) present the opportunity to incorporate 20 per cent affordable housing into these areas by re-purposing the 407 hydro corridor transmission lands and GO Transit station parking lots; and,

Whereas Rail Integrated Communities (RICs) allow the development of autonomous vehicle First Mile/Last Mile strategy at transit stations; and,

Whereas the Province of Ontario has indicated that future GO Transit, subway, and 407 Transitway development will be based on re-purposing the lands to their highest and best use in partnership with the private sector development industry, investors, and pension funds; and,

Whereas Vancouver's Canada Line currently has 150,000 boardings per day with two-car driverless electric trainsets, 40-50m station platforms, and a frequency of 18 trains per hour; and,

Whereas the Richmond Hill GO line has 10,500 boardings per day with 10 car double-decker trainsets; and,

Whereas the Stouffville and Barrie GO lines have 18,000 boardings per day with 12-car double-decker trainsets with 300m station platforms; and further,

Whereas the GO rail transit network is an underperforming government asset, as almost all of the GO stations in the Greater Toronto Area (GTA) are

predominantly parking lots filled with cars that significantly contributed to the 11 billion dollars of lost economic productivity by gridlock, and the GO Transit network does not have enough stations surrounded by office, retail, and residential development nor enough frequency of rail transit service, and each GO Transit corridor should be planned to achieve ridership of 200,000 boardings per day for the Stouffville, Richmond Hill, and Barrie lines;

Therefore, be it resolved:

1. That current and future stations in the three GO rail transit corridors in York Region be strategically planned as complete Rail Integrated Communities (RICs) (i.e., as scalable, attractive rail integrated communities throughout York Region that could include district energy, central garbage collection systems, utility corridors, Internet of Things, and urban vertical farming which could create communities that reduce the cost of living by 20-30 per cent); and,
2. That the Government of Ontario and Metrolinx be requested to support the re-purposing of the GO Transit lines throughout York Region, transitioning them to more subway-style services with shorter electric trainsets, shorter station platforms, more rail stations with a frequency of 3-5 minutes service in peak times and 6-12 minute service in non-peak times; and,
3. That Metrolinx be requested to complete upgrades to the GO rail network, allowing all Rail Integrated Communities (RICs) to have similar functionality, scalability, and be spatially planned; and,
4. That all station areas included in the attached rail transit station map be included in York Region's Municipal Comprehensive Review; and,
5. That financing for these stations be from development charges, up-zoning, re-purposing land, condo transit fee uplift, investors, pension fund investments, and Tax Increment Financing (TIF); and,
6. That the Province of Ontario be requested to support the development of scalable, Rail Integrated Communities (RICs) throughout York Region; and,
7. That a copy of this resolution be forwarded to the councils of the City of Richmond Hill and City of Vaughan for their endorsement and partnership in achieving these objectives; and further,
8. That a copy of this resolution be forwarded to:
 - a. the Honourable Doug Ford, Premier of Ontario;
 - b. the Honourable Christine Elliott, Deputy Premier and Minister of Health;

- c. the Honourable Rod Phillips, Minister of Finance;
- d. the Honourable Victor Fedeli, Minister of Economic Development, Job Creation and Trade;
- e. the Honourable Stephen Lecce, Minister of Education;
- f. the Honourable Caroline Mulroney, Minister of Transportation & Francophone Affairs;
- g. the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks;
- h. the Honourable Greg Rickford, Minister of Energy, Mines, Northern Development and Indigenous Affairs;
- i. the Honourable Todd Smith, Minister of Children, Community and Social Services;
- j. the Honourable Steve Clark, Minister of Municipal Affairs and Housing;
- k. the Honourable Laurie Scott, Minister of Infrastructure Ontario;
- l. all Members of Parliament and Members of Provincial Parliament in the Regional Municipality of York; and,
- m. the Council of the Regional Municipality of York.

8. NOTICES OF MOTION

9. ADJOURNMENT



Report to: Development Services Committee

Meeting Date: February 11, 2020

SUBJECT: Supplementary Report: City of Markham Comments on York Region's Draft Employment Framework – 2041 Regional Municipal Comprehensive Review

PREPARED BY: Marg Wouters, MCIP, RPP, Senior Manager, Policy & Research, ext 2909

RECOMMENDATION:

1. That the report entitled “Supplementary Report: City of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Municipal Comprehensive Review” dated February 11, 2020 be received;
2. That the February 11, 2020 report entitled “Supplementary Report: City of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Municipal Comprehensive Review, which includes the report dated September 23, 2019 entitled “City of Markham Comments on York Region’s Draft Employment Framework – 2041 Regional Comprehensive Review” attached as Appendix ‘A’, as well as the direction from Development Services Committee regarding 11 requests for employment land conversion, be forwarded to York Region as Markham Council’s input to date on the Region’s 2041 Municipal Comprehensive Review;
3. That Council supports the consideration of the following additional request for the conversion of employment area lands to a non-employment land use, as described in Appendix ‘B’ to the February 11, 2020 report, in the 2041 Regional Municipal Comprehensive Review:
 - a) Neamsby Investments Inc, 5821 to 5933 14th Avenue;
4. That Council does not support the consideration of the following additional request for the conversion of employment area lands to a non-employment land use as described in Appendix ‘B’ to the February 11, 2020 report, in the 2041 Regional Municipal Comprehensive Review:
 - a) Varmo Investment Company, 108, 111-113, 112-118 Doncaster Ave;
5. That Council supports the staff-initiated conversion of the following additional employment areas lands for non-employment uses, as described in the September 23, 2019 report attached as Appendix ‘A’ to this report, as follows:
 - a) The parcel(s) municipally known as 110 Copper Creek Drive in Box Grove, as described in Appendix ‘E’ to the September 23, 2019 report; and
6. That staff be authorized and directed to do all things necessary to give effect to the resolution.

EXECUTIVE SUMMARY:

At the September 23, 2019 Development Services Committee meeting, a staff report providing comments on York Region's draft employment framework as part of the 2041 Municipal Comprehensive Review (MCR) was considered. Recommendations contained in the report, regarding 10 requests for employment land conversion, were referred to a Sub-Committee for further consideration and recommendation. This report brings forward the Sub-Committee's recommendations on those 10 conversion requests as well as an additional request, for a Development Services Committee recommendation. The staff recommendation for each of these requests remains unchanged from the September 23, 2019 report.

This report also provides staff recommendations on two additional conversion requests that were not received in time for Sub-Committee consideration, and brings forward a staff recommendation regarding a City-initiated conversion from the September 23, 2019 report. A summary of all 13 conversion requests, including staff and Sub-Committee recommendations, is provided in Table 1.

Regional Council is the approval authority for employment conversion requests. Regional staff are currently undertaking their own analysis of each of the conversion requests in Markham and elsewhere in York Region, and expect to bring forward their recommendations to Regional Council in early 2020.

It is recommended that the February 11, 2020 staff report, along with Development Services Committee recommendations on the 11 conversion requests considered by Sub-Committee, be forwarded to York Region as Markham Council's input to date on the Region's 2041 Municipal Comprehensive Review.

PURPOSE:

The purpose of this report is to bring forward the recommendations of the Development Services Sub-Committee regarding requests to convert certain employment area lands to non-employment uses. The report also provides recommendations on two additional requests for conversion that were not considered by Sub-Committee. The requests for conversion are being considered as part of the Region's 2041 Municipal Comprehensive Review (MCR).

BACKGROUND:

On September 23, 2019, Development Services Committee considered a staff report (attached as Appendix 'A' to this report) providing comments on the Region's Draft Employment Framework prepared as part of the 2041 MCR. The report contained recommendations on a number of requests for employment land conversion submitted to the Region as part of the MCR. Committee received the report but referred the consideration of staff's recommendations regarding the 10 conversion requests to a Sub-

Committee for further discussion and a report with recommendations back to Development Services Committee.

The Sub-Committee held four meetings between October and early December 2019. At the meetings, both staff and the applicants presented their positions on the requests for conversion. In addition, at the November 8th Sub-Committee meeting an additional request for conversion, and an outstanding request for redesignation from 2013 were also considered.

The minutes of the Sub-Committee meetings were brought to the January 27, 2020 Development Services Committee meeting. The recommendations of the Sub-Committee as well as background information on the two additional matters dealt with by the Sub-Committee are provided below. In addition, staff recommendations are provided for two additional conversion requests not considered by Sub-Committee. A summary of all 13 conversion requests, including staff and Sub-Committee recommendations, is provided in Table 1.

OPTIONS/ DISCUSSION:

Regional Council is the approval authority for employment conversion requests. The Region imposed a deadline of November 29, 2019 for submission of conversion requests to be considered as part of the 2041 MCR. Regional staff are currently undertaking their own analysis of each of the conversion requests in Markham and elsewhere in York Region, and expect to bring forward their recommendations to Regional Council in early 2020. Development Services Committee recommendations on conversion requests in Markham will be considered as input to Regional staff recommendations. Following conclusion of the Region's 2041 MCR, employment land conversions cannot be considered until the next Regional MCR.

Following the direction given at the September 23, 2019 Development Services Committee meeting, the following Sub-Committee recommendations are brought forward for a recommendation.

Sub-Committee Recommendations

The Sub-Committee's recommendations on the 10 requests for conversion outlined in the September 23, 2019 staff report (see Appendix 'A'), as documented in the minutes of the Sub-Committee meetings of November 8th and December 3rd 2019, are as follows:

1. Markham Woodmills Development Inc – Hwy 404/Elgin Mills (Cathedral)

That a decision on the request for conversion submitted by Markham Woodmills Development Inc. for the lands located at the northeast corner of the intersection of Highway 404 and Elgin Mills Road be postponed until such time as the feasibility of access from Elgin Mills Road to the subject property is determined.

2. 162870 Ontario Ltd and 162871 Ontario Ltd (Tucciarone) – 2718 and 2730 Elgin Mills Road (Cathedral)

That a decision on the request for conversion submitted by 1628740 Ontario Inc. and 1628741 Ontario Inc. for the lands located at 2718 and 2730 Elgin Mills Road be postponed until such time as the feasibility of access from Elgin Mills Road to the neighbouring properties to the west and northwest is determined.

3. Condor Properties Ltd, 2920 16th Avenue (Cachet)

That a decision on the request for conversion submitted by Condor Properties Ltd for the lands located at 2920 16th Avenue be postponed for further consideration of the feasibility of securing affordable, purpose-built rental, and/or seniors housing as well as significant retention of on-site employment and acceleration of the Highway 404 overpass.

4. Wemat Group - Hwy 7/Hwy 404 (Commerce Valley/Leitchcroft)

That a decision on the request for conversion submitted by The Wemat Group for the lands located at the southwest corner of the intersection of Highway 7 and Highway 404 be postponed to allow for the submission of a revised development concept plan to be considered at a future meeting.

5. Belfield Investments Ltd - Hwy 407/Woodbine Ave (Rodick Road)

The Development Services Sub-Committee not support the request for conversion submitted by Belfield Investments Inc. for the lands located at 8050 Woodbine Avenue, consistent with Recommendation 4.d. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

6. Wu's Landmark/First Elgin Developments Ltd - 10900 Warden Ave and 3450 Elgin Mills Rod (ROPA3 – FUA Employment Block)

That the Development Services Sub-Committee supports the deferral of Council's consideration of the request for conversion submitted by Wu's Landmark/First Elgin Mills Development Inc. for the lands located at 10900 Warden Avenue and 3450 Elgin Mills Road through the Future Urban Area Employment Block Secondary Plan study, consistent with Recommendation 3.b. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

7. Meadow Park Investments Inc – 77 Anderson Avenue (Mount Joy Business Park)

That the Development Services Sub-Committee supports the deferral of Council's consideration of the request for conversion submitted by Meadow Park Investments Inc. for the lands located at 77 Anderson Avenue to the Markham Road-Mount Joy Secondary Plan study, consistent with Recommendation 3.a. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

8. Norfinch Construction (Toronto) Ltd (Cornell)

That the Development Services Sub-Committee supports the deferral of Council's consideration of the request for conversion submitted by Norfinch Construction Ltd. for the lands located at 7485 Highway 7 to the Cornell Centre Secondary Plan study and Markham Sub-Committee, consistent with Recommendation 3.d. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

9. Cornell Rouge Development Corporation, Varlese Brothers Limited, 2432194 Ontario Inc., and 2536871 Ontario Inc., 7386-7482 Highway 7, 8600-8724 Reesor Road

That the Development Services Sub-Committee support the deferral of Council's consideration of the request for conversion submitted by Cornell Rouge Development Corporation, Varlese Brothers Ltd., 2432194 Ontario Inc. and 2536871 Ontario Inc. for the lands located at 7386-7482 Highway 7 and 8600-8724 Reesor Road to the Cornell Centre Secondary Plan study and Markham Sub-Committee, consistent with Recommendation 3.c. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

10. Primont Homes and Cornell Rouge Development Corp – Hwy 7 (Cornell)

That the Development Services Sub-Committee support the request for conversion submitted by Primont Homes and Cornell Rouge Development Corporation of the lands located at the northwest corner of Highway 7 and Donald Cousens Parkway, consistent with Recommendation 2.a. of the September 23, 2019 report to Development Services Committee entitled "City of Markham Comments on York Region's Draft Employment Framework - 2041 Regional Municipal Comprehensive Review".

Additional Conversion Request Considered by Sub-Committee

At the November 8, 2019 Sub-Committee meeting, an additional conversion request received by the Region in October 2019 nor a 1.1 ha parcel at 136 Markland Street, was also considered. The lands are identified and described in further detail in Appendix 'B', and staff and Sub-Committee recommendations are provided below.

11. King Square Ltd, 136 Markland Street (Cachet)

Applicant request and justification: To allow the property to be developed with a building that would contain a mix of uses, including employment uses (office, personal service etc), residential uses, and potentially community uses. The applicant justification is that the building as proposed would maintain an employment function while adding complementary residential uses, and that the Business Park uses are not likely to locate on the site given its size and irregular configuration. A planning justification letter was submitted addressing the Growth Plan and Region's employment conversion criteria.

Staff recommendation and comments: Staff do not support the request for the following reasons:

- The subject lands are located within the portion of the viable Cachet employment area that extends along the west side of Markland Street from 16th Avenue to Major Mackenzie Drive. Although the net developable area of the parcel is likely less than a hectare, allowing residential uses on these lands would compromise the viability of this employment area northward and southward of the property by, among other things, increasing land values.
- Staff also note that the subject lands are immediately north of the 5.9 ha lands which Condor Properties are seeking to convert. The King Square request is an example of staff's concern with conversion 'creep' or 'domino effect', i.e., having employment land owners seek the same non-employment use permissions when adjacent properties are approved for conversion.

At the November 8, 2019 Sub-Committee meeting, the applicant for King Square Ltd presented their position and staff presented their recommendation to not support the conversion request.

Consideration of this request, along with the adjacent Condor Properties request to the south, was deferred to an additional Sub-Committee meeting held on December 3, 2019 at which the surrounding land use context, road network, and development activity in the vicinity were to be considered. The December 3, 2019 Sub-Committee recommendation, consistent with the recommendation for the Condor Properties request, is as follows:

11. That a decision on the request for conversion submitted by King Square Ltd for the lands located at 136 Markland Street be postponed for further consideration for the feasibility of securing affordable, purpose-built rental, and/or seniors housing as well as significant retention of on-site employment and acceleration of construction of the Highway 404 overpass.

Status of Conversion Requests from the 2031 MCR/Markham Official Plan 2014

As part of the presentations to Sub-Committee, staff provided an update on the status of conversion requests approved in 2013 as part of the City's 2031 MCR. Of the 12 applications received, involving 116-149 hectares of employment lands, 8 applications (70 ha) were approved for conversion at the time. For the applications approved for conversion, the employment land designation in the Official Plan 2014 was shown as 'deferred' pending confirmation of an alternate non-employment designation through adoption of a site-specific official plan amendment.

Of the 8 approved applications, two were approved for solely residential uses (low-rise) and six applicants committed to making up lost jobs by delivering the equivalent or more jobs (mainly office and retail) on mixed use or remaining employment lands. As of late 2019, three draft plans of subdivision for low-rise residential were under review and one had been approved. Two site plan applications for residential development were also under review. No site plan applications for office or other non-residential uses had yet been received for any of the conversions supported by Council.

Catholic Cemeteries (OP 13-116842)

As mentioned in the September 23, 2019 report, one of the remaining outstanding requests for conversion/redesignation received in 2013 was for the 22 ha Catholic Cemeteries lands at 3010 and 3196 19th Avenue (see location map in Appendix 'C').

Prior to the adoption of the new Official Plan in 2013, Markham Council resolved to defer consideration of the application for two years to allow staff to work with the applicant to identify a mutually-agreeable alternate location for the proposed use. The lands are designated 'Future Employment Area' in the Official Plan with a 'Deferral' symbol linked to a site-specific policy to that effect.

Although the Mayor and staff have been working with Catholic Cemeteries since that time, an appropriate alternate location has not yet been identified.

It should be noted that in 2016 the Region undertook a Cemetery Needs Analysis and Policy Framework Study as input to the land needs analysis for the 2041 MCR. The study looked at cemetery needs Region-wide and found that York Region had a sufficient cemetery land capacity to accommodate 35-60 years of resident (York Region) and non-resident (outside York Region) demand. Although cemetery land shortfalls were identified for certain municipalities, Markham was not among them, and although Roman Catholics were identified as a user group with a Region-wide cemetery land shortfall, the study found that Markham already accommodated a large share of York Region's total cemetery lands, including Catholic cemeteries.

At the November 8, 2019 Sub-Committee meeting, a representative for Catholic Cemeteries sought Council direction on the outstanding application. The Sub-Committee recommendation was that staff meet with the applicant prior to the end of 2019 to discuss options for either identifying a potential mutually-agreeable location for a cemetery, or proceeding with the processing of the Official Plan amendment application, prior to reporting back to Council. Staff met with the applicant in December 2019 and are continuing to work with the applicant to seek alternate sites for the cemetery.

Additional conversion requests not considered by Sub-Committee

In a March 2019 Regional staff report dealing with employment land conversions, an additional request for conversion was identified which was not included in the September 23, 2019 Markham staff report, or considered by Sub-Committee. This request, submitted by Neamsby Investments for lands on the south side of 14th Avenue between Middlefield Rd and Markham Rd, has been revived and is described in further detail in Appendix 'B' to this report. Staff supports this conversion request for the reasons outlined in the assessment below.

12. Neamsby Investments Inc, 5821 to 5933 14th Avenue (Armadale)

Applicant request and justification: To redesignate the 3.75 ha lands from employment to allow for residential uses. The applicant justification is that the lands are the only remaining employment lands on the south side of 14th Avenue and that they directly abut an existing and emerging residential neighbourhood.

Staff recommendation and comments: Staff support this request for the following reasons:

- these employment lands are the lands that remained after a larger 22 ha employment area south of 14th Avenue was approved for conversion to residential uses during the City's 2031 MCR. These remnant employment area lands are separated from the Armadale employment area to the north by 14th Avenue, and non-employment uses on the lands would not affect the viability of the employment lands north of 14th Avenue.
- the location of the lands on an arterial road in close proximity to a community centre and a major shopping centre would be suitable for a mixed use designation allowing for intensive commercial (e.g., office) and residential uses, particularly residential uses that achieve other Official Plan objectives, such as affordable housing.
- Council should also have regard for the Growth Plan requirement that redevelopment of employment lands should maintain or retain space for a similar number of jobs on the lands; provision of some type of employment in the form of small scale offices would be consistent with Council's recommendation in 2013.

A second additional request for conversion was submitted to the Region in late November 2019 for lands on Doncaster Avenue in the Thornhill employment area. The submission was made prior to the Region's November 29, 2019 deadline for accepting employment conversion requests to be considered as part of the 2041 MCR. Markham staff do not support the conversion request for the reasons outlined in the assessment below.

13. Varmo Investment Company, 108, 111-113 and 112-118 Doncaster Avenue (Thornhill)

Applicant request and justification: To redesignate the 0.94 ha lands (3 parcels) from employment to allow for residential uses (townhouses and stacked townhouses). The applicant justification is that a large retail presence along Doncaster Avenue makes it appear to function as a retail street rather than an employment area, and conversion of the lands to residential uses would be consistent with their location close to a school and park and at the end of a retail street. A planning justification letter was submitted outlining the applicable official plan and zoning designations.

Staff recommendation and comments: Staff do not support this request for the following reasons:

12. The subject lands are located within the portion of the Thornhill employment area that extends along both sides of Doncaster Avenue from just east of Yonge Street to just west of Henderson Avenue, and extending northward to Glen Cameron Rd. Although the total net developable area of the 3 parcels is about a hectare, allowing residential uses on these lands would compromise the viability of the employment area lands northward and southward of the property by, among other things, increasing land values.

Recommendation

The staff recommendations for the requests considered by Sub-Committee remain unchanged from the September 23, 2019 report. The Sub-Committee recommendations are being brought to Development Services Committee through this report for a decision.

It is recommended that the February 11, 2020 staff report, along with Development Services Committee recommendations on the 11 conversion requests considered by Sub-Committee, be forwarded to York Region as Markham Council's input to date on the Region's 2041 Municipal Comprehensive Review.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This report relates to the Safe and Sustainable Community priority of Building Markham's Future Together.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Planning & Urban Design and Economic Development departments have been consulted regarding the recommendations of this report.

RECOMMENDED BY:

Biju Karumanchery
Director, Planning and Urban Design

Arvin Prasad, Commissioner of
Development Services

ATTACHMENTS:

Table 1 - Summary of Employment Land Conversion Considerations in Markham

Appendix 'A'- September 23, 2019 Staff Report entitled "City of Markham Comments on York Region's Draft Employment Framework – 2041 Regional Municipal Comprehensive Review"

Appendix 'B' - Location Map and Description for Additional Employment Conversion Request - King Square Ltd, Neamsby Investments Ltd, Varmo Investment Company

Appendix 'C' - Catholic Cemeteries Lands at 3010 and 3196 19th Avenue

Table 1: Summary of Employment Land Conversion Considerations in Markham				
	Landowner (Employment Area)	Employment Area Proposed for Conversion/Redesignation (ha)	Staff Recommendation (Sept 23, 2019)	Subcommittee Recommendation (Dec 3, 2019)
	Submissions Considered by Subcommittee			
1.	Markham Woodmills (Cathedral)	1.9	Do not support	Postpone decision, pending access resolution
2.	1628740 Ontario Inc. (Cathedral)	1.0	Support only if access to Elgin Mills Rd remains restricted	Postpone decision, pending access resolution
3.	Condor Properties (Cachet)	5.9	Do not support	Postpone decision, pending feasibility of affordable housing
4.	The Wemat Group (Commerce Valley/Leitchcroft)	17.1	Do not support	Postpone decision, pending revised development concept
5.	Belfield Investments (Rodick Road)	3.3	Do not support	Do not support
6.	Wu's Landmark / First Elgin Mills Developments (ROPA3)	29.0	Defer to Secondary Plan	Defer to Secondary Plan
7.	Meadow Park Investments (Mount Joy Business Park)	0.4	Defer to Secondary Plan	Defer to Secondary Plan
8.	Norfinch Construction (Cornell)	0.75	Defer to Secondary Plan	Defer to Secondary Plan
9.	Cornell Rouge Development, Varlese Brothers et al (Cornell)	17.9	Defer to Secondary Plan	Defer to Secondary Plan
10.	Primont Homes and Cornell Rouge Development (Cornell)	1.0	Support, as per Council 2013 decision	Support, as per Council 2013 decision
11.	King Square (Cachet) <i>(introduced at Nov 8/19 Sub-Committee meeting)</i>	1.1	Do not support (Feb 11, 2020 report)	Postpone decision, pending feasibility of affordable housing
	Subtotal	89.9 (222 ac)		
	New Submissions (not considered by Subcommittee)		Staff Recommendation (Feb 11, 2020)	Sub-Committee Recommendation
12.	Neamsby Investments (Armadale)	3.75	Support	n/a
13.	Varmo Investment Co, Doncaster Ave	0.94	Do not support	n/a
	Subtotal	4.69 (11.5 ac)		
	Other		Staff Recommendation	Sub-Committee Recommendation
	Catholic Cemeteries <i>(from 2013 MCR)</i>	22 ha	Defer, as per Council 2013 decision	n/a
	Box Grove parcel <i>(City-initiated)</i>	1.3 ha	Support (Sept 23, 2019)	n/a
	Subtotal	23.3 (57.6 ac)		
	Total	117.89 (291.1 ac)		

Report to: Development Services Committee

Meeting Date: September 23, 2019

SUBJECT: City of Markham Comments on York Region's Draft
Employment Framework – 2041 Regional Municipal
Comprehensive Review

PREPARED BY: Marg Wouters, Senior Manager, Policy & Research (x. 2909)
Lily-Ann D'Souza, Planner II, Policy & Research (x. 3115)

RECOMMENDATION:

1. That the report and presentation entitled "City of Markham Comments on York Region's Draft Employment Framework – 2041 Regional Municipal Comprehensive Review" dated September 23, 2019, be received;
2. That Council supports the consideration of the following requests for the conversion of employment area lands to a non-employment land use, as described in Appendix 'D' to this report, in the 2041 Regional Municipal Comprehensive Review:
 - a. Primont Homes and Cornell Rouge Development Corp., Part of Lot 11, Concession 9; and
 - b. 1628740 Ontario Inc., at 2718 and 2730 Elgin Mills Road, subject to York Region confirming that no access to the employment area lands along Highway 404 immediately to the west of the subject lands is possible from Elgin Mills Rd through the subject lands;
3. That Council's consideration of the following requests for the conversion of employment area lands to a non-employment land use, as described in Appendix 'D' and 'Appendix 'E' to this report, be deferred and evaluated through secondary plan studies:
 - a. Meadow Park Investments, 77 Anderson Avenue, as well as the additional parcels in the Mount Joy Business Park;
 - b. Wu's Landmark/First Elgin Mills Developments Inc., 10900 Warden Avenue & 3450 Elgin Mills Road;
 - c. Cornell Rouge Development Corporation, Varlese Brothers Limited, 2432194 Ontario Inc., and 2536871 Ontario Inc., 7386-7482 Highway 7, 8600-8724 Reesor Road; and
 - d. Norfinch Construction (Toronto) Ltd., 7845 Highway 7;
4. That Council does not support the consideration of the following requests for the conversion of employment area lands to a non-employment land use, as described in Appendix 'D' to this report, in the 2041 Regional Municipal Comprehensive Review:
 - a. Markham Woodmills Developments Inc., northeast Hwy 404/Elgin Mills Road;
 - b. Condor Properties Limited, 2920 16th Avenue;

-
- c. The Wemat Group, southwest Hwy 404/Hwy 7; and
 - d. Belfield Investments, 8050 Woodbine Avenue;
- 5. That Council supports the staff-initiated conversion of the following additional employment area lands for non-employment uses, as described in Appendix 'E' to this report, in the 2041 Regional Municipal Comprehensive Review:
 - a. The parcel(s) municipally known as 110 Copper Creek Drive in Box Grove;
 - 6. That Committee allow for deputations by applicants following the staff presentation, and prior to consideration of the staff report and recommendations;
 - 7. That the report entitled "City of Markham Comments on York Region's Draft Employment Framework – 2041 Regional Municipal Comprehensive Review" dated September 23, 2019, be forwarded to York Region as Markham Council's input to date on the Region's 2041 Municipal Comprehensive Review;
 - 8. And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The purpose of this report is to provide comments on work completed to date regarding York Region's employment strategy, which is being developed as part of the Region's 2041 municipal comprehensive review (MCR). Provincial policy requires the Region and Markham to plan for employment and to protect employment area lands.

Markham's employment strategy to 2031 is reflected in the Official Plan 2014. The Official Plan 2014 provides a range of land use designations and policies that provide for a land supply that is sufficient to accommodate Markham's employment forecast to 2031, as well as policies intended to protect the employment land supply. In addition to identifying and protecting employment lands in accordance with provincial requirements, 'good planning' and community vision objectives also factor into Markham's planning for employment.

In order to understand and plan for the changing nature of employment to 2041, York Region commissioned a study which identified a number of employment trends such as increasing globalization, stable growth in manufacturing and rapid growth in professional and serviced-based industries, automation, importance of access to transit and amenities, intensification of employment areas, and the importance of strategic locations for economic growth.

The Region has received 10 requests for conversion/redesignation of employment area lands in Markham. Decisions on these requests will be taken into account by the Region in the development of employment forecasts and associated land needs to 2041.

Staff has met with almost all of the applicants or their representatives either individually or in meetings initiated by Regional staff, and have evaluated all proposals. Based on this analysis staff recommend:

- a) that the following employment conversion requests be supported:
 - Primont Homes and Cornell Rouge Development Corp., Part of Lot 11, Concession 9; and
 - 1628740 Ontario Inc., for lands at 2718 and 2730 Elgin Mills Road, subject to York Region confirming that no access to the employment area lands immediately to the west of the subject lands is possible from Elgin Mills Rd through the subject lands;
- b) that the following employment conversion requests not be supported:
 - Markham Woodmills Developments Inc., northeast Hwy 404/Elgin Mills Road;
 - Condor Properties Limited, 2920 16th Avenue;
 - The Wemat Group, southwest Hwy 404/Hwy 7; and
 - Belfield Investments, 8050 Woodbine Avenue;
- c) that the following employment conversion requests be deferred to secondary planning processes:
 - Meadow Park Investments, 77 Anderson Avenue, as well as the additional parcels in the Mount Joy Business Park;
 - Wu's Landmark/First Elgin Mills Developments Inc., 10900 Warden Avenue & 3450 Elgin Mills Road;
 - Cornell Rouge Development Corporation, Varlese Brothers Limited, 2432194 Ontario Inc., and 2536871 Ontario Inc., 7386-7482 Highway 7, 8600-8724 Reesor Road; and
 - Norfinch Construction (Toronto) Ltd., 7845 Highway 7.

It is recommended that this report be forwarded to York Region as the City of Markham's comments on the Region's employment strategy work to date, including recommendations on requests for employment land conversion.

PURPOSE:

The purpose of this report is to provide comments on work completed to date regarding York Region's employment strategy, which is being developed as part of the Region's 2041 municipal comprehensive review (MCR). Among other things, the report includes staff recommendations on a number of landowner requests for conversion of employment lands to non-employment uses in Markham as input to the employment strategy.

BACKGROUND:

In an April 9, 2019 staff report to Development Services Committee, Markham staff provided an update on the status of the York Region 2041 MCR. Among other things, the MCR will recommend population and employment forecasts to 2041 for each of the nine local municipalities including Markham, and propose policy amendments to bring the Regional Official Plan into conformity with provincial policy, specifically the

Provincial Policy Statement, Growth Plan 2019, Greenbelt Plan 2017 and Oak Ridges Moraine Plan 2017.

One of the components of the MCR is the development of an employment strategy, which will include:

- A land needs assessment and employment forecasts to 2041 for each local municipality;
- Delineation and designation of employment areas in the Region as well as density targets (a new requirement in the Growth Plan);
- An employment framework including principles, key attributes, and the roles of Centres and Corridors, employment areas, and community areas in attracting high quality jobs;
- Updated Regional Official Plan employment policies; and
- Identification of the role of local municipalities in implementing the employment strategy and recommended tools for implementation.

The employment strategy work to date includes an assessment of employment trends since the previous 2031 Regional MCR, an overview of vacant employment lands within the Region and the initial identification and delineation of employment areas within the Region. In addition, the Region has developed criteria by which to assess requests for conversion of employment area lands to non-employment uses. This work is documented in the following reports to Regional Council:

- [York Region 2017 Vacant Employment Land Inventory \(March 22, 2018\)](#)
- [Proposed Employment Area Conversion Criteria \(March 7, 2019\)](#)
- [Planning for Employment Background Report \(May 9, 2019\)](#)

The land needs assessment and employment forecast to 2041 will take into account employment conversion requests. The April 2019 Markham staff report provided an initial overview of a number of requests for employment land conversion received by the Region as part of the MCR, as well as the criteria being proposed by the Region in their March, 2019 report for assessing the conversion requests. Markham staff recommendations are provided in this report regarding these and additional requests received to date.

To provide the policy context underlying staff's comments on the Region's employment strategy work to date, this report also provides an overview of how Markham plans for employment in the Official Plan.

This report is organized as follows:

- 1) Markham's requirement to plan for employment lands, including current Provincial and Regional policy requirements
- 2) Markham's employment strategy to 2031
- 3) Planning for employment to 2041
- 4) Markham's employment areas and vacant land supply
- 5) Conversion request assessment and recommendations; and
- 6) Recommendations and next steps.

OPTIONS/ DISCUSSION:**1.0 Markham is required to plan for employment and to protect employment area lands**

Markham's requirement to plan for employment lands is based on Provincial policy as implemented through the York Region Official Plan. Markham has a long history of placing priority on planning for a strong and competitive economy, building on the City's success as a diverse and major employment centre in York Region. Since 2005, the Province has also recognized the importance of the role of employment in ensuring complete communities, including the need to protect employment lands. Provincial, Regional and Markham policy on planning for employment lands, including protection of employment area lands, is outlined in more detail below.

1.1 Provincial policy direction for protecting employment area lands has been in place since mid-2000s

The Province introduced a new policy framework in the mid 2000s that placed a greater emphasis on the protection of employment lands within municipalities. This new policy direction was reflected in the 2005 Provincial Policy Statement (PPS), the 2006 Growth Plan for the Greater Golden Horseshoe (Growth Plan), and modifications to the *Planning Act* in 2007. The new policy direction was partially a response to the loss of employment lands through conversion to other uses following a downturn in the economy in the 1990s. The combination of a downturn in the manufacturing sector and resulting vacancies, along with strong growth in residential and commercial (particularly big box) retail markets, resulted in pressure on the vacant employment land supply to be converted for these uses.

Conversion of employment lands is problematic in at least two respects. Firstly, once employment lands are converted to another use, the lands are lost from the supply of available land for employment uses. Secondly, the new non-employment uses can also destabilize adjacent employment lands by increasing their value and therefore decreasing their viability as affordable land for large land-intensive business operations. The introduction of non-employment uses, particularly sensitive uses such as residential development, can also make it difficult for existing employment uses adjacent to the converted site to continue to function or expand because of compatibility issues with the newly introduced non-employment uses.

In order to prevent compromise of the long term employment land supply, and to protect the future economic well-being of the Province and the Greater Golden Horseshoe, the Province made protection of employment lands a priority. The protection of employment lands also works hand-in-hand with provincial policy direction to create complete communities that offer more options for living and working in close proximity, thereby reducing travel times and the need for continuous expansion of the urban area.

Although specific policies regarding planning for employment in the various provincial planning documents have been amended since the original policies were introduced in the

mid 2000s, the principle of the need to protect employment lands remains, as outlined below.

Planning Act and Provincial Policy Statement (2014)

The *Planning Act* establishes the legislated ground rules for land use planning in Ontario, including the authority for the Province to identify matters of provincial interest through issuance of provincial policy statements. More specifically, the *Planning Act* provides for the protection of employment lands by requiring municipalities to confirm or amend their policies dealing with areas of employment, including designations and policies addressing conversion, by means of a 5-year review to the Official Plan. The *Planning Act* allows municipalities to deny requests for employment land conversion, without the possibility of applicants appealing to the Local Planning Appeal Tribunal (LPAT), unless these requests are made and occur during the course of a municipal comprehensive review.

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Municipalities must keep their official plans up to date with the PPS and all decisions of Council 'shall be consistent with' the PPS.

The policies in Section 1.3 of the PPS 2014 provide province-wide direction to promote economic development and protect employment areas over the long term. Section 1.3.1 requires that municipalities promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- ensuring the necessary infrastructure is provided to support current and projected needs.

Section 1.3.2 specifically provides for the protection of employment lands by stipulating that planning authorities may permit conversion of lands within employment areas to non-employment uses only through a comprehensive review, and only where it has been demonstrated that the land is not required for employment purposes over the long term, and that there is a need for the conversion. There are also specific requirements to plan for:

- protecting and preserving employment areas for current and future uses;
- protecting employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations; and
- providing the opportunity to plan for (but not designate lands) beyond 20 years for the long-term protection of employment lands.

The employment policies of the PPS are currently being amended to align with recent changes to employment policies in the Growth Plan 2019. A more comprehensive overview and comments on all of the proposed changes to the PPS will be brought forward to Committee in a separate report.

Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan builds on the policy foundation of the PPS, providing additional and more specific land use planning policies to manage growth in Greater Golden Horseshoe. Municipalities are required to bring their Official Plans into conformity with the Growth Plan, and all municipal planning decisions must conform with the Plan.

With respect to employment, the Growth Plan provides employment forecasts to 2041 that upper-tier municipalities must plan to achieve, as well as policies that relate to the provision of a range of employment types and the protection of employment lands, similar to the PPS. These include, among others:

- promoting economic development and competitiveness through efficient land use, transit-supportive built forms and densities and by ensuring the availability of sufficient land for employment to accommodate forecasted growth;
- establishing a structure for employment by identifying where specific types of employment uses should be directed:
 - major office and institutional uses in urban growth centres (UGS) or areas with frequent or higher order transit services;
 - retail and offices uses near existing or planned transit or accessible by walking or cycling, and;
 - manufacturing, warehousing and logistics in the vicinity of existing major highway interchanges and other transportation corridors;
- identifying and designating employment lands in upper-tier and lower-tier official plans and protecting them over the long-term;
- protecting the viability of employment lands from non-employment uses, particularly sensitive uses such as residential uses and major retail uses;
- developing strategies to minimize and mitigate adverse impacts on industrial and manufacturing uses where the development of nearby sensitive, major retail and major office uses cannot be avoided;
- protecting employment lands from conversion to other uses and identifying when conversions may be permitted;
- identifying provincially significant employment zones (PSEZs);
- promoting intensification and higher densities on employment lands to optimize transit investments and encourage walking and cycling;
- ensuring space is retained for a similar number of jobs when redeveloping employment lands; and
- providing direction to support existing office parks through improved connectivity, an appropriate mix of amenities, and intensification while limiting non-employment uses that would impact the primary function of the area.

These policies are meant to ensure that the Greater Golden Horseshoe continues to be an important centre of business, by helping municipalities plan for economic growth by

increasing the diversity of jobs and economic activity, accommodating skilled workers, creating new opportunities and attracting new investment.

Municipal requirements regarding conversion of employment area lands

The Growth Plan 2019 provides for more specific conversion policies building on the policy direction of the PPS. Policy 2.2.5.9 provides that conversions of lands within employment areas may only be permitted through a municipal comprehensive review and provides five tests that must be met. Policy 2.5.9.10 provides for flexibility for consideration of conversion requests outside of municipal comprehensive review for employment lands not identified as provincially significant.

Additionally, policy 2.5.9.11 provides direction for consideration of major retail in employment areas. Both Policy 2.5.9.10 and 2.5.9.14 speak to the establishment of development criteria to ensure that redevelopment of employment lands maintain a significant number of jobs on the lands.

1.2 York Region Official Plan (YROP) requirements for the planning and protection of employment area lands are consistent with the Growth Plan 2006

The YROP identifies a total employment forecast of 240,400 jobs for Markham by 2031, representing approximately 30% of the Region-wide forecast of 780,000 jobs. The forecasts were developed through a Regional land budget exercise as part of the Region's 2031 MCR, and formed part of the employment and economic development strategy for York Region that established Markham's role in accommodating employment of various types within the Region.

The YROP requires that Markham protect, maintain and enhance the long term viability of all employment area lands designated for employment uses. The YROP provides for consideration of conversion of lands within employment areas to non-employment area uses provided that a municipal comprehensive review has been completed in accordance with the applicable policies, forecasts and land budget of the Region.

Other relevant YROP policies include the provision for a limited amount of ancillary uses on employment lands provided that the proposed use is designed to primarily service businesses in the employment lands. As well, the YROP policies provide for local municipalities to determine the location, amount and size of ancillary uses on employment lands that is commensurate with the planned function, size and scale of the overall employment land area.

The policies in the YROP are reflective of the 2006 Growth Plan. The 2041 MCR will provide the basis for an amendment(s) to the YROP to bring it into conformity with the 2019 Growth Plan and other provincial policies and plans (e.g., Greenbelt Plan, Oak Ridges Moraine Plan and PPS) that have been updated since that time.

2.0 Markham's employment strategy to 2031 is reflected in the Official Plan 2014

The employment area lands and policies identified in Markham's Official Plan 2014 are based on an Employment Lands Strategy undertaken by Markham in 2009/2010, as well as the Markham 2020 Economic Development Strategy.

Markham 2020 identified four key employment sectors for which it has a comparative advantage and for Markham to pursue:

- Convergence of Information and Communication Technology and Life Sciences;
- Information, Entertainment and Cultural Industries;
- Professional, Scientific and Technical Services; and
- Finance and Insurance.

The Strategy identified that companies within these key sectors are located in a wide range of building types and forms, reflecting the variations in accommodation preferred by a high proportion of smaller companies. It also identified that Markham's competitiveness is constrained by the limited and diminishing supply of appropriately sized and located employment lands available for development, particularly for sale to end-users. To remain competitive, Markham requires a development-ready land supply that can serve the growth needs of existing businesses as they transition through the growth cycle from small to larger space requirements, and adapt to changing functional and technological building requirements.

The 2009 Employment Lands Strategy (ELS) provided an analysis of the employment forecasts assigned to Markham for the three broad employment types used by the Province and Region in preparing the forecasts. The three employment types include:

- Major Office Employment (MOE) – employment located in large office buildings, provided for in employment areas or in community areas;
- Employment Land Employment (ELE) - employment related to manufacturing, processing, warehousing and distribution uses (typical of traditional industrial activities occurring in Markham business parks) and which typically requires large, serviced land areas near major transportation routes;
- Population Related Employment (PRE) – employment that clearly serves the population and the traveling public (e.g., retail, service, institutional uses); generally located within communities but small amounts also provided for in employment areas.

The ELS represented a balanced approach to meeting Markham's employment growth needs to 2031, with a variety of choices for accommodating identified key sectors of Markham's economy. The ELS further recommended that all lands designated for employment, but particularly industrial lands, be protected from conversion to major retail and residential uses, citing concern that conversions would accelerate the City's pending industrial land deficit. The recommendations were endorsed by Council as the basis for the employment land use designations and policies in the Official Plan.

2.1 How the Official Plan 2014 accommodates employment forecasts to 2031 and protects employment land supply

The Official Plan 2014 provides a range of land use designations and policies that provide for a land supply that is sufficient to accommodate Markham's employment forecast to 2031, as well as policies intended to protect the employment land supply.

The total employment forecast provided in the Official Plan is based on forecasts for the three employment types mentioned previously (MOE, ELE, and PRE), as shown in Table 1.

Table 1: Forecast Employment Growth in Markham by Employment Type, 2006 to 2031			
Employment Type	2006 (total)	2006-2031 (additional)	2031 (total)
Major Office	47,400	37,400	84,800
Employment Land	50,000	33,000	83,000
Population Related	47,500	25,100	72,600
Total Employment	144,800	95,500	240,400
Source: York Region, as reflected in Markham's Official Plan 2014.			

To ensure economic viability and diversity, and the opportunity for jobs across all employment types, a sufficient land supply must be designated to plan for and accommodate each employment type. In addition, the Official Plan must incorporate policies that will ensure an adequate supply of land will be retained over time to accommodate the forecasts established for Markham.

The Region's job forecasts by type were translated into land area in Markham through the application of a density assumption (jobs per net hectare) for each type of employment, resulting in the need for just over 2,200 hectares (developed and vacant) across a variety of land use designations.

Map 3 – Land Use in the Official Plan 2014 establishes land use designations intended to accommodate the forecast ELE, MOE and PRE employment as identified in Table 2 and Appendix 'A'. The majority of the forecast employment (70% or 168,000 jobs) is accommodated in employment area designations, which are protected from conversion. These designations include the 'Business Park Employment', 'Business Park Office Priority Employment', 'General Employment', 'Service Employment' and 'Future Employment Area' designations. Most of Markham's employment areas are located within the Hwy 404/Woodbine Ave corridor. The remaining 17% of employment (72,000 jobs) is accommodated in the Mixed Use, Commercial or Residential designations throughout the city.

Table 2: Primary Land Use Designations Accommodating Employment Types in Markham Official Plan 2014*	
Employment Type	Land Use Designation
Major Office	Business Park Office Priority Employment Business Park Employment Service Employment Commercial Mixed Use Mid Rise and High Rise Mixed Use Office Priority Mixed Use Health Care Campus
Employment Land	General Employment Business Park Employment Future Employment Area
Population-Related	Mixed Use (all designations) Residential (all designations) Commercial Service Employment
<i>*A small amount of each type of employment may be found in other designations.</i>	

The assignments of employment by type were in balance with the available land in the designations and consistent with the planned function of each employment designation in Map 3 – Land Use. These designations and associated policies were carefully designed to accommodate a broad range of employment opportunities, and to distinguish the planned function of the lands in order to reduce possible land use conflicts. This ensures viability of employment lands for the long term, and also ensures that different types of employment continue to be viable. Policies are also included in the Official Plan regarding the conversion of employment area lands, consistent with the Growth Plan at the time.

2.2 Community planning objectives and economic development considerations

In addition to identifying and protecting employment lands to accommodate employment forecasts for the long term in accordance with provincial requirements, there are also ‘good planning’ and community vision objectives that factor into planning for employment.

Markham has a long history of planning for a balance of housing and employment uses, especially with access to major transit and road networks, in an effort to build complete communities. For example, the Box Grove and Cornell communities were planned with a critical mass of employment lands centred around the Hwy 407 and Donald Cousens Parkway interchange to provide live/work opportunities in close proximity, and to reduce outbound commuting, for the communities in east Markham. In addition, the employment lands along the Hwy 7 rapid transit corridor, particularly around the Hwy 404 interchange (e.g., Commerce Valley, Allstate Parkway), continue to make sense to support intensive transit-oriented job opportunities, primarily in the form of major office development.

Markham's economy has benefited greatly by the presence of Hwy 404 and Hwy 407, and Markham has historically reserved lands along these corridors for employment uses. The requirement to plan and protect for employment uses near major highway interchanges (e.g., Hwy 404 and Hwy 407 corridors) is directed in Provincial policy.

Determining appropriate locations for employment, and preserving and wisely managing the land supply to accommodate employment are essential to ensuring that forecast employment growth can occur, and that Markham will retain a competitive advantage in attracting and retaining businesses that will contribute to a strong and vibrant local economy. These actions contribute to achieving the objectives set out in the Official Plan 2014 regarding live/work balance and supporting investment in rapid transit.

Some of the factors and priorities that are essential to incorporate into decisions about planning for employment in Markham are as follows:

- Securing and preserving a supply of employment land sufficient in amount, location and diversity is essential to accommodating forecast employment, and ensuring that Markham will be economically competitive in retaining and attracting new industrial and office development. The loss of land that accommodates wealth-generating industrial and major office employment (which deliver the greatest economic returns and tax assessment), to other uses that contribute less to the City's economy, or that potentially increase costs to the City, will impact long term prosperity.
- Industrial and major office uses are far more location sensitive than retail/service and residential uses. Their location requirements establish the necessity of protecting land suited to accommodating industrial employment and preferred locations for major office development.
- New office development located in the Yonge Street and Hwy 7 corridors and served by regional rapid transit has the greatest chance to be large scale and successful. Major office development displays higher densities of people than any other form of development including residential and retail/service uses. The resulting potential in transit riders is correspondingly higher and provides the greatest support to transit investment.
- Provision for some major office development away from regional rapid transit corridors complements other employment uses in business parks and diversifies mixed-use development. Relatively little land is required in such locations, but should be accorded priority in relation to visibility and accessibility to the highway and arterial road systems. There will likely never be sufficient office market demand in Markham to require all business park land for office use. The balance of the lands in business parks are needed for, and should remain devoted to, industrial and other uses that require large sites and good highway access.
- Lands required for industrial use must be protected from the intrusion of economically competitive uses and conflicting sensitive uses that threaten a sustained

environment for viable, competitive business operations. The incremental loss of smaller employment land parcels can lead to destabilization of a larger employment area (e.g., erosion of employment lands in the Hwy 404 corridor over time).

- Markham enjoys a supply of designated employment land and a stock of relatively new, well-maintained industrial buildings that provide a competitive choice of accommodation that is an economic advantage for the City. Maintaining and building on this advantage over the long term to the benefit of existing and new businesses is critical to the economic success and sustainability of Markham.

3.0 Planning for Employment to 2041 – Understanding the Changing Nature of Employment

As part of the 2041 MCR, the Growth Plan requires the Region to plan for 900,000 jobs Region-wide by 2041, which represents approximately 264,000 additional jobs from 2018 levels. In order to understand and plan for the changing nature of employment, York Region commissioned an employment trends study, the key findings of which are incorporated in the Region's "Planning for Employment Background Report".

The key trends in employment identified in the Region's report are as follows:

- The globalization of markets, automation, and the digital economy are key drivers reshaping the Greater Golden Horseshoe economy.
- The outlook for employment growth in York Region remains favourable, driven by rapid growth in higher skilled and knowledge-based jobs. York Region has become a top destination for business across a number of economic sectors. The employment growth outlook is for stable growth in manufacturing and rapid growth in professional and services-based industries, including knowledge-based and creative industries.
- Automation has the potential to increase demand or create jobs in higher-skilled industries; despite 24% of the Region's labour force being at risk of automation, York Region is well positioned to withstand the impacts of automation and Artificial Intelligence (AI) with an economy increasingly focused on higher skilled activities. The impacts are anticipated to be gradual, with automation likely to create more jobs in the long run.
- Amenity rich and transit accessible work environments will be critical to employers to attract and retain talent. Regional Centres and Corridors, supporting a range of employment opportunities are well-positioned to attract highly skilled, knowledge-based jobs.
- Driven by rapid growth in Centres and Corridors, major office employment is anticipated to continue to outpace growth in all other employment type.
- Strategically located throughout the Region, employment areas continue to be major drivers of economic activity. Maintaining an appropriate supply of

employment areas will be critical for providing flexibility for employers in high quality locations over the long term. Protection of employment areas is essential as the demand for employment land is anticipated to remain strong (e.g., increasing demand for warehouse and distribution facilities as well as flex-office space uses).

- Recent trends show that increases in employment area employment (e.g., manufacturing and industrial employment) is being driven by service and knowledge-based sectors. These employment sectors are being accommodated in a range of building types including older and more mature industrial areas resulting in a ‘blurring of the lines’ between employment area employment and office employment.
- There is a trend toward intensification in employment areas. Since 2011, over 60% of employment area employment growth has been accommodated through intensification of existing built parcels or growth in existing buildings.
- Retail locations remain important as their role evolves to incorporate different types of retail delivery and support online retailers.
- Municipalities in Canada and around the world are changing the way in which they plan employment areas, developing creative solutions to rejuvenate employment areas and stimulate economic growth. Increasing flexibility along corridors and improving built form are two common approaches to increase attractiveness of employment areas.

Given the above analysis, the Region will be exploring the following policy considerations with local municipalities and the public in the development of the Region’s employment policy framework:

- planning for the changing nature of employment by promoting transit supportive high quality urban environments attractive to office development as the knowledge economy evolves;
- protecting employment areas over the long term for a broad range of employment uses, including growth in transportation, logistics and warehouse facilities;
- appropriate land use flexibility in suitable employment area locations; and
- developing strategies to support redevelopment and rejuvenation of employment areas.

Markham Planning and Economic Development staff generally concur with the past and future trends analysis undertaken in the Region’s reports. In a November 2016 presentation to Development Services Committee providing a performance review of the City’s Markham 2020 economic development strategy, staff also identified the need to:

- protect against future employment land conversion;
- ensure a healthy supply of suitably serviced employment lands;

- evolve the City's highly concentrated employment areas into employment 'communities' that include cultural, transit and other amenities to attract and retain workers and employers;
- brand the Hwy 404/Hwy 7/Hwy 407 employment corridor as a regional technology hub for knowledge-based companies in the GTA;
- protect remaining employment lands across Markham, and in particular in east Markham, for high quality employment; and
- facilitate the planning and development of the Future Urban Area employment lands.

4.0 Markham's Employment Areas and Supply of Vacant Land

As mentioned, employment in Markham is planned and provided for in a number of official plan designations, including designations solely identified for employment purposes (employment areas) as well as designations that provide for a mix of employment and other uses (Mixed Use and Commercial).

The Region is now required under the Growth Plan to identify employment areas in the Regional Official Plan, which are defined in the Growth Plan and PPS as:

"areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities".

4.1 Comments on Markham Employment Areas to be identified in York Region Official Plan

The Region's "Planning for Employment Background Report" identifies employment areas proposed to be identified in the Region's Official Plan. The employment area boundaries presented in the report will serve as the basis for discussions with local municipalities in determining the delineation of employment areas through the MCR.

The employment areas in Markham, provided in Appendix 'B' to this report, are generally consistent with the lands designated under the various employment designations in Markham's Official Plan. However, Markham staff note two employment areas which should be reconsidered for non-employment uses as part of this MCR. These include a parcel(s) in Box Grove and nine parcels that comprise the Mount Joy Business Park, as shown in Appendix 'E' and described as follows:

- 1) Business Park Employment designation for the lands consisting primarily of 110 Copper Creek Drive in Box Grove – these lands are fully developed with an office building and retail uses but were once part of a larger employment area designation extending the length of the north side of Copper Creek Drive from 9th Line to Donald Cousens Parkway. A number of Council decisions over the years have resulted in this former employment area being developed mainly with retail and residential uses, and no other employment area designations remain along Copper Creek Drive. An employment area designation for 110 Copper Creek Drive is no longer appropriate and staff recommend that these and other lands

north of Copper Creek Drive be provided a non-employment designation, consistent with the current and planned function of the area, when an amendment is undertaken to bring the Markham Official Plan into conformity with the updated Regional Official Plan.

- 2) Mount Joy Business Park – this 4.0 hectare developed business park consists of nine parcels on the east side of Anderson Avenue between Bur Oak Avenue and Castlemore Avenue. The lands are identified as being with the Markham Road – Mount Joy Secondary Plan area in the 2014 OP and are designated Service Employment on Map 3 - Land Use, reflecting the existing businesses on eight of the parcels (the northerly parcel is occupied by a place of worship). Given proximity to the Mount Joy GO station and the more recent work on identifying major transit station areas (MTSAs) around higher order transit stations, staff recommend advising the Region that the Service Employment designation on these lands will be reviewed as part of the upcoming Markham Road – Mount Joy Secondary Plan Study.

The Region acknowledges that building compact, mixed use, complete communities includes planning for employment in the right locations and that in some circumstances, conversion may be appropriate if it supports other planning objectives and/or enhances the urban structure (e.g., in locations suitable for an intensified land use or an area where the original employment area context has changed). The two locations noted above are examples of such circumstances.

In addition to the two areas noted above, the Region should also be aware that the Official Plan Amendment application submitted by the Catholic Archdiocese in 2013 (OP-13116842) in support of redesignation of their 22 ha of employment lands at 3010 and 3196 19th Avenue in the Future Urban Area Employment Block is still under review. The applicant agreed at the time to a deferral of the 'Future Employment Area' designation on the lands, and efforts continue to resolve the deferral.

As part of the Regional employment strategy, the Region will be consulting with local municipalities on the level of detail to be provided in the employment designations in the Regional Official Plan. At present, Markham staff are of the opinion that the Region should identify employment areas with a single generic designation in the Regional Official Plan, and that the more detailed employment designations should be left to local official plans. Staff will seek Markham Council direction on this matter once the Region releases draft mapping and policies in 2020.

4.2 Markham had approximately 500 hectares of vacant employment area lands in 2017, representing 20% of the Region's vacant land supply

The Region identifies the availability of a wide range of vacant employment lands as integral to the fiscal health of a community, directly affecting economic development and diversification of the assessment base. Markham's employment area lands total approximately 1,776 hectares, comprising approximately 23% of the Region's employment areas. Of these 1,776 hectares approximately 500 ha or 28% are vacant.

Table 3: Vacant Employment Lands in Markham and York Region 2017				
Levels of Servicing	York Region (ha)	Percent	Markham (ha)	Percent
Private Services	104	4	-	<1
Full Regional & Local Services	595	23	197	39
Some Regional and/or Local Services or Capacity Required	1,630	63	258	51
Regional & Local Services Required	259	10	51	10
Total	2,588	100	506	100
Parcel Size	York Region	Percent	Markham	Percent
Less than 1 ha	267	41	60	44
1-5 ha	237	37	53	39
Greater than 5 ha	143	22	23	17
Total	647	100	136	100
Source:				
York Region				

The Region notes the following with respect to the status of vacant employment area lands in Markham and Region-wide:

- the supply of vacant employment lands remains healthy and needs to be protected; Markham has 506 ha or 20% of vacant lands, second to Vaughan with 40% (1,042 ha)
- Just under 40% of Markham's vacant employment lands are fully serviced, with the majority (60%) requiring some level of Regional or local services, or servicing allocation;
- Approximately 23% of vacant parcels in Markham are greater than 5 ha in size, which is important for attracting large, land intensive development types like distribution centres, warehouses and campus development; and
- The rate of intensification on employment lands has increased Region-wide since 2013.

Markham staff will continue to work with the Region in updating the employment area boundaries and vacant land inventory in Markham to capture any changes since 2017.

5.0 Comments and Recommendations Regarding Employment Conversion Requests

The Growth Plan 2019 provides specific direction for the consideration of conversion of employment area lands to non-employment uses. Employment area lands that are identified as provincially significant (through PSEZ mapping) can only be considered for conversion by Regional or single tier municipalities, and only as part of a municipal comprehensive review. Employment area lands not identified as provincially significant can be considered prior to the next MCR.

As part of the Region's 2041 MCR, over 50 requests for conversion have been received. Ten of the requests, totaling 78 hectares (193 acres), are in Markham. All of the submissions in Markham include requests to redesignate the lands to allow residential or a mix of uses, which if approved would result in the permanent removal of the lands from the City's supply of employment areas.

These 78 hectares are in addition to the approximately 70 hectares of employment area lands that were approved for non-employment uses between 2013 and 2019 for a total potential loss of 148 hectares (366 acres) since 2013.

5.1 York Region has developed additional conversion criteria to ensure conversion decisions are made on a more comprehensive basis than provided for in the Growth Plan

In March, 2019, the Region released proposed criteria to be applied by Regional staff, in consultation with local municipal staff, when assessing requests for employment area conversions to inform recommendations to Regional Council. Recommendations on the conversion requests will be used to inform the land needs assessment and draft land budget to be released early in 2020.

The Region's criteria, provided in Appendix 'C', were developed with input from local municipal staff, and informed by employment land protection policies in other jurisdictions. The 14 criteria build on the five employment conversion tests identified in the Growth Plan 2019 in order to comprehensively address additional key provincial and regional objectives, including protection of employment areas adjacent to the 400-series highways and other goods-movement infrastructure, and ensuring availability of a healthy supply of large size parcels. The additional criteria are also intended to ensure an equitable and transparent process for review of the requests.

Growth Plan policy 2.2.5.9 states that municipalities may permit conversion of lands within employment areas to non-employment uses, only through a municipal comprehensive review where it has been demonstrated that the following five tests have been met:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of the Growth Plan (2041) for the employment purposes for which they are designated;

-
- c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
 - d) the proposed uses will not adversely affect the overall viability of the employment area, or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and
 - e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

The Region's additional criteria are grouped according to the five theme areas of supply, viability, access, infrastructure and Region-wide interests as follows:

- Supply – prohibiting conversions in recently designated and largely vacant employment areas, and preserving large sized employment parcels to meet future needs of businesses with specific locational requirements, including protection of land beyond 2041; that is, conversions will not be considered in employment areas recently brought into the urban boundary to meet employment forecasts, including ROPA3 lands (Future Urban Area Employment Block) in Markham;
- Viability – prohibit consideration if entire perimeter of the site is surrounded by lands designated and intended to remain designated for employment purposes;
- Access – consider location of the site, particularly proximity to goods movement corridors such as 400-series highways, rail corridors, etc;
- Infrastructure – consider importance of providing residents and employers with high quality public services and infrastructure; and
- Region-wide Interests – criteria to ensure other regional or local municipal planning objectives are not compromised, and that potential issues that cross regional boundaries are considered.

The proposed criteria will be used to inform recommendations on whether a request is appropriate and enhances the policy objectives in the YROP, or if it will negatively impact long term supply and/or viability of employment areas.

Markham staff's recommendations on the conversion requests resulting from application of the Growth Plan and York Region criteria are provided below.

5.2 Assessment of Conversion Requests in Markham

As mentioned, as part of the Region's 2041 MCR, the Region must plan for the additional 264,000 jobs to 2041 assigned to the Region through the Growth Plan. The Region will be distributing this employment growth to the local municipalities through their land budget exercise taking into account availability of vacant land in employment areas and intensification potential of developed employment areas for certain types of employment (e.g., employment area employment and major office), as well as

availability of lands in other designations (e.g., mixed use designations) for population-related and major office jobs. The analysis of vacant employment lands will take into consideration the Region-wide requests for conversion of employment area lands.

A location map and description of the 10 requests received by the Region to date for conversion/redesignation of employment lands in Markham are provided in Appendix 'D'. Staff have undertaken an evaluation of each of the proposals based on the five Growth Plan tests, as well as the additional criteria developed by the Region. The staff recommendations for each of the requests are summarized in Table 4.

Table 4: Employment Land Conversion Requests in Markham			
Map No.	Landowner (Employment Area)	Employment Area Proposed for Conversion/Redesignation (ha)	Staff Recommendation
1.	Markham Woodmills (Cathedral)	1.9	Do not support
3.	Condor Properties (Cachet)	5.9	Do not support
4.	The Wemat Group (Commerce Valley/Leitchcroft)	17.1	Do not support
5.	Belfield Investments (Rodick Road)	3.3	Do not support
	Subtotal	28.2 (69.7 ac)	
6.	Wu's Landmark / First Elgin Mills Developments (ROPA3)	29.0	Defer to Secondary Plan for FUA Employment Block
7.	Meadow Park Investments (Mount Joy Business Park)	0.4	Defer to Markham Rd-Mount Joy Secondary Plan
8.	Norfinch Construction (Cornell)	0.75	Defer to Cornell Centre Secondary Plan
9.	Cornell Rouge Development, Varlese Brothers et al (Cornell)	17.9	Defer to Cornell Centre Secondary Plan
	Subtotal	48.05 (118.7 ac)	
2.	1628740 Ontario Inc. (Cathedral)	1.0	Support only if access to Elgin Mills Rd remains restricted
10.	Primont Homes and Cornell Rouge Development (Cornell)	1.0	Support (as per Council 2013 decision)
	Subtotal	2.0 (4.9 ac)	
	Total	78.25 (193 ac)	

Staff have met with almost all of the applicants or their representatives either individually or in meetings initiated by Regional staff, and all of the applicants have been made aware of the opportunity to address Committee at the time this report is considered.

Staff's comments on the requests are provided below, first generically with respect to the five Growth Plan tests, and second as evaluated individually against any additional York Region criteria related to site attributes. Markham staff's assessment is based on supporting documentation submitted to the Region (which varied greatly in level of detail) and well as discussions at meetings.

Analysis of five Growth Plan 2019 tests for all requests:

The tests for conversion in the Growth Plan policy 2.2.5.9 are as follows:

The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:

a) There is a need for the conversion;

Staff maintain that there is no need for conversion of employment lands in Markham on the basis of providing for additional residential or retail/service lands, including affordable housing; there is sufficient land supply in Markham to meet the City's population and intensification forecasts to 2041 without converting employment lands; similarly there is sufficient land in mixed use designations to provide for retail and other non-residential uses without converting employment lands.

However, Markham staff maintain that employment area lands are needed over the long term (beyond 2041) to maintain an adequately diverse supply of lands to ensure Markham's economic continuing competitiveness.

b) The lands are not required over the horizon of this Plan [2041] for the employment purposes for which they are designated; and c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;

As the Region has not yet provided their employment forecast for Markham to 2041, staff cannot assess the conversion requests against these tests. However, staff maintain that the reference to the planning horizon (2041) in this criteria is short-sighted and also inconsistent with other policies in the Growth Plan 2019 which provide for the planning of employment beyond 2041. Staff maintain there will always be a need for employment lands for all types of employment, not just small scale office and retail, and particularly lands for employment uses which require large parcels with access to goods movement corridors, as the Growth Plan directs.

d) The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets of this Plan, as well as the other policies of this Plan;

As for tests b) and c), staff are not able to assess the conversion requests against achieving the minimum intensification and density targets of the Growth Plan as the Region will be undertaking this analysis as part of their employment land needs assessment.

However, the first part of the criteria regarding the adverse effect of conversions on the overall viability of the employment area is the key concern in most of the conversion requests, as outlined in the discussion below. In some cases, support for the conversion request would result in the remaining employment lands no longer providing the critical mass needed to ensure the success of an employment area, or limit the types of businesses that could locate within them; and in other cases, the proposed uses introduce sensitive uses that could limit the types of employment uses that would be attracted to adjacent employment lands. Critical mass is important to those industries that like to locate close to other businesses where there are synergetic relationships, or to those businesses that like to locate close to where there

is nearby land available for expansion. The loss of employment lands and introduction of sensitive uses represents a loss of future economic opportunities, and a loss of growth options for existing industries.

- e) *There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.*

Infrastructure capacity is generally not an issue with these requests, although availability or access to public service facilities is an issue with some.

Based on the above, the analysis for each of the conversion requests below is based primarily on the adverse effect the conversion requests would have on the viability of adjacent employment areas. Adverse impact on viability of neighbouring employment lands is critical as it could lead to pressures for subsequent conversion requests (i.e., a domino effect) on remaining employment lands.

Other considerations in the staff assessment that were common to a number of the requests include:

- Staff did not undertake a detailed analysis of number of jobs proposed to be lost, maintained or gained in each request, as it is the type of jobs and businesses, rather than the total number of jobs and businesses that is more important in providing a range of job opportunities for residents and maintaining diversity in the City's assessment base; the Region's reports demonstrate the need to continue to plan for a variety of employment sites;
- There is likely not enough demand for the amount of small scale office development being proposed, and there are many other more appropriate locations for these uses elsewhere in the City;
- There is a need and an appropriate place for both mixed use employment environments (e.g., Markham Centre and Langstaff Gateway) and protected employment areas (Hwy 404/Hwy 7); staff do not agree that there needs to be a full mix of uses in employment areas – rather a mix of uses can be provided at the periphery, but within walking distance of, employment areas;
- With respect to fiscal impact, the development of lands for employment area uses also has a positive impact on the City's overall finances and residential tax rate - property taxes collected on employment lands ease the pressure on the residential tax base to pay for City services;
- It should be noted that provision of affordable housing should not in and of itself be considered an appropriate criteria for employment conversion. However, where it is determined that conversion can be supported, affordable housing could be identified as priority for alternate use, but only in locations where it is appropriate from a community planning perspective (i.e., in proximity to transit, retail and community services).

Staff Recommendations for Employment Conversion Requests

1. Markham Woodmills Development Inc – Hwy 404 Elgin Mills (Cathedral)

Applicant request and justification: Propose conversion of a portion of their site (1.9 ha of the total 3.2 ha parcel) for mid-rise (4-6 storey) residential (seniors housing) and small-scale office uses. The applicant justification for this conversion request is based on providing for mixed use employment areas and complete communities. A planning rationale was submitted in support of the request.

Staff recommendation and comments: Staff do not support this request for the following reasons:

- these lands are immediately adjacent to Hwy 404 and have been identified as provincially significant (in draft PSEZ mapping) and regionally significant (in YROP)
- although access to the lands has been constrained by development of a new residential subdivision to the east (Holborn subdivision) which was previously employment lands, approval of residential uses adjacent to Hwy 404 sets a precedent for loss of the remaining employment lands on the property, as well as the separate parcel to the north, and is contrary to the policies in the Growth Plan and PPS for protecting employment lands along major goods movement corridors.
- although the applicant proposes to provide for office uses between the proposed residential and Hwy 404, the types of small scale offices and seniors housing being proposed are more conducive to mixed use areas well-served by transit elsewhere in the City, rather than along the Hwy 404 corridor.
- recognizing the limited access to these lands (through a collector road from Woodbine Avenue), rather than introducing residential uses to these areas, staff recommend considering more flexibility in uses that would be appropriate in these employment areas given the site constraints (e.g., long term stay hotel). These may be uses that are not considered appropriate for employment areas throughout the City, but may be appropriate in limited, specific locations such as this where more traditional employment uses may not be feasible because of site, access or other constraints.

2. 1628740 Ontario Ltd (Tucciarone) – 2718 and 2730 Elgin Mills Road (Cathedral)

Applicant request and justification: To allow low-rise residential development as a continuation of the recently approved Holborn residential subdivision to the north. The applicant's justification for conversion to residential is that the lands (total of 1.0 ha) only have access from a new local residential street in the new subdivision, as agreed with York Region through the approval of the subdivision.

Staff recommendation and comment: Given the access constraints, staff recommend support of the request to convert the employment areas lands, subject to York Region confirming that no access to the employment area lands immediately to the west of the subject lands (i.e., Markham Woodmills lands) is possible from Elgin Mills Road through the subject lands. As the subject lands are identified as provincially and regionally significant, having very good visibility from Hwy 404, if the Region is agreeable to providing access from Elgin Mills Road, staff would not support conversion of these

lands, but would instead recommend that the lands be developed with the Markham Woodmills lands for employment area purposes.

3. Condor Properties Ltd, 2920 16th Avenue (Cachet)

Applicant request and justification: That 5.9 ha (part of former Buttonville Golf and Country Club lands) be converted to a Mixed Use designation to accommodate a variety of commercial and residential uses on the site. Justification is based on arguments regarding the changing nature of employment, and limited access to the employment lands from 16th Avenue. Supporting documents include a justification brief based on Regional and Growth Plan conversion criteria.

Staff recommendation and comments: Staff do not support this request for the following reasons:

- the lands have good visibility from Hwy 404 and are identified as provincially significant (within draft PSEZ mapping)
- although staff acknowledge that access from 16th Avenue is restricted, staff maintain that the lands can be developed with employment area uses with access from Markland Avenue in a manner similar to existing businesses on the west side of Markland Avenue, and in a manner that still allows for the development of the adjacent parcel to the east.
- although the site is smaller than the 10 ha+ definition of large sites in the Region's conversion criteria, staff still consider it to be a site of sufficient size to be attractive for employment uses.
- Allowing conversion of this parcel to residential and mixed uses will affect the viability of the remaining employment parcels northward along Markland Street by, among other things, increasing land values.

4. Wemat Group, Hwy 7/Hwy 404 (Commerce Valley/Leitchcroft)

Applicant request and justification: To allow for a partial conversion of the 17 ha lands including high-rise residential, hotel and convention centre, major office and mixed use. The applicant justification is partly based on the site's location at the intersection of two transit corridors being an ideal site for intensification. A planning rationale, fiscal and economic impact analysis, transportation memorandum, preliminary servicing concept and land use compatibility report were submitted in support of the request.

Staff recommendation and comments: Staff do not support the request for the following reasons:

- the lands have excellent visibility and access from Hwy 404, Hwy 407 and Highway 7 and are identified as provincially significant (within draft PSEZ mapping)
- the lands are a vital component of the Commerce Valley Business Park and should be reserved for employment uses; allowing residential uses on even a portion of the lands would adversely affect the viability of the surrounding Commerce Valley employment lands by, among other things, increasing land values.

- the lands are considered a large-sized employment site according to the Region's conversion criteria and should be protected over the long term to support a diverse range, size and mix of employment uses.
- Markham Council, in considering a similar conversion request in 2013, approved additional uses on the lands (OPA 15), but specifically did not approve the consideration of residential uses on these lands.

5. Belfield Investments Ltd, Hwy 407/Woodbine Ave (Rodick Road)

Applicant request and justification: To add residential use permissions to the 3.3 ha lands while maintaining current employment use permissions, in order to achieve redevelopment of the property into a high density mixed use site appropriate to a major transit station area. The applicant justification for this conversion request is based on proximity to a future Hwy 407 transitway station at Woodbine Avenue. No supporting documents were submitted.

Staff recommendation and comments: Staff do not support this request for the following reasons:

- although not identified as provincially significant in the draft PSEZ mapping, the lands lie within the Hwy 404/Woodbine corridor which makes up a large portion of the PSEZ mapping and Council has asked the Province to include the lands in the mapping.
- the lands are completely surrounded by employment uses and the introduction of non-employment uses would destabilize the surrounding Rodick Road employment area south of Hwy 407, by among other things, increasing land values and introducing sensitive uses.
- with respect to the applicant's submission that a mix of uses are appropriate given the proximity to a future transit station, it is staff's opinion that consideration of an intensified mixed use area in this location should be done within a much larger area context, which is premature at this time.

6. Wu's Landmark/First Elgin Developments Ltd, 10900 Warden Ave and 3450 Elgin Mills Rd (ROPA3 - FUA Employment Block)

Applicant request and justification: To redesignate the 29.0 ha Future Employment Area lands to a Mixed Use designation to allow for a mix of medium and high density residential uses, at-grade retail, office and recreational uses. The applicant justification for the conversion is that the request is not technically a conversion as the Future Employment Area designation is not yet in force. However, a planning opinion report was submitted in support of the request, which addressed the Growth Plan and Region's employment conversion criteria.

Staff recommendation and comments: Staff recommend deferring consideration of this conversion request to the Secondary Plan for the FUA Employment Block for the following reasons:

- this recommendation is consistent with Council's recommendation for the outstanding Romandale Farms Ltd application for conversion in 2013 (File No OP-1311427) for the majority of the lands in this request. At the time Council

directed that the Romandale application be deferred to the secondary plan process for the Employment Block. The secondary plan for the Future Employment Block is expected to be initiated in 2021.

- these, and other lands within the FUA Employment Block, were added within the urban boundary specifically for employment area (industrial) purposes as part of the 2031 MCR, and represent the last opportunity in Markham for additional employment lands within reasonable distance from 400 series highway (Hwy 404).
- the lands are considered a large-sized employment site according to the Region's conversion criteria and should be protected over the long term to support a diverse range, size and mix of employment uses.

7. Meadow Park Investments Inc – 77 Anderson Ave (Markham Road – Mount Joy Corridor)

Applicant request and justification: To redesignate the 0.4 ha lands from an employment designation to a Mixed Use – High Rise designation. The applicant justification for the conversion is that the current employment designation represents an under-utilization of the site, give its location across the street from the Mount Joy GO station and the identification of the area as a 'Potential Secondary Hub' in the Official Plan.

Staff recommendation and comments: Staff recommend deferring consideration of this conversion request to the impending Markham Road – Mount Joy Secondary Plan Study for the following reasons:

- the Secondary Plan Study will be confirming whether an employment area designation for the lands within the Mount Joy Business Park (including the lands at 77 Anderson Ave) is still appropriate, given proximity to the Mount Joy GO station and staff's recent work on identifying draft major transit station areas (MTSAs) around higher order transit stations.

8. Norfinch Construction (Toronto) Ltd (Cornell)

Applicant request and justification: to redesignate the 0.75 ha lands from employment to Mixed Use Mid Rise in the same way as other lands are designated along Hwy 7 in Cornell Centre. No justification was provided.

Staff recommendation and comments: Staff recommend deferring consideration of this conversion request to the Cornell Centre Secondary Plan process currently underway for the following reasons:

- the lands are identified as strategic employment lands in the YROP, reflecting their close proximity to the Hwy 407/Donald Cousens Parkway interchange; and the conversion of these employment lands could adversely affect the long term viability of all of the remaining employment lands south and north of Hwy 7 by, among other things, increasing land values and introducing sensitive land uses.
- however, staff acknowledge that the current employment uses and designations for the lands fronting Hwy 7 may not be consistent with the emerging vision for the Cornell Rouge National Urban Park Gateway in this area, and more intensive

uses that provide animation to the street and contribute to the development of the Gateway should be considered. The identification of specific appropriate uses should be undertaken, in consultation with landowners along Hwy 7, as part of the final stages of the Cornell Centre Secondary Plan.

9. Cornell Rouge Development Corporation, Varlese Brothers Ltd, 2432194 Ontario Inc and 2536871 Ontario Inc (Cornell)

Applicant request and justification: To provide for the development of a mixed-use community with employment, commercial and medium and high density residential uses on the 17.9 ha lands. The applicant justification is that the proposed concept furthers the City's vision for the Rouge National Urban Park gateway and that the vision cannot be achieved through employment uses alone. A planning rationale with concept plan, and economic and fiscal analysis were submitted in support of the request.

Staff recommendation and comments: Staff recommend deferring consideration of this conversion request to the Cornell Centre Secondary Plan currently underway for the following reasons:

- the lands are identified as strategic employment lands in the YROP, reflecting their close proximity to the Hwy 407/Donald Cousens Parkway interchange; and the conversion of these employment lands could adversely affect the long term viability of all of the remaining employment lands south and north of Hwy 7 by, among other things, increasing land values and introducing sensitive land uses.
- if the conversion of this large landholding leads to the conversion of the remaining employment lands in Cornell, only the Armadale and Bullock Drive employment areas would remain east of Markham Centre.
- however, staff acknowledge that the current employment uses and designations for the lands fronting Hwy 7 may not be consistent with the emerging vision for the Cornell Rouge National Urban Park Gateway in this area, and more intensive uses that provide animation to the street and contribute to the development of the Gateway should be considered. The identification of specific appropriate uses should be undertaken, in consultation with landowners along Hwy 7, as part of the final stages of the Cornell Centre Secondary Plan.

10. Primont Homes and Cornell Rouge Development Corp, Hwy 7 (Cornell)

The Primont Homes request for conversion was supported by Markham Council during the City's 2031 MCR leading up to the 2014 Official Plan, and Markham Council subsequently adopted Official Plan Amendment 252 (OPA 252) for a mix of uses, including residential, office and retail on these lands. OPA 252 is awaiting Regional approval, and therefore the lands are still shown with an employment designation in the Official Plan. Based on the adoption of OPA 252, staff have no objection to the Primont Homes request for conversion.

6.0 Provincial consultation continues on Provincially Significant Employment Zones

As part of the review of Growth Plan in 2019, draft mapping of provincially significant employment zones (PSEZs) was developed by the Province. In Markham, only lands

identified within the Highway 404/Woodbine Avenue corridor were identified as provincially significant (shown in Appendix 'D').

The Province's consultation on the PSEZs is still underway. Markham Council has provided comments on the draft PSEZ mapping, and staff will continue to engage with the Province and the Region with respect to Council's comments and the longer term intent and use of the PSEZ mapping and how it will be reflected in the YROP.

7.0 RECOMMENDATIONS AND NEXT STEPS

It is recommended that this report be forwarded to York Region as the City of Markham's comments on the Region's employment strategy work to date, including recommendations on requests for employment land conversion. The recommendations in this report should be considered as input into the 2041 land budget and proposed amendments to the Regional Official Plan arising from the MCR.

Staff will report back to Committee once the 2041 land budget, or any other consultation documents are released. Staff will also be reporting to Committee with comments on the Region's draft MTSAs. In the meantime, staff will continue to work with the Province on finalizing PSEZ mapping as it relates to Markham employment lands.

Following Regional Council approval of the MCR and updated Regional Official Plan, Markham Staff will initiate an amendment(s) to the Markham Official Plan to bring it into conformity with the updated Regional Official Plan.

FINANCIAL CONSIDERATIONS:

Not applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This report relates to the Safe and Sustainable Community priority of Building Markham's Future Together.

BUSINESS UNITS CONSULTED AND AFFECTED:

The Economic Development and Legal Departments have been consulted regarding the recommendations of this report.

RECOMMENDED BY:

Biju Karumanchery
Director, Planning and Urban Design

Arvin Prasad, Commissioner of
Development Services

ATTACHMENTS:

Appendix 'A': Map 3 – Land Use, Markham Official Plan 2014

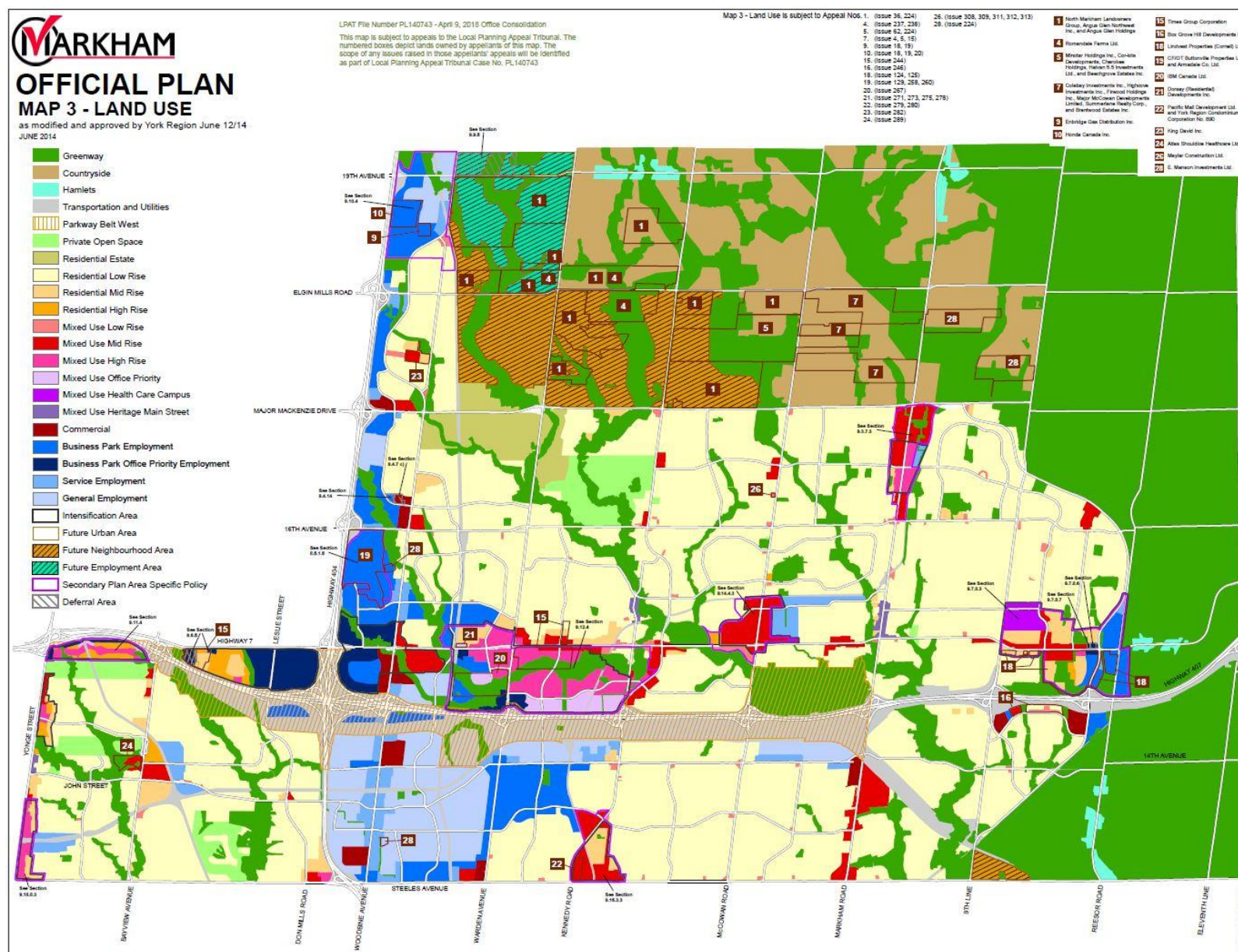
Appendix 'B': York Region Profiles of Employment Areas in Markham

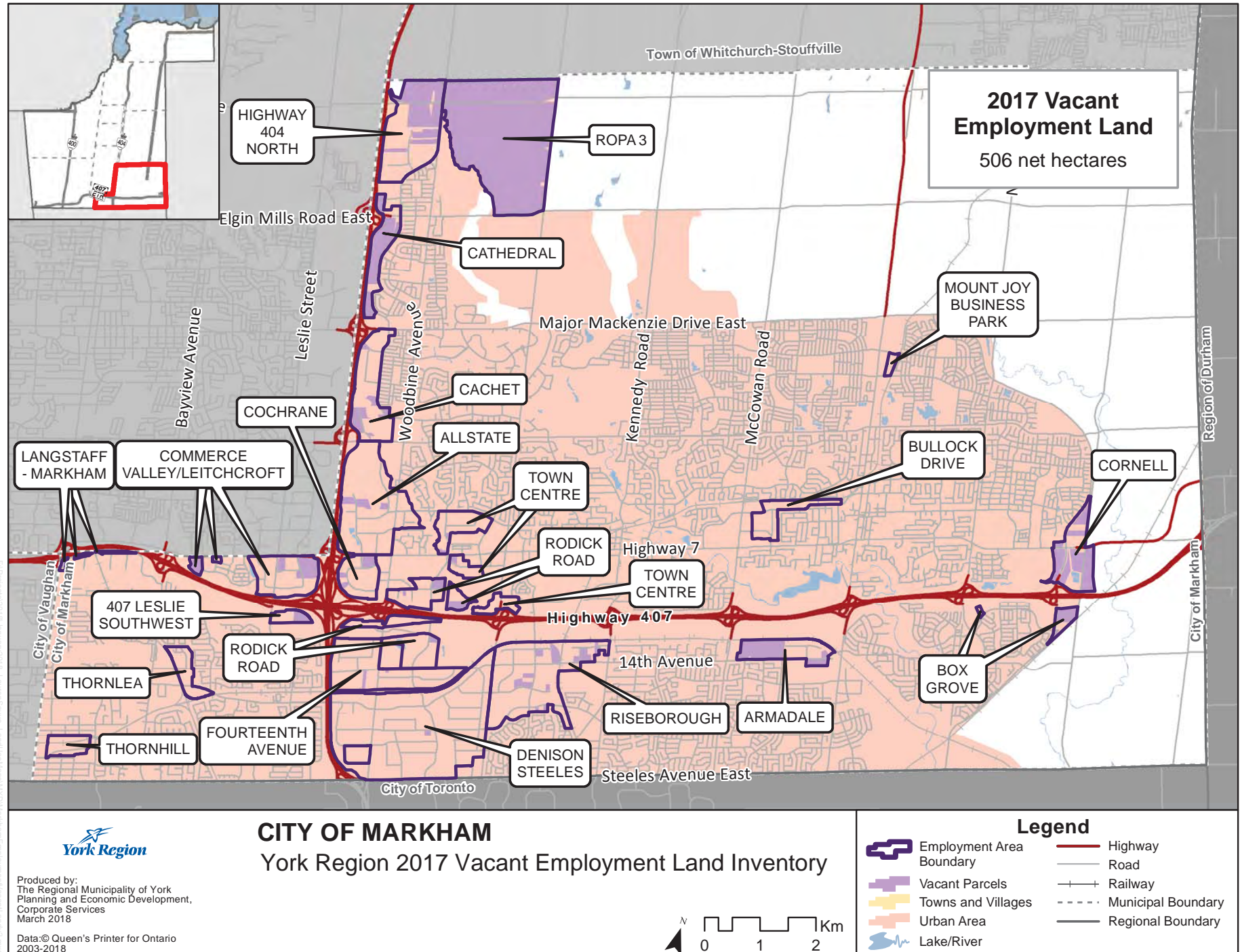
Appendix 'C': York Region Employment Conversion Criteria

Appendix 'D': Location Map and Description of Employment Conversion Requests in
Markham

Appendix 'E': Additional Lands Proposed to be Considered for a Non-Employment
Designation in Markham

Appendix 'A'



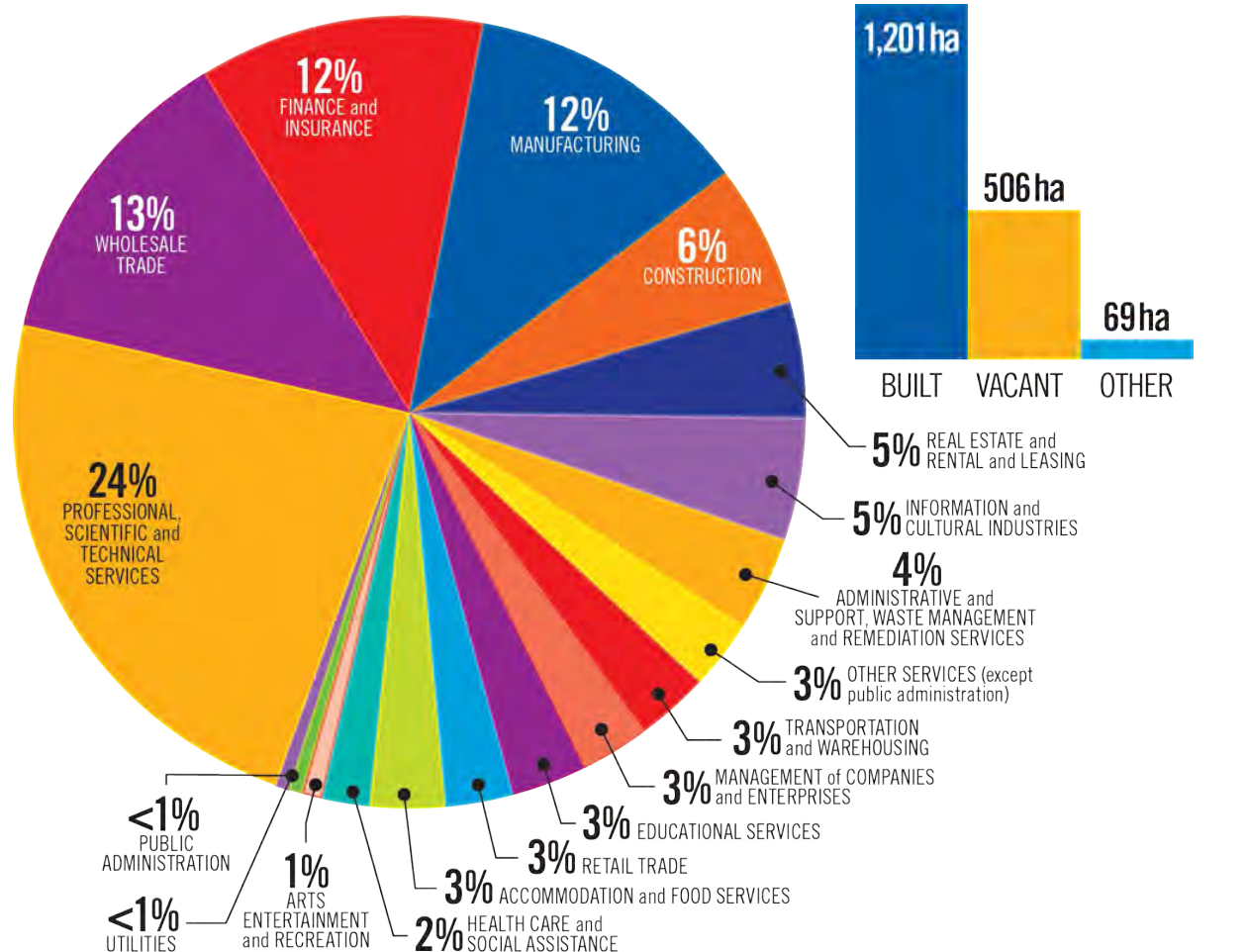


MARKHAM EMPLOYMENT AREAS SUMMARY

22

- ▶ The City of Markham's employment areas account for 66 per cent of the City's total surveyed employment
- ▶ Employment areas in the City are an attractive place to do business as they are well located along highway corridors and are in close proximity to higher order transit stations
- ▶ With 506 hectares of vacant employment land available, the City has many competitive development opportunities for prospective employers
- ▶ Markham's employment areas are home to several major employers including: All State Insurance, CAA, Honda, Huawei, IBM, Seneca College, TD Insurance, TD Waterhouse, and WSP Canada

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



116,690 JOBS in 2018

20% INCREASE (19,530 JOBS) SINCE 2008

82% SERVICES PRODUCING **18% GOODS PRODUCING**

80% ONSITE **20% OFFSITE**

14% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
56,660 JOBS 121 BUILDINGS

EXISTING EMPLOYMENT AREA DENSITY 97 JOBS per HECTARE

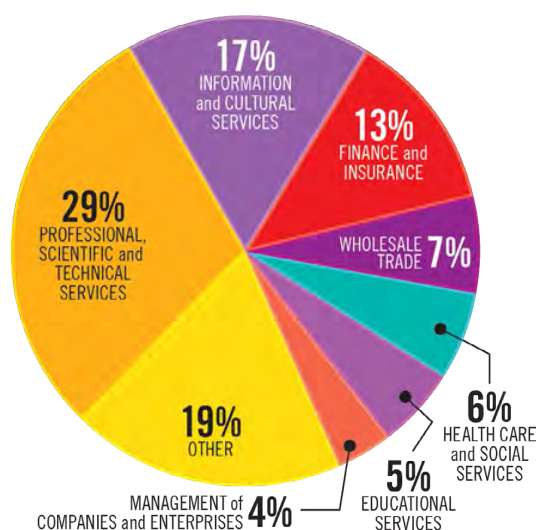
41 SITES [53 ha] TOTAL AREA
 with **INTENSIFICATION POTENTIAL**



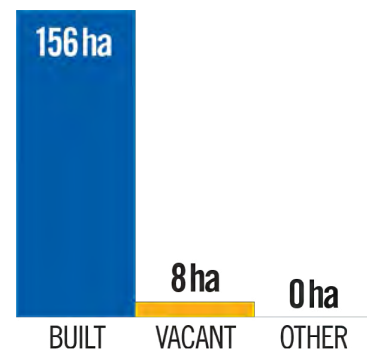
ALLSTATE CITY of MARKHAM

- ▶ The Allstate employment area accounts for the second largest share of employment land employment in the City of Markham and is home to a number of the Region's top employers including Huawei Technologies and Allstate Insurance
- ▶ This business park is home to a number of prestige office and industrial developments. Furthermore, out of all of the City's employment areas, it has the largest number of major office buildings and 72 per cent of all jobs in this area are located within major offices
- ▶ It is home to Buttonville airport and is located adjacent to Highway 404 and the Highway 7 transit corridor
- ▶ Since 2008, over 50 per cent of job growth has been in the ICT cluster, making it a notable contributor to the Region's growing ICT cluster

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



164 TOTAL HECTARES 2017



15,250 JOBS in 2018
27% INCREASE (3,270 JOBS) SINCE 2008

93% SERVICES PRODUCING **7%** GOODS PRODUCING

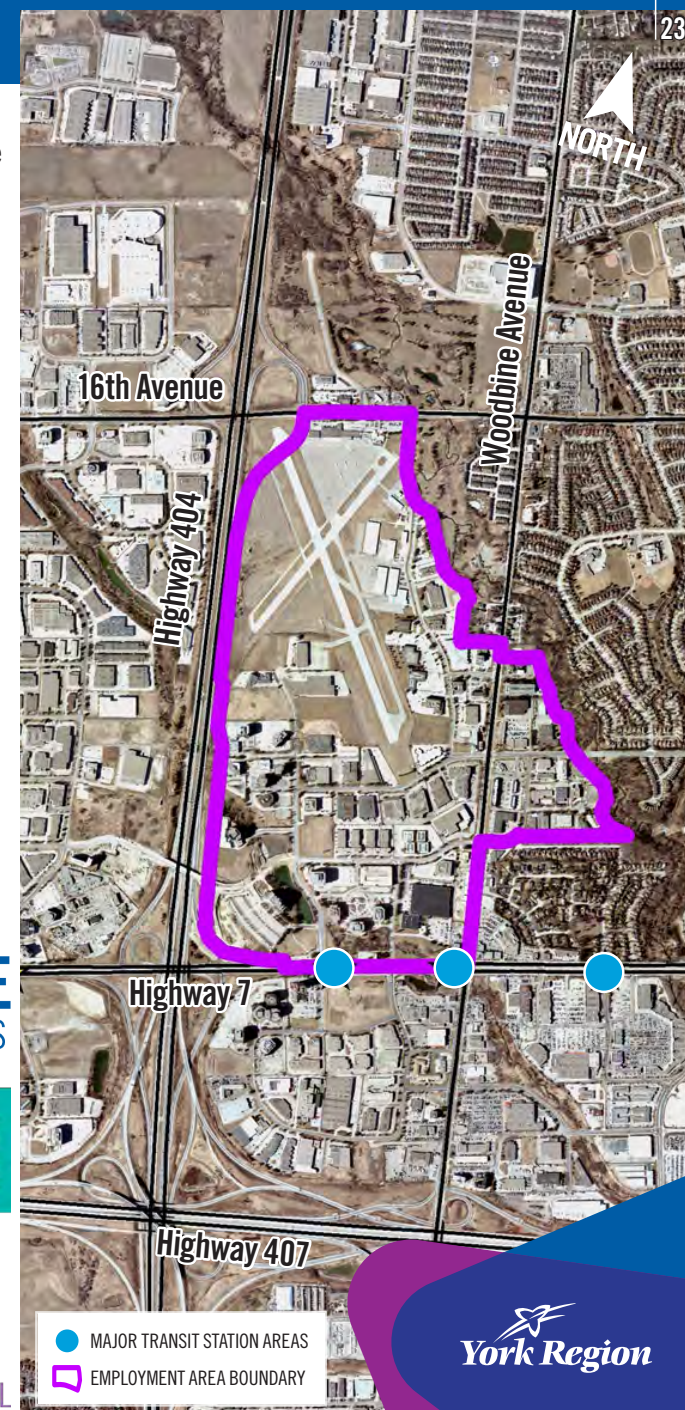
82% ONSITE **18%** OFFSITE

22% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
 10,790 JOBS 32 BUILDINGS

EXISTING EMPLOYMENT AREA DENSITY 97 JOBS per HECTARE

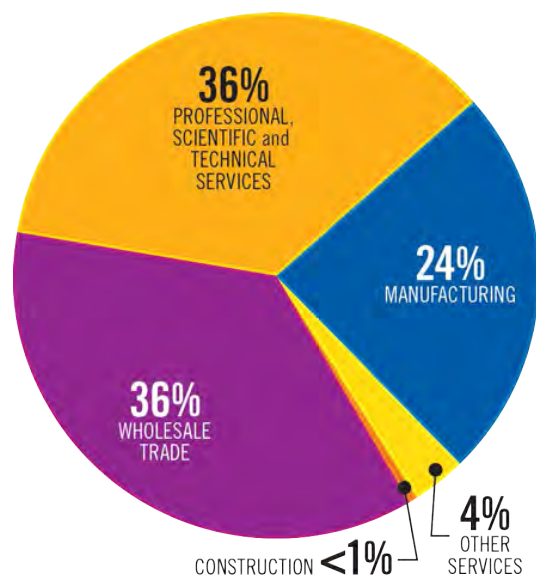
9 SITES [14ha TOTAL AREA]
 with INTENSIFICATION POTENTIAL



ARMDALE CITY of MARKHAM

- ▶ This employment area is comprised of a variety of industrial buildings with uses predominantly in the wholesale trade, and manufacturing sectors
- ▶ It is in close proximity to Highway 407 and located along arterial roads with access to nearby residential areas
- ▶ With 33 hectares of vacant employment land available, there are development opportunities for future employers

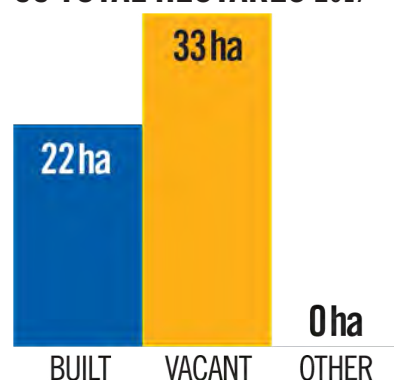
DISTRIBUTION of EMPLOYMENT by SECTOR 2018



1,070 JOBS in 2018
6% INCREASE (60 JOBS) SINCE 2008

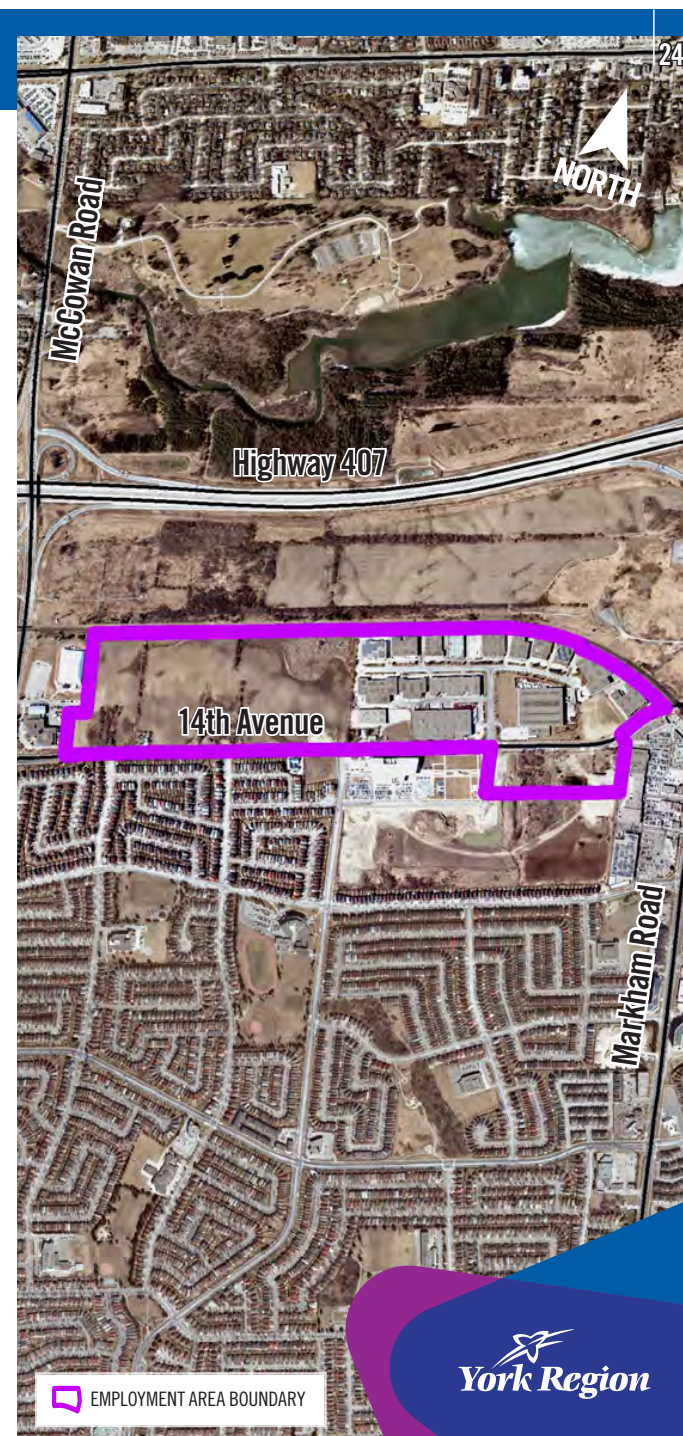
76% SERVICES PRODUCING **24% GOODS PRODUCING**
98% ONSITE **2% OFFSITE**
3% RETAIL and PERSONAL SERVICES

55 TOTAL HECTARES 2017



EXISTING EMPLOYMENT AREA
DENSITY 48 JOBS per HECTARE

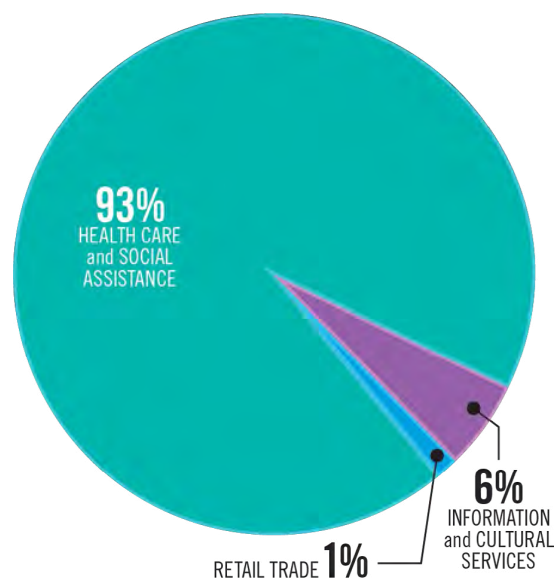
2 SITES [2.0ha TOTAL AREA]
 with INTENSIFICATION POTENTIAL



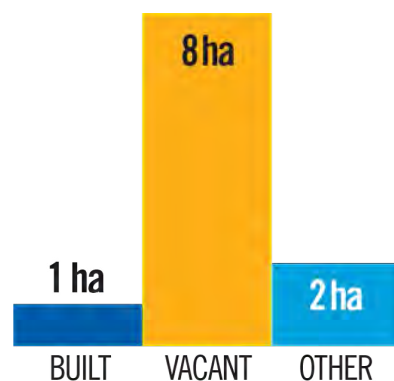
BOX GROVE CITY of MARKHAM

- ▶ This employment area is integrated into Markham's Box Grove community. It is adjacent to existing residential neighborhoods, natural heritage features and commercial developments that serve the community
- ▶ The majority of lands in this employment area are vacant and can be found in close proximity to the Highway 407 and Donald Cousens Parkway interchange making them ideal locations for freight-supportive businesses to locate

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



11 TOTAL HECTARES 2017



160 JOBS in 2018

INCREASE of 160 JOBS SINCE 2008

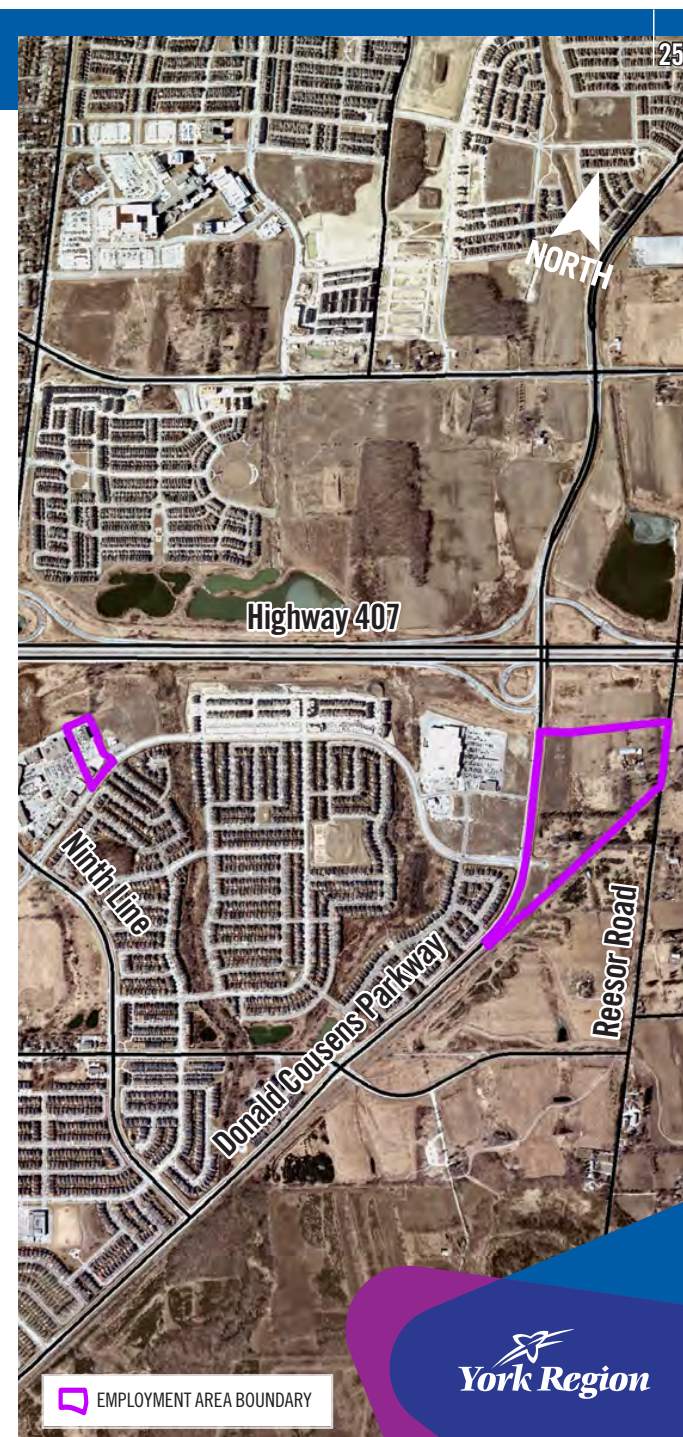
100% SERVICES PRODUCING **0%** GOODS PRODUCING

90% ONSITE **10%** OFFSITE

 **7%** RETAIL and PERSONAL SERVICES

 **MAJOR OFFICE**
160 JOBS 1 BUILDING

EXISTING EMPLOYMENT AREA DENSITY 128 JOBS per HECTARE



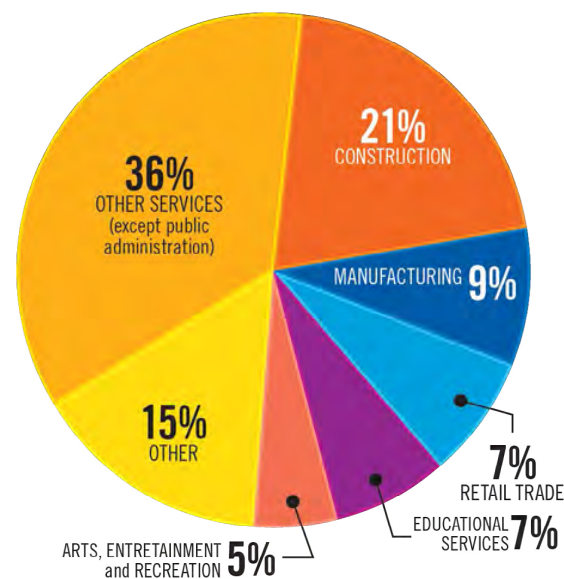
 EMPLOYMENT AREA BOUNDARY

 York Region

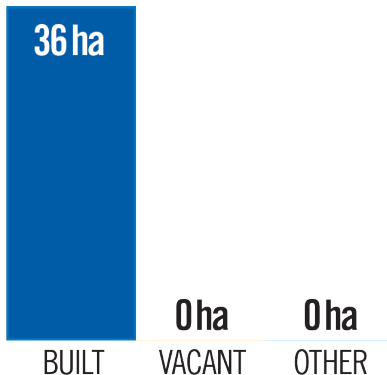
BULLOCK DRIVE CITY of MARKHAM

- ▶ The Bullock drive employment area is comprised of a mix of service, retail, and light industrial uses and is located along arterial roads making it accessible to businesses and surrounding residential communities
- ▶ The western portion of the employment area is bordered by an intensification area and is serviced by rapid transit routes
- ▶ Over the past ten years, the composition of employment in this area has transitioned from traditional industrial and warehouse uses to smaller scale service employment uses

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



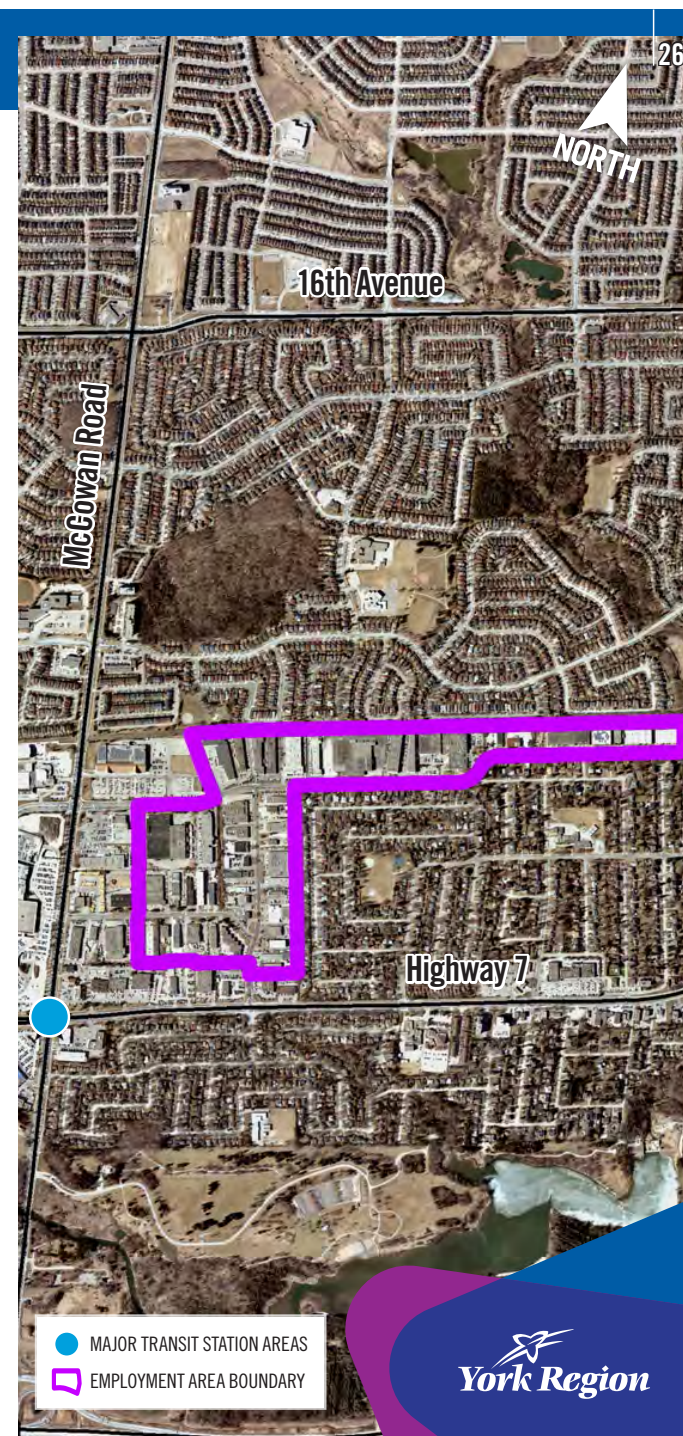
36 TOTAL HECTARES 2017



1,630 JOBS in 2018
27% DECREASE (-590 JOBS) SINCE 2008

71% SERVICES PRODUCING **29% GOODS PRODUCING**
81% ONSITE **19% OFFSITE**
50% RETAIL and PERSONAL SERVICES

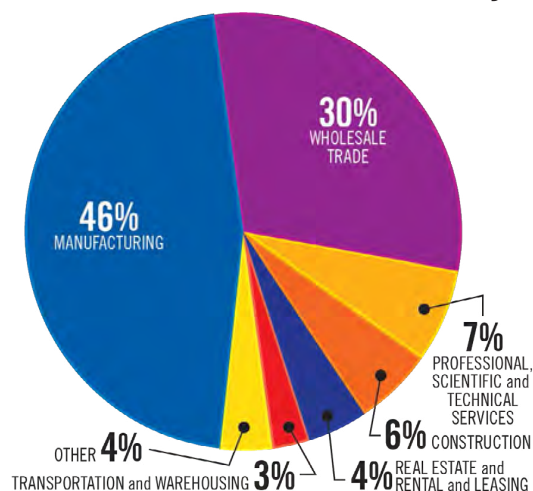
EXISTING EMPLOYMENT AREA
DENSITY 46 JOBS per HECTARE



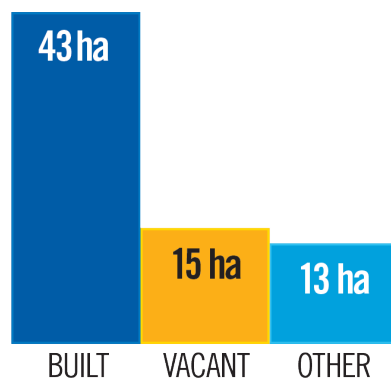
CACHET CITY of MARKHAM

- ▶ The location of the Cachet employment area offers existing and prospective employers excellent visibility and accessibility to Highway 404 and fosters opportunities for economic synergies with its neighbouring employment areas
- ▶ It is comprised of prestige industrial and office buildings which are home to some of the Region's top employers including GE Grid IQ Innovation centre and Phillips Canada
- ▶ The largest share of employment growth can be attributed to the manufacturing sector, accounting for 86 per cent of job growth since 2008
- ▶ A portion of the employment area contains protected natural features, however with 15 hectares of vacant employment land available there is opportunity available for future development

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



71 TOTAL HECTARES 2017



3,050 JOBS in 2018

51% INCREASE (1,030 JOBS) SINCE 2008

48% SERVICES PRODUCING 52% GOODS PRODUCING

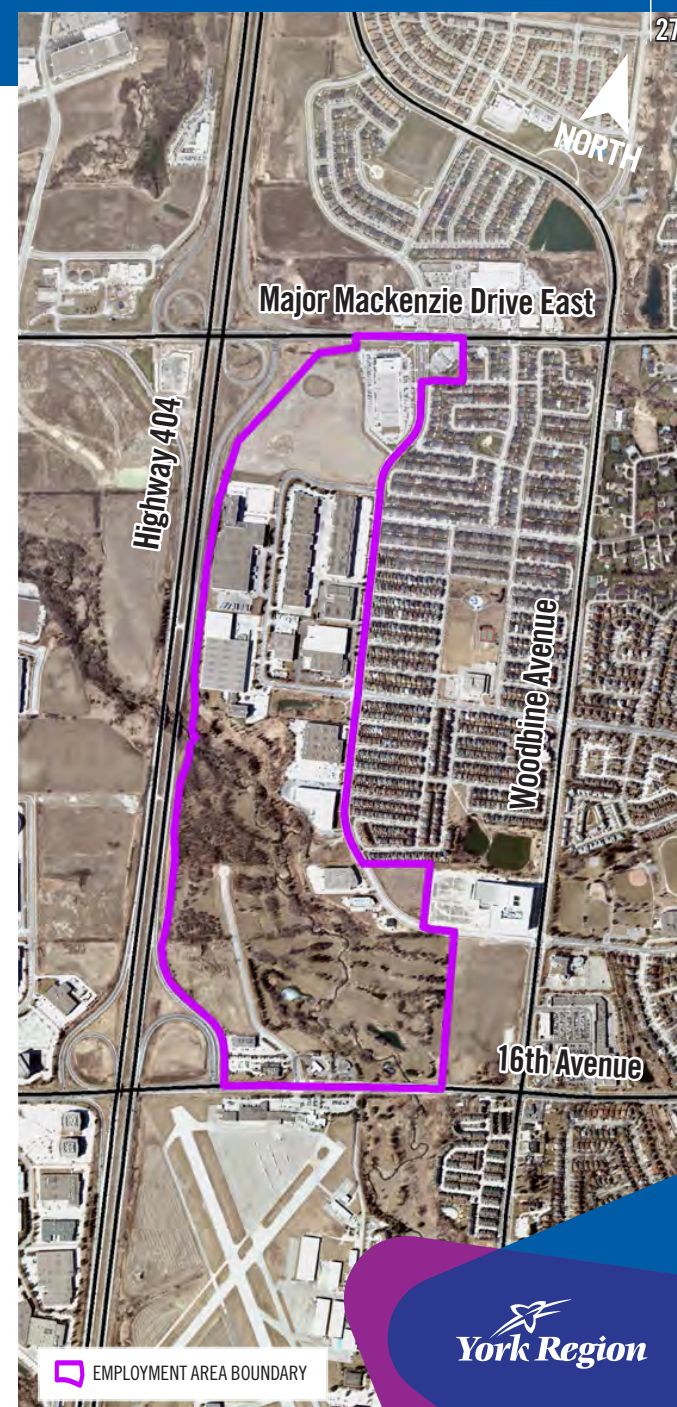
93% ONSITE 7% OFFSITE

3% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
1,090 JOBS 3 BUILDINGS

EXISTING EMPLOYMENT AREA
DENSITY 72 JOBS per HECTARE

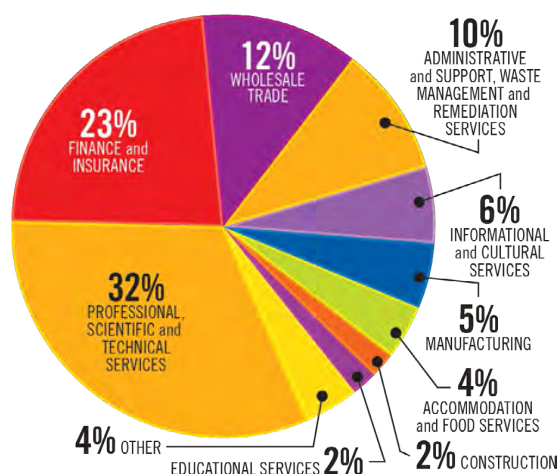
3 SITES [8.0 ha] TOTAL AREA
with INTENSIFICATION POTENTIAL



COCHRANE CITY of MARKHAM

- This employment area is located within the Highway 7 East corridor and is adjoined to the Highway 404 and Highway 407, offering visibility and access to the Regional Rapid transit corridor
- The finance and insurance sector experienced the largest share of employment growth, increasing from a 7 per cent share in 2008 to a 23 per cent share in 2018
- Over 70 per cent of jobs in this employment area are located in major office buildings and are home to some large employers in knowledge-based sectors including Torco Financial Group, Ceridian Canada and WSP Global

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



5,150 JOBS in 2018
7% INCREASE (320 JOBS) SINCE 2008

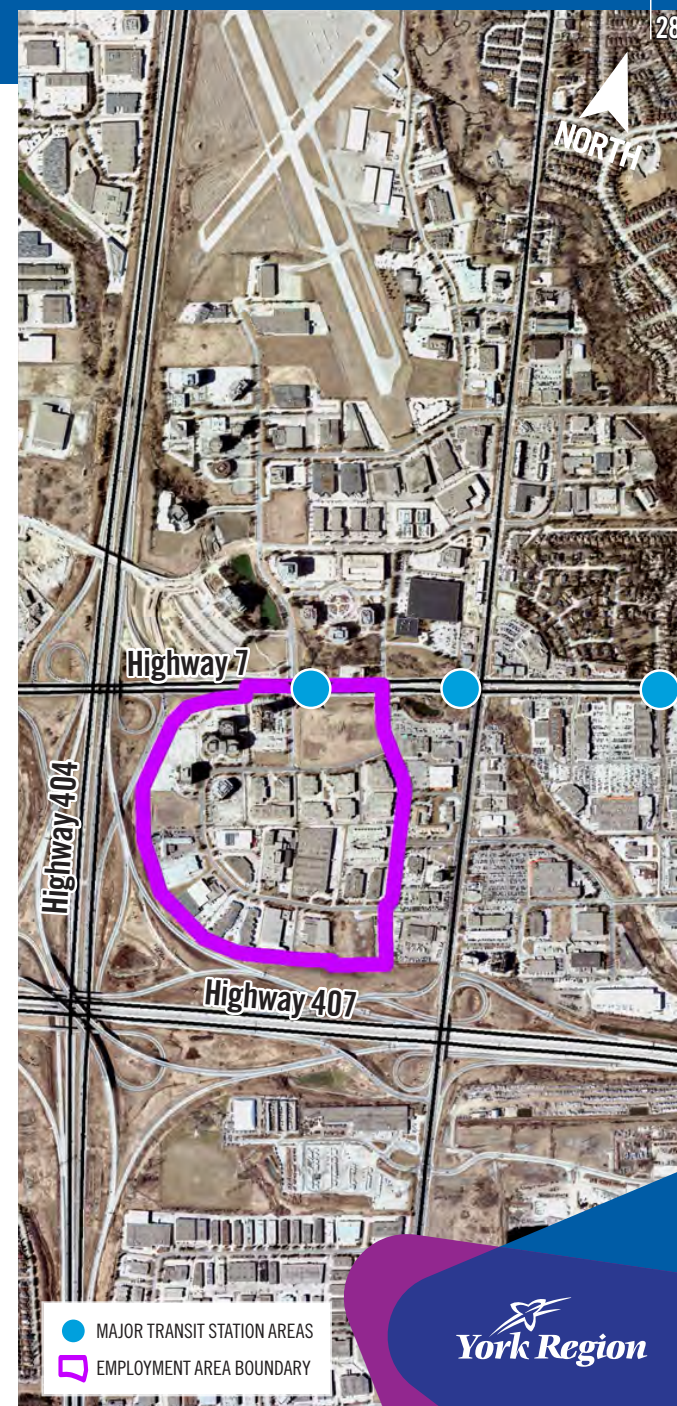
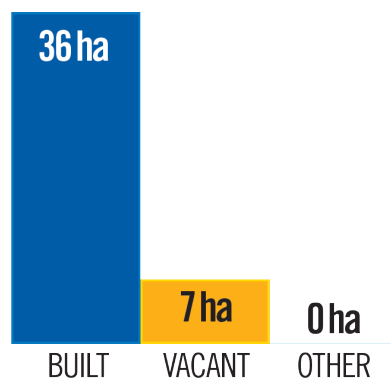
92% SERVICES PRODUCING **8% GOODS PRODUCING**
78% ONSITE **22% OFFSITE**
11% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
3,720 JOBS 9 BUILDINGS

EXISTING EMPLOYMENT AREA DENSITY 144 JOBS per HECTARE

3 SITES [3.0 ha] TOTAL AREA
 with **INTENSIFICATION POTENTIAL**

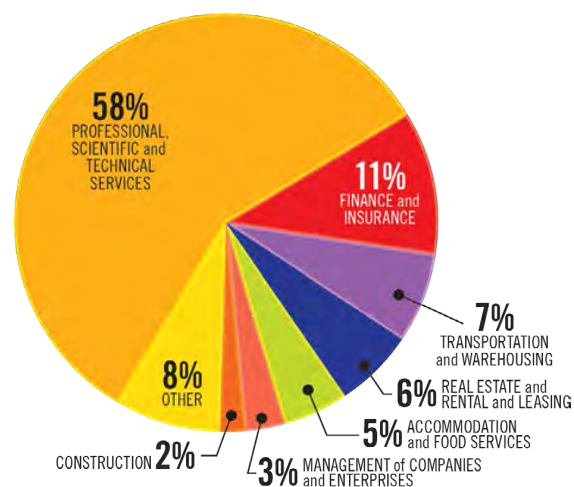
43 TOTAL HECTARES 2017



COMMERCE VALLEY LEITCHCROFT CITY of MARKHAM

- ▶ This employment area is well located within the Highway 7 East corridor and bounded by Highway 407 to the south and Highway 404 to the east
- ▶ This area is comprised of a significant concentration of offices which are home to a number of the Region's top ICT employers including CGI Information Systems and AMD Technologies
- ▶ Over 65 per cent of job growth in the past ten years has been in the finance and insurance and professional, scientific and technical services sectors

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



14,450 JOBS in 2018
28% INCREASE (3,150 JOBS) SINCE 2008

96% SERVICES PRODUCING **4%** GOODS PRODUCING
78% ONSITE **22%** OFFSITE

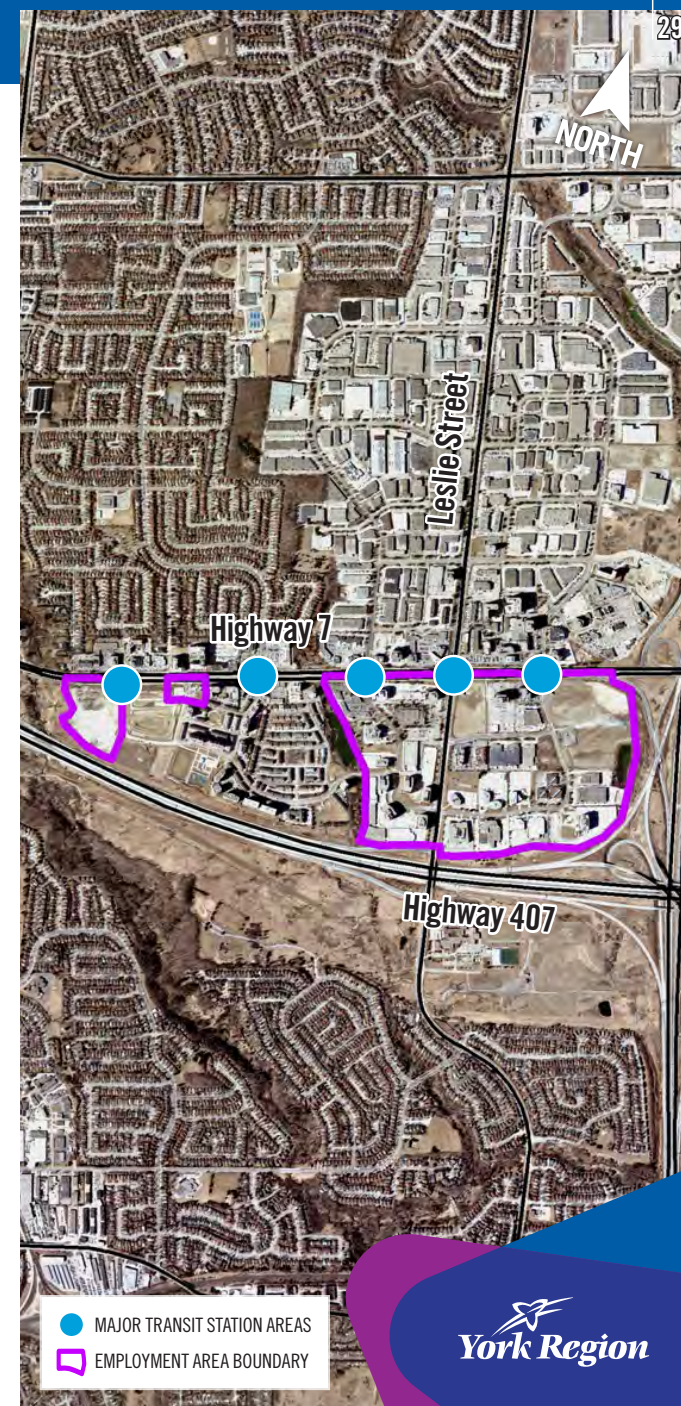
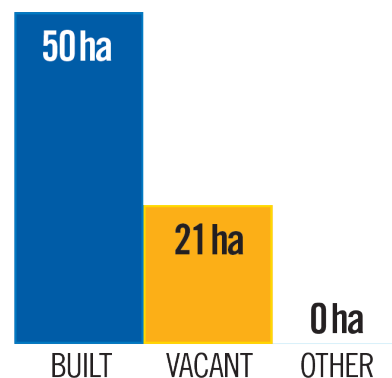
7% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
 13,670 JOBS 19 BUILDINGS

EXISTING EMPLOYMENT AREA DENSITY 289 JOBS per HECTARE

2 SITES [2.0ha TOTAL AREA]
 with INTENSIFICATION POTENTIAL

71 TOTAL HECTARES 2017



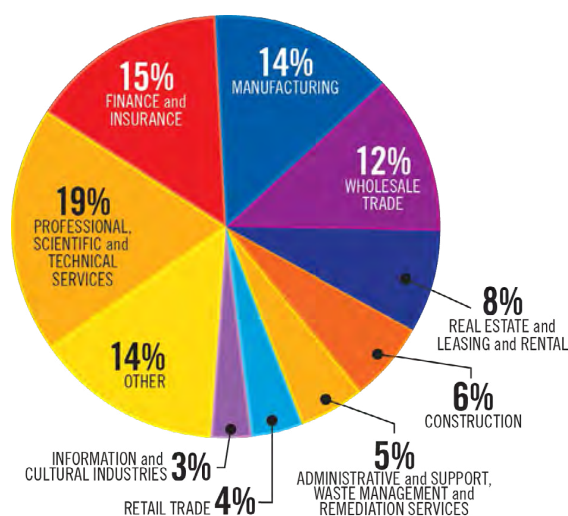
● MAJOR TRANSIT STATION AREAS
 □ EMPLOYMENT AREA BOUNDARY

York Region

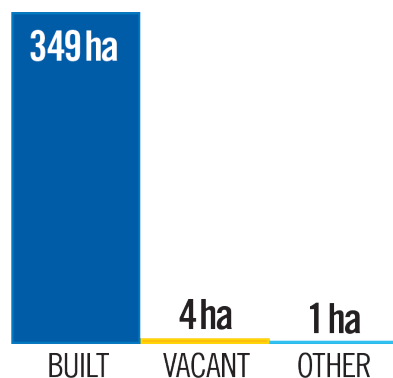
DENISON STEELES CITY of MARKHAM

- ▶ This is the largest employment area in terms of the number of jobs and accounts for 34 per cent of all employment area employment in the City of Markham
- ▶ It sits on the municipal border between York Region and the City of Toronto and is easily accessible via Highway 404
- ▶ Over 6,100 jobs have been added to this employment area since 2008. Over 54 per cent of this growth can be attributed to the Finance and Insurance sector
- ▶ Its diverse economic composition includes a mix of traditional industrial/warehousing and office uses. Since 2008, the majority of growth has occurred in office type uses

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



354 TOTAL HECTARES 2017



39,600 JOBS in 2018

18% INCREASE (6,160 JOBS) SINCE 2008

80% SERVICES PRODUCING 20% GOODS PRODUCING

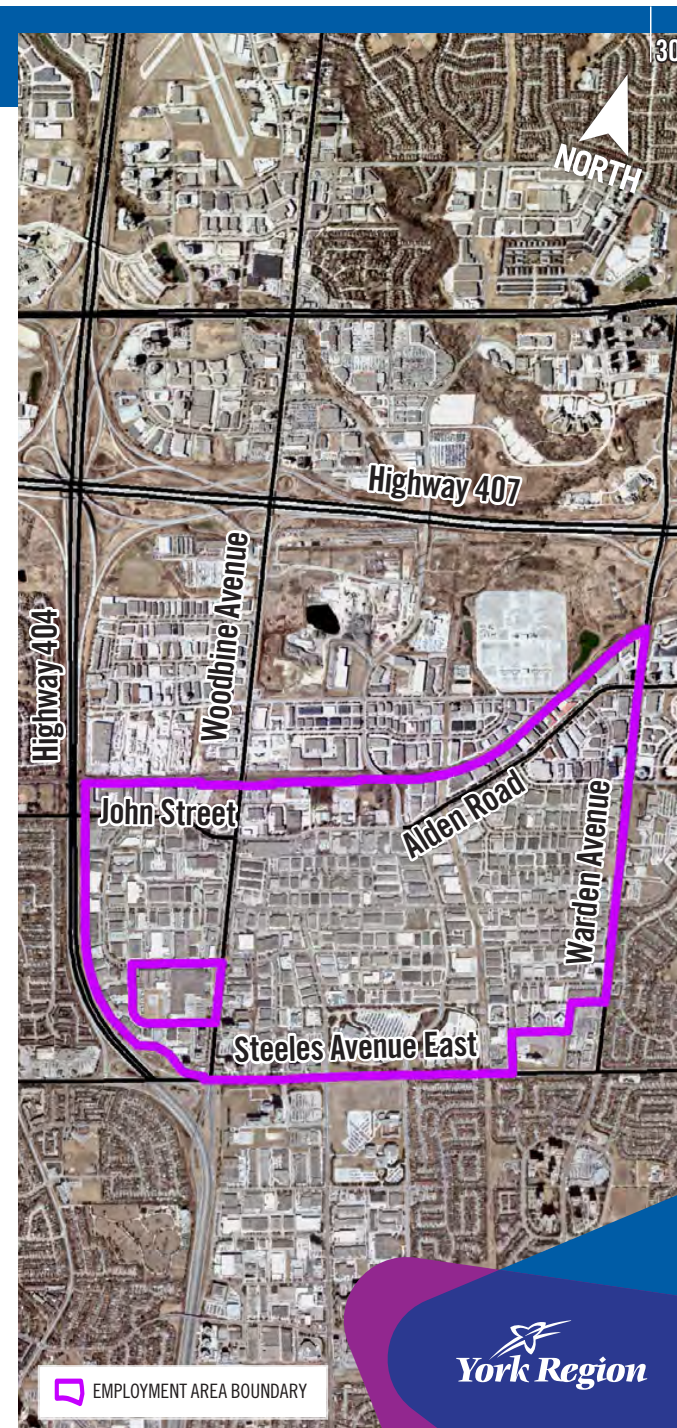
76% ONSITE 24% OFFSITE

14% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
14,420 JOBS 21 BUILDINGS

EXISTING EMPLOYMENT AREA
DENSITY 113 JOBS per HECTARE

4 SITES [3.0 ha] TOTAL AREA
with INTENSIFICATION POTENTIAL

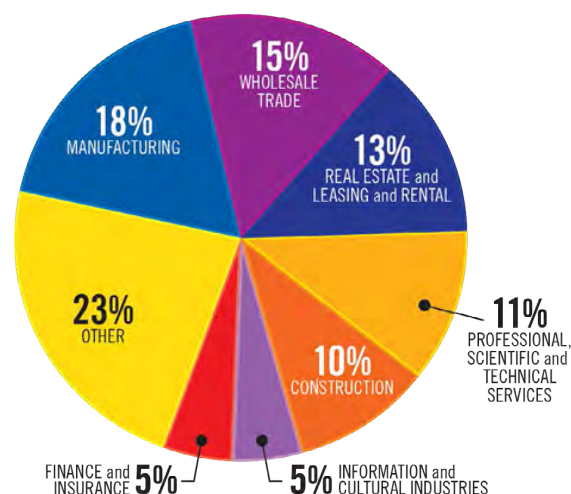


York Region

FOURTEENTH AVENUE CITY of MARKHAM

- ▶ This established employment area is situated southeast of Highway 404 and Highway 407
- ▶ Despite experiencing declines in the manufacturing and transportation/warehousing sectors in the past ten years, it can still be characterized as a traditional employment area with industrial and warehousing uses
- ▶ The real estate and rental and leasing and construction sectors accounted for the largest share of employment growth since 2008

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



8,200 JOBS in 2018

9% INCREASE (700 JOBS) SINCE 2008

71% SERVICES PRODUCING 29% GOODS PRODUCING

86% ONSITE 14% OFFSITE

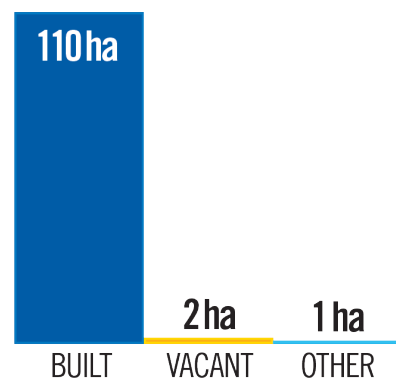
13% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
1,660 JOBS 4 BUILDINGS

EXISTING EMPLOYMENT AREA
DENSITY 74 JOBS per HECTARE

3 SITES [2.0ha] TOTAL AREA
with INTENSIFICATION POTENTIAL

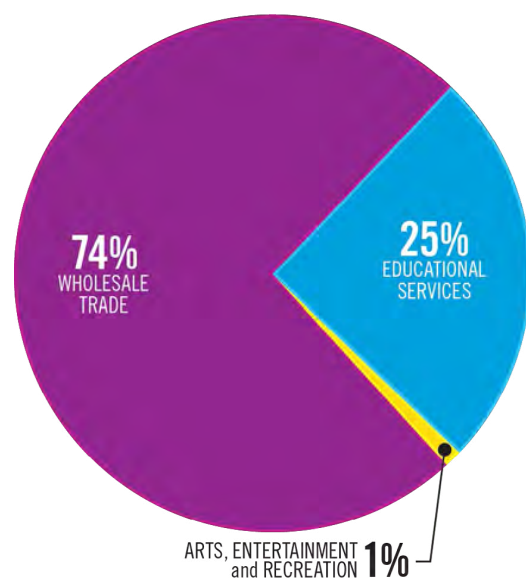
113 TOTAL HECTARES 2017



HIGHWAY 404 NORTH CITY of MARKHAM

- This employment area offers excellent visibility and accessibility from the adjoining 400 series highway and has further development potential with 48 hectares of vacant land
- Honda Canada, Enbridge Gas and Mobis Parts Canada have located their operations here over the past ten years. All three employers feature prestige industrial and office uses and account for all 1,220 jobs in this employment area

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



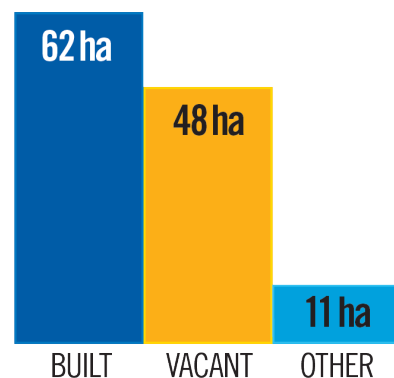
1,220 JOBS in 2018
10,083% INCREASE (1,210 JOBS) SINCE 2008

100% SERVICES PRODUCING **0%** GOODS PRODUCING

84% ONSITE **16%** OFFSITE

1% RETAIL and PERSONAL SERVICES

121 TOTAL HECTARES 2017



MAJOR OFFICE
 1,040 JOBS 2 BUILDINGS

EXISTING EMPLOYMENT AREA DENSITY 20 JOBS per HECTARE

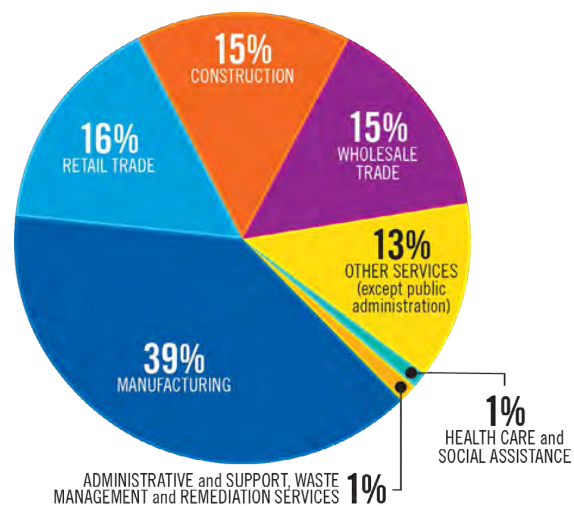


York Region

MOUNT JOY BUSINESS PARK CITY of MARKHAM

- ▶ The Mount Joy business park is located within the mixed-use Markham Rd/Mount Joy corridor
- ▶ This area is adjacent to the Mount Joy GO station and is well integrated into the surrounding communities of Berczy Village, Wismer Commons and Greensborough
- ▶ Employment growth has remained relatively steady since 2008. The area is mainly comprised of small scale multi-unit industrial buildings used for light manufacturing and wholesale businesses

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



160 JOBS in 2018

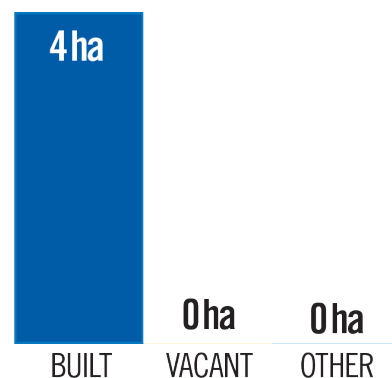
14% INCREASE (20 JOBS) SINCE 2008

46% SERVICES PRODUCING 54% GOODS PRODUCING

93% ONSITE 7% OFFSITE

29% RETAIL and PERSONAL SERVICES

4 TOTAL HECTARES 2017



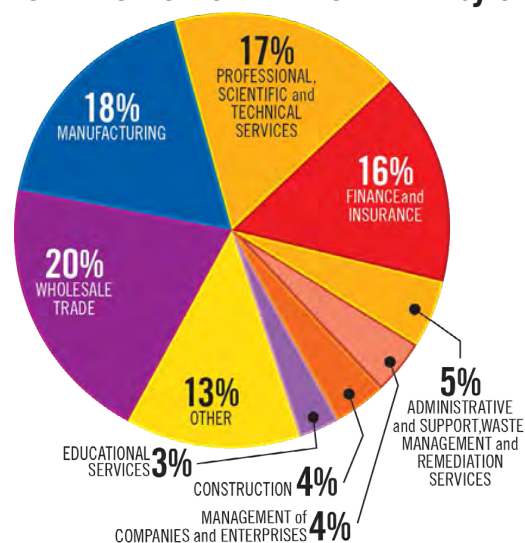
EXISTING EMPLOYMENT AREA DENSITY **45** JOBS per HECTARE



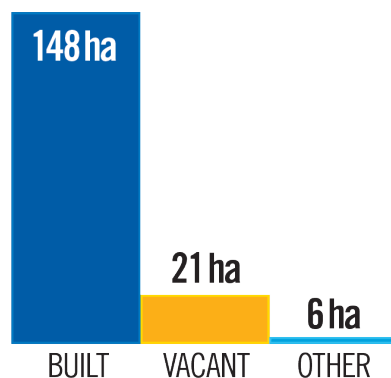
RISEBOROUGH CITY of MARKHAM

- This employment area is conveniently located at the southeast corner of Highway 407 and Warden Avenue and with access to frequent transit service on the surrounding arterial roads. It is comprised of a range of prestige office and industrial buildings and is home to a number of top employers including TD Insurance, Veoneer Canada, Enercare Home Services and GM Canada
- The wholesale trade, administrative and support, waste management and remediation services and manufacturing sectors all experienced notable growth over the past ten years despite an overall net decline in employment in this area
- 29 of the 511 businesses located in this area employ over 100 employees and account for 60 per cent of all jobs in the business park

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



175 TOTAL HECTARES 2017



13,740 JOBS in 2018
6% DECREASE (-950 JOBS) SINCE 2008

78% SERVICES PRODUCING **22%** GOODS PRODUCING

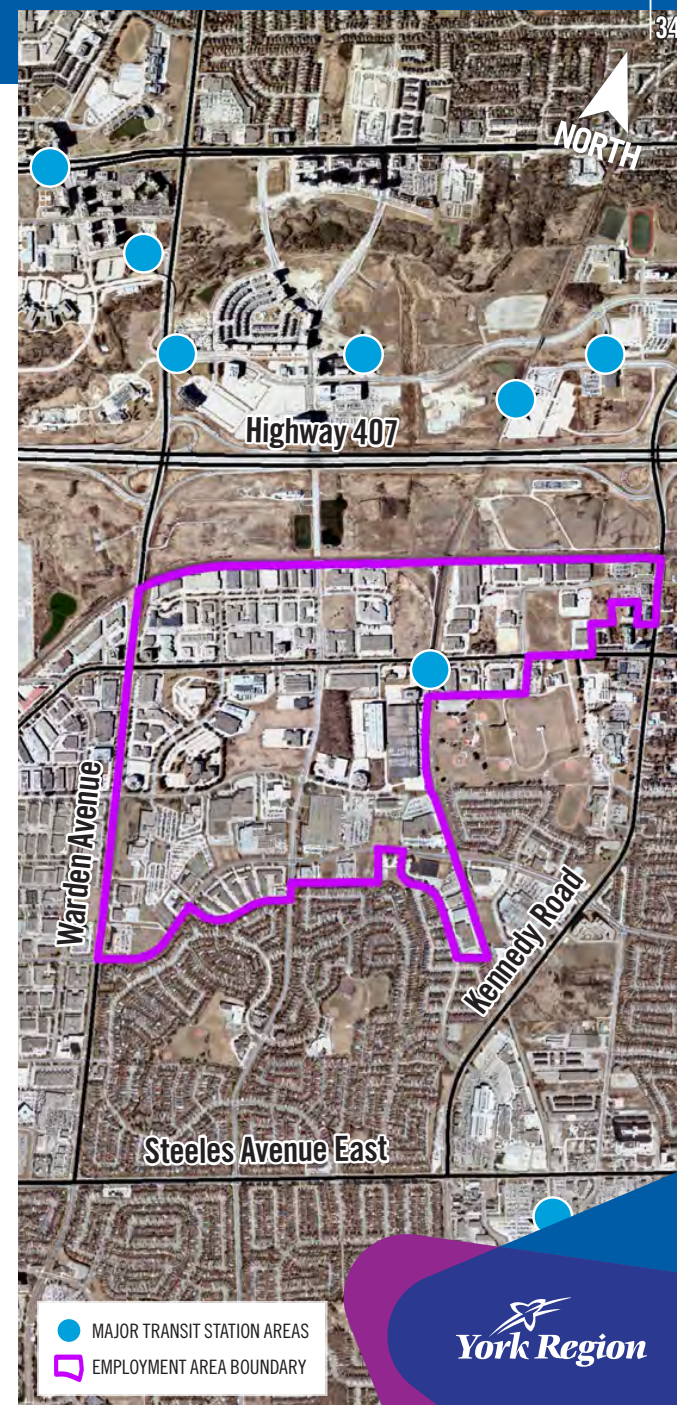
86% ONSITE **14%** OFFSITE

6% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
5,870 JOBS 18 BUILDINGS

EXISTING EMPLOYMENT AREA
DENSITY 93 JOBS per HECTARE

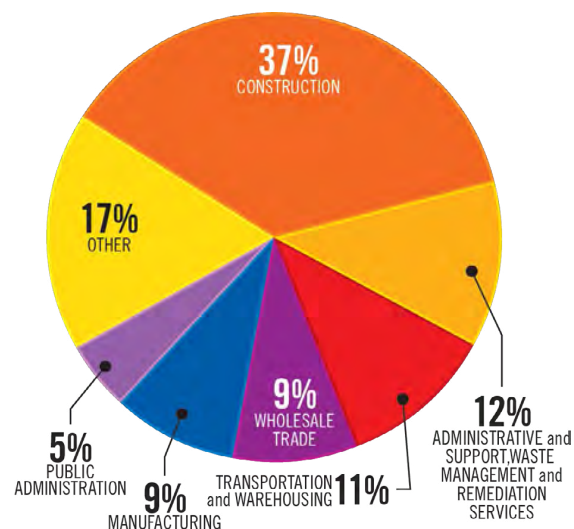
5 SITES [5.0 ha TOTAL AREA]
with INTENSIFICATION POTENTIAL



RODICK ROAD CITY of MARKHAM

- ▶ The northern part of this employment area is located close to the Highway 7 east corridor and Markham Centre and is comprised of mainly industrial standalone and industrial condo buildings in the Administrative and support, waste management and remediation services, wholesale trade and manufacturing sectors
- ▶ The employment lands south of Highway 407 are home to The Miller Group, one of the Region's top employers. This business alone accounts for nearly all of the construction sectors jobs within this employment area and accounted for 51 per cent of job growth in this area over the past ten years
- ▶ Both the northern and southern parts of this employment area are easily accessed via Highway 407

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



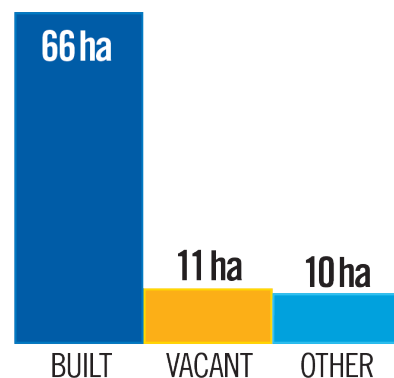
3,210 JOBS in 2018
180% INCREASE (2,060 JOBS) SINCE 2008

50% SERVICES PRODUCING **50% GOODS PRODUCING**

55% ONSITE **45% OFFSITE**

10% RETAIL and PERSONAL SERVICES

87 TOTAL HECTARES 2017



EXISTING EMPLOYMENT AREA
DENSITY 49 JOBS per HECTARE

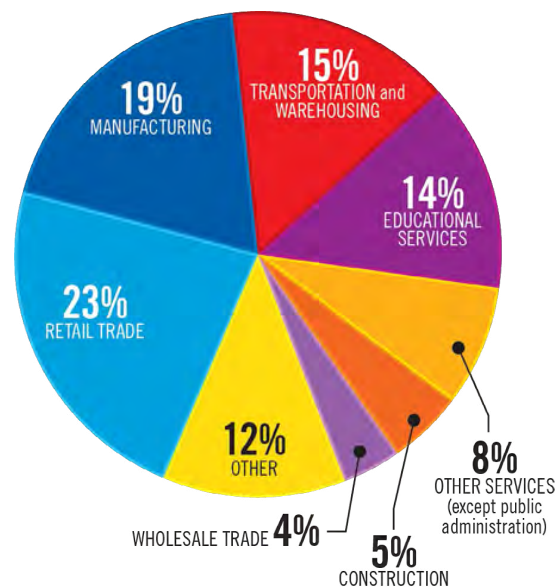
5 SITES [8.0 ha] TOTAL AREA
 with INTENSIFICATION POTENTIAL



THORNHILL CITY of MARKHAM

- ▶ The Thornhill employment area is located adjacent to the Yonge Steeles Corridor mixed-use area and is transit supportive with existing York Region Transit/VIVA bus routes and the future Yonge subway extension
- ▶ Employment in this area has remained relatively stable over the past ten years
- ▶ Employment uses in the area are comprised of light industrial, small office and retail uses that primarily serve the surrounding community and businesses

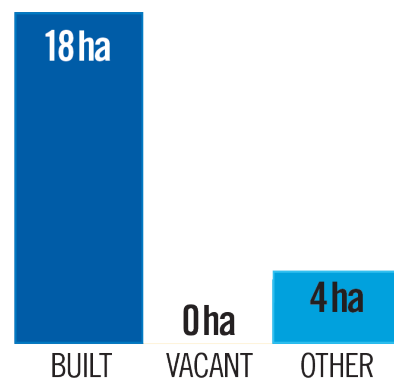
DISTRIBUTION of EMPLOYMENT by SECTOR 2018



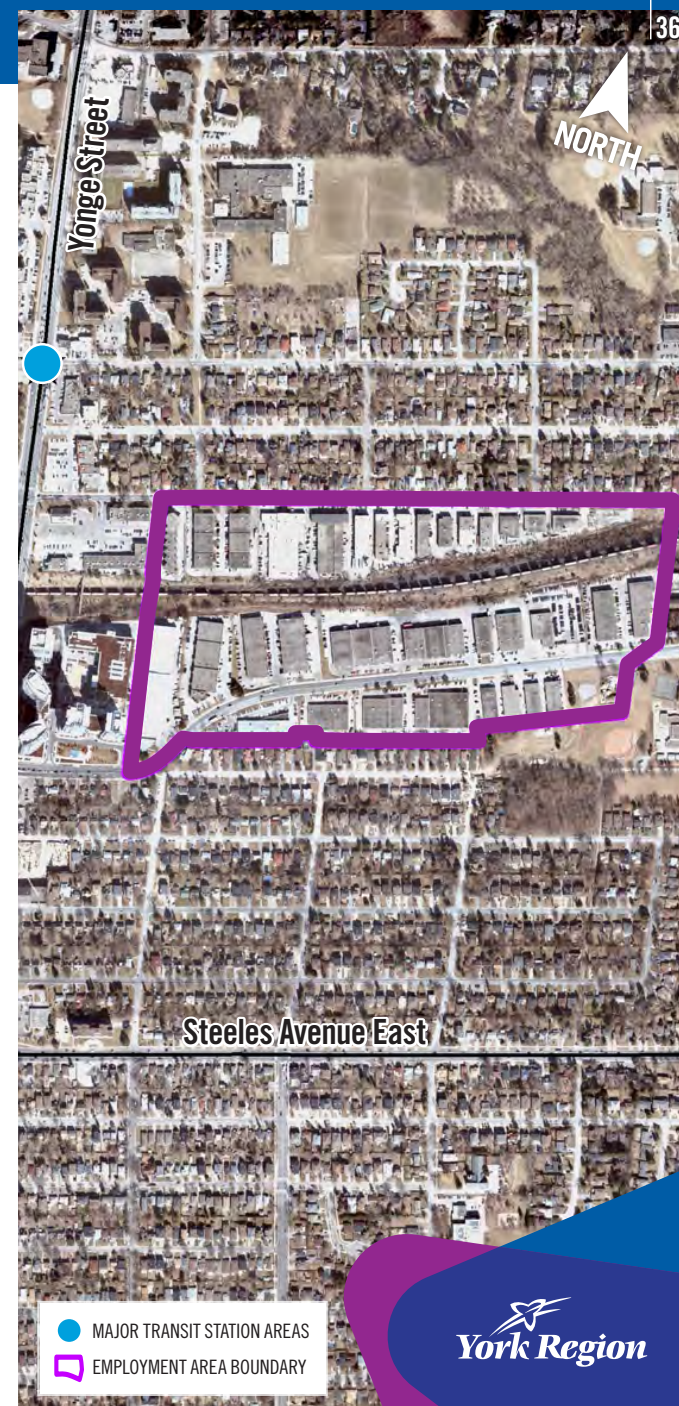
1,530 JOBS in 2018
6% INCREASE (80 JOBS) SINCE 2008



22 TOTAL HECTARES 2017



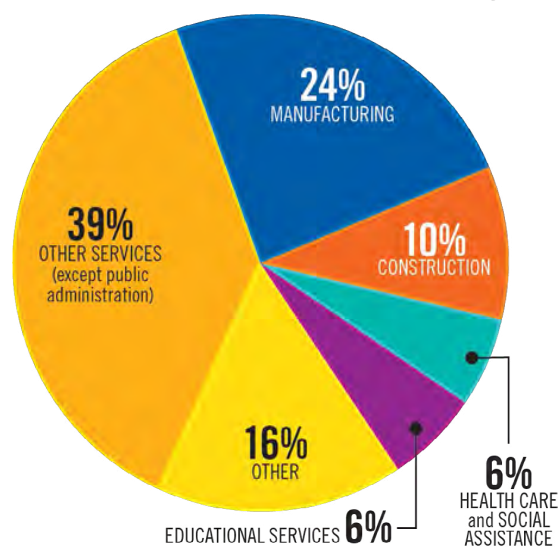
EXISTING EMPLOYMENT AREA
DENSITY 86 JOBS per HECTARE



THORNLEA CITY of MARKHAM

- ▶ The Thornlea employment area is situated in the community of Thornhill
- ▶ This area is comprised of a mix of multi-unit buildings that provide light industrial uses and services to businesses and residents
- ▶ The other services and manufacturing sectors account for the largest shares of employment in this area. These businesses are primarily in automotive repair and light manufacturing including millwork and food production
- ▶ Despite an overall decline in employment due to job losses in the manufacturing sector in the past ten years, growth in the other services sector was able to recover the majority of jobs lost

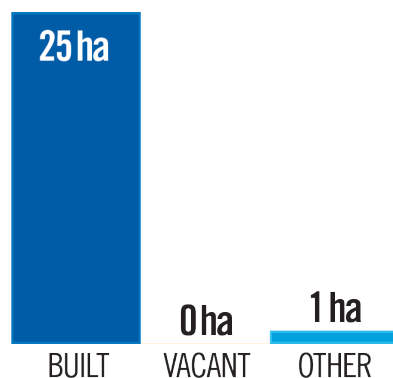
DISTRIBUTION of EMPLOYMENT by SECTOR 2018



1,020 JOBS in 2018
6% DECREASE (-60 JOBS) SINCE 2008



26 TOTAL HECTARES 2017



EXISTING EMPLOYMENT AREA
DENSITY 41 JOBS per HECTARE

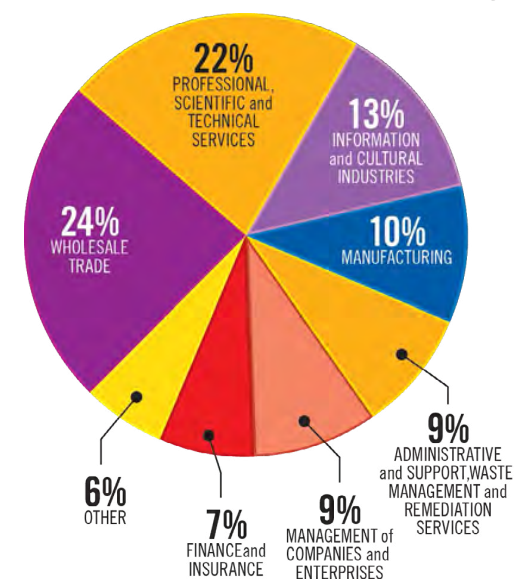
1 SITE [1.0ha] TOTAL AREA
with INTENSIFICATION POTENTIAL



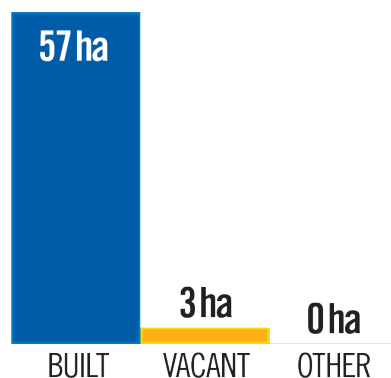
TOWN CENTRE CITY of MARKHAM

- The Town Centre employment area is located within Markham Centre and is strategically located along the Highway 7 rapid transit corridor and is adjacent to Highway 407
- The area is primarily comprised of major office and office/industrial developments and is home to some of the Region's large employers including Hydro One, Jonas Software and Allergan Inc.
- Over the past ten years, a number of companies in the wholesale trade, information and cultural industries and the management of companies and enterprises sectors have located their operations here and significantly contributed to the City and Region's knowledge based clusters

DISTRIBUTION of EMPLOYMENT by SECTOR 2018



60 TOTAL HECTARES 2017



7,040 JOBS in 2018
70% INCREASE (2,890 JOBS) SINCE 2008

89% SERVICES PRODUCING 11% GOODS PRODUCING

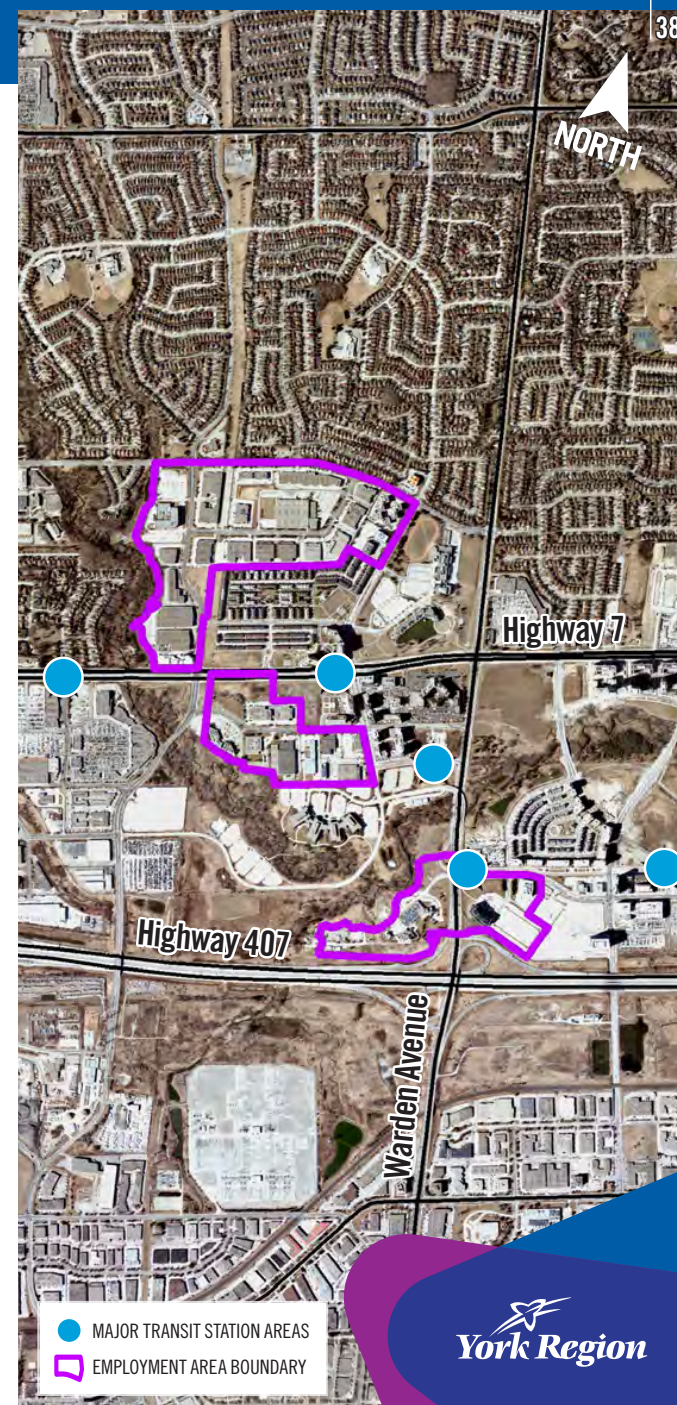
86% ONSITE 14% OFFSITE

14% RETAIL and PERSONAL SERVICES

MAJOR OFFICE
4,250 JOBS 12 BUILDINGS

EXISTING EMPLOYMENT AREA
DENSITY 123 JOBS per HECTARE

3 SITES [2.0 ha] TOTAL AREA
with INTENSIFICATION POTENTIAL



CATHEDRAL (VACANT)

- The Cathedral employment area has a total area of 45 net Ha – 37 of which were vacant and available for future development as of 2017
- This employment area is strategically located along Highway 404, offering excellent visibility and access to the goods movement corridor



39

CORNELL (VACANT)

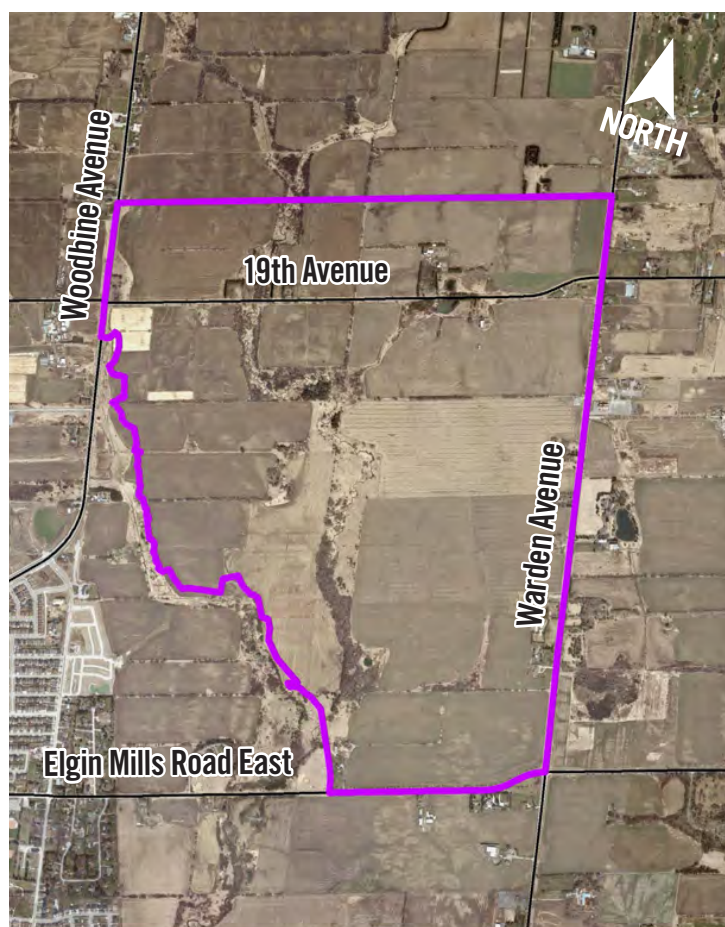
- The Cornell employment area has a total area of 52 net Ha – 37 of which were vacant in 2017
- Cornell is strategically located adjacent to Highway 407

LANGSTAFF (VACANT)

- The Langstaff employment area is located within the Richmond Hill/Langstaff Gateway Urban Growth Centre (UGC). The UGC is situated at the crossroads of numerous existing and planned transportation corridors and is anticipated to accommodate up to 32,000 people and 15,000 jobs
- The two hectares of employment land, which are currently home to approximately 50 jobs, are slated for future redevelopment in the gateway's master plan with employment uses being focused at the transit nodes and bordering Highway 407 granting greater access and exposure to prospective employers



40



ROPA 3 (VACANT)

- ROPA 3 was brought into the Region's urban boundary through the 2010 ROP as part of the 2031 Growth Plan conformity exercise
- There is a total of 248 ha in this employment area with 246 ha vacant in 2017
- The employment area is located in close proximity to Highway 404 and Elgin Mills Road East



HIGHWAY 407 LESLIE SOUTHWEST (VACANT)

- 100 per cent of the employment in this employment area is in the Education services sector
- There is a total of 14Ha in the 407 Leslie Southwest employment area with 6 Ha vacant in 2017
- The employment area is located adjacent to Highway 407



Appendix 'C'
York Region Employment Conversion Criteria

Criteria	Theme Area	Description
1. The lands are not required over the horizon of the Growth Plan (GP) for the employment purposes for which they are designated (<i>GP 2.2.5.9 b</i>).	Supply	<ul style="list-style-type: none"> Intended to ensure an appropriate amount of land designated as employment to accommodate the employment forecast over the planning horizon.
2. The Region <i>and local municipality</i> will maintain sufficient employment lands to accommodate forecasted employment growth, <i>including sufficient employment land employment growth</i> , to the horizon of the Growth Plan (<i>modified GP 2.2.5.9.c</i>).	Supply	<ul style="list-style-type: none"> Intended to ensure that both York Region and the local municipal land needs assessments will be considered when evaluating conversion requests. Additionally, the words “sufficient employment land employment growth” were added to identify that protecting ELE jobs is a Regional priority as employment lands are home to the majority of the Region’s jobs.
3. Non-employment uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets and other policies in the Growth Plan (<i>modified GP 2.2.5.9 d</i>).	Viability	<ul style="list-style-type: none"> Intended to ensure that the viability of the employment area is maintained and that density (Designated Greenfield Area, Employment Area) and intensification (Urban Growth Centres, Strategic Growth Areas, and Major Transit Station Areas) targets can be met.
4. There are existing or planned infrastructure and public service facilities to accommodate the non-employment uses (<i>e.g. sewage, water, energy, transportation</i>) (<i>modified GP 2.2.5.9 e</i>).	Infrastructure	<ul style="list-style-type: none"> When evaluating conversions consider if the existing or planned infrastructure and public service facilities are available to support the non-employment uses.

York Region Employment Conversion Criteria

Criteria	Theme Area	Description
<p>5. There is a need for the conversion (GP 2.2.5.9 a).</p>	<p>Region Wide Interest</p>	<ul style="list-style-type: none"> • Need can generally be defined by considering land supply and the urban structure. When applying this criteria, the following questions should be asked: • Is there not enough land to accommodate the development objectives elsewhere? • Are there specific characteristics of the proposed site that would result in a non-employment use being better integrated with the regional or local urban structure or better support Regional and local planning objectives?
<p>6. The following employment areas will not be considered for conversion as they have not yet had the opportunity to develop due to servicing constraints or have recently been brought into the urban boundary to accommodate employment land employment growth to 2031: Keswick Business Park, Queensville, Highway 404 (ROPA 1), ROPA 3, and Highway 400 North (ROPA 52).</p>	<p>Supply</p>	<ul style="list-style-type: none"> • Due to the nature, character, and potential success of these employment areas, time to develop should be given prior to considering these areas for conversion. • Queensville: Secondary Plan was approved for this employment area in 1998. Water/wastewater servicing is not available to this area and is contingent on the Upper York Sewage Solution – currently scheduled for 2026. • ROPA 1: Brought into the urban boundary through YROP-2010. Minimal opportunity for development exists in this employment area as full build out is contingent on the Upper York Sewage Solution – currently scheduled for 2026. • ROPA 3: Brought into the urban boundary through the YROP- 2010. Additional infrastructure is required to support the full buildout of this employment area. • ROPA 52: Brought into the urban area through YROP-2010. The Northeast Vaughan sewer upgrade (currently scheduled for 2028) is required to support the full buildout of this area. • Keswick Business Park: Secondary Plan for this employment area was approved in 2004. Despite having regional servicing available, the area has no local water/ waste water servicing.

York Region Employment Conversion Criteria

Criteria	Theme Area	Description
<p>7. The employment area will not be considered for conversion if the entire perimeter of the site is surrounded by lands designated for employment uses and is not viable to continue as an employment area.</p>	<p>Viability</p>	<ul style="list-style-type: none"> • An important component of employment area viability is location. If a site proposed for conversion creates a “hole” in the employment area, the employment area becomes disconnected. If a site becomes disconnected, it has the potential to impact a larger area than just the site being converted as well as sites immediately adjacent. • This can also impact market attractiveness and limit choice of different sized sites for new businesses or existing business expansions in the surrounding area. It can also open the door to future land use compatibility issues depending on the type of non- employment use permitted on those converted lands.
<p>8. Conversion of the site would not compromise the Region’s and/or local municipality’s supply of large sized employment area sites (i.e. 10 ha or greater) which allow a range uses including but not limited to land extensive uses such as manufacturing, warehousing, distribution and logistics.</p>	<p>Supply</p>	<ul style="list-style-type: none"> • Protecting a diverse range, size and mix of employment areas ensures a competitive economic environment as stated in policy 2.2.5.1b of the Growth Plan. The Region has been experiencing substantial growth in many land extensive sectors such as manufacturing, warehousing, distribution and logistics, a trend that is likely to continue with automation and artificial intelligence. Preserving these sites for prospective employers is important. • What is the size of the proposed site? • Does the site have the potential to accommodate land extensive uses?
<p>9. The conversion will not destabilize or adversely affect current or future viability and/or identity of the employment area with regards to:</p> <ol style="list-style-type: none"> a) Hindering the operation or expansion of existing or future businesses b) Maintaining lands abutting or in proximity to the conversion site for employment purposes over the long term 	<p>Viability</p>	<ul style="list-style-type: none"> • Intended to determine if the proposed conversion will impact the current or future viability of the employment area. • There are many factors that can be used to measure the impact a conversion may have on the success of an employment area. • This criteria is supportive of Growth Plan policies 2.2.5.1a and 2.2.5.7c

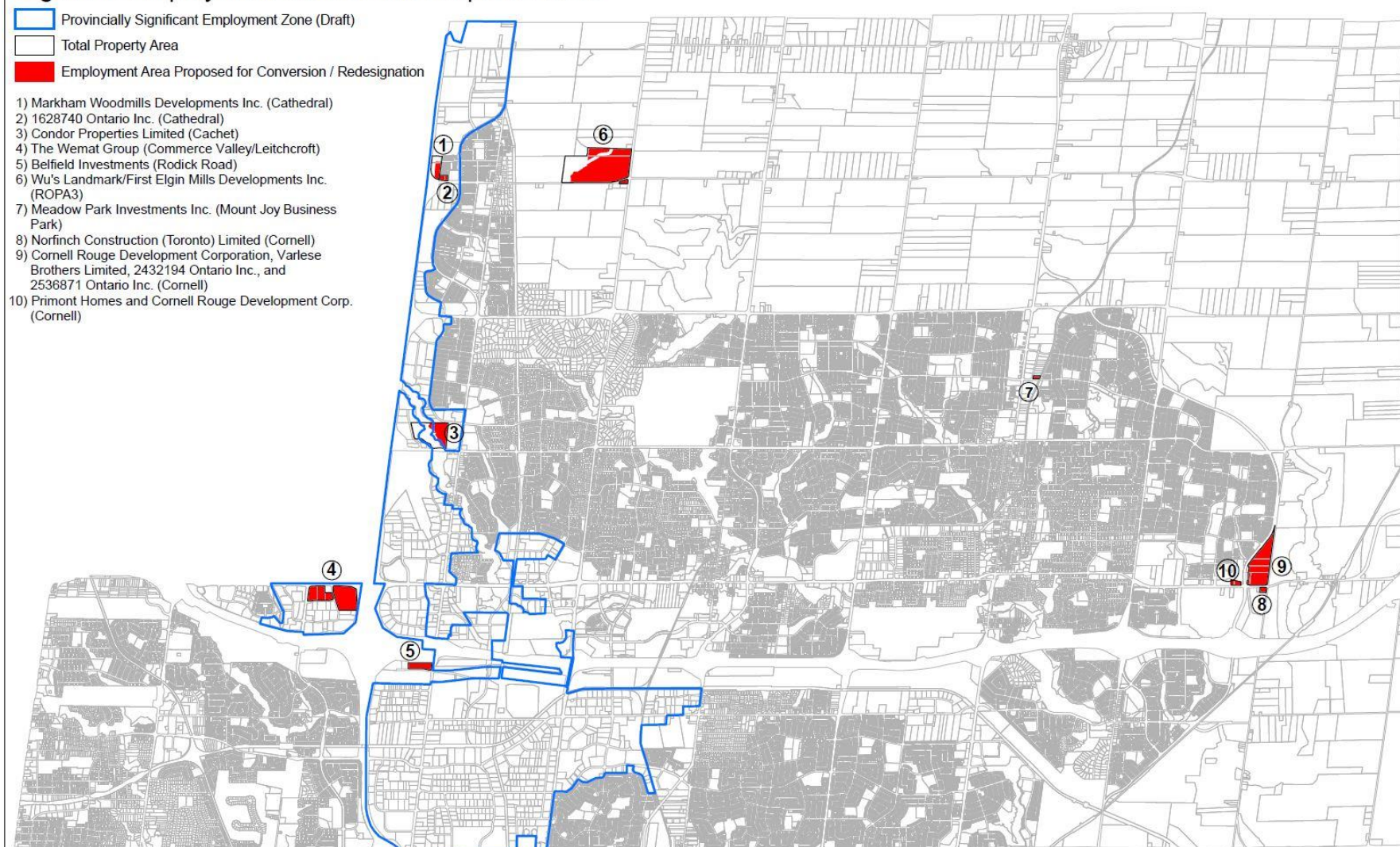
York Region Employment Conversion Criteria

Criteria	Theme Area	Description
10. The conversion to a non- employment use is compatible with the surrounding uses such as existing employment uses, residential or other sensitive land uses and will mitigate existing and/or potential land use conflicts	Viability	<ul style="list-style-type: none"> The land uses adjacent to a conversion site must be considered when evaluating the conversion request. Will the conversion potentially enhance the character and condition of that proposed site? And will it be compatible with existing and future uses in the area?
11. The site offers limited development potential for employment land uses due to factors including size, configuration, access and physical conditions	Viability	<ul style="list-style-type: none"> Employment areas are not equal in their attributes and desirability. Existing functional attributes of an employment area such as size, configuration, access and physical conditions are an indication of the area's current and long-term viability.
12. The proposed site is not adjacent to 400-series highways, is not located in proximity to existing or planned highways and interchanges, intermodal facilities, airports and does not have access to rail corridors	Access	<ul style="list-style-type: none"> This criteria supports the Growth Plan and Regional Official Plan policies around preserving employment areas located near major goods movement corridors to support employment activities that require heavy truck and rail traffic (OP policy 4.3.6, GP policy 2.2.5.1.b, 2.2.5.8). Additionally, these sites offer highway frontage, which is a desirable feature for attracting new investment to the Region (Goal 5 of the Economic Development Action Plan).
13. The proposed conversion to a non-employment use does not compromise any other planning policy objectives of the Region or local municipality.	Region Wide Interest	<ul style="list-style-type: none"> When evaluating conversion requests, all Regional and Local planning objectives must be met. In the event that a particular conversion request does not meet one of the planning objectives of the Official Plan, but does meet the criteria, a rationale as to why the conversion is not recommended will be considered under this criterion.
14. Cross-jurisdictional issues have been addressed	Region Wide Interest	<ul style="list-style-type: none"> Intended to ensure that potential conflicts/shared access/servicing with neighbouring upper- and single-tier municipalities (Peel, Toronto, Durham, Simcoe) as well as local municipalities are considered and addressed when evaluating a conversion request.

Appendix 'D'


Location Map and Description of Employment Conversion Requests in Markham

Figure 1: Employment Conversion Requests 2019



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Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

1. Markham Woodmills Developments Inc. (Cathedral)	
Address	Northeast Corner of Elgin Mills Road East and Highway 404
	
Site Area	3.18 ha (gross), 1.9 ha (net)
Site and Area Context	<p>Subject site: The subject site is located on the north side of Elgin Mills Road between Highway 404 and Woodbine Avenue, and is visible from Highway 404. The conversion request pertains to the eastern portion of the property and maintains the western portion for employment related purposes.</p> <p>Surrounding uses: North – Vacant land designated for 'Business Park Employment' uses and a City-owned woodlot. East – Lands designated for 'Low Rise Residential' uses currently under development, and lands designated for 'Service Employment' uses (which are also the subject of a conversion request). South – Northbound ramp from Elgin Mills Road East to Highway 404. West – Highway 404.</p>
Identified in draft PSEZ mapping	Yes

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

1. Markham Woodmills Developments Inc. (Cathedral)	
Region Official Plan	Urban Area, Strategic Employment Lands – Conceptual
Official Plan Designation(s)	Service Employment, Business Park Employment
Secondary Plan Designation(s)	N/A
Zoning	Business Park (BP) and Business Corridor (BC) per By-law 177-96
Proposal	To provide for a mixed-use development that accommodates a mix of office and residential space within a live-work type of environment. The proposal includes a range of building heights – 2 to 5 storeys for the office buildings and 4 to 6 storeys for the residential buildings (170-255 units). The two proposed office buildings will be located along the Highway 404 frontage, with the two proposed residential buildings located along the eastern portion of the subject site adjacent to the residential subdivision under development. Given that the subject site is located east and north of the Highway 404 northbound onramp, access for the mixed use development will be provided through an extension of a collector road from the residential development to the east.

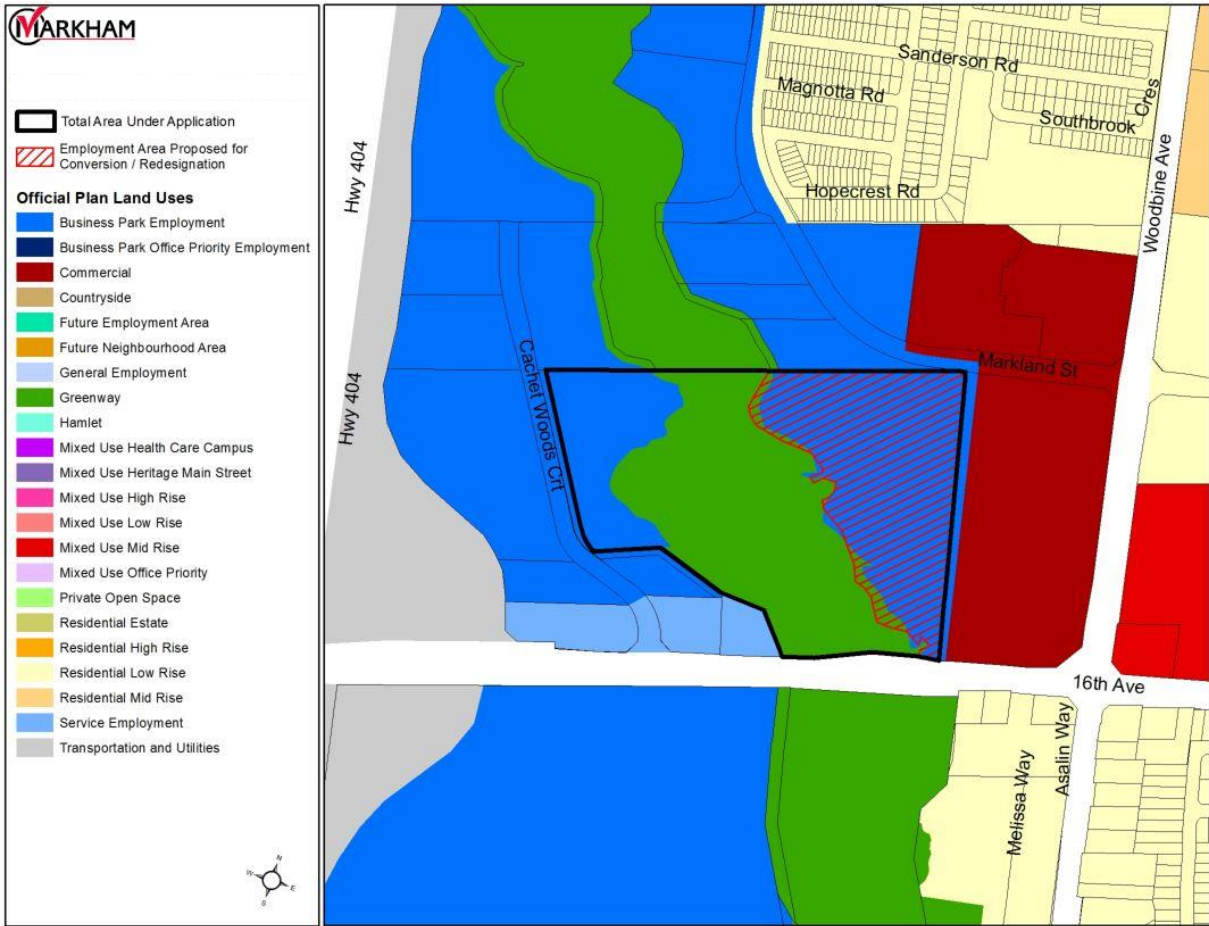
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

2. 1628740 Ontario Inc. (Cathedral)	
Address	2718 and 2730 Elgin Mills Road
	
Site Area	1.0 ha (gross and net)
Site and Area Context	<p>Subject site: The subject site is located on the north side of Elgin Mills Road East between Highway 404 and Woodbine Avenue.</p> <p>Surrounding uses: North – Lands designated for 'Low Rise Residential' uses currently under development. East – An existing stormwater management pond currently designated as 'Greenway'. South – Elgin Mills Road East. West – Vacant lands designated for 'Service Employment' and 'Business Park Employment' uses (which are also the subject of a conversion request) and Highway 404.</p>
Identified in draft PSEZ mapping	Yes

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

2. 1628740 Ontario Inc. (Cathedral)	
Region Official Plan	Urban Area, Strategic Employment Lands – Conceptual
Official Plan Designation(s)	Service Employment
Secondary Plan Designation(s)	N/A
Zoning	Rural Residential One Zone (RR1) and Agriculture One Zone (A1) per By-law 304-87
Proposal	To provide for the continuation of 'Low Rise Residential' development of lands to the north (OPA No. 12) through the creation of 33 lots and a public road. The proposal includes a total of 27 townhouses, 3 single detached homes and 2 heritage homes.

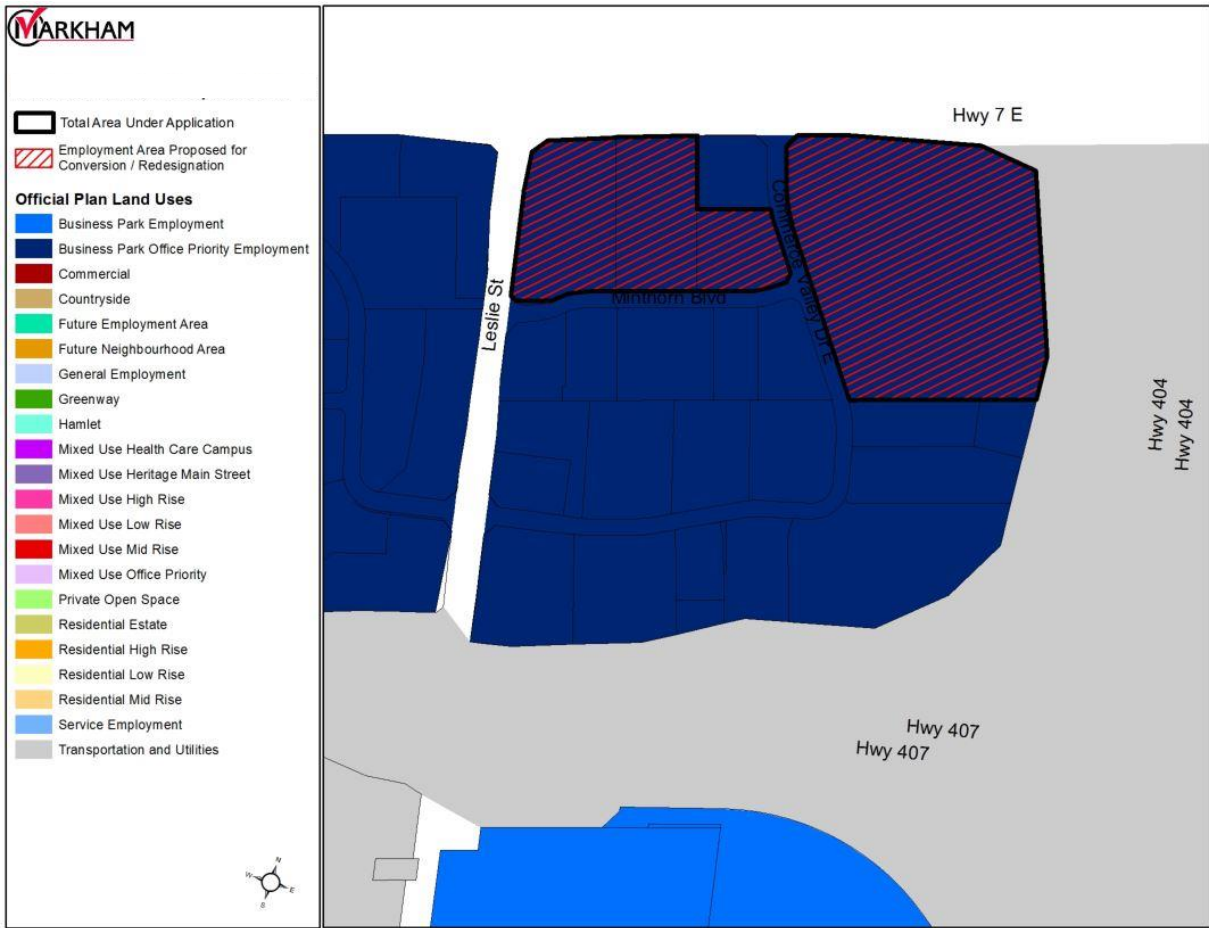
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

3. Condor Properties Limited (Cachet)	
Address	2920 16th Avenue
 <p>Official Plan Land Uses</p> <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	16.6 (gross), 5.9 ha (net) subject to conversion request
Site and Area Context	<p>Subject site: The subject site is located on the north side of 16th Avenue between Cachet Woods Court and Woodbine Avenue, south of Markland Avenue. The Greenway system traverses through the site, splitting the developable area into two portions. The larger eastern portion (5.9 ha) is the subject of this employment land conversion request, while the smaller western portion (1.7 ha) is being retained for employment uses to be developed at a later date.</p> <p>Surrounding uses:</p> <p>North – Lands designated for 'Business Park Employment' uses that are currently occupied, an existing residential subdivision, and King Square Shopping Centre.</p> <p>East – A vacant site (also owned by Condor Properties) designated for 'Commercial' uses.</p> <p>South – Residential townhomes and a continuation of the Greenway system.</p> <p>West – The Greenway system and lands designated for 'Service Employment' and 'Business Park Employment' uses abutting Highway 404</p>

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

3. Condor Properties Limited (Cachet)	
Identified in draft PSEZ mapping	Yes
Region Official Plan	Urban Area
Official Plan Designation(s)	Business Park Employment, Greenway
Secondary Plan Designation(s)	N/A
Zoning	Commercial Recreation (CR) and Open Space (O1) per By-law 304-87
Proposal	<p>To provide for a variety of residential, employment and commercial uses. The intent is to redevelop the eastern portion of the subject site in conjunction with the adjacent property to the east, 2960 16th Avenue, also owned by Condor Properties Limited.</p> <p>Mixed use office and retail development will be located along Woodbine Avenue for employment uses. A portion of the lands along 16th Avenue are proposed for exclusive retail use, and a service commercial use, such as a gas station, is proposed at the intersection of Markland Street and Woodbine Avenue. Park space is located at the centre of the block to ensure accessibility and also adjacent to the valley system to highlight the unique natural amenity on the site. Residential uses are proposed through the remainder of the site and provide a range of housing forms and unit types to meet the housing needs of the City and Region's residents. Access onto the site will be provided via entrances on Markland Street, Woodbine Avenue and 16th Avenue.</p>


Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

4. The Wemat Group (Commerce Valley/Leitchcroft)	
Address	Southwest Quadrant of Highway 7 & Highway 404
 <p>Official Plan Land Uses</p> <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	18.5 ha (gross), 17.1 ha (net)
Site and Area Context	<p>Subject site: The subject site is located on the south side of the Highway 7 rapid transit corridor (VIVA BRT) between Leslie Street and Highway 404.</p> <p>Surrounding uses:</p> <p>North – Lands designated as 'Employment Corridor' and 'Employment Area' in the Town of Richmond Hill.</p> <p>East – Highway 404.</p> <p>South – 'Business Park Office Priority Employment' lands and Highway 407.</p> <p>West – Lands designated for 'Business Park Office Priority Employment' uses.</p>
Identified in draft PSEZ mapping	Yes
Region Official Plan	Urban Area
Official Plan Designation(s)	Business Park Office Priority Employment

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

4. The Wemat Group (Commerce Valley/Leitchcroft)	
Secondary Plan Designation(s)	N/A
Zoning	Select Industrial and Limited Commercial Zone (M.C.) per By-law 165-80
Proposal	<p>A partial employment land conversion from 'Business Park Office Priority Employment' to 'Mixed Use' to allow for a comprehensive mixed-use transit-oriented community as follows:</p> <p>Residential GFA – 76,500 sq. m. (850 units) Retail/Commercial GFA – 14,637 sq. m. Office GFA – 58,140 sq. m. Hotel & Convention GFA - 9,987 sq. m. Total GFA - 159, 264 sq. m.</p>

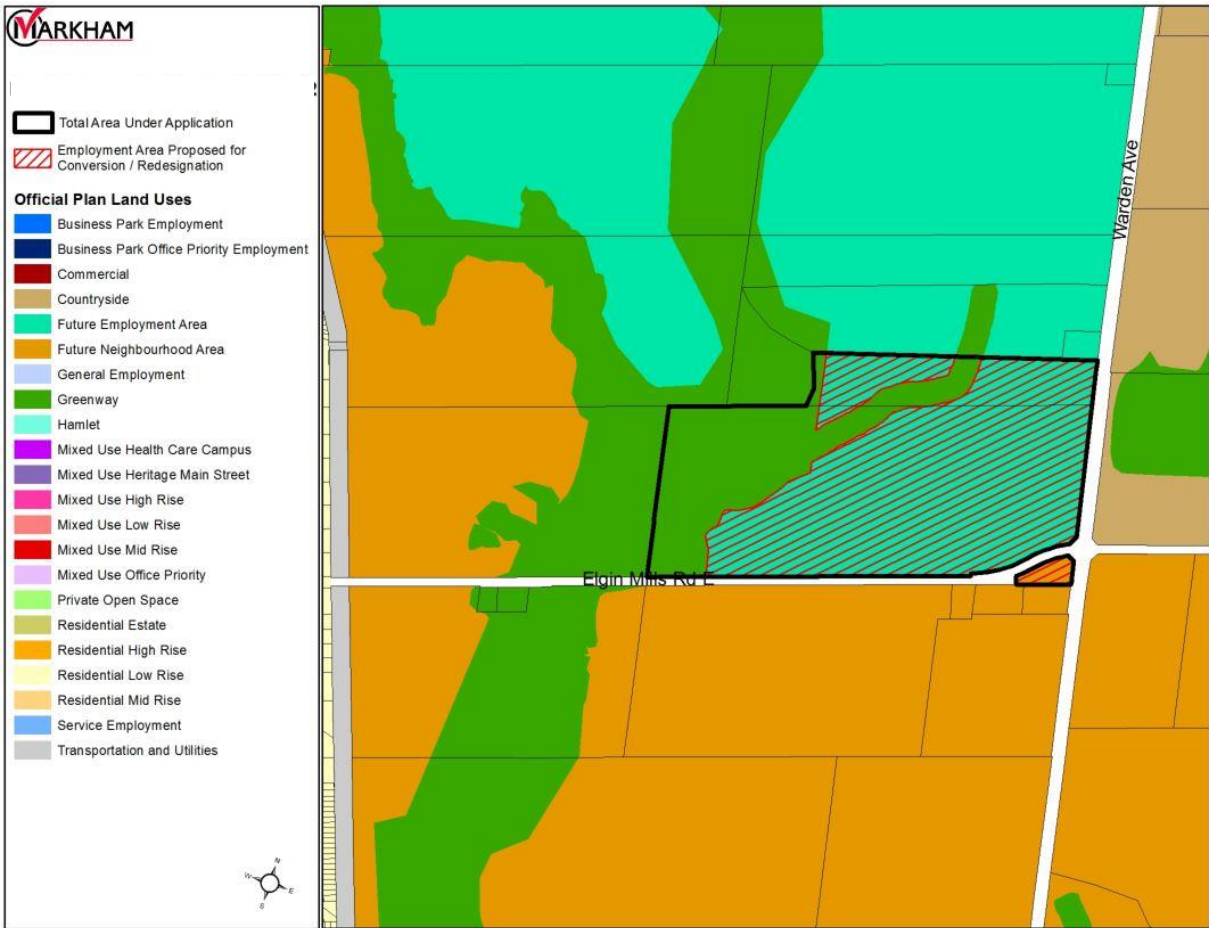
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

5. Belfield Investments Inc. (Rodick Road)	
Address	8050 Woodbine Avenue
	
Site Area	3.3 ha (gross and net)
Site and Area Context	<p>Subject site: The subject site is situated immediately south of Highway 407 and fronts onto the west side of Woodbine Avenue.</p> <p>Surrounding uses:</p> <p>North – Highway 407, and lands designated for 'Business Park Office Priority Employment' uses.</p> <p>East – Woodbine Avenue and lands designated for 'Business Park Employment' uses.</p> <p>South – Burncrest Road and a hydro transmission corridor. A parking lot serving as bus storage is situated beneath the hydro corridor.</p> <p>West – Lands designated for 'Business Park Employment' uses.</p>
Identified in draft PSEZ mapping	No, however Markham staff have recommended the addition of the subject site to the PSEZ overlay.
Region Official Plan	Urban Area

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

5. Belfield Investments Inc. (Rodick Road)	
Official Plan Designation(s)	Business Park Employment and Service Employment
Secondary Plan Designation(s)	N/A
Zoning	Business Corridor (BC) and Business Park (BP) per By-law 177-96 and Agricultural Zone (A.1) and Rural Industrial (M.4) per By-law 2284-68
Proposal	To provide for a high density mixed-use redevelopment of the subject site that features employment and residential uses that would be appropriate in proximity to a transit station on the future Highway 407 Transitway.

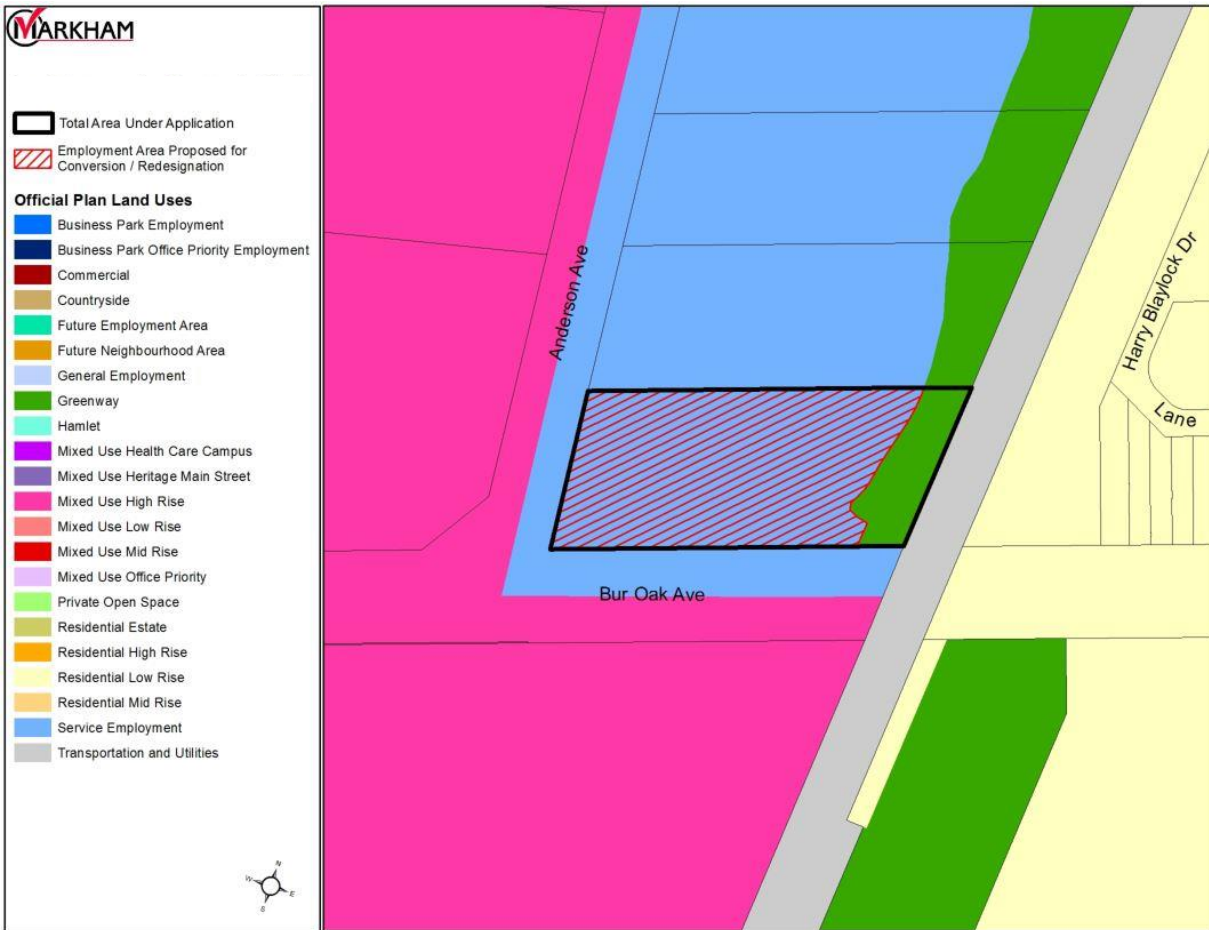
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

6. Wu's Landmark / First Elgin Mills Developments Inc. (ROPA3)	
Address	10900 Warden Avenue & 3450 Elgin Mills Road
 <p>The map shows the subject site (hatched area) located north of Elgin Mills Road East and west of Warden Avenue. The site is surrounded by various land use designations: Future Employment Area (green), Future Neighbourhood Area (orange), and Residential High Rise (yellow). The legend includes the following categories:</p> <ul style="list-style-type: none"> Official Plan Land Uses: <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	46.0 ha (gross), 29.0 ha (net)
Site and Area Context	<p>Subject site: The subject site comprises two municipally addressed properties located north of Elgin Mills Road East and west of Warden Avenue. The subject site is part of a larger area proposed for employment uses in the City's Future Urban Area and are the subject of site-specific appeals to the City's 2014 Official Plan.</p> <p>Surrounding uses:</p> <ul style="list-style-type: none"> North – A Regional Works Yard has been proposed for the lands immediately north of the subject site. East – Warden Avenue and lands designated as 'Countryside' and 'Greenway'. South – Elgin Mills Road East and land lands planned for residential community uses within the Berczy Glen Secondary Plan area West – 'Greenway' and 'Future Neighbourhood Area' lands
Identified in draft PSEZ mapping	No

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

6. Wu's Landmark / First Elgin Mills Developments Inc. (ROPA3)	
Region Official Plan	Urban Area
Official Plan Designation(s)	'Future Employment Area' and 'Greenway' (under site-specific appeal).
Secondary Plan Designation(s)	N/A
Zoning	Agriculture One (A1) and Open Space (O1) per By-law 304-87
Proposal	To optimize this corner of Elgin Mills Road and Warden Avenue by proposing a compact development consisting of a vibrant mix of medium and high density residential uses, at-grade retail, office and recreational uses.


Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

7. Meadow Park Investments Inc. (Mount Joy Business Park)	
Address	77 Anderson Avenue
	
Site Area	0.5 ha (gross), 0.4 ha (net)
Site and Area Context	<p>Subject site: The subject site is located immediately north of Bur Oak Avenue between Anderson Avenue and the CNR/Stouffville GO Rail corridor. The property is currently occupied by a car wash.</p> <p>Surrounding uses:</p> <p>North – Lands within the Mount Joy Business Park designated 'Service Employment'.</p> <p>East – The CNR/Stouffville GO Rail corridor and an established residential area.</p> <p>South – Lands designated for 'Mixed Use High Rise' uses, currently occupied by the Mount Joy GO station and parking lot.</p> <p>West – Lands designated 'Mixed Use High Rise'.</p>
Identified in draft PSEZ mapping	No
Region Official Plan	Urban Area

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

7. Meadow Park Investments Inc. (Mount Joy Business Park)	
Official Plan Designation(s)	Service Employment, Greenway
Secondary Plan Designation(s)	N/A
Zoning	Open Space Zone One (OS1) and Select Industrial with Limited Commercial (M.IC) per By-law 88-76
Proposal	To redesignate the subject site from 'Service Employment' to 'Mixed Use High Rise' to enable redevelopment of the site and surrounding area in a comprehensive manner for more appropriate land uses over time that are aligned with emerging municipal and provincial initiatives.

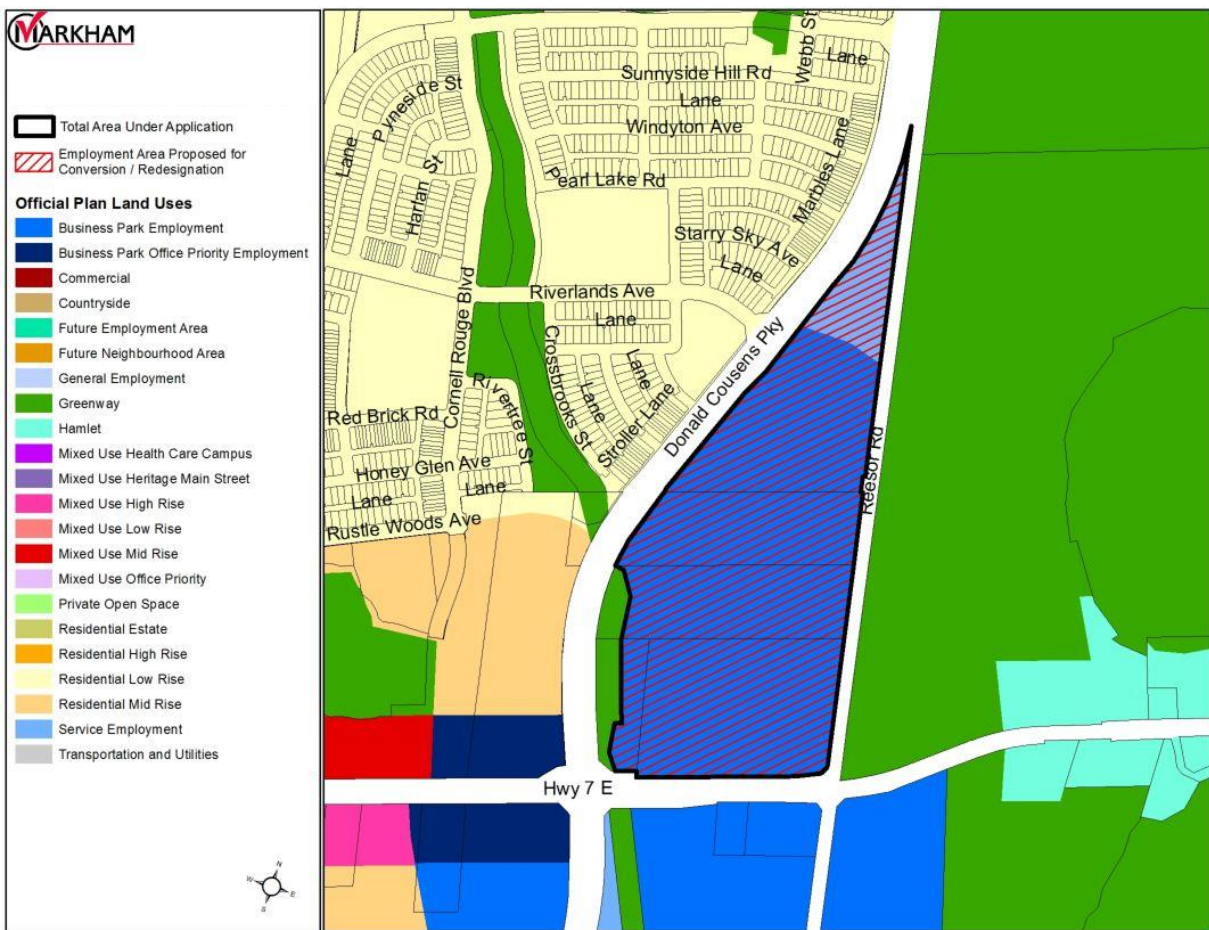
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

8. Norfinch Construction (Toronto) Limited (Cornell)	
Address	7485 Highway 7 (Part of Lot 11, Concession 9)
	
Site Area	0.75 ha (gross and net)
Site and Area Context	<p>Subject site: The subject site is located at the easterly limits of Cornell Centre on the southwest corner of Reesor Road and Highway 7.</p> <p>Surrounding uses:</p> <p>North – Highway 7 East and lands designated for 'Business Park Employment' uses.</p> <p>East – Reesor Road and lands designated for 'Business Park Employment' uses.</p> <p>South/West – Lands designated for 'Business Park Employment' uses.</p>
Identified in draft PSEZ mapping	No
Region Official Plan	Urban Area, Strategic Employment Area - Conceptual
Official Plan Designation(s)	Business Park Employment (2014 OP designation not yet in effect)

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

8. Norfinch Construction (Toronto) Limited (Cornell)	
Secondary Plan Designation(s)	Business Park Area (under 1987 OP)
Zoning	Highway Commercial Two (HC2) per By-law 304-87
Proposal	To redesignate the subject lands as 'Mixed Use Mid Rise' in the same way as other lands are designated along Highway 7 within Cornell Centre.

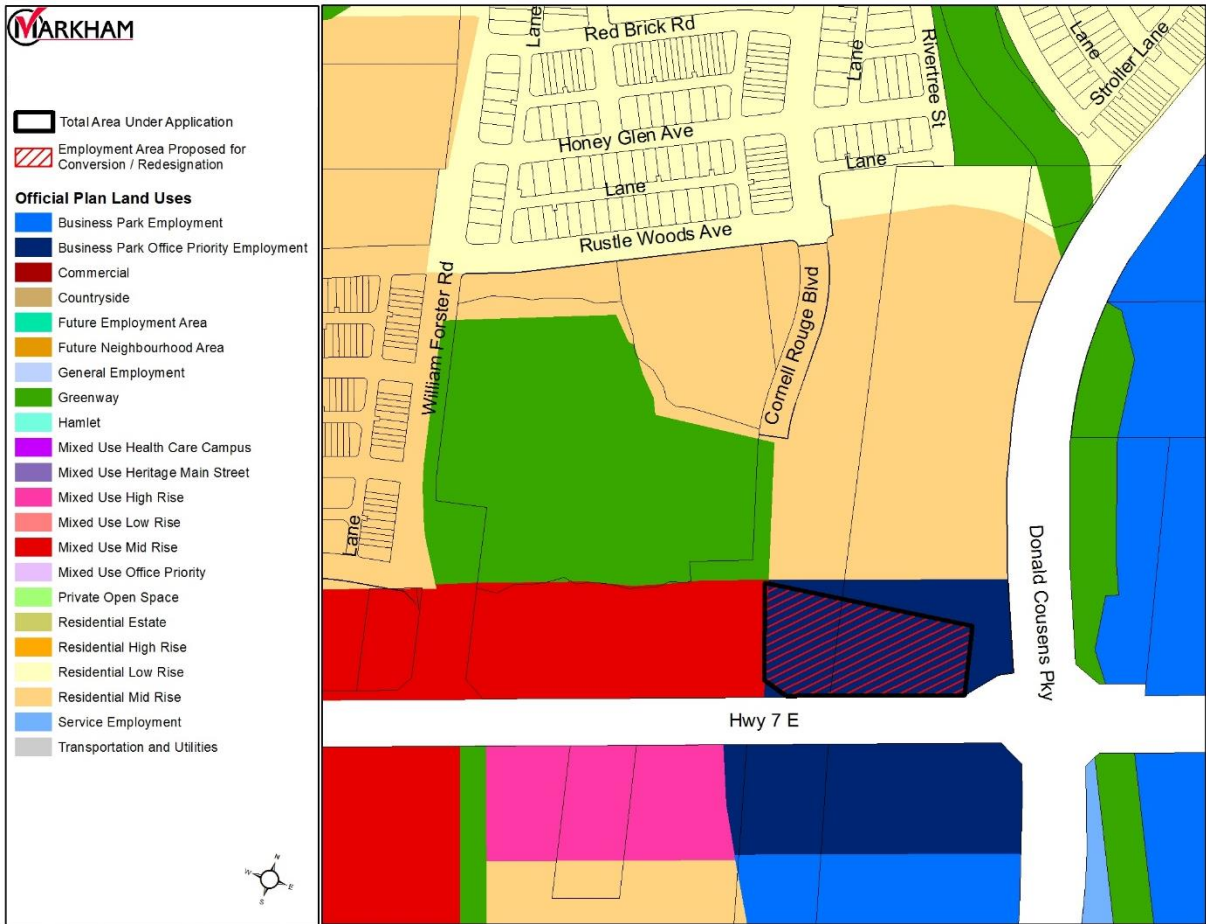
Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

9. Cornell Rouge Development Corporation, Varlese Brothers Limited, 2432194 Ontario Inc., and 2536871 Ontario Inc. (Cornell)	
Address	7386-7482 Highway 7 East, 8600-8724 Reesor Road
 <p>MARKHAM</p> <p>Legend:</p> <ul style="list-style-type: none"> Total Area Under Application Employment Area Proposed for Conversion / Redesignation Official Plan Land Uses: <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	17.9 (gross and net)
Site and Area Context	<p>Subject site: The subject site is located on the north side of Highway 7 East and comprises the entire block between Donald Cousens Parkway and Reesor Road.</p> <p>Surrounding uses:</p> <p>North/West – Stormwater channel and, beyond Donald Cousens Parkway, low rise and mid rise residential neighbourhoods and lands currently designated 'Business Park Office Priority Employment' lands along Highway 7.</p> <p>East – Rouge National Urban Park (designated 'Greenway System').</p> <p>South – Lands designated for 'Business Park Office Priority Employment' uses.</p>
Identified in draft PSEZ mapping	No
Regional Official Plan	Urban, Strategic Employment Lands (Conceptual)

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

9. Cornell Rouge Development Corporation, Varlese Brothers Limited, 2432194 Ontario Inc., and 2536871 Ontario Inc. (Cornell)	
Official Plan Designation(s)	Business Park Employment and Service Employment (2014 OP designations not yet in effect)
Secondary Plan Designation(s)	Business Park Area and Business Park Area – Automotive Service Centre (under 1987 OP)
Zoning	Rural Residential Two Zone (RR2), Rural Residential Four Zone (RR4) and Agriculture One Zone (A.1) per By-law 304-87
Proposal	To provide for the development of a mixed-use community with employment, commercial, and residential uses. The proposed concept plan shows 48,760 m2 of commercial/office/retail and 18,000 m2 of hotel GFA in the southern portion of the lands fronting Highway 7, and 1,279 townhouses and apartment units in the northerly portion of the lands.

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

10. Primont Homes and Cornell Rouge Development (Cornell)	
Address	Part of Lot 11, Concession 9
 <p>MARKHAM</p> <p>Legend:</p> <ul style="list-style-type: none"> Total Area Under Application Employment Area Proposed for Conversion / Redesignation Official Plan Land Uses: <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	1.0 (gross and net)
Site and Area Context	<p>Subject site: The subject site is located on the north west corner of Donald Cousens Parkway and Highway 7 East within the Cornell Secondary Plan area.</p> <p>Surrounding uses:</p> <p>North – Lands designated for 'Mid Rise Residential' uses currently under development.</p> <p>East – Donald Cousens Parkway, and lands designated for 'Business Park Employment' uses (also the subject of a conversion request).</p> <p>South – Highway 7, and lands designated for 'Business Park Office Priority Employment' Uses.</p> <p>West – Lands designated for 'Commercial' uses.</p>
Identified in draft PSEZ mapping	No
Regional Official Plan	Urban, Strategic Employment Lands (Conceptual)

Appendix 'D' – Location Map and Description of Employment Conversion Requests in Markham

10. Primont Homes and Cornell Rouge Development (Cornell)	
Official Plan Designation(s)	Business Park Office Priority Employment (2014 OP designations not yet in effect)
Secondary Plan Designation(s)	Business Park Area, Business Park Area (under 1987 OP)
Zoning	Rural Residential Two Zone (RR2) and Rural Residential Four Zone (RR4) per By-law 304-87
Proposal	To permit residential uses, in addition to already permitted office, employment and retail uses, within a proposed mixed use building. Markham Council has adopted Official Plan Amendment 252 redesignating the lands to Mixed Use, however Regional approval is still required.

Appendix 'E'

Additional Lands Proposed to be Considered for a Non-Employment Designation in Markham

1. 110 Copper Creek Drive (Box Grove)

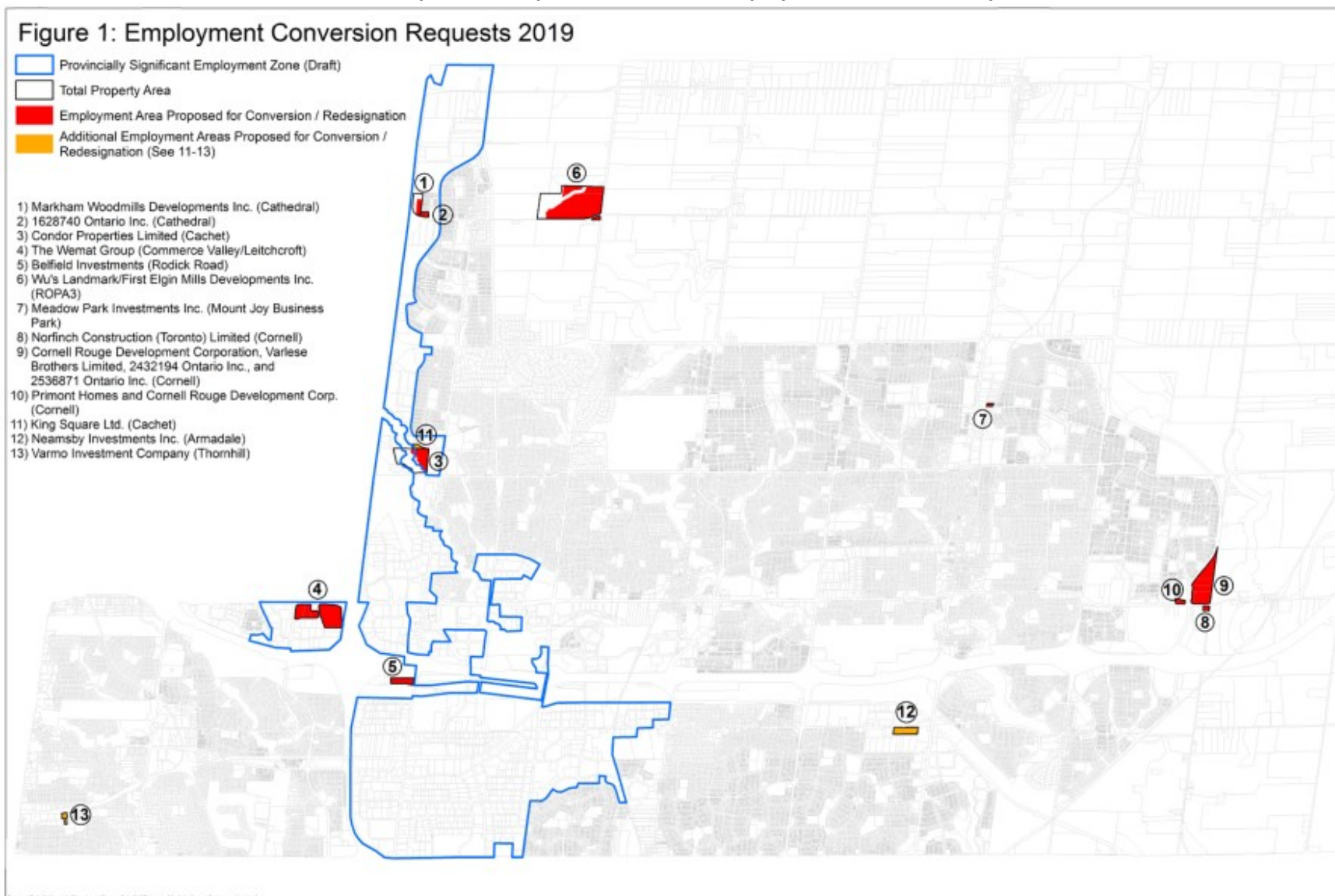


2. Mount Joy Business Park



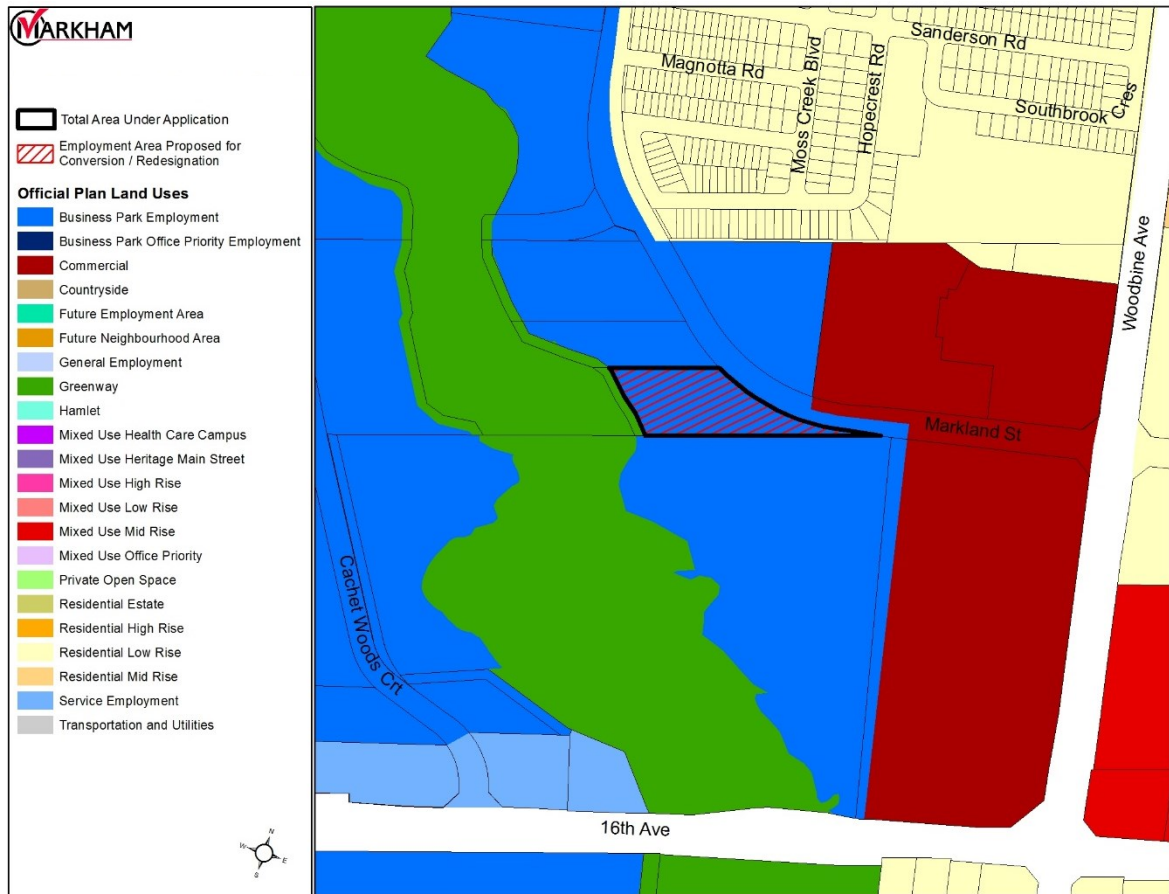
Appendix 'B'

Location Map and Description of Additional Employment Conversion Requests



Appendix 'B'

Location Map and Description of Additional Employment Conversion Requests

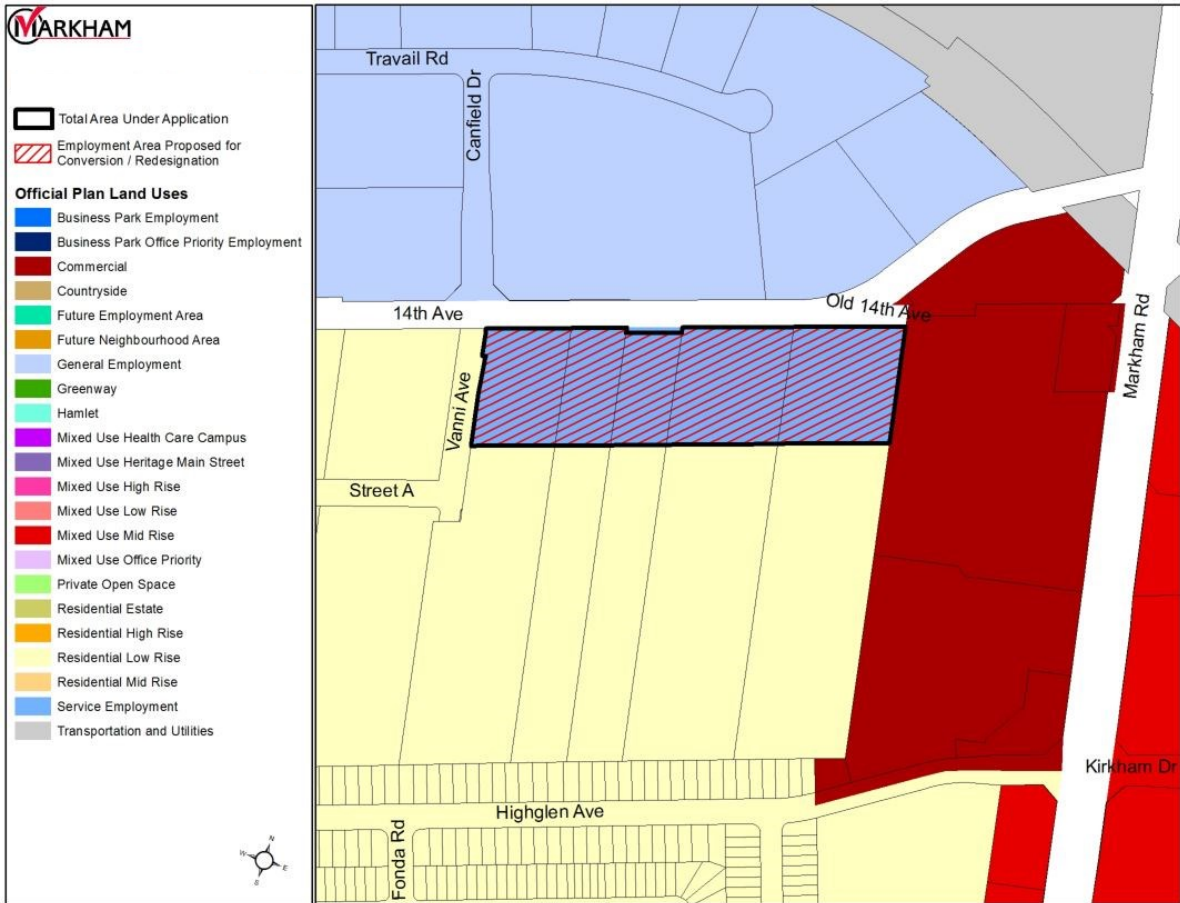
11. King Square Ltd (Cachet)	
Address	136 Markland Street
 <p>Official Plan Land Uses</p> <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities <p>Employment Area Proposed for Conversion / Redesignation</p> <ul style="list-style-type: none"> Total Area Under Application 	
Site Area	1.1 ha (gross)
Site and Area Context	<p>Subject site: The subject lands are located on the southwest side of Markland Street, (north of 16th Avenue and west of Woodbine Avenue).</p> <p>Surrounding uses:</p> <p>North – Lands designated 'Business Park Employment' occupied by an office building; east of Markland Street, lands under application for residential development, and lands under application for high rise residential and hotel uses</p> <p>East – Vacant lands intended for residential and mixed uses on the east side of Markland Street</p> <p>South – Vacant lands designated 'Business Park Employment'</p> <p>West – Lands designated 'Greenway', and 'Business Park Employment' closer Highway 404</p>
Identified in draft PSEZ mapping	Yes

Appendix 'B'

Location Map and Description of Additional Employment Conversion Requests

11. King Square Ltd (Cachet)	
Region Official Plan	Urban Area
Official Plan Designation(s)	Business Park Employment, Greenway
Secondary Plan Designation(s)	N/A
Zoning	<i>Commercial Recreation (CR) and Open Space (O1) per By-law 304-87</i>
Proposal	To allow the property to be developed with a building that would contain a mix of uses, including employment uses (office, personal service, etc.), residential uses, and potentially community uses. A preliminary concept (not included with submission) demonstrates that a tall building with a total gross floor area of approximately 13,500 square metres could be accommodated on the site.

Appendix 'B'
Location Map and Description of Additional Employment Conversion Requests

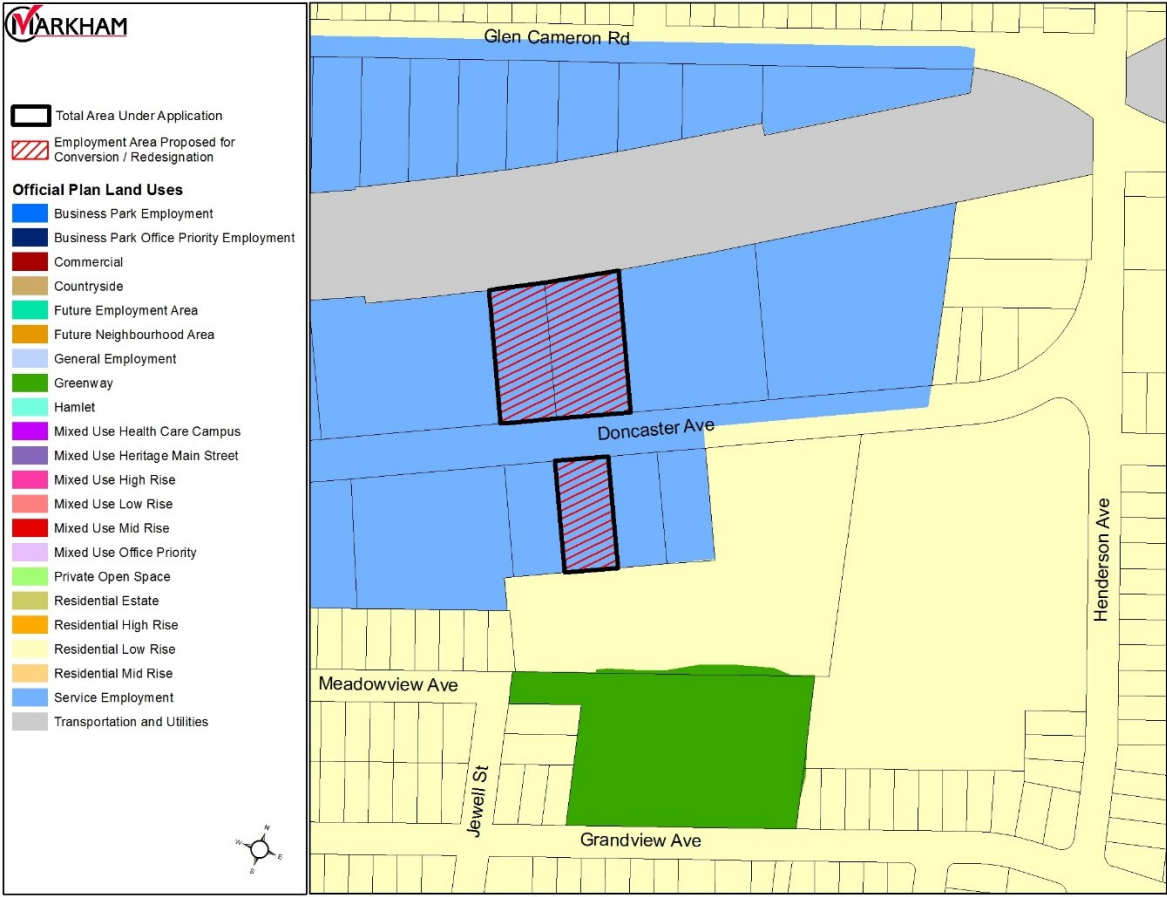
12. Armadale (Neamsby Investments Inc.)	
Address	5821, 5845, 5865, 5875, 5933 14th Ave
	
Site Area	4.8 ha (gross) 3.75 ha (net)
Site and Area Context	<p>Subject site: The subject lands are located on the south side of 14th Avenue between Middlefield Road and Markham Road, and comprises the northern portions of five individually addressed lots.</p> <p>North – Employment lands designated for ‘Service Employment’ and ‘General Employment’ uses on the north side of 14th Avenue</p> <p>East – An established commercial plaza</p> <p>South – Low rise residential lands developed by Neamsby Investments Inc. following an employment conversion request in 2013</p> <p>West – The recently completed Aaniin Community Centre</p>
Identified in draft PSEZ mapping	No
Region Official Plan	Urban Area

Appendix 'B'

Location Map and Description of Additional Employment Conversion Requests

12. Armadale (Neamsby Investments Inc.)	
Official Plan Designation(s)	Service Employment
Secondary Plan Designation(s)	9.2 Armadale – See section 9.2.10 for site specific policy.
Zoning	<i>Business Corridor (BC), Residential Two (R2), and Major Commercial Zone (M.J.C.) per By-law 177-96</i>
Proposal	To provide for residential uses

Appendix 'B'
Location Map and Description of Additional Employment Conversion Requests

13. Varmo Investment Company (Thornhill)	
Address	108, 111-113 and 112-118 Doncaster Avenue
 <p>Official Plan Land Uses</p> <ul style="list-style-type: none"> Business Park Employment Business Park Office Priority Employment Commercial Countryside Future Employment Area Future Neighbourhood Area General Employment Greenway Hamlet Mixed Use Health Care Campus Mixed Use Heritage Main Street Mixed Use High Rise Mixed Use Low Rise Mixed Use Mid Rise Mixed Use Office Priority Private Open Space Residential Estate Residential High Rise Residential Low Rise Residential Mid Rise Service Employment Transportation and Utilities 	
Site Area	0.94 ha (gross)
Site and Area Context	<p>Subject site: The subject lands are located on the north and south sides of Doncaster Avenue, east of Yonge Street and west of Henderson Avenue. 108-110 and 112-118 Doncaster Avenue are located on the north side of Doncaster Avenue, while 111-113 Doncaster Avenue is located on the south side of the street.</p> <p>North – The railway corridor as well as lands designated for ‘Service Employment’ uses</p> <p>East – ‘Service Employment’ lands occupied by several businesses on both sides of Doncaster Avenue, and by low rise residential properties further east</p> <p>South – A school, park and a low rise residential neighbourhood</p> <p>West – ‘Service Employment’ lands occupied by several businesses on both sides of Doncaster Avenue</p>
Identified in draft PSEZ mapping	No
Region Official Plan	Urban Area

Appendix 'B'

Location Map and Description of Additional Employment Conversion Requests

13. Varmo Investment Company (Thornhill)	
Official Plan Designation(s)	Service Employment
Secondary Plan Designation(s)	N/A
Zoning	<i>Industrial (M) per By-law 2053</i>
Proposal	To provide for residential uses (townhomes or stacked townhomes)

Appendix 'C'
Catholic Cemeteries Lands at 3010 and 3196 19th Avenue





Report to: Development Services Commission

Meeting Date: February 11, 2020

SUBJECT: Provincial Consultation on Transforming and Modernizing the Delivery of Ontario's Building Code Services

PREPARED BY: Chris Bird, Director of Building Standards, ext. 4716

RECOMMENDATION:

That Council of the City of Markham advise the Minister of Municipal Affairs and Housing that the City of Markham;

1. Supports further study and consultation on how Ontario Building Code services are delivered in Ontario;
2. Supports revising the administration of the provincial qualification and registration program for all building practitioners;
3. Supports Ontario Building Code amendments that facilitate the use of Prime Consultants in Ontario;
4. Does not support the implementation of a Certified Professional program in Ontario,
5. That the Chief Building Official report back with an update before the end of 2020, and,
6. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

On September 24, 2019, the Ministry circulated a discussion paper titled *Transforming and Modernizing the Delivery of Ontario's Building Code Services* to solicit public comment about proposed administrative changes to the building code services provided by the Ministry. These proposals were not technical in nature.

The discussion paper stated that building sector stakeholders, including building officials, have been asking for better, more modern and timely services and resources to support their ability to understand and apply the highly technical and complex building code. The paper went on to say, "MMAH [the Ministry] has provided a suite of building code services in the past but over time the delivery of these services has not kept pace with the needs of the sector, making the model unsustainable. The Ministry needs to implement a model that will enable the delivery of improved services to promote consistency and better support the sector."

PURPOSE:

The purpose of this report is to provide Council with a high level summary of the proposals currently being considered by the provincial Ministry of Municipal Affairs and Housing to amend the administration of Ontario Building Code services and to address recent reports in the press about the Province 'eyeing changes that could see developers hiring their own inspectors.'

BACKGROUND:

Due to the timing of the Ministry consultation (September 25 – November 25, 2019) and due to the vague nature and limited details provided in the paper and by Ministry staff, it's difficult to provide a fulsome report to Council. Even now, it is unclear of the substantive direction the Ministry is taking. The aim of the consultation, according to a government statement, is 'modernizing and transforming the delivery of building code services to help speed up the construction of new housing and building projects, and better support Ontario's \$38-billion building industry.' The Large Municipalities Chief Building Officials [LMCBO] committee, a well-established and recognized group of Chief Building Officials representing municipalities from across the Province, submitted a collective response on the paper to the Ministry in November.

The Ministry's discussion paper focused on four main areas of particular interest:

- The establishment of an Administrative Authority
- Training, Qualification, Registration and Recruitment
- The use of Prime Consultants and Certified Professionals
- Building Code Administration and Enforcement

OPTIONS/ DISCUSSION:

Over time the ability to sustain effective delivery of services traditionally provided by the Ministry has become increasingly difficult and it is well recognized that they have not kept pace with the needs of the building sector. Accordingly, the Ministry is proposing a new model based on the establishment of an 'administrative authority', a private, non-profit corporation that would deliver services on a cost recovery basis.

The Administrative Authority [AA] model:

Historically, the provincial Ministry has been responsible for:

- Setting policy direction and establishing regulatory building standards in the form of the Building Code Act and Ontario Building Code;
- Overseeing the qualification and registration of building practitioners, including chief building officials, inspectors and designers; and
- Providing support to consumers (e.g. publishing guides and resources and explaining policy intent of code requirements)

The Ministry claims the AA model is the preferred option of the 10 models they explored. Since there was no known public consultation in that selection, building officials and other industry stakeholders are lacking clarity on how and why the AA model was selected. Functionally, it appears the Ministry would maintain the responsibility of setting policy and establishing regulatory standards. All other administrative functions noted above would be transferred to the AA.

A governance model has not been clearly articulated but operationally, it appears the Minister of MMAH would select a 'board of directors' and would have the authority to appoint the chair. LMCBO strongly recommended it include a balanced representation from all industry stakeholders including designers, builders, regulators and lawyers from both the public and private sector. And further that it should consist of knowledgeable practitioners of the BCA, OBC regulations and applicable laws and have experience working in the building industry. The mandate of the AA board cannot be politically driven or influenced; it must focus on the administrative matters relating to standards for competencies for all practitioners, and provide timely building code interpretations and guides, something that has been lacking for years.

To fund the operation of the AA, the Ministry is proposing a user fee, paid by permit applicants, for directly delivered services such as registration, Commission and product authorization fees and to collect a levy on top of municipal building permit fees proposed to be calculated at 0.016% of the construction value of the project, to be collected by the municipality and remitted to the AA, this representing a potential liability and administrative burden on the municipality.

LMCBO is not convinced that the AA model as described in the paper is the best solution to deliver the services needed in the Province. There are a number of concerns that must be addressed:

- Accountability and oversight of the AA
- Funding through additional fees collected by municipalities having higher construction volumes would be proportionally higher and would therefore contribute greater dollars to support the AA with no guarantee of services;
- Establishing uniform construction value on which to base the fee;
- Those individuals or organizations contributing significant funds (levies) may feel entitled to advantageous representation on the board and affect its decision making; and,
- Small businesses and less sophisticated applicants may object to the additional fee to be added to their building permit fee for services they don't feel directly the beneficiary of.

Training, Qualification, Registration and Recruitment

The Ministry, in their discussion paper, acknowledge the shortcomings of the current training, examination and qualification regime. As proposed this would become the responsibility of the AA. Significant changes were made in the past through the enactment of the *Building Code Statute Law Amendment Act, 2002, S.O.2002, c.9-Bill 124* to introduce prescriptive timelines for permit review and issuance, and qualification of chief building officials, inspectors and designers. This was a bold initiative and was enacted, in part, to help improve compliance of permit submissions and expedite issuance. Unfortunately, municipalities have noticed no substantive improvement and there continues to be a gap in building code knowledge between designers and constructors with no accountability.

LMCBO is supportive of a more modernized training and qualification regime that should include the following:

- Delivery of a comprehensive training, qualification and examination program administered by experts in the industry and/or in education;
- In conjunction with that program, a more robust data base to confirm that practitioners are properly qualified in the right category of buildings;
- Improved and audited training in building code, construction practices and legal matters for all practitioners including inspectors, designers and builders;
- Continuous Professional Development (CPD) following the same protocol and taking into considerations the CPD requirements of other professional organizations of which regulators may already be members;
- Encouragement and promotion of the construction and regulatory industry within secondary and post- secondary schools to address building code knowledge and recruitment challenges in coming years;
- Training in soft skills like customer service and conflict resolution.

Prime Consultants and Certified Professionals

Currently, coordination of permit documents and submissions is frequently lacking leaving it to the regulator to complete. This leads to multiple submissions and extended permit processing times. Accordingly, LMCBO supports the introduction of a legislative requirement for a Prime (or coordinating) Consultant, a qualified person to coordinate designs and field reviews of design professionals involved in a project to ensure compliant, coordinated and complete submissions. The Ontario Association of Architects also supports such a program.

The government also consulted on the use of a Certified Professional program similar to that used in British Columbia and Australia. It is likely this is the type of program that recently reported in the press about the Province ‘eyeing changes that could see developers hiring their own inspectors.’ As the office of Municipal Affairs and Housing Minister Steven Clark recently quoted, ‘the idea remains a proposal at this point and no decisions have been made as consultations continue on updating the provincial building code.’

In British Columbia, municipalities that elect to participate in such a program, which they are not compelled to do, are few. Under that program, municipalities continue to issue building and occupancy permits through an administrative process but the Certified Professional [CP], hired by the developer, assume the role of plan review and inspection functions. Such CP’s, we understand, must be licensed as an Architect or professional Engineer, hold enhanced qualifications and their designs must undergo a concept review by an independent Engineer prior to permit application. While these professionals hold legal and ethical obligations under their respective Acts, potential for conflict of interest arise. There are significant concerns about how the industry would maintain independence of the Certified Professional from the hiring contractor and how to remove the municipality from liability under the existing “Joint and Several” liability regime. Recent disasters such as the Elliot Lake parking structure collapse, the Grenfell fire in London England, the Boeing 737 Max crashes and failing apartment buildings in Australia all involve some form of self-regulation and all point to the need for improved

regulations and independent government oversight. Accordingly, LMCBO does not support the introduction of a Certified Professional program but favors government oversight that provides independent and objective reviews of construction with an improved focus on training, qualifications and an improved permit submissions.

Additional Information: Streamlining of Development and Building Approvals

The Ministry's discussion paper presents proposals to transform and modernize the delivery of Ontario's Building Code services. It does not make specific proposals or recommendations to streamline development and building approvals; it's more about the functions not currently being provided by the ministry; an effective training and qualification regime, supports like building code interpretations, intent statement, guides and information bulletins to promote consistency and understanding in applying the building code and digital transformation. All of these will certainly help. But streamlining as important as it is, should not come at the expense of public safety and accountability. It should be noted that municipalities in Ontario have the authority to issue conditional permits prior to compliance with certain other applicable laws. This has been a widely adopted practice by most municipalities to get shovels in the ground at the earliest opportunity and in Markham is used on almost every building other than housing projects.

Several other organizations have offered their perspectives on means to improving and streamlining development and building approvals. They include:

- *Streamlining the Development and Building Approvals Process in Ontario* (July 2018), published by RESCON (Residential Construction Council of Ontario), and,
- The Ontario Association of Architects response to the Ministry's discussion paper
- *Modernizing Building Approvals in Ontario: Catching Up with Advanced Jurisdictions* (July 2017) published by Ryerson University's Centre for Urban Research & Land Development.

FINANCIAL CONSIDERATIONS

There are currently no financial considerations arising from the discussion paper.

HUMAN RESOURCES CONSIDERATIONS

None at the present time.

ALIGNMENT WITH STRATEGIC PRIORITIES:

Not applicable

BUSINESS UNITS CONSULTED AND AFFECTED:

None at the present time

RECOMMENDED BY:

Chris Bird,
Director of Building Standards

Arvin Prasad,
Commissioner of Development Services

ATTACHMENTS:

None



Report to: Development Services Committee

Meeting Date: February 11, 2020

SUBJECT: RECOMMENDATION REPORT
PREPARED BY: Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Condor Properties Ltd. to permit two residential towers of 50 and 45 storeys connected by a 10 storey podium at 25, 11, 9, and 5 Langstaff Road East (Ward 1) File Nos. ZA 18 162178 and SU 18 162178
PREPARED BY: Marty Rokos, MCIP, RPP, Senior Planner
REVIEWED BY: Ron Blake, MCIP, RPP, Senior Development Manager

RECOMMENDATION:

1. That the staff report entitled “RECOMMENDATION REPORT, Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Condor Properties Ltd. to permit two residential towers of 50 and 45 storeys connected by a 10 storey podium at 25, 11, 9, and 5 Langstaff Road East (Ward 1), File Nos. ZA 18 162178 and SU 18 162178”, be received; and
2. That the record of Public Meeting held on June 18, 2019 regarding the applications by Condor Properties Ltd. for Zoning By-law Amendment and Draft Plan of Subdivision 19TM-18006, be received; and
3. That Council endorse the “Final Draft West Precinct Plan” attached as Appendix ‘C’; and
4. That Council endorse the “Final Draft Phasing Plan” attached as Appendix ‘D’; and
5. That Zoning By-law Amendment application (ZA 18 162178) submitted by Condor Properties Ltd. and attached as Appendix ‘B’ be finalized and enacted without further notice; and
6. That Draft Plan of Subdivision 19TM-18006 (SU 18 162178) submitted by Condor Properties Ltd. be approved subject to the conditions outlined as Appendix ‘A’ as may be modified by the Director of Planning and Urban Design or designate; and
7. That Council assign servicing allocation for a maximum of 1,090 apartment units; and

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8. That in accordance with the provisions of subsections 45 (1.4) of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Owners shall through this Resolution, be permitted to apply to the Committee of Adjustment for a variance from the provisions of the accompanying Zoning By-law, before the second anniversary of the day on which the by-law was approved by Council; and
 9. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The Langstaff Gateway forms part of the Richmond Hill/Langstaff Gateway Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe (2019), and the Richmond Hill/Langstaff Gateway Regional Centre in York Region's Official Plan (2010). It has been planned for a high concentration of development with a significant share of population and employment growth in the area, to be served by rapid transit, and achieve a minimum density of 200 people and jobs per hectare.

The Langstaff Gateway Secondary Plan contemplates an ultimate population of 32,000 residents (15,000 units) and 15,000 jobs after full build out. Langstaff is planned to be a transit-dependent and complete community, characterized by direct access to subway and GO rail services, walking and cycling, and a diverse mix of uses including mixed use residential, retail, office, cultural, institutional, open space and park, recreational, community services and facilities. Any development approvals are subject to the provision of Precinct and Phasing Plans and related studies as required by the City and other review agencies including the Region.

Zoning By-law Amendment and Draft Plan of Subdivision applications have been submitted by Condor Properties Ltd. to create the first development block (Phase 1A) within the West Precinct area. The applications will facilitate the construction of two residential towers totaling 1060 units, as well as an additional 30 units or so to accommodate affordable housing. The reconstruction of the Yonge Street-Langstaff Road intersection and the construction of the southern segment of a new north-south public road, Street B, are also proposed. The City has received studies, plans and reports required by the Secondary Plan in support of the applications, including a proposed Precinct Plan, Phasing Plan, Langstaff-wide transportation study, sustainable development strategy, environmental impact study, master servicing plan and sun and shadow analysis.

As a condition of draft plan of subdivision approval, several matters must be addressed in the Precinct and/or Phasing Plans to the City's satisfaction, prior to final approval. These matters include:

- Addressing the timing and design of the major transportation improvements (such as the CN Rail crossings and the multi-modal link connection to Richmond Hill Mobility Hub);
- Mandatory provision of retail/non-residential uses on the ground floor;

-
- Securing a school site in the West Precinct to the satisfaction of the York District School Board;
 - Confirming the location and design of a temporary fire station;
 - Addressing timing and design of servicing improvements;
 - Planning for the infrastructure to support district heating and Automated Vacuum Waste Collection System (AVAC);
 - Determining the ultimate configuration and timing of conveyance of the Pomona Mills Creek park;
 - Parkland dedication.

These matters have been substantially resolved in accordance with the requirements of the Secondary Plan. City staff and agencies will continue to work with the owner to satisfy remaining technical comments through the clearance of Draft Plan Conditions.

PURPOSE:

The purpose of this report is to provide an overview, evaluation and recommendation of the applications for zoning by-law amendment and draft plan of subdivision (the “Applications”) submitted by Condor Properties Ltd. (the “Owner”). The report details the applicable policies and requirements in the Secondary Plan and provides a comprehensive list of matters to be addressed as conditions of Draft Plan approval.

LOCATION AND AREA CONTEXT:

Langstaff Gateway Area

The Langstaff Gateway community has a total area of approximately 47 ha (116 ac) (see Figure 1). It is bounded by Holy Cross Cemetery to the south, Yonge Street to the west, Highway 407 to the north and Bayview Avenue to the east. Presently, the community is predominately occupied by various small-scale industrial uses such as warehouses and outdoor storage and auto repair, interspersed with single detached dwellings of varying styles and ages along Essex Avenue and the west end of Langstaff Road. There is a 3.12 ha (7.71 ac) environmentally significant woodlot on the east side of the Langstaff Gateway Community near Bayview Avenue. The west end of the community between Yonge Street and Ruggles Avenue is bisected by the Pomona Mills Creek, a tributary of the East Branch of the Don River. The central area of the community is bisected by a north-south CN Rail line used for freight and commuter/passenger service. There is a GO Transit parking lot at the north end that is connected to Richmond Hill GO Station by a walking platform along the east side of the rail corridor. A heritage home, municipally known as 10 Ruggles Avenue, is located at the south end of Ruggles Avenue which was constructed in the 1850s by the Munshaw family.

Property Description - Phase 1A Development

The lands subject to the proposed zoning by-law amendment and draft plan of subdivision are municipally known as 25, 11, 9 and 5 Langstaff Road (See Figures 2 and 3). The lands have a combined area of approximately 0.9 ha (2.22 ac) and are located near the southeast corner of the Yonge Street and Highway 407 interchange. The lands were previously used for various industrial activities including auto repair, construction material storage and

landscaping supply. The site is presently vacant and is undergoing remediation following decades of occupancy by various industrial and storage operations.

BACKGROUND:**Provincial Growth Plan - Richmond Hill/Langstaff Gateway Urban Growth Centre**

The Greater Golden Horseshoe region is a rapidly growing metropolitan area with an expected population of 13.5 million and 6.3 million jobs by 2041. The Province released the “Places to Grow - Growth Plan for the Greater Golden Horseshoe” in 2006, replaced by “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” in 2019. The Growth Plan provides a framework to direct the anticipated growth and implement the Province’s vision for building stronger, prosperous and complete communities in the Greater Golden Horseshoe region. Developments within Urban Growth Centres must conform to the Growth Plan.

The Growth Plan promotes intensification within the built up areas with a focus on Urban Growth Centres where the potential for development at transit supportive densities is greatest. Richmond Hill/Langstaff Gateway is one of the two Urban Growth Centres identified in the City of Markham (along with Markham Centre) to accommodate the greatest levels of intensification based on a minimum density target of 200 residents and jobs per hectare by 2031. It is also the only Urban Growth Centre that crosses the boundaries of two local municipalities.

Developments within an Urban Growth Centre must be consistent with the Provincial Policy Statement, 2014 (PPS, 2014), which provides direction on matters of Provincial interest including land use planning and development. The PPS, 2014 provides direction for the efficient use of land and development patterns, which supports sustainability by promoting strong, livable, healthy and resilient communities; protecting the environment and public health and encouraging safety and economic growth.

Staff have conducted an initial review on the application regarding conformity with the Provincial Growth Plan and the City’s applicable Official Plan policies, as well as consistency with the Provincial Policy Statement.

Regional Transportation Plan – Transforming Transportation in the Greater Toronto and Hamilton Area

In 2008, the Regional Transportation Plan (RTP), “The Big Move – Transforming Transportation in the Greater Toronto and Hamilton Area (GTHA)” came into effect, and was updated by the “2041 Regional Transportation Plan” approved in 2017. The plan is prepared by the Province’s transit agency, Metrolinx, to coordinate the future transportation development of the GTHA based on the principles established in the Growth Plan. It identifies 60 different rapid transit lines to provide connectivity across the region. It also designates 51 Anchor and Gateway Mobility Hubs across the GTHA to serve as major transit stations to support the future developments of the Provincial Urban Growth Centres (See link on the last page).

The Langstaff GO Station within the Richmond Hill/Langstaff Gateway Urban Growth Centre has been identified as an Anchor Mobility Hub. The Centre is an especially

important regional hub, planned to be served by various modes of rapid transit, including the Yonge Subway and Highway 407 Transitway, and GO Express Rail.

Richmond Hill/Langstaff Gateway Regional Centre

Following the release of the “Places to Grow Growth Plan”, there was a shift in Regional Planning policy towards a growth management model that complements the provincial policy and encourages development within the existing urban areas of the Region. The Region established four Regional Centres (based on the locations of the Provincial Urban Growth Centres) in its Official Plan in 2009.

The Regional Centres are intended to serve as primary locations for the most intensive and greatest mix of development. The Richmond Hill/Langstaff Gateway area was one of the Regional Centres identified by the Region. It is subject to a minimum floor space index (FSI) (i.e. the ratio of building floor area to lot area) of 2.5 FSI per development block and 3.5 FSI for lands at and adjacent to the future Langstaff/Longbridge subway station.

To ensure the Richmond Hill/Langstaff Gateway Regional Centre will function cohesively between municipalities, the Region led a planning coordination process in mid-2009 with the City of Markham, Town of Richmond Hill, as well as the City of Vaughan, to work towards developing shared principles and approaches for the future development of the Regional Centre. The intent was to provide a level of structure and consistency for the planning and implementation process to achieve a Regional Centre that functions as a unified whole. The process focused on four key elements: physical infrastructure; planning and urban design; community facilities and services; and financial tools and models.

Looking at the Centre from a broader perspective, the Region initiated several supplemental studies such as a Centre-wide Transportation Study, Financial Assessment and Strategy, Community Facilities and Services Inventory/Requirements, and Water and Waste Water Servicing Capacity Analysis to guide the Region’s approval of the Secondary Plans for the Centre. The studies led to a number of key priorities being incorporated into the future planning of the Langstaff Gateway community, including:

- The southern extension of Red Cedar Avenue under Highway 407 to Langstaff Road to provide a higher level of connectivity across the Centre. Timing of the extension is to be determined in the Phasing Plan.
- A covered transit, walkway, and cycling concourse under Highway 407, on the west side of the CN Rail, connecting Langstaff to the Richmond Hill Centre Transit Terminal. Timing of the concourse is to be determined in the Phasing Plan.
- Minimum and maximum thresholds of development for each phase of development based on pre- and post- subway construction scenarios
- Community facilities and services within each phase of development to be built to compact urban standards including multi-functional or integrated configuration

Langstaff Gateway Land Use and Built Form Master Plan

On June 24, 2008, Markham Council approved Official Plan Amendment 171 to amend the City of Markham 1987 Official Plan and the Thornhill Secondary Plan (PD3-1) to create the “Langstaff Urban Growth Centre Study Area” which led to the development of a Master Plan. Official Plan Amendment 171 includes general development visions and principles that would guide the preparation of the master plan for the Langstaff area.

Following Official Plan Amendment 171, the City of Markham retained a multi-disciplinary team of consultants led by Calthorpe Associates to prepare the “Langstaff Gateway Land Use and Built Form Master Plan” (See Figure 4). The Master Plan was endorsed by Council on December 14, 2009 and would form the basis of the Secondary Plan. Table 1 provides a brief summary from the Master Plan of the total area for each major land uses within the community.

TABLE 1

LAND USE SUMMARY	
Residential Spaces	146,750 m ² (1,579,603 ft ²)
Retail Spaces	35,670 m ² (383,948 ft ²)
Civic Space	13,275 m ² (142,890 ft ²)
Park Spaces	7.06 ha (17.44 ac)
Open Space	5.13 ha (12.67 ac)
Total Land Area	47.02 ha (116.18 ac)
EMPLOYMENT	
Office Space	217,850 m ² (2,344,917 ft ²)
Jobs (office, civic and retail employment)	9,624
HOUSING	
Total Housing Units	15,140 units
Population	31,790 people
Density	322 units/ha

Langstaff Gateway Secondary Plan

On June 8, 2010, Council adopted Official Plan Amendment 183 to establish a Secondary Plan for the Langstaff Gateway Planning District (No.44) (See Figure 5). The Secondary Plan was approved by the Region in August 2011. The Secondary Plan implements the urban structure, design, land use and development frameworks established in the Master Plan. Most importantly, it translates the vision for an intensely urban and transit-focused community into specific policies and related requirements for the logical and successful implementation of the Langstaff Gateway, providing for an ultimate population of 32,000 (15,000 units) and approximately 15,000 jobs.

Based on the Master Plan, the Secondary Plan includes specific requirements such as land use mixes and ground floor uses, maximum heights and densities, location criteria for schools, and critical infrastructure and service requirements for each phase of development. The Secondary Plan plans for two transit nodes created as primary hubs of activity for the community with mandatory ground floor non-residential or retail uses on the ground floor. The West Transit Node will be located directly adjacent to the planned Langstaff/Longbridge Subway Station on the east side of Yonge Street. The East Transit Node is located near the existing Go Station, at the entrance of a Transit Concourse (covered passageway) which will provide a direct connection between Langstaff Gateway and Richmond Hill Centre. Employment uses will be concentrated in the two transit nodes for greater exposure to Highway 407 and such uses will provide a buffer to the residential uses to the south.

The Secondary Plan features an integrated transportation system that relies on walking, biking and public transit as the main modes of transportation. Pedestrian and bike routes are designed along most streets in the community. An internal transit circulation system will be focused at the centre of the community to create a transit spine along a linear park system that links the East and West Transit Nodes with the residential neighborhoods and the Richmond Hill Centre to the north. The Secondary Plan also envisions three crossings above the CN Rail line to provide east-west connections. The major collector roads circle the perimeter of the community, while local roads will generally run in a north-south direction. The road network is designed to support and promote pedestrian and cyclist activities. Cedar Avenue is planned to be extended north into Richmond Hill to allow for greater connectivity between the two municipalities.

Pomona Creek (to the east of Condor's Phase 1A lands) and the woodlot located towards Bayview Avenue are planned to be re-naturalized and integrated with the park and open space system. The Secondary Plan provides six other parks (known as Transit Green, Linear Park West, Hub Green, Cedar Park, Linear Park East, and Promenade Park) for the community (See Figure 4). The community is planned to provide a total of 7.06 ha (17.44 ac) of parks and 5.13 ha (12.67 ac) of open spaces, in addition to private amenity space.

As noted, the Secondary Plan was approved in 2011 and provided a viable framework for development. It has since become evident that the Secondary Plan requires an update to look at issues such as amount and connectivity of parkland, provision of linear infrastructure, full integration of development with higher order transit including the Yonge North subway extension, and current thinking in terms of land use and urban design elements. Staff will be seeking Council's approval of appropriate budget in 2020 to commence the process to update the Langstaff Secondary Plan with anticipated completion in Q4 2021.

Precinct Plan Requirements

Langstaff Gateway community is divided into the West, East and Central Precinct Areas (See Figure 6). Phase 1A, subject to the current in-process applications, is located within the West Precinct. The West Precinct area is located west of the CN Rail line and includes the Pomona Mills Creek and the future Pomona Mills Creek Park, the West Transit Nodes, a portion of the East Transit Node, the northern crossing over the CN Rail line and one future public elementary school. The East Precinct is the area east of Cedar Avenue. It includes a natural woodlot, one public and one catholic elementary school, the southern crossing over the CN Rail line and the 0.71 ha (1.75 ac) Cedar Park. The Central Precinct is the balance of the community in the centre. It includes the central crossing of the CN Rail line, a portion of the East Transit Nodes and the majority of the CN Rail line.

Approval of development within each of these precincts is conditional upon the preparation by the owner of a Precinct Plan and supporting reports and studies consistent with the requirements of the Secondary Plan and to the satisfaction of the City. The Precinct Plan is a non-statutory guidance document, to be approved by Council, that articulates the policies and objectives of the Secondary Plan, demonstrating how each proposed development proposal will contribute to achieving the Langstaff Gateway Vision within each Precinct and development phase. Precinct Plans, are "living documents", which provide additional details on the layout, planning and design of the precinct plan area to

help coordinate land use development, urban design requirements, and the timing and location of infrastructure and service improvements. The Precinct Plan must comply with the Secondary Plan. The Secondary Plan requires that each Precinct Plan includes specific details that cover, but are not limited to:

- Streets and block configuration
- Location of public institutions, day care centres, community services and facilities, and places of worship
- Distribution of housing units, employment spaces, retail and service uses
- The transportation network and required services
- Location, size and configuration of parks and open spaces
- Integration of Heritage Resources
- Community services and facilities implementation strategy
- Location, size and phasing of schools
- Details of the grade separation of the CN Rail line

Required Studies, Reports and Plans

The Secondary Plan requires a number of studies, report and plans to be completed and approved by the City prior to consideration of any precinct plan. Development approvals shall be consistent with the recommendations and requirements from these materials. They include the following (See Figure 12 for more details):

- Phasing Plan
- Master Environmental Servicing Plan
- Environmental Site Assessment
- Community Energy Plan and Sustainable Development Strategy
- Master Operations and Maintenance Plan
- Financial Impact Analysis
- Master Emergency Servicing Plan
- Community Services and Facilities Implementation Strategy
- Land Use & Density Distribution Report
- Stormwater Management & Monitoring Study
- Servicing Implementation Plans
- Affordable Housing Implementation Strategy
- Phase 1 Archaeological Assessment
- Green Development Standard Plans
- Comprehensive Mobility Plan
- Microclimate, Wind and Shadow Study
- Transportation Impact Study
- Noise and Vibration Analysis

Phasing Plan Requirements

The Secondary Plan requires a Phasing Plan, prepared in concert with the Precinct Plan, to be endorsed by Council prior to any development approval (See Figure 6). The Phasing Plans demonstrates how development will be coordinated with the timely and efficient implementation of the key infrastructures and services needed to support the Langstaff

Gateway Community. The Phasing Plan must comply with the Secondary Plan. Each phase is subject to specific development requirements and parameters as outlined below (See Figure 11 for more details):

TABLE 2

Phase 1 Development	
Maximum number of residential units	5,000
Minimum retail and service commercial space	21,600 m ² (232,500 ft ²)
Minimum community services and facilities space	6,100 m ² (65,659 ft ²)
Minimum office space	33,600 m ² (361,667 ft ²)
Minimum Public Park and Open Space	4.83 ha (11.93 ac)

The key benchmarks for Phase 1 include the completion of the Pomona Mills Creek Park, Woodland Park, Linear Park, transit circulator connection to Richmond Hill Transit Station through the Highway 407, the northern grade separated crossing over CN Rail line and the Cedar Avenue extension to High Tech Road in Richmond Hill.

TABLE 3

Phase 2 Development	
Maximum number of units	3,650
Minimum retail and service commercial	20,300 m ² (218,507 ft ²)
Minimum community services and facilities	5,350 m ² (57,586 ft ²)
Minimum office space	132,700 m ² (1,428,370 ft ²)
Minimum Public Park and Open Space	1.64 ha (4.05 ac)

The key benchmarks for advancement to phase 2 include the extension and operation of the Yonge Street subway line, the completion of an elementary school(s) to the satisfaction of the School Boards, and the construction of the southern grade separated crossing over the CN Rail line.

TABLE 4

Phase 3 Development	
Number of units	6,514
Minimum retail and service commercial	24,400 m ² (262,639 ft ²)
Minimum community services and facilities	1,775 m ² (19,105 ft ²)
Minimum office space	126,555 m ² (1,362,226 ft ²)
Minimum Public Park and Open Space	0.5 ha (1.23 ac)

The key benchmarks for the advancement to Phase 3 shall include the completion of the Highway 407 Transit way and a multi-level covered passageway that provides connection to the Richmond Hill Transit Terminal.

PROPOSAL (SUBPHASE 1A):

On April 26, 2018, Condor Properties Ltd. submitted applications for Zoning By-law Amendment and Draft Plan of Subdivision. The applications proposed a development block to facilitate the construction of a 47 storey residential tower and a 38 storey

residential tower connected by an 8 storey podium. A statutory public meeting was held on February 25, 2019 and staff and agency comments were sent to the owner.

A second submission was received by the City on October 30, 2019. The revised proposal increased the heights of the two residential towers to 50 and 45 storeys (See Figure 8 & 9). The proposal also includes 23 permissive use retail/residential townhouses to be integrated into the podium of the two towers (See Figure 9). The proposed development has a total gross floor area of 91,500 m² (984,898 ft²) and a total of 1083 residential units. 769 parking spaces are provided in four levels of underground parking.

The conceptual site plan and renderings attached are for illustration purposes. The design may be subject to changes. The owner will be required to submit a site plan application following the approval of the subdivision to finalize the layout and design of the proposed development.

OFFICIAL PLAN AND ZONING BY-LAW:

2014 Official Plan and Secondary Plan Policies

The Phase 1A lands are designated 'Mixed Use High Rise' in the 2014 Markham Official Plan and 'Residential – Mixed Use' in the Langstaff Gateway Secondary Plan, which are intended to serve as priority locations for intensification and to provide retail and service functions for large populations intermixed with high density residential and office uses. It provides for mixed use apartment or other multiple dwelling forms in accordance with area specific requirements respecting density, height and ground floor uses.

In the Secondary Plan, the subject lands are restricted to a maximum of 15.5 FSI, which translates to a maximum gross floor area of approximately 140,399 m² (1,511,242 ft²). The proposed development has a total gross floor area of 91,500 m² (984,898 ft²), which represents an FSI of 12.72. The overall size and configuration of the proposed development block is also generally consistent with the Development Block Map in the Secondary Plan.

The maximum height for the two corners where the proposed towers are located is between 15-50 storeys. The proposed towers are 50 and 45 storeys in height. The maximum heights for the balance of the subject development block range from between 4 and 10 storeys. The proposed development meets the height and density requirements of the Secondary Plan. However, as noted in the Affordable Housing section below, the applicant has recently proposed two additional floors, one on each building, to accommodate affordable housing. An additional floor on the 50 storey building would contravene the Secondary Plan height limit.

Section 6.3 of the Secondary Plan requires the ground floor to accommodate non-residential uses such as civic uses, retail, personal service uses, offices, etc. Residential uses are prohibited other than for lobbies and similar accessory uses. The owner is proposing approximately 1,955 m² (21,043 ft²) of "permissive" retail uses on the ground floor of the proposed buildings. The owner indicates that the ground floor uses may be residential or non-residential depending on the market demands and the needs of the future occupants. The proposed residential uses on the first floor appear to contravene the

Secondary Plan provisions and will be discussed further under the “Requirements for Mixed Use Development” section below.

Zoning By-law 2551

The subject site and the majority of lands within Langstaff are presently zoned for industrial uses under By-law 2551, as amended, which do not permit the proposed development (See Figure 2). The Owner has submitted an application to rezone the lands to accommodate the proposed intensification in the Langstaff Gateway community. Presently, the subject lands are zoned as follows:

TABLE 5

Address	Zone	Permitted Uses
25 Langstaff Road	M.CS – Select Industrial with Controlled Storage	one residential dwelling, private club and health centre, warehouse, assembly of manufactured goods, repair and servicing of goods, data processing centre, research laboratories, printing establishment and open storage of goods
11 Langstaff Road	R.IND – Rural Industrial Zone	Wholesaling, manufacturing, processing, packaging, bottling, printing and repairing.
9 Langstaff Road	(H) R.IND - Rural Industrial Zone Hold	Wholesaling, manufacturing, processing, packaging, bottling, printing and repairing.
5 Langstaff Road	M – Select Industrial	Warehouse, assembly of manufactured goods, repair and servicing of goods, data processing, research laboratories, printing establishments.

OPTIONS/ DISCUSSION:

Requirements for Mixed Use Development

As a largely self contained community with limited vehicle access, it is essential that residents and employees in the Langstaff Gateway area are able to meet their day to day needs within the community without relying on driving. The Secondary Plan requires street oriented retail and non-residential uses on the ground floor of buildings at this location. The ground floor units could initially be occupied by community or non-retail commercial uses that could relocate as later phases are developed as retail becomes viable.

The development as proposed by the owner provides that the majority of the at-grade floor space and street frontage (with the exception of the 695 m² of floor space dedicated to community uses) would be used for residential purposes at the outset of development, when demand for retail may be weak. While retail development typically lags residential development, staff are concerned that if residential uses establish themselves on the ground floor at the outset, it would be extremely unlikely that they would be converted to retail uses in the future as the community matures.

Staff are also concerned that the ground floor may be designed in a way that prioritizes the residential character of the ground floor, making for a less attractive commercial and pedestrian streetscape. It is also important to note that in order to achieve a successful

mixed-use development, the ground floor space and its relationship to the public realm will need to be designed and built to a commercial standard.

To address these concerns, and consistent with the Secondary Plan policies, staff recommend that the draft zoning by-law attached as Appendix 'B' permit a range of non-residential uses on the ground floor including retail, office, restaurants, civic uses, personal service, and uses ancillary to residential such as lobbies and amenity areas.

Community Services and Facilities

In the Secondary Plan, there is a minimum requirement for each phase with respect to retail and service, community services and facilities and parks and open space (see Table 2). The distribution of these requirements needs to be addressed in both the Precinct and Phasing Plans. Every development block within each phase should contribute to meeting the minimum requirement, as established by the Secondary Plan.

The Secondary Plan requires that a Community Services and Facilities Implementation Strategy be completed prior to the consideration of any Precinct Plans to ensure that the delivery of services and facilities can be allocated and delivered in a comprehensive manner. The Strategy would identify the size, location, proportional sharing between landowners, method of securing and the phasing of schools, public institutions, places of worship, and day care centres. Draft Plan Conditions require the revisions to the Community Services and Facilities Implementation Strategy be submitted to the satisfaction of the Director of Planning and Urban Design, which will include specific facility needs including those to be provided in the ground floor. A draft plan condition has been included to identify how the ground floor civic uses proposed by the applicant will be designed, divided and programmed, to be defined by City departments and related agencies as appropriate.

Mix of dwelling unit types

Providing a higher percentage of family-sized dwelling units, including 2 to 3 bedrooms, contributes to the City's vision for creating complete and age-friendly communities within the Urban Growth Centres. To that end, as shown in the Precinct Plan, nearly 50% of the units proposed by the Applicant are 2 bedroom and 2 bedroom plus den units. Staff are satisfied that this proposed unit mix is supportive of the City's vision and consistent with the Secondary Plan.

Revisions to the Precinct and Phasing Plans Are Required

The Secondary Plan requires that the Precinct Plan and Phasing Plan be endorsed by Council prior to any development approvals within the Langstaff Gateway community. While Precinct and Phasing Plans have been submitted, staff have identified a number of outstanding matters in the proposed Precinct Plan and Phasing Plan. Although the details of these required Plans may not all be directly related to the Phase 1A development block, the Secondary Plan requires all lands within the West Precinct to be addressed by the Precinct Plan and Phasing Plan before moving forward with approval of the application. In order to provide a comprehensive and coordinated approach to development in the short and long term, the key matters that need to be further resolved prior to final endorsement of the Phasing Plan and Precinct Plan include:

1. Grade Separated CN Rail Crossings and Impacts

The grading plans submitted in support of the current proposal contemplate the east-west public roads as well as the linear park crossing over the CN tracks, consistent with the Langstaff Master Plan and the Secondary Plan, in order to connect the east and west portions of Langstaff. The applicant has also investigated the opportunity to have roads cross under the CN tracks due to concerns about the costs of constructing roads over the rail corridor, the need for a very high retaining wall along the southern property boundary fronting the cemetery, the amount of fill required to implement this option and the complexity associated with implementing interim development phases, among other matters. However, CN has raised concerns about the feasibility of this grade separated crossing under the rail line, which include significant difficulties associated with providing an alternative rail alignment during the construction period. If the ultimate option involves crossings over the CN rail line as currently proposed, grading issues will arise and must be resolved through an appropriate grading strategy through the Precinct Plan.

The slopes of all streets will need to be designed to accommodate street related retail and appropriate barrier free access to both street related retail and Pomona Mills Creek park. The CN Rail line is approximately 7 m higher in elevation than Sub-Phase 1A and the grade separated crossings will need a vertical clearance of approximately 7.6 m from the tracks to the bottom of the overpass structure. The distance between Sub-Phase 1A and the CN Rail line appears to be too short to accommodate a maximum slope of 5% (subject to further confirmation and analysis) to accommodate appropriate street retail and access to the park. Therefore, the applicant must demonstrate in the Precinct Plan how Sub-Phase 1A and future development blocks can accommodate the grading conditions along the interim and ultimate road network.

Demonstrating how the West Precinct can be constructed to support an above grade crossing of the CN Rail line is critical to ensuring that future phases can be constructed in accordance with the Secondary Plan.

Based on preliminary grading plans submitted by the Owner, the relationship between the grading of the Pomona Mills Creek, park, and surrounding roads has not been shown in detail. Staff are concerned that the grading of the roads and linear park that has been submitted by the owner to accommodate the grade separation over the CN tracks would result in unacceptable impacts to the Pomona Mills Creek and park. These impacts may include steep grades and retaining walls several metres in height surrounding the park and creek. The park grades should accommodate a maximum slope of 2%. These details must be submitted by the applicant to the satisfaction of staff.

The grading strategy submitted to date does not demonstrate that the grade separated CN Rail crossings can be achieved while ensuring the viability of at grade commercial uses and avoiding unacceptable impacts to the Pomona Mills park and creek. The conditions of draft plan approval require that grading matters be

satisfactorily addressed in the revised precinct plan prior to release of Sub-phase 1A for registration.

2. School Site

The Secondary Plan requires that the exact location, size, and phasing of schools be determined during the Precinct Plan stage and prior to any planning approvals. Given that the school is not required within the proposed development site, the applicant has been unwilling to provide this level of detail in the Precinct Plan.

However, Section 4.5 of the Precinct Plan submitted by the owner has been updated to show an enlarged conceptual school zone to be refined through future updates of the Precinct Plan. YRDSB is generally in agreement to this approach subject to certain refinements.

A Draft Plan Condition has been included to address this matter to the satisfaction of the Director of Planning and Urban Design in consultation with the school board prior to final release for registration.

3. Temporary Fire Station

The Fire Department requires that an interim fire station be operational within the West Precinct area at the time of occupancy of the two proposed residential towers. The station should be approximately 465 m² (5,000 ft²) in size and may be relocated to a permanent location.

The Precinct Plan submitted indicates that a temporary fire station will be located at 29 Ruggles Avenue. The Fire Department has advised that discussions with the Owner are ongoing and that the location is not finalized. The Draft Plan Conditions include a requirement that the Owner finalize the location of the temporary fire station to the satisfaction of the Director of Planning and Urban Design in consultation with the Fire Department prior to release for registration.

4. District Energy Plant

The Secondary Plan requires district heating and cooling facilities to serve all development within the Langstaff Gateway community. The location of the central production plant needs to be clearly identified in the Precinct Plan. The Phasing Plan needs to address the timing for the construction and installation of the required major infrastructure as it will affect the design of the road rights-of-way. This work needs to be coordinated with Markham District Energy and Alectra Utilities. Staff will continue to work with the owner and the appropriate agencies to develop appropriate implementation strategies for the District Energy requirements.

The owner has developed a Memorandum of Understanding (MOU) with Markham District Energy Inc. (MDE). According to the draft Precinct Plan, the MOU “commits to working together to explore opportunities of mutual benefit to make District Energy a reality in Langstaff Gateway”. The MOU has not yet been signed. As the location of the production plant and the timing of construction has not been clearly identified, these items must be addressed in the Phasing Plan and Precinct

Plan prior to release for registration. This has been included as a Draft Plan Condition.

5. Pomona Mills Creek and Parkland Acquisition

Approximately 6.97 ha (17.22 ac), which is 14.8 percent of the total Langstaff Gateway area, is to be dedicated as parkland. The Secondary Plan policies are established in a manner that assumes that the parkland dedication requirements for the Langstaff Gateway area will be consistent with the policies in the Official Plan. The obligation to meet this requirement will be achieved through a combination of land dedication and cash-in-lieu of parkland.

The Secondary Plan requires the Pomona Mills Creek to be restored, protected and enhanced to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority (TRCA), through appropriate treatments including naturalization, buffers and native planting along its length. The creek is to be integrated into the development of the 0.36 ha (0.9 ac) Pomona Mills Creek park located to the east and adjacent to the creek. The Master Plan proposes a pedestrian bridge across the centre of the creek to accommodate east-west pedestrian connectivity through the park. The park is planned to serve as a major focal point that offers recreational opportunities for the community. While the park is not within the Phase 1A development lands, the City will require the conveyance of the park as a condition of approval for the subdivision. In addition, prior to release for registration the applicant will be required to submit a conceptual design for the park that demonstrates accessibility from public roads and appropriate internal grading (maximum 2% slope) to the satisfaction of the Director of Planning and Urban Design.

Based on the conceptual plans submitted with the application, Condor is proposing a realigned, open creek channel within a 36 metre wide valleyland corridor. While staff and the TRCA are generally satisfied with this approach in principle, additional tree and shrub plantings are required and mapping inconsistencies and errors need to be addressed before release for registration. Revised grading and restoration planting plans to address these comments are required. The valley land is also to be conveyed to the City as a condition prior to final plan approval.

The Precinct Plan as currently drafted only references parkland at a high level since the ultimate amount and location of parkland for the precinct, and the Phase 1A lands in particular, has not been refined in the Plan. Similarly, sufficient information to finalize the precinct plan with respect to Pomona Mills Creek remains outstanding.

As a Condition of Draft Plan Approval, the Precinct Plan will have to be revised to the satisfaction of the Director of Planning and Urban Design to determine the size, location and configuration of the parkland, creek, and valleylands.

6. **Transportation Matters**

Full build-out of the Langstaff Gateway community is anticipated to extend beyond the 2031 time horizon. It is important to fully understand how the transportation network will function during the initial, interim and full build-out stages of development to ensure that trips by walking, cycling and transit are prioritized at each development stage.

In addition to the CN Rail crossing matters noted previously, staff are working with the owner, in consultation with senior levels of government and other external agencies, to address the following:

- Timing and design of the construction of the Cedar Avenue extension and the multi-modal link (i.e. concourse) connection to Richmond Hill Mobility hub;
- Phasing strategy for the transportation requirements;
- Role and responsibility for key transportation system elements such as the internal transit circulator and multi-modal link connection to Richmond Hill Mobility Hub;
- Physical integration with the Langstaff/Longbridge subway station; and
- Intersection design of Yonge Street and Langstaff Road.

As of the date of the preparation of this report, comments from CN and the 407 ETR have not yet been received. However draft plan conditions have been included to address these matters, and those of other agencies.

7. **Urban Design**

Developments within the Langstaff Gateway community will be consistent with the Langstaff Gateway Urban Design and Streetscape Guidelines, and other design principles set out in the Master Plan, as approved by Council.

Wind impacts and Street and Block Pattern

To achieve acceptable wind conditions, parks and outdoor amenity spaces should be suitable for sitting during the spring and fall seasons. Primary building entrances should be designed for a wind speed that allows for standing.

A wind study was submitted by the Owner and indicates that most sidewalks surrounding the site and building access points will have acceptable wind conditions on a seasonal basis. However, parts of Pomona Mills Park and some sidewalk areas will experience conditions that are uncomfortable and, occasionally, unsafe during strong wind events. Wind speeds in Pomona Mills Park and around the primary building entrance in the spring and fall may be much higher than acceptable, based on staff's analysis to date. Mitigation measures may include wind barriers, canopies, and recessed façades and doorways as well as possible refinements to the street and block pattern.

Refinements to the street and block pattern are required to be satisfactorily addressed through the Precinct Plan and will be implemented if required through revisions to the draft plan of subdivision and a condition of draft plan approval.

Such may include an enlargement of the development block up to and possibly including consolidating adjacent blocks, to provide adequate tower separation distances and public roads where required.

As a Draft Plan Condition, the Precinct Plan needs to be revised to address the issues outlined above to the satisfaction of the Director of Planning and Development.

8. Engineering Matters

The design of the municipal infrastructure needed to support the Langstaff Gateway is required to support an intensely urban and transit focused built form. Staff and the owner have identified the following issues that will need to be addressed and finalized as part of Sub-Phase 1A and subsequent development phases:

- Physical integration of the future Langstaff/Longbridge subway station and future development blocks, including possible designs for direct at and below-grade pedestrian connections with development;
- Details related to the timing and responsibility for the construction of the crossings of the CN Rail line (including temporary diversion of tracks);
- Roads and development blocks will need to respect the 36 inch Enbridge gas main in the easement along the south limit of the plan;
- Finalize the location, design and agreement on the underground stormwater management tanks proposed under road rights-of-way and public park. The proposed underground stormwater management storage tanks are considered an alternative form of infrastructure. Alternative Infrastructure is typically proposed by developers to allow them to maximize their developable land, however, this type of infrastructure result in higher costs for the City to maintain, operate and replace. The City has in place an Alternative Infrastructure Policy (AIP) that allows for the approval of alternative infrastructure provided that the additional costs associated with such infrastructure in recovered from the developer.

Issues regarding the underground stormwater management tanks, 36 inch Enbridge gas main, and physical integration of the Langstaff/Longbridge subway station will be secured through the draft plan condition.

9. Affordable Housing

Section 6.1.2g) of the Secondary Plan requires an Affordable Housing Implementation Strategy to be developed through the Precinct Plan, including details on the implementation mechanisms necessary to contribute to the Regional affordable housing target of 35%. The Strategy should explain in detail the appropriateness of, and rationale for, the mix and size of housing units. The Owner, in a letter to the City dated February 4, 2020, has proposed, in addition to the 35% requirement, two storeys and up to 30 affordable housing units that have not been included in the development application.

The submitted Affordable Housing and Special Needs Implementation Study summarizes the unit mix and states that the Owner will strive to achieve the 35%

affordability threshold through the sale of affordable ownership units that are below the affordability thresholds identified in the Region's 10 year housing plan.

A draft plan condition has been added to specify how the affordable housing strategy will be implemented through the subdivision agreement, including details relating to the construction and conveyance of the proposed two floors of affordable housing.

10. Waste Management

The Owner needs to plan for the infrastructure to support an Automated Vacuum Waste Collection System (AVAC) as a part of the Precinct Plan.

Further details are required in the Precinct Plan to address support for AVAC. A condition to this effect has been included as a condition of draft plan approval.

Section 37

A condition of draft plan approval has been included to require the owner to enter into a Section 37 agreement with the City to comply with the provisions of Section 11.6.2c) of the Secondary Plan. Section 37 is also addressed through the draft Zoning By-law attached as Appendix 'B'.

FINANCIAL CONSIDERATIONS

Not applicable.

HUMAN RESOURCES CONSIDERATIONS

Not applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

The proposed Zoning By-law Amendment and Draft Plan of Subdivision applications have been reviewed in the context of the City's strategic priority of Growth Management.

BUSINESS UNITS CONSULTED AND AFFECTED:

The applications have been circulated to various City departments and external agencies.

CONCLUSION:

It is the opinion of staff that the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications are appropriate and are acceptable. It is therefore recommended that the proposed applications be approved subject to the draft plan approval conditions attached as Appendix 'A' and the draft zoning by-law attached as Appendix 'B'.

RECOMMENDED BY:

Biju Karumanchery, M.C.I.P., R.P.P.
Director, Planning and Urban Design

Arvin Prasad, M.C.I.P., R.P.P.
Commissioner of Development Services

ATTACHMENTS:

- Figure 1: Phase 1A Location Map
- Figure 2: Area Context/Zoning
- Figure 3: Aerial Photo
- Figure 4: Langstaff Gateway Land Use and Built Form Master Plan
- Figure 5: Langstaff Secondary Plan Schedule “AA”- Land Use Map
- Figure 6: Langstaff Secondary Plan Schedule “II” - Development Phasing & Precinct Plan
- Figure 7: Draft Plan of Subdivision
- Figure 8: Conceptual Site Plan
- Figure 9: Renderings
- Figure 10: Proposed West Precinct Plan
- Figure 11: Ground Floor Plan
- Figure 12: Precinct and Phasing Plan Requirements

APPENDICES:

- Appendix ‘A’: Recommended Conditions of Draft Plan Approval
- Appendix ‘B’: Draft Zoning By-law Amendment
- Appendix ‘C’: Final Draft West Precinct Plan
- Appendix ‘D’: Final Draft Phasing Plan

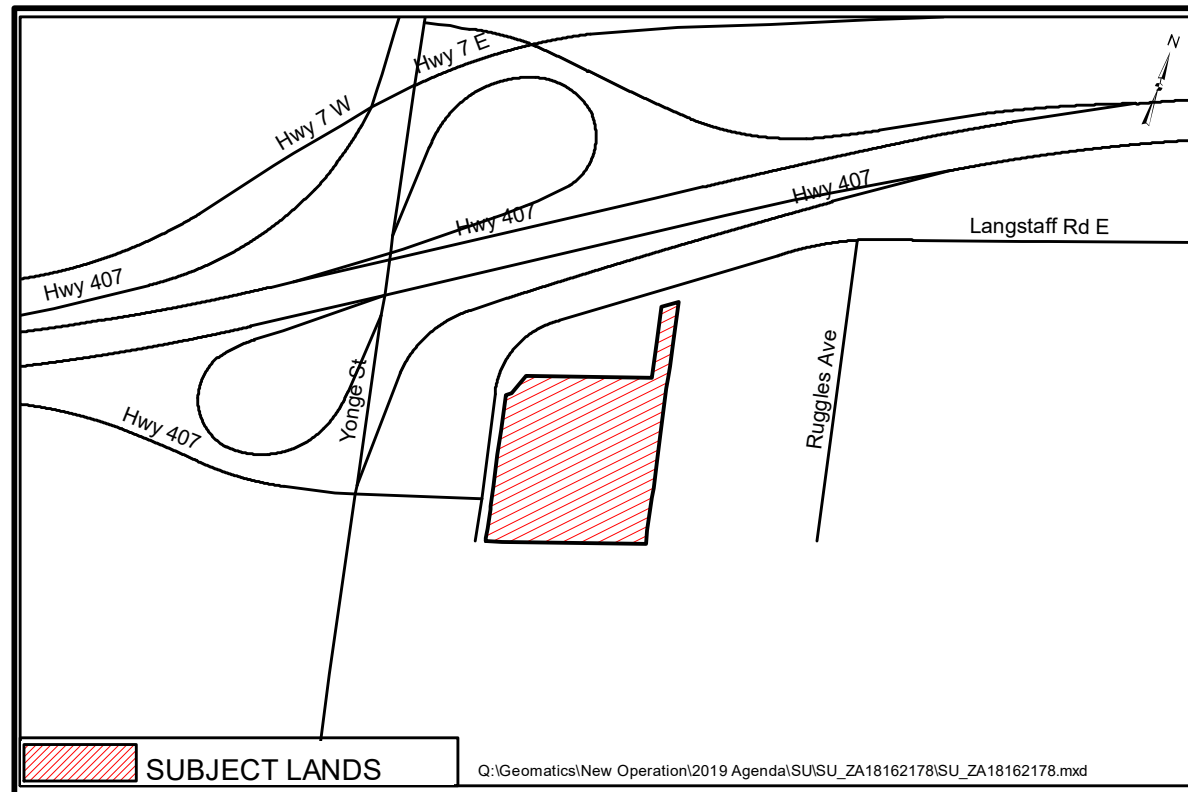
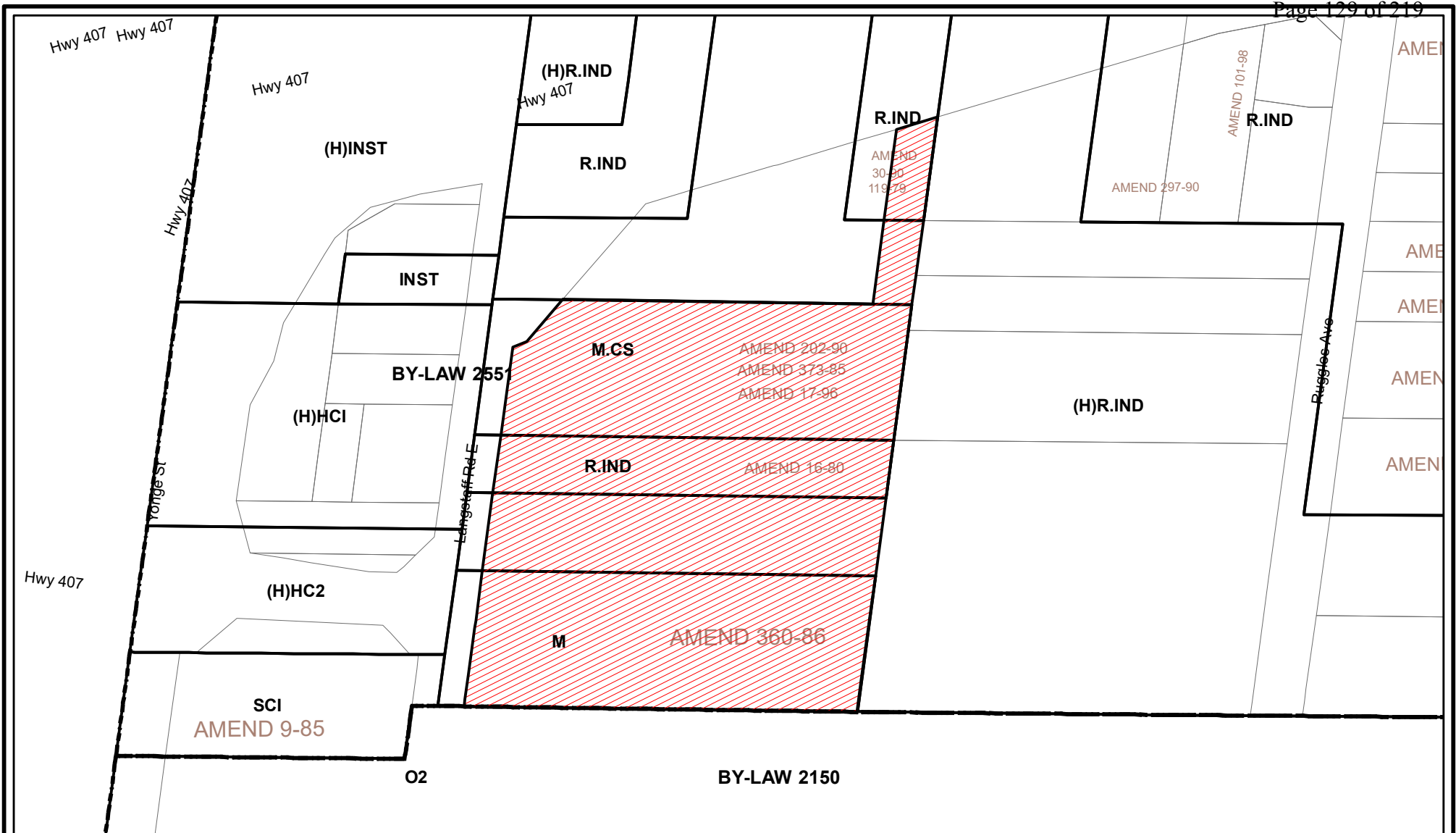



FIGURE No. 1



AREA CONTEXT / ZONING

APPLICANT: Condor Properties Ltd.
25, 11, 9 & 5 Langstaff Rd E.

FILE No. SU_ZA 18162178 (MR)

 Subject Lands

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 DEVELOPMENT SERVICES COMMISSION

Drawn By:

Checked By: MR

Date: 12/11/2019

FIGURE No. 2



AERIAL PHOTO (2018)

APPLICANT: Condor Properties Ltd.
25, 11, 9 & 5 Langstaff Rd E.

FILE No. SU_ZA 18162178 (MR)

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MARKHAM DEVELOPMENT SERVICES COMMISSION

 SUBJECT LANDS

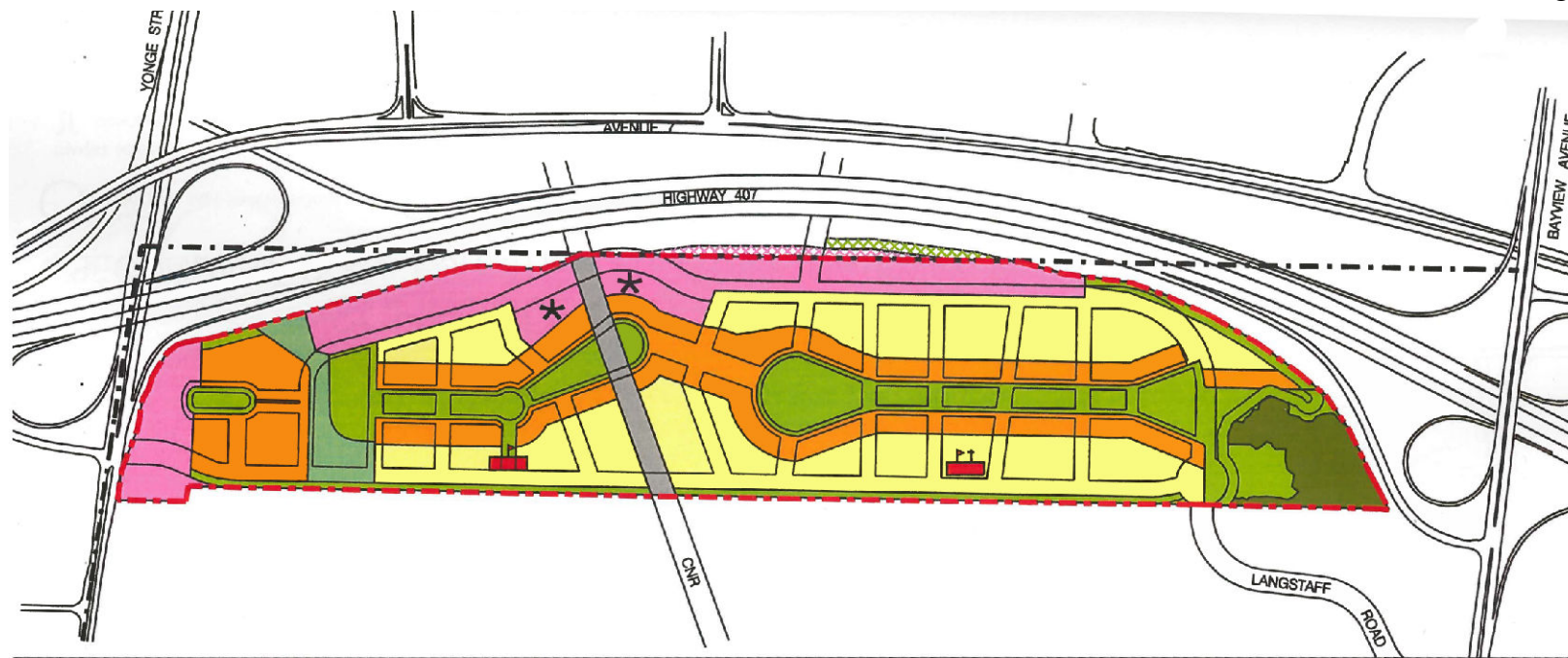
Drawn By:

Checked By: MR

Date: 12/11/2019

FIGURE No. 3





SCHEDULE 'AA' – DETAILED LAND USE PLAN

SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

LANGSTAFF GATEWAY REGIONAL CENTRE

RESIDENTIAL

RESIDENTIAL – MIXED USE

OFFICE

OFFICE OUTSIDE AREA COVERED BY THIS PLAN

PARKS & OPEN SPACE

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

TOWN BOUNDARY

ENVIRONMENTAL PROTECTION AREA – WOODLOT (See Section 6.7.1b)

ENVIRONMENTAL PROTECTION AREA – VALLEYLANDS (See Section 6.7.2b)

TRANSPORTATION & UTILITIES

(SEE SECTION 6.4 e)

ELEMENTARY SCHOOLS (PUBLIC)

ELEMENTARY SCHOOLS (PUBLIC & CATHC)

MARKHAM DEVELOPMENT SERVICES COMMISSION

OFFICIAL PLAN AMENDMENT No. 183

DRAWN BY: CPW

SCALE: NTS

CHECKED BY: DM

DATE: 1805/10

DETAILED LAND USE PLAN

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

FILE No. SU_ZA 18162178 (MR)

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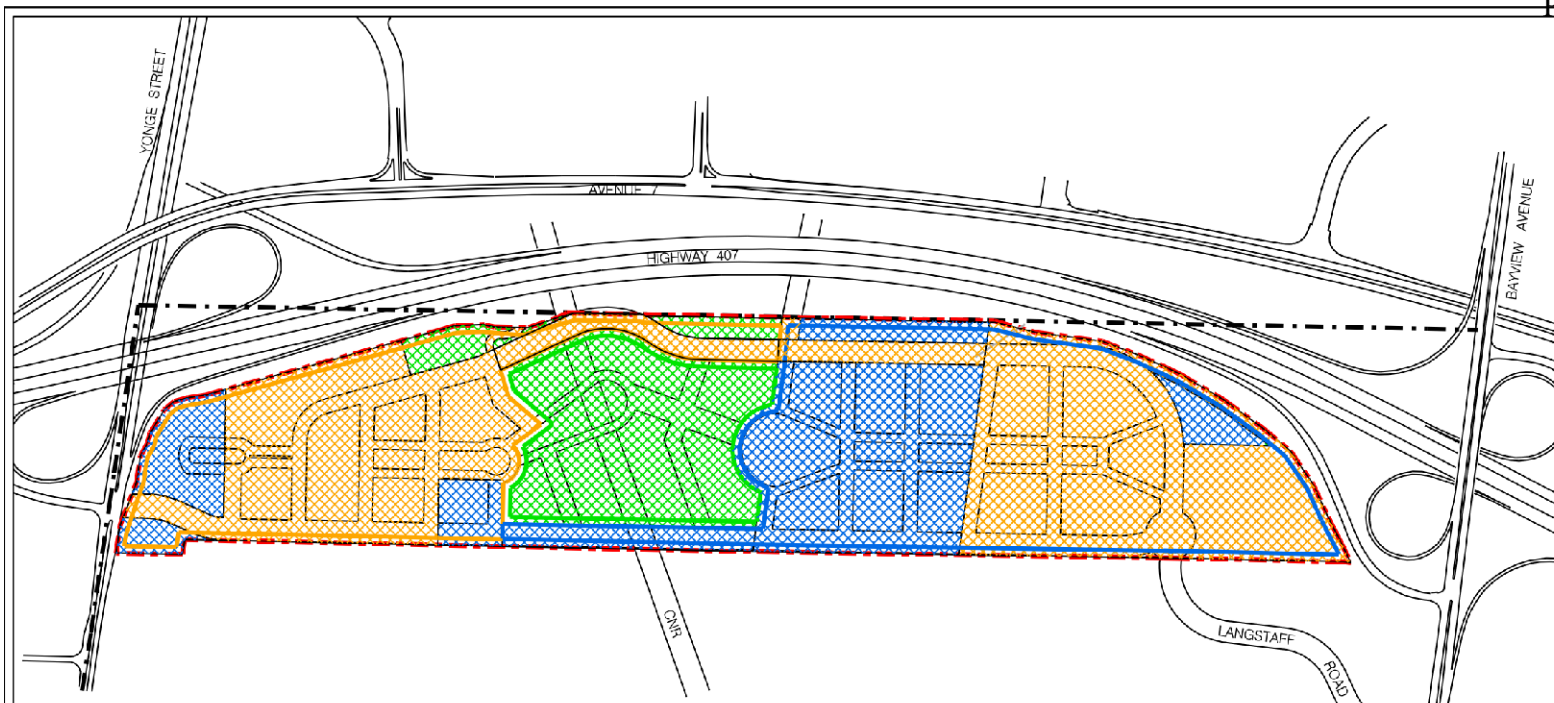
MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By:

Checked By: MR

Date: 12/11/2019

FIGURE No. 4



SCHEDULE 'II' – DEVELOPMENT PHASING AND PRECINCT PLAN SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

- BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY
 WEST PRECINCT
 EAST PRECINCT
 CENTRAL PRECINCT

- PHASE 1
 PHASE 2
 PHASE 3

THE TRANSPORTATION, SERVICING AND COMMUNITY SERVICE AND FACILITIES, MINIMUM NON-RESIDENTIAL FLOOR AREA AND PUBLIC PARK AND OPEN SPACE REQUIREMENTS FOR EACH PHASE SHALL BE MET PRIOR TO APPROVAL OF DEVELOPMENT IN ANY SUBSEQUENT PHASE.

MARKHAM DEVELOPMENT SERVICES COMMISSION

OFFICIAL PLAN AMENDMENT No. 183

DRAWN BY: CPW
CHECKED BY: DM

SCALE: NTS
DATE: 12/07/20

DEVELOPMENT PHASING AND PRECINCT PLAN

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

FILE No. SU_ZA 18162178 (MR)

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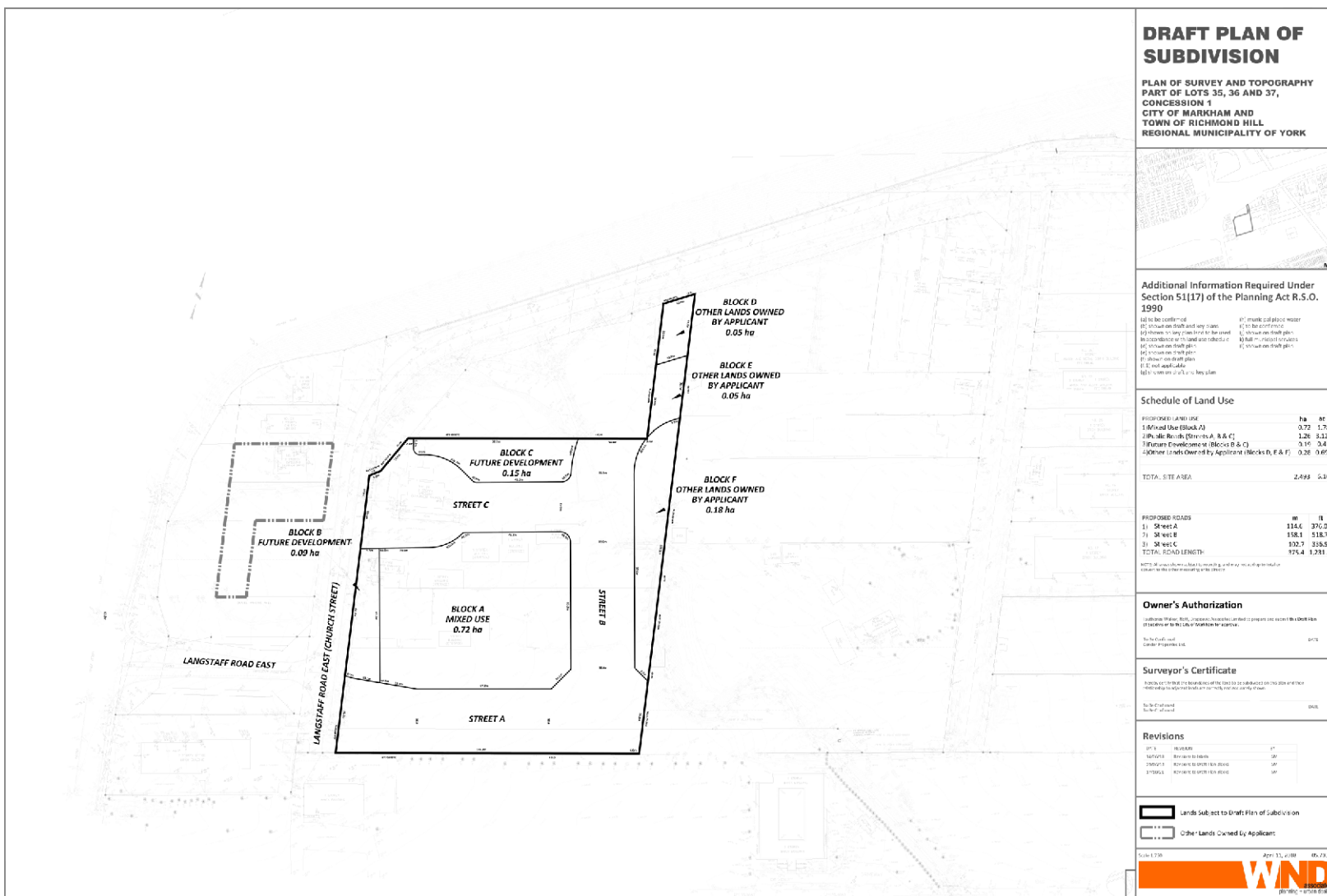
MARKHAM DEVELOPMENT SERVICES COMMISSION

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Date: 12/11/2019

FIGURE No. 5

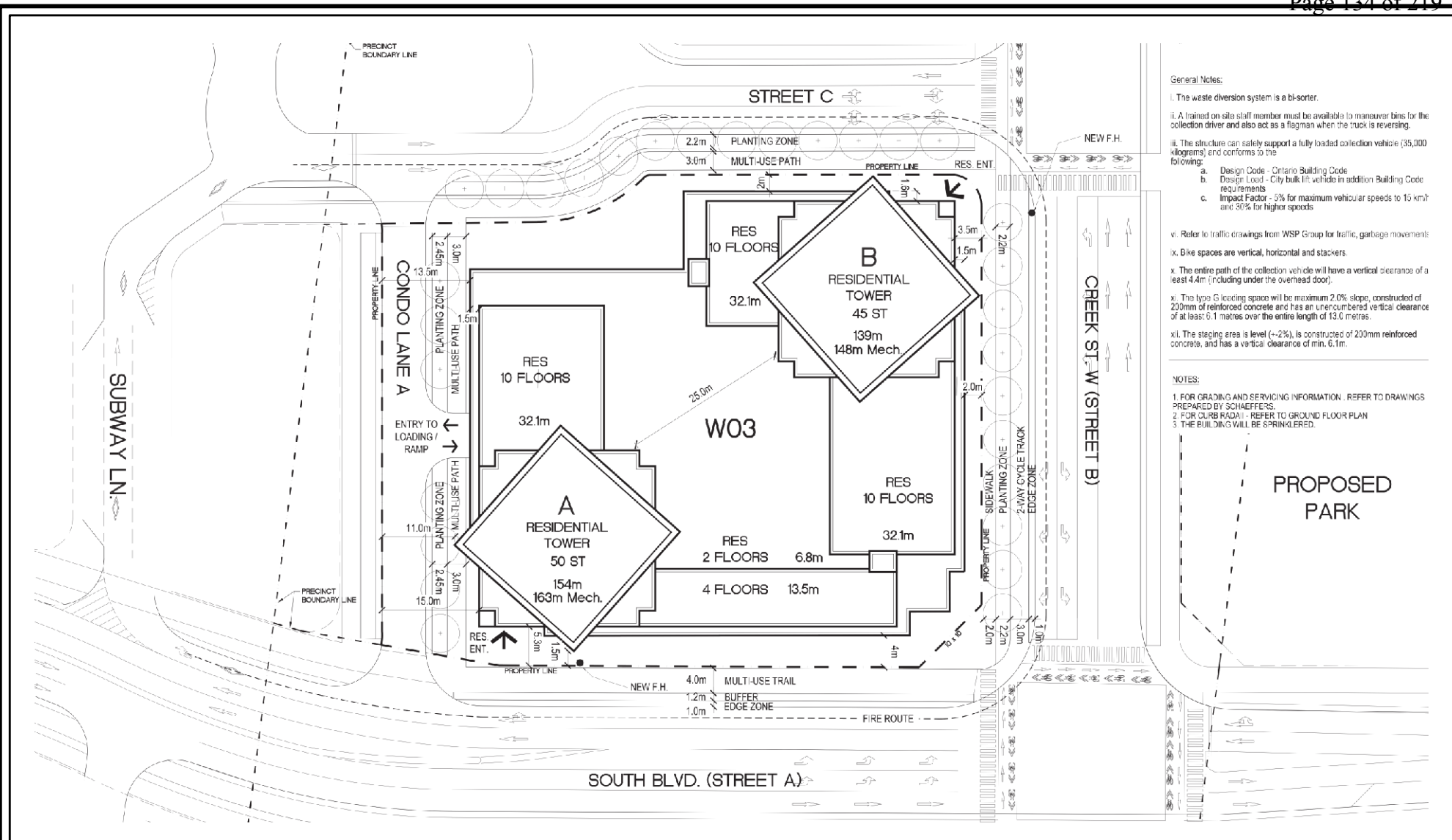


DRAFT PLAN OF SUBDIVISION

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

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CONCEPTUAL SITE PLAN

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

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FIGURE No. 7



RENDERINGS

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

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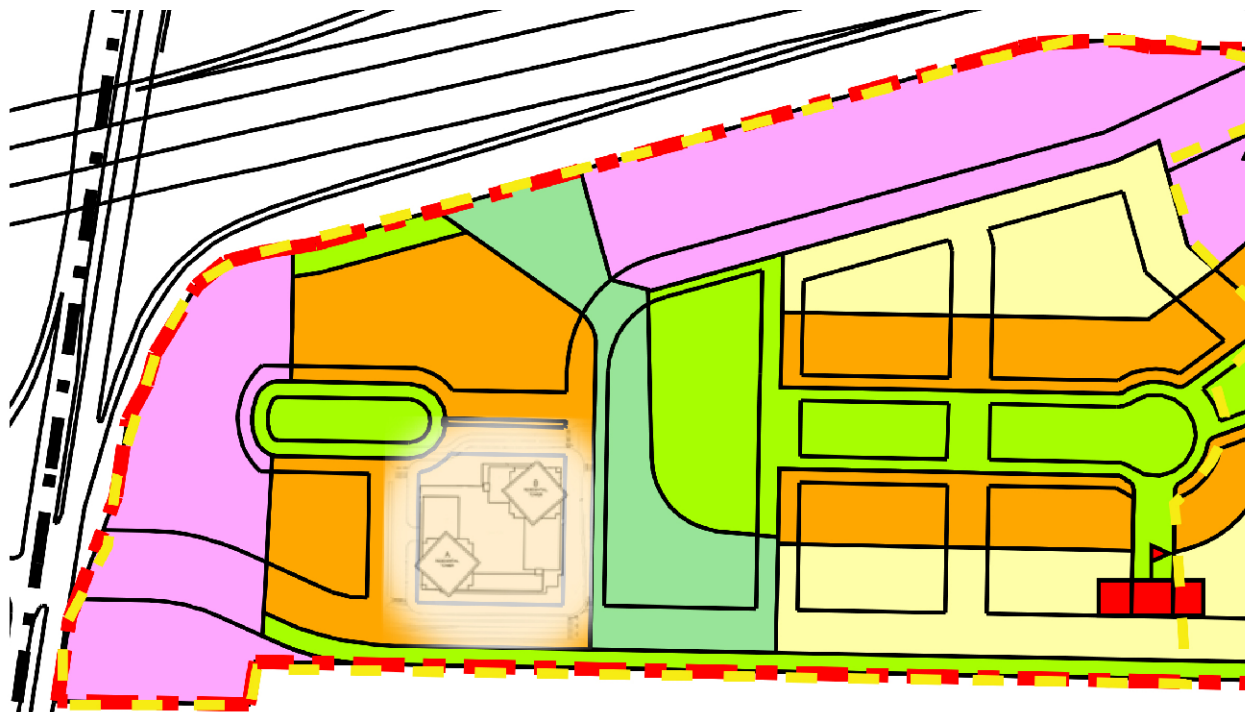
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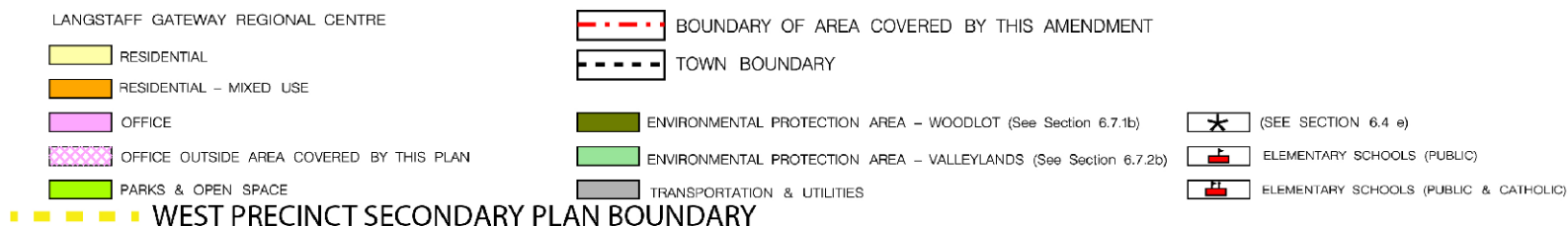
FIGURE No. 8





SCHEDULE 'AA' – DETAILED LAND USE PLAN

SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)



WEST PRECINCT PLAN UPDATE

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

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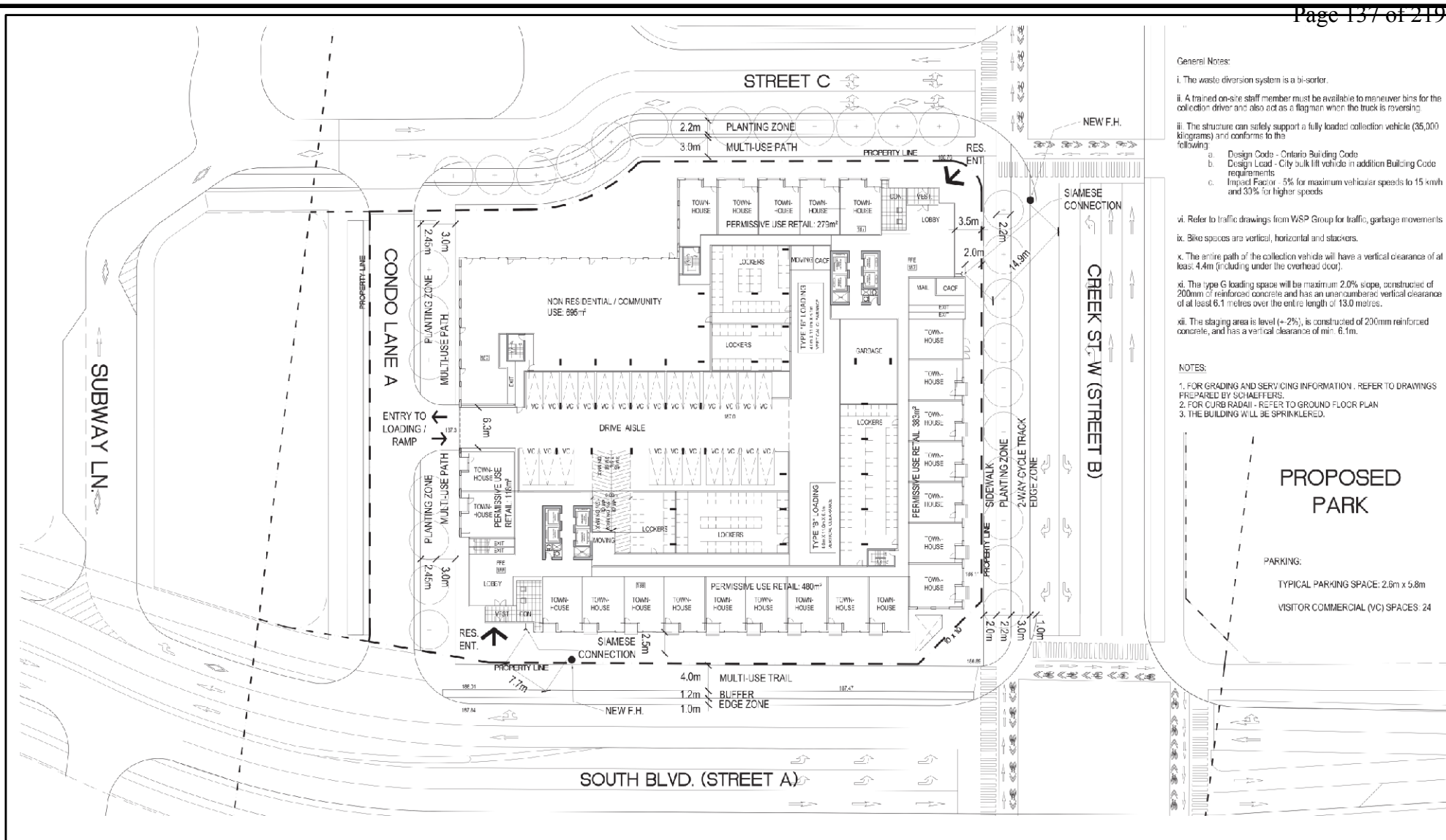
MARKHAM DEVELOPMENT SERVICES COMMISSION

Drawn By:

Checked By: MR

Date: 12/11/2019

FIGURE No. 9



GROUND FLOOR PLAN

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

FILE No. SU_ZA 18162178 (MR)

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FIGURE No. 10



Langstaff Gateway Secondary Plan

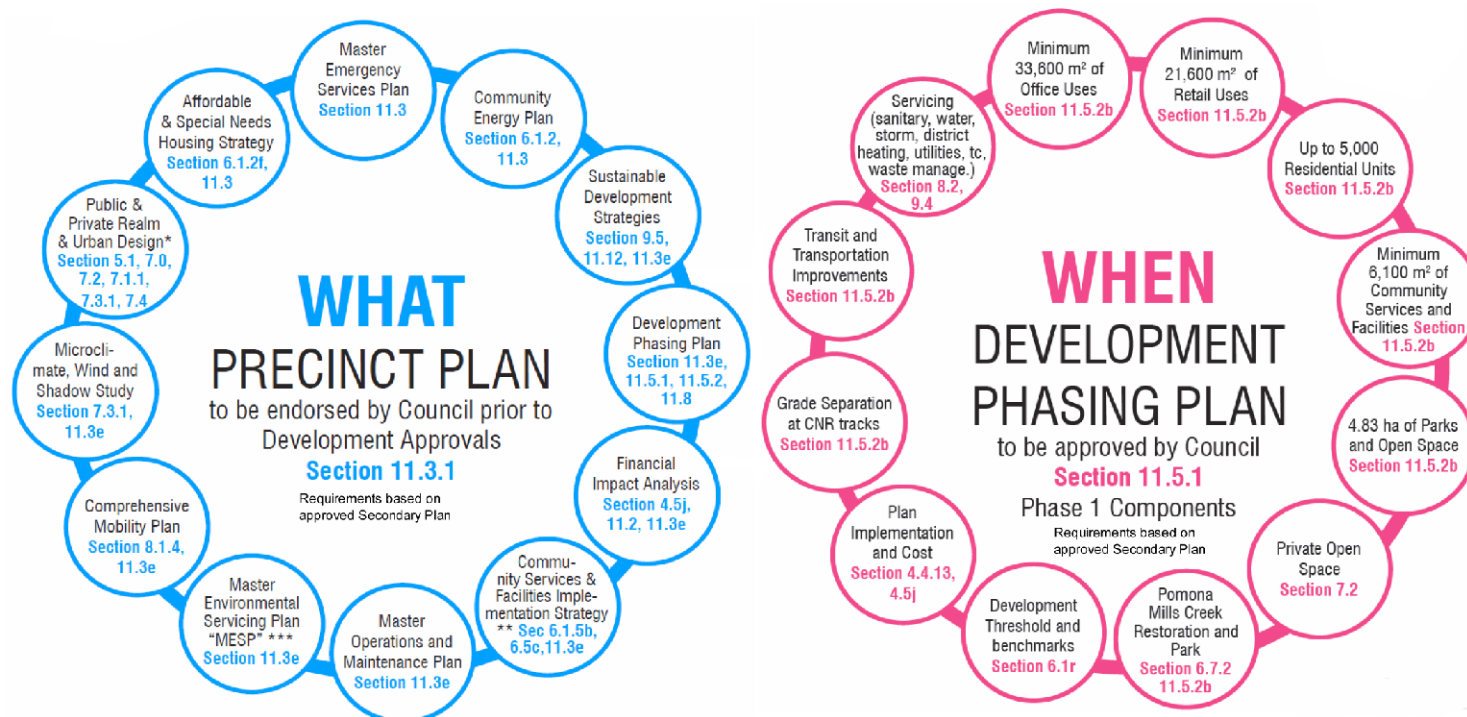
Precinct Plan and Phasing Plan Requirements

* Public & Private Realm & Urban Design includes detail design of grade separation of CNR tracks - **Section 7.1.1**, refinement of community structure - **Section 5.1** development blocks, public roads, parks & open spaces, and EPA Section - **6.1,p, 6.6.1g, 6.6.2c, 8.1.1a** and strategy for integrating heritage resources - **Section 10.0f**

Public Realm is comprised of public streets, lanes, parks and open spaces, and public use activity areas of public lands and buildings. Private realm includes private open space, tower placements, parking, siting and massing - **Section 7.2, 7.4**

** Community Services and Facilities Study includes the exact location, size, configuration and phasing of Schools - **Section 6.5.1g** and location of public institutions, places of worship, day care centres - **Section 6.1d, 6.5.3c**

*** MESP includes Environmental Management Study – EPA Valleyland - **Section 8.2.5, 9.6, 11.3e** and Environmental Site Assessments - **Section 9.7.1a, 9.7.2, 11.3e**



PRECINCT PLAN AND PHASING PLAN REQUIREMENTS

APPLICANT: Condor Properties Ltd.
25 Langstaff Rd E.

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DEVELOPMENT SERVICES COMMISSION

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FIGURE No. 11

Langstaff Gateway Secondary Plan

Precinct Plan and Phasing Plan Requirements

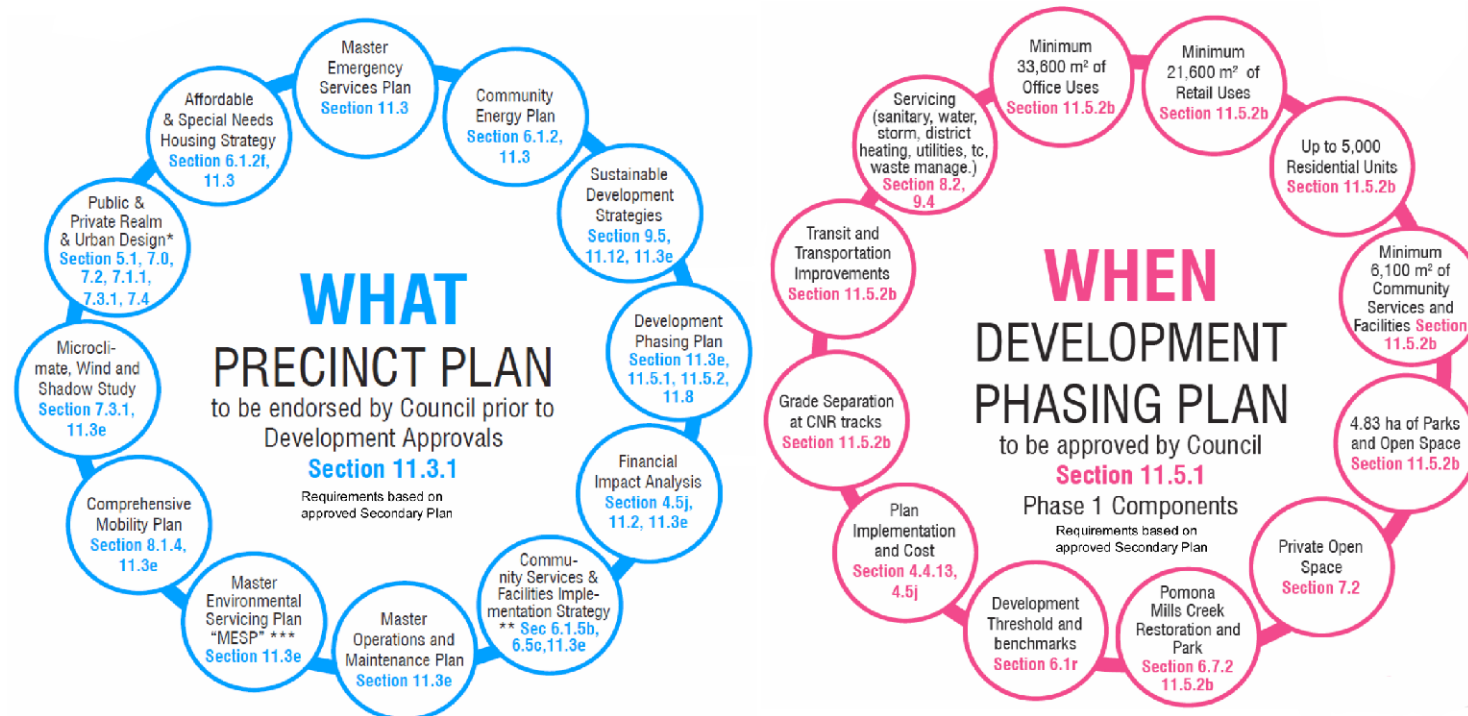


* Public & Private Realm & Urban Design includes detail design of grade separation of CNR tracks - **Section 7.1.1**, refinement of community structure - **Section 5.1** development blocks, public roads, parks & open spaces, and EPA Section - **6.11p, 6.6.1g, 6.6.2c, 8.1.1a** and strategy for integrating heritage resources - **Section 10.0f**

Public Realm is comprised of public streets, lanes, parks and open spaces, and public use activity areas of public lands and buildings. Private realm includes private open space, tower placements, parking, siting and massing - **Section 7.2, 7.4**

** Community Services and Facilities Study includes the exact location, size, configuration and phasing of Schools - **Section 6.5.1g** and location of public institutions, places of worship, day care centres - **Section 6.1d, 6.5.3c**

*** MESP includes Environmental Management Study – EPA Valleyland - **Section 8.2.5, 9.6, 11.3e** and Environmental Site Assessments - **Section 9.7.1a, 9.7.2, 11.3e**



PRECINCT PLAN AND PHASING PLAN REQUIREMENTS

APPLICANT: Condor Properties Ltd.
25 Lanfgstaff Rd E.

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DEVELOPMENT SERVICES COMMISSION

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Date: 12/11/2019

FIGURE No. 12

APPENDIX 'A'**RECOMMENDED CONDITIONS OF DRAFT PLAN APPROVAL
PLAN OF SUBDIVISION 19TM-18006
CONDOR PROPERTIES LTD.****1. General**

- 1.1 Approval shall relate to a draft plan of subdivision prepared by WND Associates, identified as Project No. 05.705.01, dated October 17, 2019, as amended, incorporating the following redline revisions:
 - a. Adjust the size of Block A to allow for appropriate tower separation;
 - b. Remove Blocks D and E;
 - c. Revise the draft plan to include a north-south public road (Condo Lane A) as shown on Attachment 6-1 of the *Langstaff Gateway Transportation Precinct Study, Response to Region and Municipal Transportation Comments, October 2019*, in order to provide public access to the proposed transit transfer facility, as identified in Schedule 'FF' in the Langstaff Secondary Plan, to the satisfaction of the Director of Engineering;
 - d. Revise the draft plan to show a minimum right-of-way of 32.0 m for Street B; and
 - e. Make any adjustments to the boundaries of the Draft Plan of Subdivision necessary to satisfy items a. to d. above.
- 1.2 This draft approval shall apply for a maximum period of three (3) years from date of issuance by the City unless extended by the City upon application by the Owner.
- 1.3 The Owner shall enter into a subdivision agreement with the City agreeing to satisfy all conditions of the City and Agencies, financial and otherwise, prior to final approval.
- 1.4 Prior to the release for registration of this Draft Plan of Subdivision, the Owner shall prepare and submit to the satisfaction of the City's Director of Engineering and Director of Planning and Urban Design, all required technical reports, studies, and drawings, including but not limited to, traffic studies, functional traffic designs, stormwater management reports, functional servicing reports, design briefs, watermain analysis reports, detailed design drawings, noise studies, etc., to support the draft Plan of Subdivision. The Owner agrees to revise this Draft Plan of Subdivision as necessary to incorporate the design and recommendations of the accepted technical reports, studies, and drawings.
- 1.5 The Owner shall agree in the Subdivision Agreement to implement the designs and recommendations of the accepted technical reports/studies submitted in support of the draft Plans of Subdivision including but not limited to, traffic studies, functional road design, stormwater management reports, functional servicing reports, design briefs, watermain analysis reports, detailed design drawings, noise studies, etc., to the satisfaction of

the City's Director of Engineering and Director of Planning and Urban Design, and at no cost to the City.

- 1.6 The Owner acknowledges and agrees that the draft plan of subdivision and associated conditions of draft approval may require revisions, to the satisfaction of the City, to implement or integrate any recommendations from studies required as a condition of draft approval, including, but not limited to, Municipal Class Environment Assessment, Traffic Impact Study, Internal Functional Traffic Design Study, Transportation Demand Management Plan, Stormwater Management Study (Environmental Master Drainage Plan), Functional Servicing Report, Noise Impact Study, confirmation of alignment of roads with the locations shown in the draft approved plans, as well as any comments and conditions received from municipal departments and external agencies after draft approval is granted.
- 1.7 The Owner shall covenant and agree in the Subdivision Agreement to design and construct all required relocations of, and modifications to existing infrastructure, including but not limited to sewers, watermain, light standards, utilities, stormwater management facilities and roads to the satisfaction of, and at no cost to, the City.
- 1.8 The Owner shall agree in the Subdivision Agreement to pay to the City, all required fees, in accordance with the City's Fee By-Law 211-83, as amended by Council from time to time.
- 1.9 The Owner shall agree in the Subdivision Agreement or Pre-Servicing Agreement, whichever comes first, to submit financial security for the draft Plan of Subdivision as required by the City prior to the construction of municipal infrastructure required to service that phase of development.
- 1.10 The Owner acknowledges and agrees to obtain approval of Site Alteration Plans in accordance with the City's Standards prior to proceeding with any on-site works and more particularly topsoil stripping.
- 1.11 The Owner acknowledges and understands that prior to final approval of this draft plan of subdivisions, amendments to Zoning By-laws 19-94 and 177-96, as amended, to implement the plan shall have come into effect in accordance with the provisions of the Planning Act.
- 1.12 Prior to release for registration, the Owner shall prepare and submit, to the satisfaction of the Director of Planning and Urban Design, a Final Precinct Plan subsequent to the version endorsed by Council at the time of Draft Approval that incorporates but is not limited to, the following revisions:
 - a. The location and size of a future public elementary school site within the West Precinct in accordance with Section 6.5.1 of the Secondary Plan, to the satisfaction of the Director of Planning and

-
- Urban Design in consultation with the York Region District School Board.
- b. An Affordable Housing Strategy in accordance with Section 6.1.2 g) of the Secondary Plan, to the satisfaction of the Director of Planning and Urban Design, demonstrating how the 35 per cent affordable housing target will be achieved through the development.
 - c. The amount and delivery timing of parkland to be provided within the West Precinct to the satisfaction of the Director of Planning and Urban Design. The conveyance of the Pomona Creek valleylands shall not count towards the parkland dedication requirement.
 - d. A Community Energy Plan in accordance with Section 11.3 e) of the Secondary Plan.
 - e. A Community Services and Facilities Implementation Strategy, to the satisfaction of the Director of Planning and Urban Design. The Strategy should address Sections 6.5.1b), 6.1d), 6.5.3c), and 11.3 e) of the Secondary Plan to demonstrate how community services and facility requirements will be delivered in Phase 1A and the rest of Phase 1.
 - f. Confirmed final location and timing of construction of a temporary fire station.
 - g. Confirmed final location and timing of construction of a district energy production plant.
 - h. Physical integration of the future Langstaff/Longbridge subway station and future development blocks, including possible designs for direct at and below-grade pedestrian connections with development.
- 1.13 Prior to release for registration, the Owner shall prepare and submit, to the satisfaction of the Director of Planning and Urban Design, a Final Phasing Plan subsequent to the version endorsed by Council at the time of Draft Approval that incorporates, as appropriate, sanitary and water services, treatment capacity, construction and delivery of transit and transportation improvements, requirements for the delivery of community facilities, servicing allocation, and how required infrastructure will be delivered and funded.
- 1.14 Prior to release for registration, the Owner shall prepare and submit a phase I Environmental Site Assessment (ESA), and all subsequent phases as required, in accordance with Section 11.3e) of the Secondary Plan.
- 1.15 Prior to release for registration, the Owner shall prepare and submit a Financial Impact Analysis in accordance with Section 11.3e) of the Secondary Plan.

-
- 1.16 Prior to release for registration, the Owner shall prepare and submit a Master Operations and Maintenance Plan in accordance with Section 11.3e) of the Secondary Plan.
 - 1.17 Prior to release for registration, the Owner shall prepare and submit a Master Emergency Services Plan in accordance with Section 11.3e) of the Secondary Plan.
 - 1.18 Prior to final approval, the Owner shall provide a conceptual grading plan within the threshold of a 5% grade that demonstrates the proposed grading of the interim and ultimate road network that is required to accommodate the future grade separated crossings of the CN tracks, to the satisfaction of the Director of Engineering. The grading plan should extend across the CN tracks to the future extension of Cedar Avenue and clearly demonstrate how the Finished Floor Elevations of Sub-Phase 1A and future development blocks relate to the interim and ultimate road elevations, including Street A, Street B, Street C, North Boulevard, South Boulevard and Langstaff Road East. In addition, the grading plan should illustrate the grades around Pomona Mills Creek and grades for the proposed park in relationship to the adjacent streets and development parcels, and the spot elevations of sidewalks and publicly accessible ground floor uses of Sub-Phase 1A and future development blocks to the satisfaction of the Director of Planning and Urban Design.
 - 1.19 The Owner shall finalize, to the satisfaction of the Director of Planning and Urban Design, a Community Facilities and Services Strategy, including but not limited to, how the proposed 695 m² of ground floor civic uses will be designed, conveyed and programmed.

2. Engineering

- 2.1 The Owner shall enter into a Subdivision Agreement with the City with terms and conditions satisfactory to the City of Markham.
- 2.2 Prior to the earlier of any construction including the execution of a pre-servicing agreement or Subdivision Agreement of Phase 1a within the draft Plan of Subdivision, the Owner shall satisfy all of the previous comments provided in our memorandum dated March 1, 2019.
- 2.3 Prior to the release for registration of the Draft Plan of Subdivision, the Owner shall prepare and submit to the satisfaction of the City of Markham, all technical reports, studies, and drawings, including but not limited to, transportation impact assessment studies, functional traffic design studies, stormwater management reports, functional servicing reports, design briefs, detailed design drawings, noise studies, servicing and infrastructure phasing plan, etc., to support the Draft Plan of Subdivision. The Owner agrees to revise the Draft Plan of Subdivision as necessary to incorporate the design

and recommendations of the accepted technical reports, studies, and drawings.

- 2.4 The Owner shall implement the designs and recommendations of the accepted technical reports/studies submitted in support of the Draft Plan of Subdivision including but not limited to, transportation impact assessment studies, functional traffic design studies, stormwater management reports, functional servicing reports, design briefs, detailed design drawings, noise studies, to the satisfaction of the City of Markham, and at no cost to the City.

The Owner agrees to revise the Draft Plan of Subdivision as necessary to incorporate the recommendations to implement or integrate any recommendations from the above studies, and drawings.

- 2.5 The Owner shall design and construct all required relocations of, and modifications to existing infrastructure, including but not limited to, watermain, light standards, utilities, stormwater management facilities and roads to the satisfaction of, and at no cost to, the City of Markham.

- 2.6 The Owner shall agree in the Subdivision Agreement to pay to the City, all required fees, in accordance with the City's Fee By-Law 211-83, as amended by Council from time to time.

- 2.7 The Owner shall agree in the Subdivision Agreement or Pre-Servicing Agreement, whichever comes first, to submit financial security for each phase of the Draft Plan of Subdivision as required by the City of Markham prior to the construction of municipal infrastructure required to service that phase of the development.

- 2.8 The Owner covenants and agrees to enter into a construction agreement and/or encroachment agreement or any other agreement deemed necessary to permit construction of services, roads, stormwater management facilities or any other services that are required external to the Draft plan of subdivision and that are required to service the proposed development, to the satisfaction of the Director of Engineering and the City Solicitor.

- 2.9 The Owner shall covenant and agree in the Subdivision Agreement to include in the building permit application all mitigation recommendation from the geotechnical consultant to waterproof basements, which are below the ground water to the satisfaction of the Chief Building Official on a lot specific basis. The Owner shall further covenant and agree that the acceptance of these measures will be subject to approval from the Chief Building Official.

3. Roads

3.1 The Owner covenants and agrees that road allowances within the Draft Plan of Subdivision shall be named to the satisfaction of the City and Regional Municipality of York ("Region").

3.2 The Owner shall covenant and agree to design and construct all municipal roads in accordance with City standards and specifications.

3.3 The Owner shall covenant and agree in the Subdivision Agreement to provide temporary turning circles where required at their cost and remove them and restore the streets to their normal condition at their cost when required by the City, to the satisfaction of the City of Markham. The design of the temporary turning circles, and any implications on surrounding land use, shall be addressed in the Subdivision Agreement to the satisfaction of the City.

4. Municipal Services

1. The Owner shall covenant and agree to design and construct all municipal services in accordance with City standards and specifications.
2. Prior to the release for registration of the Draft Plan of Subdivision, the Owner shall demonstrate to the satisfaction of the City of Markham that two independent water supply points for adequate redundancy and looping for domestic and fire protection purposes will be provided. The Owner further acknowledges and agrees that prior to the release for registration of the Draft Plan of Subdivision, the Owner shall prepare and submit to the satisfaction of the City of Markham, a detailed watermain analysis to satisfy the following requirements:

For Phase 1A, the City will allow the Owner to use Pressure District 5 (PD5) as one of the water supply sources subject to the following requirements:

- i. Provide a watermain analysis report to assess and confirm PD5 flow and pressure is adequate to provide domestic and fire protection for Phase 1A. In order to assess the proper boundary conditions the Owner will be required to carry out field flow and pressure monitoring for three (3) weeks in PD5 and to complete fire flow testing within PD5 to the satisfaction of the City. The watermain analysis report shall also include the analysis of impact to the existing PD5.
- ii. Subject to Region approval, the second water supply source can be provided from PD6. The owner will be required to design and construct new water connection to the Regional trunk watermain. The Owner will also be required to assess the condition of all the existing watermains and to remove and replace/upgrade any existing watermains that are in a poor condition or have inadequate capacity at no cost the City and to the satisfaction of the Director of Engineering.

-
3. The Owner acknowledges and agrees that for any phase of development beyond Phase 1A, the Owner will be required to:
 - i. Provide either a new connection to the 1050 mm Regional trunk watermain north of Langstaff Road or to retrofit the existing connections and upgrades the existing watermain network as required at no cost to the City and to the satisfaction of the Director of Engineering.
 - ii. Submit watermain analysis report and water modelling simulation including maximum day demand, maximum day demand plus fire flow, peak hour demand, minimum day demand, average day demand scenarios. The boundary conditions used for the water modelling shall be part of the watermain analysis report.

The Owner is advised that the 300mm ductile iron watermain along Yonge Street is constructed in 1977. Prior to the approval of any connections to this watermain, the Owner will be required to examine the condition of this watermain and submit reports and drawings to assess and confirm the condition of this watermain to the satisfaction of Director of Engineering.

4. The Owner shall agree in the Subdivision Agreement not to apply for any building permits until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.
5. The Owner shall covenant and agree in the Subdivision Agreement to revise and/or update the accepted functional servicing and stormwater management reports, if directed by the City in the event that the Director of Engineering determines that field conditions are not suitable for implementation of the servicing and stormwater strategy recommended in the previously accepted functional servicing and stormwater management reports.
6. The Owner shall implement the Low Impact Development (LID) measures for Water Balance (WB) requirements in accordance with the City's LID Guidelines (November, 2018) and to the satisfaction of the Director of Engineering.
7. The Owner shall agree in the Subdivision Agreement to design and construct the proposed stormwater management storage tanks at their final locations within Street "B" to the satisfaction of Director of Engineering.
8. The Owner acknowledges and agrees that the proposed SWM storage tanks within Street "B" right-of-way are considered as an Alternative form of Infrastructure. Alternative Infrastructure is infrastructure that is of a different design than "City Conventional Infrastructure" but provides the same or better service. As per City's Alternative Infrastructure Policy (AIP), where a developer seeks to build infrastructure that may have a higher total cost of ownership to the City, the City requires a payment of the cost differential, based on the cost for two (2) lifecycles to a maximum of 50 years, all to the satisfaction of the City's Financial Services

Department, Director of Engineering and subject to City's Chief Administrative Officer (CAO) approval."

9. The owner shall agree in the Subdivision Agreement to provide a detailed design and hydraulic calculations for the proposed 2.0m Ø temporary CSP culvert used for the diversion of Pomona Creek under Creek Street to show that design is adequate to convey the flow to the satisfaction of City and TRCA.
10. The Owner shall agree in the Subdivision Agreement to design and construct the proposed services (storm and sanitary sewers) external to the Plan to connect to the previously constructed stubs, as per the Construction Agreement dated September 1, 2017, west of the south culvert along Street "A".
11. The Owner shall covenant and agree in the Subdivision Agreement that if the proposed sewers connect to existing downstream sewers that are not assumed by the City, to undertake and pay for a sewer video inspection program for the existing sewers to the satisfaction of the Director of Engineering. The Owner further agrees to do the sewer video inspection:
 - a) Prior to the connection being made;
 - b) Upon the removal of the temporary bulkhead or as directed by the Director of Engineering; and
 - c) Upon all roads, parking lots, driveways in the Owners Subdivision having been paved to the final grades, sidewalks, walkways, multi-use paths constructed and boulevards sodded.

The Owner further agrees to provide securities for the video inspection and for flushing and cleaning the existing downstream sewers to the satisfaction of the Director of Engineering

5. Lands to be Conveyed to the City/Easements

1. The Owner agrees prior to the registration of the draft plan of subdivision to acquire and convey to the City, free of all costs and encumbrances, any lands internal and external to the Draft Plan of Subdivision as necessary to complete the road infrastructure requirements.
2. The Owner shall grant required easements to the appropriate authority for public utilities, drainage purposes or turning circles, upon registration of the plan of subdivision. The owner shall also provide for any easements and works external to the Draft Plan of Subdivision necessary to connect watermain, storm and sanitary sewers to outfall trunks and stormwater management facilities to the satisfaction of the City.

-
3. Prior to the registration of this draft plan of subdivision, the owner shall take in consideration the existing 36" Enbridge gasmain located in an easement along the south limit of the plan. The owner shall revise all plans and sections to clearly indicate the easement limits.

The existing easement shall be discharged if it falls within the proposed municipal road allowance and new easement will be provided for private properties, as required.

6. Utilities

- 6.1 The Owner shall agree in the Subdivision Agreement that hydro-electric, telephone, gas and television cable services, and any other form of telecommunication services shall be constructed at no cost to the City as underground facilities within the public road allowances or within other appropriate easements, as approved on the Composite Utility Plan, to the satisfaction of the City of Markham and authorized agencies.
- 6.2 The Owner shall agree in the Subdivision Agreement to enter into any agreement or agreements required by any applicable utility companies, including Alectra, Enbridge, telecommunications companies, etc.
- 6.3 The Owner shall agree in the Subdivision Agreement to facilitate the construction of Canada Post facilities at locations and in manners agreeable to the City of Markham in consultation with Canada Post, and that where such facilities are to be located within public rights-of-way they shall be approved on the Composite Utility Plan and be in accordance with the Community Design Plan.
- 6.4 The Owner shall agree in the Subdivision Agreement to include on all offers of purchase and sale a statement that advises prospective purchasers that mail delivery will be from a designated Community Mailbox. The Owners will further be responsible for notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sale.
- 6.5 The Owner shall covenant and agree in the Subdivision Agreement to provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residents as soon as homes are occupied
- 6.6 The Owner acknowledges that standard community mailbox installations are to be done by Canada Post at locations approved by the municipality and shown on the Composite Utility Plan. The Owner agrees that should it propose an enhanced community mailbox installation, any costs over and

above the standard installation must be borne by the Owner, and be subject to approval by the City in consultation with Canada Post.

- 6.7 The Owner covenants and agrees that it will permit any telephone or telecommunication service provider to locate its plant in a common trench within the proposed subdivision prior to registration provided the telephone or telecommunications services provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.

7. Environmental Clearance

- 7.1 The Owner shall covenant and agree in the Subdivision Agreement to retain a “Qualified Person” to prepare all necessary Environmental Site Assessments (ESA) and file Record(s) of Site Condition with the Provincial Environmental Site Registry for all lands to be conveyed to the City. The “Qualified Person” shall be defined as the person who meets the qualifications prescribed by the *Environmental Protection Act* and O. Reg. 153/04, as amended. The lands to be conveyed to the City shall be defined as any land or easement to be conveyed to the City, in accordance with the City’s Environmental Policy and Procedures for Conveyance of Land to the City Pursuant to the Planning Act.
- 7.2 Prior to the earlier of any construction, including site alteration, the execution of a pre-servicing agreement or Subdivision Agreement, the Owner covenants and agrees to submit Environmental Site Assessment (ESA) report(s) prepared by a Qualified Person, in accordance with the Environmental Protection Act and its regulations and all applicable standards, for all lands to be conveyed to the City for peer review and concurrence.
- 7.3 Prior to the earlier of any construction including site alteration, the execution of a pre-servicing agreement or Subdivision Agreement of a phase within the Draft Plan of Subdivision, the Owner covenants and agrees to submit environmental clearance(s) and Reliance Letter(s) from a Qualified Person to the City for all lands or interests in lands to be conveyed to the City to the satisfaction of the City of Markham. The Environmental Clearance and Reliance Letter will be completed in accordance with the City’s standard and will be signed by the Qualified Person and a person authorized to bind the Owner’s company. The City will not accept any modifications to the standard Environmental Clearance and Reliance Letter, except as and where indicated in the template.
- 7.4 The Owner covenants and agrees that if, during construction of a phase within the Draft Plan of Subdivision, contaminated soils or materials or

groundwater are discovered, the Owner shall inform the City of Markham immediately, and undertake, at its own expense, the necessary measures to identify and remediate the contaminated soils or groundwater, all in accordance with the Environmental Protection Act and its regulations, to the satisfaction of the City of Markham and the Ministry of the Environment, Conservation and Parks.

7.5 The Owner shall covenant and agree in the Subdivision Agreement to assume full responsibility for the environmental condition of the lands comprising the Draft Plan of Subdivision. The Owner shall further covenant and agree in the Subdivision Agreement to indemnify and save harmless the City, its directors, officers, Mayor, councilors, employees and agents from any and all actions, causes of action, suite, claims, demands, losses, expenses and damages whatsoever that may arise either directly or indirectly from the approval and assumption by the City of the municipal infrastructure, the construction and use of the municipal infrastructure or anything done or neglected to be done in connection with the use or any environmental condition on or under lands comprising the Draft Plan of Subdivision, including any work undertaken by or on behalf of the City in respect of the lands comprising the Draft Plan of Subdivision and the execution of this Agreement.

8. Streetlight Types

8.1 The Owner shall covenant and agree in the Subdivision Agreement to contact the City of Markham prior to commencing the design for streetlighting to confirm the type(s) of poles and luminaires to be provided for different streets and/or lanes.

9. Transportation Engineering

9.1 Prior to the registration of Block A within this Plan of Subdivision, the Owner shall submit updates or addendums, as appropriate, to respond to all outstanding comments from City of Markham and York Region, and other commenting agencies, related to the Transportation Precinct Study, to the satisfaction of the City's Director of Engineering and York Region. The Owner further agrees to revise the draft plan if required to incorporate the recommendations of these studies to the satisfaction of the Director of Engineering.

9.2 The Owner shall covenant and agree in the Subdivision Agreement to:

9.3 Finalize the functional plan as shown on Attachment 6-1 of the *Langstaff Gateway Transportation Precinct Study, Response to Region and Municipal Transportation Comments, October 2019*, showing the following proposed works "External Works" including:

- i. Langstaff Road East to its ultimate design, from Yonge Street to Creek Street;
- ii. the multi-use trail from Langstaff Road East to the Richmond Hill Centre; and
- iii. Langstaff Road East from Yonge Street to Bayview Avenue,

all to the satisfaction of the Director of Engineering.

- 9.4 Prepare detailed design of the External Works in accordance with the accepted functional plan referenced above, to the satisfaction of the Director of Engineering; and,
- 9.5 Construct the External Works in accordance with the accepted detailed design at no cost to the City, and to the satisfaction of the Director of Engineering.
- 9.6 Prior to the execution of the Site Plan Agreement for Block A, the construction of the Cedar Avenue extension between High Tech Road and Langstaff Road East shall have commenced, to the satisfaction of the Director of Engineering.
- 9.7 The Owner shall covenant and agree in the Subdivision Agreement to protect for a below-grade pedestrian connection under Langstaff Road East from the future Langstaff-Longbridge subway to the proposed building in Phase 1A. The owner shall further agree to design the below-grade pedestrian connection as part of the detailed design of Langstaff Road East between Yonge Street and Creek Street, to the satisfaction of the Director of Engineering.
- 9.8 Prior to the registration of Block A within this Plan of Subdivision, the Owner shall revise the draft plan to include a north-south public road (Condo Lane A) as shown on Attachment 6-1 of the Langstaff Gateway Transportation Precinct Study, Response to Region and Municipal Transportation Comments, October 2019, in order to provide public access to the proposed transit transfer facility, as identified in Schedule 'FF' in the Langstaff Secondary Plan, to the satisfaction of the Director of Engineering.
- 9.9 The Owner shall agree in the subdivision agreement to provide private shuttle services to Richmond Hill Centre in consultation with York Region Transit for the Condor Development Phase 1A, at no cost to the City. The Owner further agrees to prepare and submit an implementation plan for the private shuttle services to the satisfaction of the Director of Engineering prior to the execution of site plan agreement for Block A.
- 9.10 Prior to the registration of Block A within this Plan of Subdivision, the Owner shall submit an operational analysis and a functional design for the proposed transit transfer facility, to the satisfaction of the Director of

Engineering. The Owner shall agree that the draft plan may require revisions based on the functional design of the facility.

- 9.11 Prior to the registration of Block A within this Plan of Subdivision, the Owner shall revise the draft plan to show a minimum right-of-way of 32.0m for Street B.
 - 9.12 Prior to the registration of Block A within this Plan of Subdivision, the Owner shall provide a Parking and Transportation Demand Strategy to address the parking supply for the Condor Development Phase 1A in advance of the Yonge Subway Extension, to the satisfaction of the Director of Engineering.
10. Waste Management
- 10.1 Prior to final approval, the Owner shall submit for approval plans showing how and when the infrastructure to support an Automated Vacuum Waste Collection (AVAC) System will be developed, to the satisfaction of the Director of Engineering.
11. Tree Inventory and Preservation Plans
- 11.1 Prior to release for registration, the Owner shall submit for approval a tree inventory and tree preservation plan to the satisfaction of the Director of Planning and Urban Design in accordance with the City of Markham Streetscape Manual dated 2009, as amended from time to time.
 - 11.2 Prior to release for registration, the Owner shall submit a site grading plan showing the trees to be preserved based on the approved Tree Preservation Plan prior to the issuance of a Top Soil Stripping Permit, Site Alteration Permit or Pre-Servicing Agreement to the satisfaction of the Director of Planning and Urban Design.
 - 11.3 The Owner shall obtain written approval from the Director of Planning and Urban Design prior to the removal of any trees or destruction or injury to any part of a tree within the area of the draft plan.
 - 11.4 Prior to release for registration, the Owner shall submit for approval from the Director of Planning and Urban Design, as part of the tree inventory and tree preservation plan and in accordance with the City of Markham Streetscape Manual, a tree compensation schedule detailing replacement and enhancement planting or the replacement value based on the following:
 - a. Trees between 20 cm and 40 cm diameter at breast height (DBH) shall be replaced at a ratio of 2:1
 - b. All trees over 40 cm DBH shall have an individual valuation submitted to the City by an ISA certified Arborist in accordance with

the Council of Tree and Landscape Appraisers (CTLA) Guide for Plant Appraisal (2000)

- c. Where a site does not allow for the 2:1 replacement, the City will negotiate a credit for tree planting on alternate sites
- d. The requirement for the replacement or equivalent economic value following unauthorized tree removal or damage shall be determined by the City.

- 11.5 The owner acknowledges and agrees to implement the tree compensation schedule, including submission of an updated Tree Inventory and Preservation Plan and Landscape Plans.

12. Community Design

- 12.1 The Owner shall agree in the subdivision agreement to implement and incorporate all requirements of the Langstaff Gateway Urban Design and Streetscape Guidelines into all site plans, landscape plans, engineering plans and any other required design documents to the satisfaction of the Director of Planning and Urban Design.

13. Parkland

- 13.1 The Owner shall covenant and agree in the subdivision agreement that the parkland dedication requirement for Sub-Phase 1A development is a minimum 2.655 ha, calculated at a rate of 1.2141 hectares per 1000 projected population for the residential portion and 1% of the land area for the commercial component, as specified in the Parkland Dedication By-Law 195-90, and calculated as follows:
 - Projected Population: Number of Units (1083) x Average Family size for apartments (2.00) = 2,166
 - Parkland Dedication: 1.2141 ha. / 1000 people x projected population (2,166) + 0.25 (1% land area) = 2.655 ha
- 13.2 The Owner shall agree in the subdivision agreement to dedicate a minimum of 2.655 ha of parkland and that this will satisfy the parkland dedication requirements for a total of up to but not exceeding the 1,083 units.
- 13.3 The Owner shall covenant and agree in the subdivision agreement to satisfy the parkland dedication requirement through the conveyance of the Pomona Creek Park to the City as external works (the “Off-Site Park”), free of all costs and encumbrances to the satisfaction of the Director of Planning and Urban Design, upon registration of the plan of subdivision. The conveyance of the Pomona Creek valleylands shall not count towards parkland dedication.

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- 13.4 The Owner acknowledges and agrees that the conveyance of the Pomona Creek Park Block will satisfy a portion of the parkland dedication for this development. The remaining parkland dedication will be satisfied through the payment of cash-in-lieu of parkland as specified in the Parkland Dedication By-Law 195-90.
- 13.5 The City of Markham reserves the right to require land dedication or payment of cash-in-lieu of parkland or request a combination of approaches as specified in Parkland Dedication By-law 195-90, as amended.
- 13.6 If Pomona Creek Park is not dedicated at the time of approval in a condition satisfactory to the Director of Planning and Urban Design, including grading, servicing and public road access, then the Owner shall provide a letter of credit of an amount satisfactory to the Director of Planning and Urban Design to secure the Owner's obligation to the City to provide a satisfactory park at the time that Phase 1A is completed.
- 13.7 The Owner acknowledges and agrees that additional parkland dedication will be required for Blocks B, C, D, E and F at the time of execution of the a future draft plan of subdivision or site plan agreement. The size and configuration of the park block(s) will be consistent with the Secondary Plan and revised Precinct Plan.
- 13.8 The Owner shall post approved copies of the Conceptual Park Design for the Off-Site Park in all sales offices for dwelling units within the draft plan of subdivision.
- 13.9 The Owner acknowledges and agrees that if, in the sole opinion of the Director of Planning and Urban Design, Pomona Creek Park is determined to not be constructible, the Owner shall accommodate a park on the Owner's lands prior to final approval, subject to Council approval of an Official Plan Amendment.
14. Parkland Servicing
- 14.1 The Owner shall covenant and agree to rough grade, topsoil, seed and maintain, free of stock piles and debris, all, park blocks within the subdivision to the satisfaction of the Director of Planning & Urban Design. The park blocks shall be maintained until such time as the parks have been constructed and formally assumed by the City.
- 14.2 The Owner shall submit grading, servicing and survey plans, including a plan demonstrating the interface between Pomona Creek Park and the restored valleylands, prepared by a qualified person for all park blocks, to the satisfaction of the Director of Planning & Urban Design.
- 14.3 The Owner shall provide a current geotechnical report by a qualified person all park blocks, to the satisfaction of the Director of Planning & Urban Design.
15. Parkland Environmental

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- 16.1 The Owner covenants and agrees in the Subdivision Agreement to retain a “Qualified Person” to prepare all necessary Environmental Site Assessments (ESA) and file Record(s) of Site Condition with the Provincial Environmental Site Registry for the Off-Site Park lands to be conveyed to the City. The “Qualified Person” shall be defined as the person who meets the qualifications prescribed by the Environmental Protection Act and O. Reg. 153/04, as amended. The lands to be conveyed to the City shall be defined as any land or easement to be conveyed to the City, in accordance with the City’s Environmental Policy and Procedures for Conveyance of Land to the City Pursuant to the Planning Act.
- 15.2 Prior to the earlier of any construction, including site alteration, the execution of a pre-servicing agreement or Subdivision Agreement, the Owner covenants and agrees to submit Environmental Site Assessment (ESA) report(s) prepared by a Qualified Person, in accordance with the Environmental Protection Act and its regulations and all applicable standards, for the Off-Site Park land to be conveyed to the City for peer review and concurrence.
- 15.3 Prior to the earlier of any construction including site alteration, the execution of a pre-servicing agreement or Subdivision Agreement of a phase within the Draft Plan of Subdivision, the Owner covenants and agrees to submit environmental clearance(s) and Reliance Letter(s) from a Qualified Person to the City for the Off-Site Park lands or interests in Off-Site Park lands to be conveyed to the City to the satisfaction of the City of Markham. The Environmental Clearance and Reliance Letter will be completed in accordance with the City’s standard and will be signed by the Qualified Person and a person authorized to bind the Owner’s company. The City will not accept any modifications to the standard Environmental Clearance and Reliance Letter, except as and where indicated in the template.
- 15.4 The Owner covenants and agrees to file a Record(s) of Site Condition with the Provincial Environmental Site Registry and provide a Letter of Acknowledgment from the Ministry of Environment, Conservation and Parks (MECP) for the Off-Site Park lands to be conveyed to the City prior to the conveyance.
- 15.5 The Owner covenants and agrees to convey the Off-Site Park lands to the City upon acceptance of the Record(s) of Site Condition by the Director of Engineering.
- 15.6 The Owner covenants and agrees that if, during construction of a phase within the Draft Plan of Subdivision, contaminated soils or materials or groundwater are discovered, the Owner shall inform the City of Markham immediately, and undertake, at its own expense, the necessary measures to

identify and remediate the contaminated soils or groundwater, all in accordance with the Environmental Protection Act and its regulations, to the satisfaction of the City of Markham and the Ministry of the Environment, Conservation and Parks.

- 15.7 The Owner covenants and agrees in the Subdivision Agreement to assume full responsibility for the environmental condition of the lands comprising the Off-Site Park. The Owner covenants and agrees in the Subdivision Agreement to indemnify and save harmless the City, its directors, officers, Mayor, councillors, employees and agents from any and all actions, causes of action, suite, claims, demands, losses, expenses and damages whatsoever that may arise either directly or indirectly from the approval and assumption by the City of the municipal infrastructure, the construction and use of the municipal infrastructure or anything done or neglected to be done in connection with the use or any environmental condition on or under lands comprising the Off-Site Park, including any work undertaken by or on behalf of the City in respect of the lands comprising the Draft Plan of Subdivision and the execution of this Agreement.

16. Landscape Works

- 16.1 Prior to the release for registration of this Draft Plan of Subdivision, the Owner shall submit landscape plans prepared by a qualified landscape architect based upon: the Langstaff Gateway Urban Design and Streetscape Guidelines, as amended from time to time, and the City of Markham Streetscape Manual, as amended from time to time, to the satisfaction of the Director of Planning and Urban Design and including the following:
- a) Streetscape plans for all public streets and street tree planting in accordance with the City of Markham Streetscape Manual dated June 2009;
 - b) A specialized depth of topsoil (200mm) in the entire municipal boulevard to appropriately plant boulevard trees in accordance with the City of Markham Streetscape Manual dated June 2009;
 - c) Wind mitigation measures as required for the Off-Site park;
 - d) Restoration works for the Pomona Creek Works valleylands;
 - e) Any other landscaping as determined in the Langstaff Gateway Urban Design and Streetscape Guidelines.
- 16.2 The Owner shall construct all landscaping referred to in condition 16.1 in accordance with the approved plans at no cost to the City.

- 16.3 The Owner shall not permit their builders to charge home purchasers for the items listed in condition 16.1.
- 16.4 The Owner shall include in all agreements of purchase and sale the following clause:

“PURCHASERS ARE ADVISED THAT AS A CONDITION OF APPROVAL OF THE SUBDIVISION WITHIN WHICH THIS LOT IS LOCATED, THE CITY OF MARKHAM HAS REQUIRED THE DEVELOPER TO UNDERTAKE AND BEAR THE COST OF THE FOLLOWING ITEMS:

- STREET TREES (TREES PLANTED IN THE CITY BOULEVARD Or IN ADJACENT PUBLIC LANDS OR PRIVATE LOTS to meet 4.1a)
- FENCING AS REQUIRED BY THE CITY
- FENCING AT LANES (IF SPECIFICALLY REQUIRED BY THE CITY)
- TREE PLANTING IN REAR YARDS ADJOINING THE LANES (IF SPECIFICALLY REQUIRED BY THE CITY)
- NOISE ATTENUATION FENCING AS IDENTIFIED IN THE NOISE IMPACT STUDY
- FENCING OF PARKS, WALKWAYS AND STORMWATER MANAGEMENT POND BLOCKS
- BUFFER PLANTING FOR OPEN SPACE, WALKWAY AND STORMWATER MANAGEMENT POND BLOCKS AND SINGLE LOADED STREET ALLOWANCES
- DECORATIVE FENCING AS IDENTIFIED ON LANDSCAPE PLANS APPROVED BY THE CITY.

THE DEVELOPER HAS BORNE THE COST OF THESE ITEMS AND THE HOME PURCHASER IS NOT REQUIRED TO REIMBURSE THIS EXPENSE.”

17. Financial

- 17.1 Prior to execution of the subdivision agreement, the Owner shall provide a letter of credit, in an amount to be determined by the Director of Planning and Urban Design, to ensure compliance with applicable tree preservation, streetscape, wind mitigation and other landscaping requirements.
- 17.2 The Owner shall provide a Land Appraisal Report to the Manager of Real Property for the purpose of determining the required letter of credit amount contribution for the under-dedicated portion of the required parkland dedication. The Land Appraisal Report is subject to the City’s terms of

reference and conformance with the *Parkland Dedication By-law 195-90* and with the *Planning Act*.

18. Natural Heritage

- 18.1 The Owner shall provide a letter of credit in the Subdivision Agreement for the estimated cost of the valleyland restoration, construction and plantings.
- 18.2 Prior to subdivision registration, the Owner shall complete the restoration and realignment of Pomona Creek to the satisfaction of the Director of Planning and Urban Design.
- 18.3 Prior to subdivision registration, the Owner shall convey the valleyland corridor (external to the Plan of Subdivision) free and clear of encumbrances to the City of Markham.
- 18.4 The Owner shall implement post-construction monitoring for valleyland restoration and plantings for a minimum of two years. An adaptive monitoring plan outlining the duration and type of monitoring requirements shall be submitted to the satisfaction of the Director of Planning and Urban Design.

19. Development Charges

- 19.1 The Owner covenants and agrees to provide written notice of all development charges related to the subdivision development, including payments made and any amounts owing, to all first purchasers of lands within the plan of subdivision at the time the lands are transferred to the first purchasers.
- 19.2 The Owner acknowledges and understands that the subdivision agreement will not be executed by the Town until an Area-Specific Development Charges By-law has been passed by the Town or the Town Solicitor is satisfied with the arrangements for the payment to the Town by the developer of any necessary Area Specific Development Charges.

20. York Region

Conditions/Clauses to be Included in the Subdivision Agreement

- 20.1 The Owner shall save harmless the City of Markham and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
- 20.2 The Owner shall agree that the proposed sanitary outlet to the Region's 600 mm diameter Pomona Creek Sewer shall be designed and installed to the satisfaction of the Region.

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- 20.3 The Owner shall agree to advise all potential purchasers of the existing and future introduction of transit services. The Owner/consultant is to contact YRT Contact Centre (tel. 1-866-668-3978) for route maps and future plan maps.
- 20.4 The Owner shall agree to implement the improvements recommended in the Transportation Study, to the satisfaction of the Region.
- 20.5 The Owner shall agree that a Site Plan Application approval from the Region is required to be in place before the commencement of any site alteration or construction works for all development blocks.

Conditions to be Satisfied Prior to Final Approval

- 20.6 The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Markham:
- 20.7 a copy of the Council resolution confirming that the City of Markham has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this site plan.
- 20.8 a copy of an email confirmation by City of Markham staff stating that the allocation to the subject development remains valid at the time of the request for Regional clearance of this condition.
- 20.9 The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services branch and the Infrastructure Asset Management branch for record.
- 20.10 The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Markham and York Region.
- 20.11 The applicant shall provide a revised Draft Plan of Subdivision to address the comments provided, to the satisfaction of the Region.
- 20.12 The applicant shall provide a Transportation Addendum to address the comments provided, to the satisfaction of the Region.
- 20.13 The Owner shall provide a copy of the executed Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
- 20.14 The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation;

Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.

- 20.15 The Regional Corporate Services Department shall advise that Conditions 20.1 to 20.14 inclusive, have been satisfied.

21. Metrolinx

- 21.1 The Owner shall agree in the Subdivision Agreement to prepare and submit an overall utility coordination plan showing the location (shared or otherwise) and installation, timing and phasing of all required servicing infrastructure and utilities (ongrade, below-grade or above-grade, including on-site drainage facilities and streetscaping) – such location plan shall be to the satisfaction of the City and Metrolinx, having considered the requirements of those utility providers (including natural gas, hydro, and telecommunications service providers) that will conduct works within the subdivision. Further, the plan shall consider the respective standards and specification manuals, where applicable, of the utility providers as well as potential Metrolinx transit infrastructure.
- 21.2 The Owner shall, at its own cost, prepare and register all reference plans, strata reference plans, easement documents, and agreements as may be required by Metrolinx as a result of this development.
- 21.3 The Owner shall agree in the Subdivision Agreement to include into all offers of purchase and sale, lease, or rental agreements, as well as stipulate in condominium declaration(s) for each unit, the following:

Warning: “The Purchaser and/or Lessee acknowledges and agrees that the proximity of the lands municipally described as 25 Langstaff Road East (the “Development”) to Metrolinx transit operations may result in noise, vibration, electromagnetic interference, stray current, smoke and particulate matter, transmissions (collectively referred to as “interferences”) to the Development and despite the inclusion of control features within the Development, Interferences from transit operations may continue to be of concern, occasionally interfering with some activities of the occupants in the Development. Notwithstanding the above, the Purchaser and/or Lessee agrees to release and save harmless the City of Markham and Metrolinx from all claims, losses, judgments or actions arising or resulting from any and all Interferences. Furthermore, the Purchaser and/or Lessee acknowledge and agree that an electromagnetic, stray current and noise warning clause similar to the one contained herein shall be inserted into any succeeding lease, sublease or sales agreement, and that this requirement shall be binding not only on the parties hereto but also their respective successors and assigns and shall not die with the closing of the transaction.

22. Fire Department

Fire Access Route:

- 22.1 Fire Access Route Signs are required and shall be installed by the Owner subject to Fire Department approval. Indicate the locations of the fire access route sign for review and approval. The signs are to be spaced a maximum of 30m apart on both sides of the fire access route and a maximum of 15m from the street curb. Signs to be set at an angle of not less than 30° and not more than 45° to a line parallel to the flow of traffic and should always be visible to approaching traffic. Refer to site plan for proposed locations along Condo Lanes “A” and “B”.

The Fire Department will require a Letter of Credit in the amount of \$4,000.00 to ensure completion of the installation of the fire access route signs.

Fire Department Connection:

- 22.2 The location of the Fire Department connection must be approved by the Fire Department to ensure unobstructed access at all times. Refer to site plan for proposed relocations.

Private Hydrant:

- 22.3 Private Yard Hydrants will be required and the location of the hydrants and size of watermain must be approved by the Fire Department. Private hydrants are to be installed with a 100mm storz connection as per City of Markham engineering standards.

The Fire Department will require a Letter of Credit in the amount of \$10,000.00 to ensure completion of the installation of private hydrant(s).

Water Supply:

- 22.4 The size of water mains and the hydrant locations must be approved by this department.

Rapid Entry Key Box:

- 22.5 A rapid entry key box will be required for each building that is provided with a fire alarm or sprinkler system. The key box is to be located on the exterior wall adjacent to the principal entrance where the fire alarm annunciator is located or at the main building entrance where no fire alarm annunciator is provided. In multi tenant buildings the key box is to be located adjacent the exterior door of the sprinkler room.

The Fire Department will require a Letter of Credit in the amount of \$3,000.00 to ensure the proper installation of a rapid entry key box for the fire alarm and sprinkler systems.

Items on the Site Plan:

22.6

- a. Indicate the locations of the fire access route signs on the site plan.
- b. Indicate the location of the private hydrants on the site plan.
- c. Indicate the location of the fire department connection on the site plan.
- d. Indicate the location of the rapid entry key box on the site plan.

Underground Servicing Plans:

- 22.7 Two copies of underground servicing site plans are to be submitted to the Fire Department for review and approval. Underground servicing plans are required to be reviewed and approved prior to the Site Plan Endorsement Stage.

Plan of Condominium:

- 22.8 Prior to final approval the following conditions are required to be satisfied:

The property is inspected by the Markham Fire Department. Staff to ensure that the rapid entry key boxes, hydrants, fire department connections and addressing complies with the approved site plan drawings as approved by the City of Markham.

23. Toronto and Region Conservation Authority

- 23.1 Prior to final approval, the Owner shall satisfy all Toronto and Region Conservation Authority Conditions to the satisfaction of the Director of Planning and Urban Design.

24. CN Rail

- 24.1 Prior to final approval, the Owner shall satisfy all CN Rail Conditions to the satisfaction of the Director of Planning and Urban Design.

25. 407 ETR

- 25.1 Prior to final approval, the Owner shall satisfy all 407 ETR Conditions to the satisfaction of the Director of Planning and Urban Design.

26. Alectra Utilities

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- 26.1 The developer is responsible to enter into an Offer to Connect agreement with Alectra Utilities pertaining to the electrical distribution system installation, energization and receipt of all applicable easements. The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate new road(s) and or driveways.
27. External Clearances
- 27.1 Prior to final approval of the draft plan of subdivision, clearance letters, containing a brief statement detailing how conditions have been met, will be required from authorized agencies as follows:
- a) The Regional Municipality of York Transportation and Community Planning Department shall advise that Conditions 17.1 to 17.16 have been satisfied.
 - b) Metrolinx shall advise that Conditions 21.1 to 21.3 have been satisfied.
 - c) The Fire Department shall advise that Conditions 22.1 to 22.8 have been satisfied.
 - d) The Toronto and Region Conservation Authority (“TRCA”) shall advise that all lands containing natural features, hazards and their associated buffers are zoned for environmental protection, densely planted and gratuitously dedicated into public ownership, free and clear of all encumbrances to the City of Markham and are to the TRCA’s satisfaction and that Condition 23.1 to 23.11 have been satisfied.
 - e) CN Rail shall advise that Condition 24.1 has been satisfied.
 - f) 407 ETR shall advise that Condition 25.1 has been satisfied.
 - g) Alectra Utilities shall advise that Conditions 26.1 have been satisfied.



BY-LAW 2017-_____

A By-law to amend By-law 2551, as amended
(to delete lands from the designated areas of By-laws 2551)
and to amend By-law 177-96, as amended
(to incorporate lands into the designated area of By-law 177-96)

The Council of The Corporation of the City of Markham hereby enacts as follows:

- 1. That By-law 2551, as amended, are hereby further amended by deleting the lands shown on Schedule ‘A’ attached hereto, from the designated areas of By-law 2551, as amended.
- 2. That By-law 177-96, as amended, is hereby further amended as follows:
 - 2.1 By expanding the designated area of By-law 177-96, as amended, to include additional lands as shown on Schedule “A” attached hereto.
 - 2.2 By zoning the lands outlined on Schedule “A” attached hereto:

from:
Rural Industrial (R-IND)

to:
**Community Amenity Four (CA4) Zone, and
Open Space One (OS1) Zone**
- 3. By adding the following subsections to Section 7 – EXCEPTIONS:

Exception 7.647	Condor Properties Ltd. 25 Langstaff Road	Parent Zone 177-96
File ZA 18 162178		Amending By-law 2020-____
Notwithstanding any other provisions of this By-law, the following provisions shall apply to the land denoted by the symbol *647 on the schedules to this By-law. All other provisions, unless specifically modified/amended by this section, continue to apply to the lands subject to this section.		
7.647.1 Only Permitted Uses		
The following are the only permitted uses:		
	Residential Uses:	
a)	Apartment Dwellings	
b)	Multiple Dwellings	
c)	Home Occupations	
d)	Home Child Care	
	Community Uses:	
d)	Art Galleries	
e)	Community Centres	
f)	Libraries	
g)	Museums	
h)	Non-Profit Fitness Centres	
i)	Schools, Public	
	Non-Residential Uses:	
j)	Business Offices	
k)	Commercial Fitness Centres	

l)	<i>Day Nurseries</i>
m)	<i>Financial Institutions</i>
o)	<i>Medical Offices</i>
p)	<i>Parking Garages</i>
q)	<i>Personal Service Shops</i>
r)	<i>Places of Amusement</i>
s)	<i>Places of Entertainment</i>
t)	<i>Places of Worship</i>
u)	<i>Private Clubs</i>
v)	<i>Recreational Establishments</i>
w)	<i>Repair Shops</i>
x)	<i>Restaurants</i>
y)	<i>Retail Stores</i>
z)	<i>Schools, Commercial</i>
aa)	<i>Schools, Private</i>
bb)	<i>Supermarkets</i>
cc)	<i>Veterinary Clinics</i>
7.647.2 Special Zone Standards	
The following special zone standards shall apply:	
a)	For the purposes of this by-law South Boulevard shall be deemed to be the front <i>lot line</i> notwithstanding any further division of the land
b)	Non-residential uses are permitted only in the first and second storey of a building containing apartment dwellings
c)	Minimum Gross floor area for community uses, or other public uses – XXXX square metres
d)	Minimum Gross Floor Area for non-residential uses – XXXX square metres
c)	Maximum Gross Floor area for any individual Retail store or supermarket -1870 square metres
e)	Minimum Indoor Amenity Area required – 1365 square metres
f)	Minimum Outdoor Amenity Area Required – 1365 square metres
g)	Minimum setback to the First Storey <ul style="list-style-type: none">i) Front Yard - 2.5 metresii) Easterly Yard – 2 metresiii) Northerly Yard – 6 metresiv) Westerly Yard – 3 metres
h)	Minimum setback to all storeys above the first storey – 0.3 metres
j)	Maximum building Height <ul style="list-style-type: none">i) 27 metresii) For portions of a building within 35 metres of the northerly and easterly side yards – 128 metresiii) For portions of a building within 35 metres of the southerly and westerly side yards – 145 metres
k)	Minimum setback between portions of a buildings above 27 metres, described in section j) ii) and g) iii) above – 35 metres
l)	Maximum Floor Space Index – 15.5
m)	Minimum Landscaped Open Space - 10%
n)	Minimum number of parking spaces for an apartment dwelling – 0.8 parking spaces per unit;
o)	Minimum number of <i>parking spaces</i> for visitor and non-residential uses within a <i>building</i> containing <i>apartment dwellings</i> - 0.15 parking spaces per unit
p)	Minimum number of bicycle <i>parking spaces</i> for multiple units – 0.25 bicycle <i>parking spaces</i> per unit; and
q)	18 parking spaces may be provided in tandem
r)	The provisions of Table B7, Z and AA shall not apply
s)	Special Provision 12 of Table B7 shall not apply

2. SECTION 37 CONTRIBUTION

- 2.1 A contribution by the Owner to the City in accordance with Section 37 of the Planning Act, as amended, shall be required. Payments shall be collected in accordance with the terms of an agreement to secure for the Section 37 contribution.

3. HOLDING PROVISION

- 3.1 For the purpose of this By-law, a Holding (H) provision is hereby established on lands zoned Community Amenity Four (CA4) Zone as identified on Schedule 'A' attached hereto by the letter (H) in parenthesis following the zoning symbols.
- 3.2 No person shall hereafter erect or alter any building or structure on lands subject to the Holding (H) provision for the purpose permitted under this By-law until amendment(s) to this By-law to remove the letter (H) have come into effect pursuant to the provisions of Section 36 of the Planning Act.
- 3.3 A Zoning By-law Amendment to remove the Holding (H) symbol from the lands shown on Schedule "A" shall not be passed until the following conditions have been met:
- a) Execution of a site plan agreement.

Read and first, second and third time and passed on _____, 2020.

Kimberley Kitteringham
City Clerk

Frank Scarpitti
Mayor



EXPLANATORY NOTE

BY-LAW 2020-____
A By-law to amend By-law 177-96, as amended

Condor Properties Ltd.
25 Langstaff Road
ZA 18 162178

Lands Affected

The proposed by-law amendment applies to a parcel of land with an approximate area of ____ hectares (____ acres), which is located north of ____ Road and west of ____ Road in the ____ Community.

Existing Zoning

The subject lands are zoned **Rural Industrial (R-IND)** Zone under By-law 2551, as amended.

Purpose and Effect

The purpose and effect of this By-law is to rezone the subject lands under By-law 177-96, as amended as follows:

from:
Rural Industrial (R-IND)

to:
**Community Amenity Four (CA4) Zone, and
Open Space One (OS1) Zone**

in order to permit a residential development on the lands.

Note Regarding Further Planning Applications on this Property

The *Planning Act* provides that no person shall apply for a minor variance from the provisions of this by-law before the second anniversary of the day on which the by-law was amended, unless the Council has declared by resolution that such an application is permitted.

LANGSTAFF GATEWAY

WEST PRECINCT PLAN
UPDATE
Condor Properties Ltd.
January 2020

Walker Nott Dragicevic Associates Ltd.

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Attachment 2: Sub-phase 1A Block within West Precinct Plan Ground Floor Uses (Schedule DD)

Attachment 3: Sub-phase 1A Block within West Precinct Plan Height Control Plan (Schedule EE)

Attachment 4: Sub-phase 1A Block within West Precinct Plan Transportation Plan (Schedule FF)

1 Introduction

Walker, Nott, Dragicevic Associates Limited (“WND Associates”) has been retained by Condor Properties Ltd. (“Condor”) to prepare an update to the December 2018 Precinct Plan for the West Precinct of the Langstaff Gateway Secondary Plan area in the City of Markham as shown in Figure 1. The Langstaff Gateway area forms the southern portion of the Richmond Hill/Langstaff Gateway Urban Growth Centre, as identified by the Province in its 2019 Growth Plan for the Greater Golden Horseshoe and has been identified as part of a Regional Centre in the new Region of York Official Plan. The Richmond Hill/Langstaff Gateway Urban Growth Centre is comprised of two parts, one located in the City of Markham and the other in the Town of Richmond Hill, separated by Highways 7 and 407, and a major hydro corridor. The Langstaff area also forms part of the Richmond Hill/Langstaff Gateway Anchor Hub, as identified by Metrolinx in its November 2008 Regional Transportation Plan, The Big Move.

Condor Properties Ltd. is a majority landowner within the Langstaff Gateway Secondary Plan owning approximately 17 hectares of 47 hectares. In accordance with the development phasing policies of the Secondary Plan, Condor will develop

lands
within
the
West



Figure 1 Langstaff Gateway Secondary Plan West Precinct Area (existing aerial)

Precinct through phasing and sub-phasing to ensure the appropriate timing and delivery of civic infrastructure along with residential, commercial and community uses to ensure that the site functions appropriately.

1.1 Sub-phase 1A Development

Applications for a Zoning By-law Amendment and Draft Plan of Subdivision (“The Applications”) were deemed complete by the City of Markham in October of 2018 to facilitate the development of Sub-phase 1A (“Phase 1A”) of the lands owned by Condor in the West Precinct (Figure 2).

Policy Section 11.3 of the Secondary Plan requires a number of supporting studies, reports and plans to be completed prior to Council’s consideration of any Precinct Plan. The Condor Applications were deemed complete in October of 2018, and have been subject to the re-submission process three times over the last year, with each re-submission including additional reports and studies as required by the Secondary Plan. The City of Markham had the opportunity to review and comment on all of the supporting studies previously submitted and required a peer review of the Air Quality Assessment and Retail and Market Needs Study, to which the relevant consultants retained by Condor have responded. The following reports and studies have been updated and are enclosed in support of the October 2019 resubmission:

1. West Precinct Plan update, prepared by WND Associates;
2. Transportation Precinct Plan Addendum, prepared by WSP Group;
3. Sub-phase 1A Functional Servicing Study, prepared by Schaeffers Consulting Engineers;
4. Architectural Drawings, prepared by IBI Group;
5. Sustainable Development Strategy Update, prepared by buildAbility;
6. Environmental Impact Study, prepared by Geoprocess, dated September 2019;
7. Retail and Service Needs Study Peer Review Response Letter;

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8. Pedestrian Level Wind Study update, prepared by Gradient Wind; and,
9. Air Quality Assessment Peer Review Response Letter, prepared by Gradient Wind.

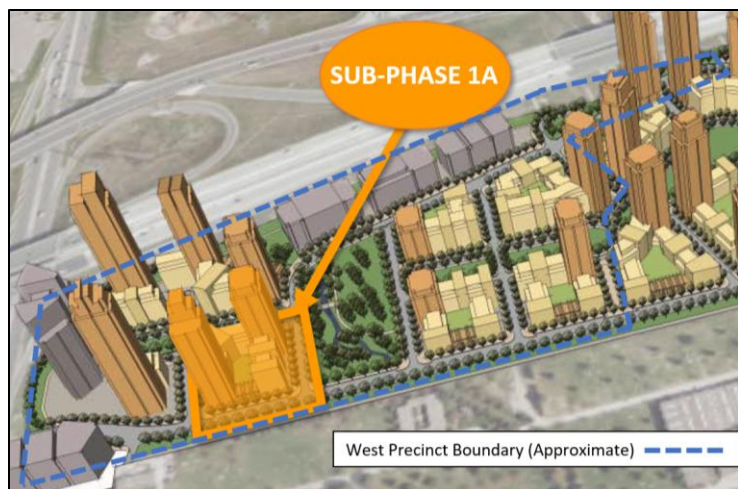


Figure 2 Sub-phase 1A in the context of Land Use & Built Form Master Plan - Conceptual Massing

1.2 History of Langstaff Gateway

In May 2008, the City initiated the process to create a new Master Plan for the Langstaff Gateway area and retained Calthorpe Associates and Ferris + Associates to assist in developing the Master Plan. In December 2009, Markham Development Services Committee received and endorsed the Langstaff Land Use & Built Form Master Plan, prepared by Calthorpe Associates and Ferris + Associates dated October 2009, as the basis for amendments to the Official Plan and a new Secondary Plan for the Langstaff area (Figure 3).

The Langstaff Gateway lands were identified as an important urban infill redevelopment opportunity by municipal, regional and provincial governments. Development within the Langstaff Gateway lands will provide for a new, pedestrian-oriented mixed-use district containing residential, retail, employment, schools, parks, and community services, all linked together with walkable streets, public transit, open space connections, and bike paths.

In June 2010, a new Secondary Plan for the Langstaff Gateway Planning District known as Official Plan Amendment 183 (“OPA 183”), was approved by the Council of the (then) Town of Markham, and subsequently approved (with modifications) by the Region of York Council in June 2011.

The Langstaff Gateway Secondary Plan Area was developed for the purpose of implementing the Calthorpe Master Plan and facilitating the development of a high density urban centre with up to 15,000 residential units (or a population of approximately 32,000) and approximately 10,000 jobs.

Over the last 10 years, no development has occurred in response to any of the permissions afforded by the Secondary Plan. The Sub-phase 1A Applications represent the first set of development applications advanced through the development review process. Future growth within the Langstaff Gateway lands will be facilitated through site specific Zoning By-law Amendment, Plan of Subdivision and Site Plan Applications according to the requirements set out in the Secondary Plan.

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1.3 Purpose of the West Precinct Plan

A Council-endorsed Precinct Plan is required before any development takes place, as per Section 11.2(c) of the Langstaff Gateway Secondary Plan. The purpose of the Precinct Plan is to serve as a high level non-statutory document that sets out the general framework for the development of the West Precinct at the time of the Sub-phase 1A Applications and in accordance with the policies set out in the Langstaff Gateway Secondary Plan. It provides a detailed description of how development within the West Precinct will proceed over time, to the extent feasible given the anticipated long-term buildout period for the West Precinct and is intended to be a “living document” that will evolve as future development applications are submitted as the community matures along with the ongoing timing and phasing of infrastructure, residents and jobs.

This Precinct Plan update incorporates recommendations from accompanying multi-disciplinary studies, reports and plans to provide for an overview of Sub-phase 1A's compatibility with the land use plan, community structure, development blocks, ground floor uses, heights, transportation and transit plans, parks and open space system and development phasing envisioned by the Secondary Plan.

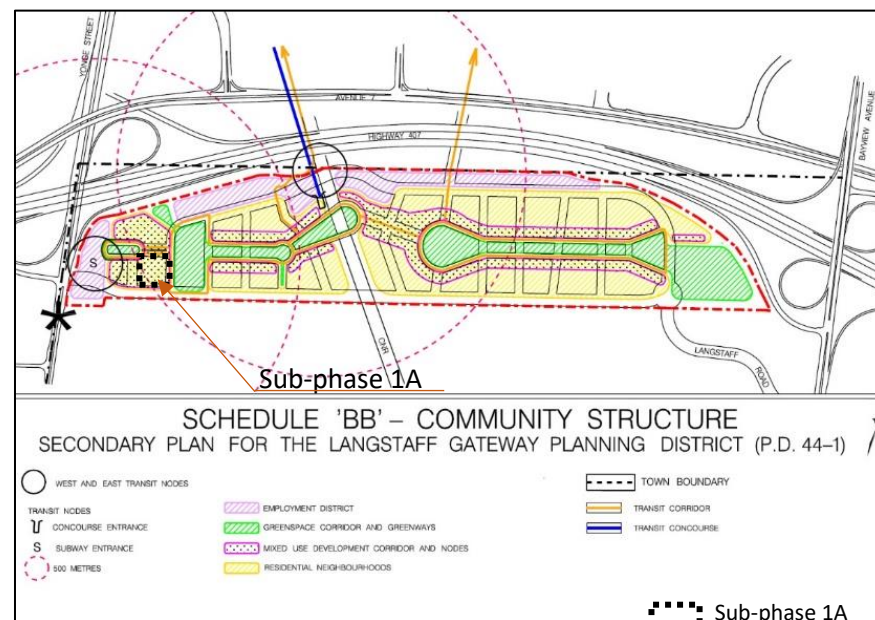


Figure 3 Official Plan Amendment No. 183 - Schedule BB Community Structure

1.4 Area Context

Langstaff Gateway is generally located in the geographic centre of the rapidly growing, intensifying, and diversifying Greater Toronto Area (GTA). Langstaff Gateway enjoys very good connectivity with the GTA due to the highway system—which also connects it to the larger Greater Golden Horseshoe region—and the existing Langstaff GO Station. The proposed northward expansion of the Yonge Subway (Line 1) and the future east-west Transitway in the 407 corridor, creates the opportunity to provide direct connectivity across the GTA and to the central portions of the City of Toronto, and other Urban Growth Centres, increasing the regional importance of this location.

The entire Langstaff Gateway Planning District is approximately 47 hectares and 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.

Condor Properties Ltd owns the majority of the western portion of the lands, with ownership of approximately 17 hectares of land. As it exists today, the Condor lands are accessed by an entrance driveway from Langstaff Road East. Condor Properties Ltd. also owns the Pomona Mills Creek valleylands. The majority of the

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Condor-owned lands are currently vacant, having been cleared of the commercial and industrial uses that occupied the lands in the past, most recently for a landscaping supply business. Pomona Mills Creek runs through this portion of the site partially covered. The area is physically separated from surrounding land uses in the Thornhill community, Richmond Hill and Vaughan by major arterial roads and highways, a hydro corridor, and a large cemetery.

The broader Langstaff Gateway area is currently characterized by a mix of low-density industrial, commercial, and residential uses in low-rise building forms. The broader context contains community amenities and facilities including parks, schools, and community centres.

1.5 Policy Context

Section 6.1 (l) of the Secondary Plan defines a Precinct Plan as “A plan for a number of development blocks and may include public roads, parks and lands designated ‘Open Space’ and ‘Environmental Protection Area’ as shown on Schedule ‘II’ – Development Phasing and Precinct Plan.”

Section 11.3.1 states as follows:

“The approval of development applications, including any individual draft plan of subdivision, condominium or site plan approval shall be conditional on the provision to the Town of a Precinct Plan ... satisfactory to the Town, to permit a full assessment of the development applications”

Section 11.3.1 lists a series of supporting studies which are required to accompany the submission of a Precinct Plan including a Phasing Justification and Monitoring Study, a Land Use and Density Distribution Report, a Stormwater Management Study and detailed Servicing Implementation Plan, an Affordable Housing Implementation Strategy, a Phase 1 Archeological Assessment, Environmental Site Assessment, and Green Development Standards Plan.

Section 11.3.1c) notes that “Precinct Plans shall be endorsed by Council prior to development approvals, but are non-statutory documents. Modifications and changes relative to the Precinct Plans may be reflected in development approvals without formal amendments to Precinct Plans or to this Secondary Plan”. This section further notes that “basic Precinct Plan requirements may be considered acceptable for those phases or sub-areas that are not proceeding in the near or immediate future.”

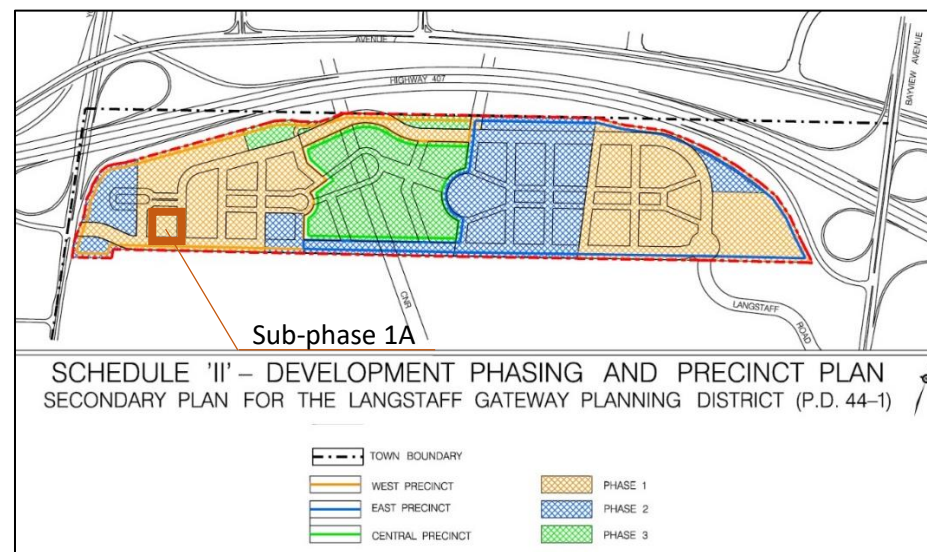


Figure 4 Langstaff Gateway Secondary Plan - Schedule II - Development Phasing and Precinct Plan

Sub-phase 1A represents the first Sub-phase of Phase 1 to proceed within the West Precinct. Where specific Precinct Plan requirements are identified within the proposed Draft Plan and Zoning By-law Amendment those are discussed and identified in greater detail.

1.6 Current Applications

Zoning By-law Amendment and Draft Plan of Subdivision applications were first submitted in April 2018 to develop 2.493 hectares of land within the West Precinct. Sub-phase 1A is generally located in the southwest portion of the West Precinct.

The purpose of the applications is to permit the construction of two high-rise residential towers adjoined by a two-storey podium that rises to 10 storeys at the base of each tower. The taller of the two towers, Tower A is proposed at 50 storeys in height and will be located on the southwest corner of the Sub-phase 1A Block, closest to the planned subway extension. The second tower, Tower B, will be 45 storeys in height and will be at the northeast corner of the Sub-phase 1A Block. The Sub-phase 1A application for Draft Plan of Subdivision incorporates 2.493 hectares (6.16 acres) of the Condor-owned lands and provides for new streets that will implement the Secondary Plan Road network for this Sub-phase.

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Sub-phase 1A will provide residential uses, 695 sq. m of civic space and commercial uses, with up to 1,955 sqm of permissive use retail space provided by live-work units at-grade for a total of 2,650 sqm of non-residential uses at-grade. The proposed density is 12.72 FSI. The proposed Sub-phase 1A Development, as revised, continues to fall within what is permitted for this block in the Secondary Plan.

Sub-phase 1A will implement the first block within Phase 1 and will set the framework for future development phases within the West Precinct, as described herein.

2 Vision for Langstaff Gateway

2.1 Complete Communities

The West Precinct comprises the western portion of the broader Langstaff Gateway Secondary Plan area. The West Precinct will be part of a broader “complete community” that will provide new residents with convenient access to a mix of jobs, local amenities, public service facilities, and a range of housing to accommodate a range of incomes and household sizes. The West Precinct will be designed to encourage the use of active transportation and transit, and provide high quality public open space, adequate parkland, and opportunities for recreation.

2.2 Design Principles

One of the goals of the Precinct Plan is to refine the design principles and guidelines established in the Langstaff Gateway Urban Design and Streetscape Guidelines approved by Council and amended from time to time in accordance with the provisions thereof.

The following are the high-level design principles that have informed the overall vision for the West Precinct:

- To provide a compact, mixed-use urban form that promotes a sense of community, and encourages pedestrian and other modes of active transportation over that of private vehicles;

- To ensure the siting of density throughout the Precinct is oriented to and optimizes proximity to transit;
- To provide a balance of population and employment, neighbourhood serving commerce, schools, social services, cultural venues and economic enterprises, in a phased manner that acknowledges the long-term buildout of the West Precinct;
- To create a permeable and intuitive hierarchy of streets that provide for the safe and efficient movement of vehicles, bicycles, and pedestrians, while also providing for a beautiful public realm;
- To encourage the use of technologies and best practices in sustainable buildings and open space designs with an emphasis on air and water quality, water and energy efficiency and conservation, and efficient waste management practices;
- To provide active and mixed use environment that provides non-residential uses, or the provision for non-residential uses, in appropriate locations where such uses will be viable, and to provide for continuous building façades that frame the public streets with active uses that support a safe pedestrian realm.
- To create focal points and gathering places at significant locations within the commercial, retail, and open space areas;
- To provide privately owned but publicly accessible lanes and walkways in appropriate locations to complement and further extend the public realm and improve connectivity;
- To design service and parking facilities to minimize the disruption to the safety of pedestrian movement and the attractiveness of development adjacent to the public realm.

The design vision for the West Precinct will undergo a continuous process of evolution and refinement as it will be realized over a buildout period of at least 12 years during which time community needs and preferences will evolve, and technology will change, providing opportunities for continuous refinement as blocks develop through sub-phases.

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3 Urban Structure

The ultimate urban structure of the West Precinct, implemented in part by Sub-phase 1A and also anticipated future development applications, will be that of a high-density, mixed-use complete community containing residential, commercial and office uses predominantly in midrise and tall buildings, with areas for open space and appropriate levels of community services, centered around a major transit hub.

The street network will provide a high level of connectivity to Yonge Street and the Central and East Precincts. Private streets will supplement the public street network and provide for access to buildings within the western portion of the Precinct.

The central park (referred to herein as Pomona Creek Park) will be the focal point of the West Precinct and will provide connectivity to the surrounding mixed-use blocks.

The employment district along the northern and western boundary of the West Precinct will emerge as a high-quality office employment and retail hub with hundreds of jobs in a mixed use context that will provide local employment for residents of the West Precinct and beyond.

The proposed urban structure for the West Precinct is illustrated in Figure 6.

3.1 Sub-Phase 1A Land Use Update

The land use framework for the West Precinct is based on the Secondary Plan and is designed to provide a balanced and logical distribution of uses throughout the West Precinct.

At the heart of the West Precinct is Pomona Mills Creek Park, a large central open space providing visual and psychological relief from what will become a district characterized by high intensity urban blocks. The size and detailed design of the Park Block and associated valleylands will be determined through Conditions of Draft Plan approval for off-site parkland dedication. Clearance of such conditions will be required by both the City of Markham and Toronto and Region

Conservation Authority. The natural open spaces associated with the proposed renaturalization of Pomona Mills Creek, as addressed through Draft Plan Conditions, will complement the park and bring an element of nature into the area as it urbanizes.

Residential uses within the West Precinct are concentrated in both point-tower and podium built forms. Sub-phase 1A proposes a 750 sqm floorplate for the tower elements, which considered generally is an appropriate tower footprint in contemporary design. In total, 1,083 residential units are proposed in live/work townhouse, and multiple dwelling built forms that include 524 two-bedroom and two-bedroom + den units (48% of all units) that will be designed in detail at the site plan approval stage with vertical and urban family lifestyles in mind in accordance with the Secondary Plan and Calthorpe Master Plan vision.

Attachments 1 through 4 provide for the Sub-phase 1A development Block within the context of the Secondary Plan land use, ground floor use, height and transportation Schedules AA, DD, EE and FF respectively. **Figure 5** provides for Sub-phase 1A in the context of this proposed West Precinct Plan, prepared in accordance with Section 11.3.1(c) of the Secondary Plan.

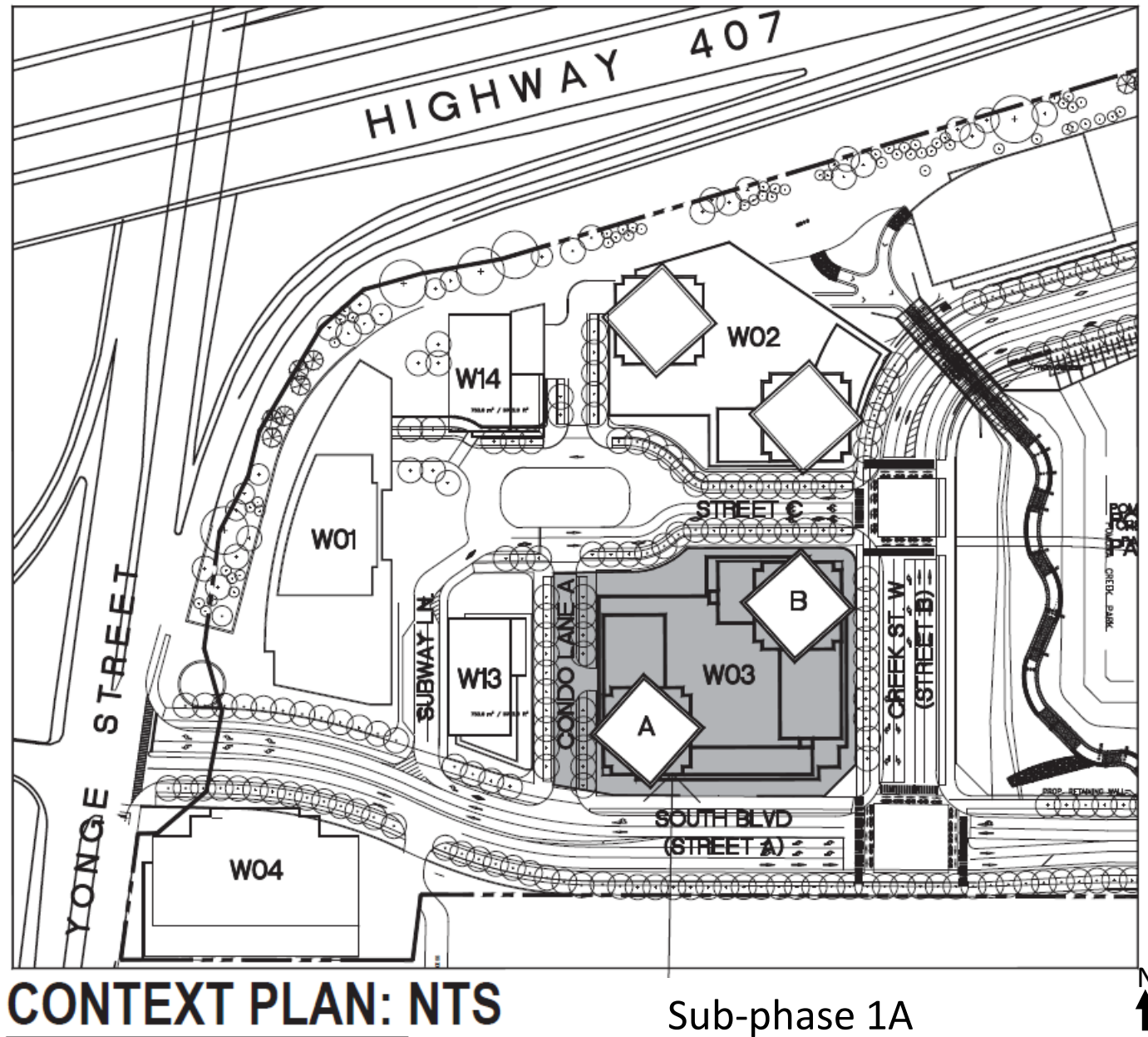


Figure 5 Proposed Sub-phase 1A West Precinct Plan - Context Plan in accordance with Section 11.3.1(c)

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Employment uses are concentrated at the western and northern edges of the community, generally maximizing their proximity to the two major transit connections—Langstaff GO Station and the proposed Langstaff/Longbridge Station on TTC Line 1. This arrangement also ensures visibility from Highway 407 for these employment uses.

Civic uses will be permitted within the grade level of mixed-use buildings throughout the Precinct, including provision for such uses as an elementary school as part of **Phase 2**, and a potential community centre, library, daycare, and fire station, as the area develops. The specific location and timing for delivery of these civic uses will be coordinated with City staff and other appropriate stakeholders.

In accordance with Section 11.3.1(c) of the Precinct Plan, 695 sq. m. of potential civic use space is proposed at-grade for Sub-phase 1A and future civic uses within other development blocks of the West Precinct will be determined through updates to this Precinct Plan submitted in support of future Draft Plan of Subdivision and Zoning By-law Amendment Applications. The proposed 695 sq. m (7,480 sq. ft) of civic use space could adequately accommodate the uses envisioned by York Region in Appendix III to the Secondary Plan including a community-scale library, multi-purpose community event space, cultural or artist space or co-working office space (i.e. start-up incubator). The specifically appropriate user(s) for this space will be determined through continued consultation with the City and appropriate service providers.

Sub-phase 1A also proposes up to 1,955 sq. m. of permissive use retail space through live-work townhouse units at-grade. Together, the ultimate potential build-out of civic use/ retail space would be 2,650 sq. m from “day one”, which will help to establish Langstaff as a vibrant, mixed use community while recognizing the full realization of this vision will take time and will occur incrementally as the area develops. Figure 7 identifies the revised ground floor plan’s inclusion of 695 sq. m. of non-residential civic use space at-grade with future potential to convert to a retail use. Figure 8 identifies an example of co-working space for small community-scaled businesses or start-ups.



Figure 6 City of Kitchener Public Library with open-concept community study space integrated with a café at-grade (Image Source: City of Kitchener)



Figure 7 Co-working space example (Image Source: blogTO)

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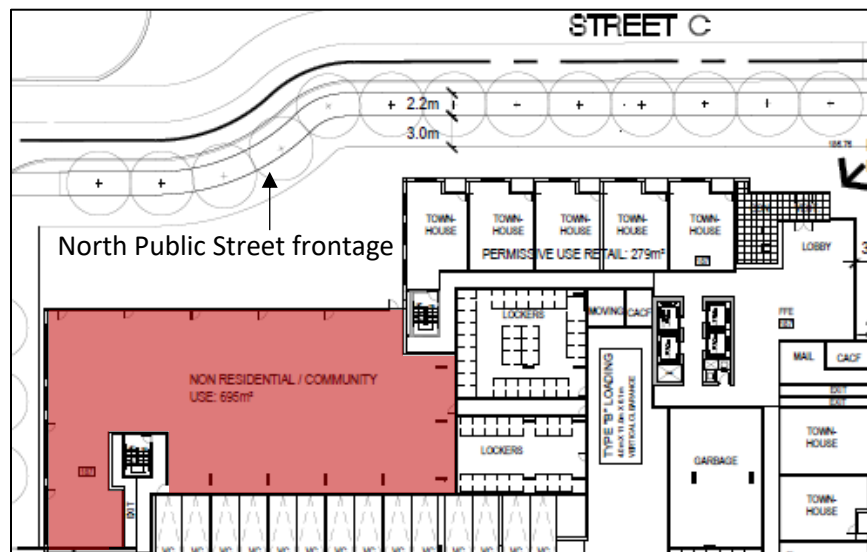


Figure 8 Ground Floor Retail is provided where it is required by the Secondary

In accordance with Section 11.3.1(c) of the Secondary Plan, it would be premature at this time to determine the exact community use of each development block within the West Precinct and it is understood that this policy provides that basic requirements are acceptable for development not proceeding in the immediate future. However, it is anticipated that potential civic or retail uses for future development Blocks within the West Precinct will complement what is proposed for Sub-phase 1A, including at-grade sidewalk cafes, restaurant uses and complementary retailers such as boutique professional services (i.e. hairdresser or tailor) or a retail outlet of a bank or credit union. It is expected that an update to this Precinct Plan will be submitted as part of future development applications.

3.2 Transportation Network

The proposed system of streets will facilitate a functional, well-connected transportation system that prioritizes pedestrians, cyclists, and transit users, while still accommodating motor vehicles. The street network will provide excellent permeability through a grid of public streets with dedicated pedestrian sidewalks and separated bike pathways. The street and transportation network are an integral component of the public realm and will define how future residents experience the West Precinct, and Langstaff Gateway as a whole.

The proposed public road network for the West Precinct includes rights-of-way widths ranging from 20.5 and 32.7 metres to allow for the anticipated infrastructure requirements within the public right-of-way and provide for an attractive, safe, multi-purpose urban street complete with sidewalks, street trees, street furniture, landscaping and bicycle infrastructure. Sub-phase 1A's contribution to this road network is the conveyance of three future public streets that will surround Block A and are in conformity with the Secondary Plan Road Network: Street C to the north, Creek Street West to the East, and South Boulevard to the South. The proposed public Street C replaces former private Condo Lane A of the previous resubmission. Sub-phase 1A in context of the proposed transportation network is outlined in Figure 11. It is expected that this Precinct Plan will evolve as future development applications with respect to future phases and sub-phases are submitted.

Figure 10 illustrates for the compatibility of the Sub-phase 1A Block within the West Precinct of the Secondary Plan. The road network and any crossing at the CN Rail corridor will be addressed at the time of submission of future development applications applicable to Draft Plans of Subdivision that include these lands, at which point this Precinct Plan will be updated.

Refer to the revised WSP Transportation Precinct Plan figures in the updated Transportation Planning Submission for a detailed discussion on the proposed road network, including cross sections of all proposed rights-of-way. The WSP Report also includes detailed cross sections of each of the proposed public streets within this West Precinct Plan.

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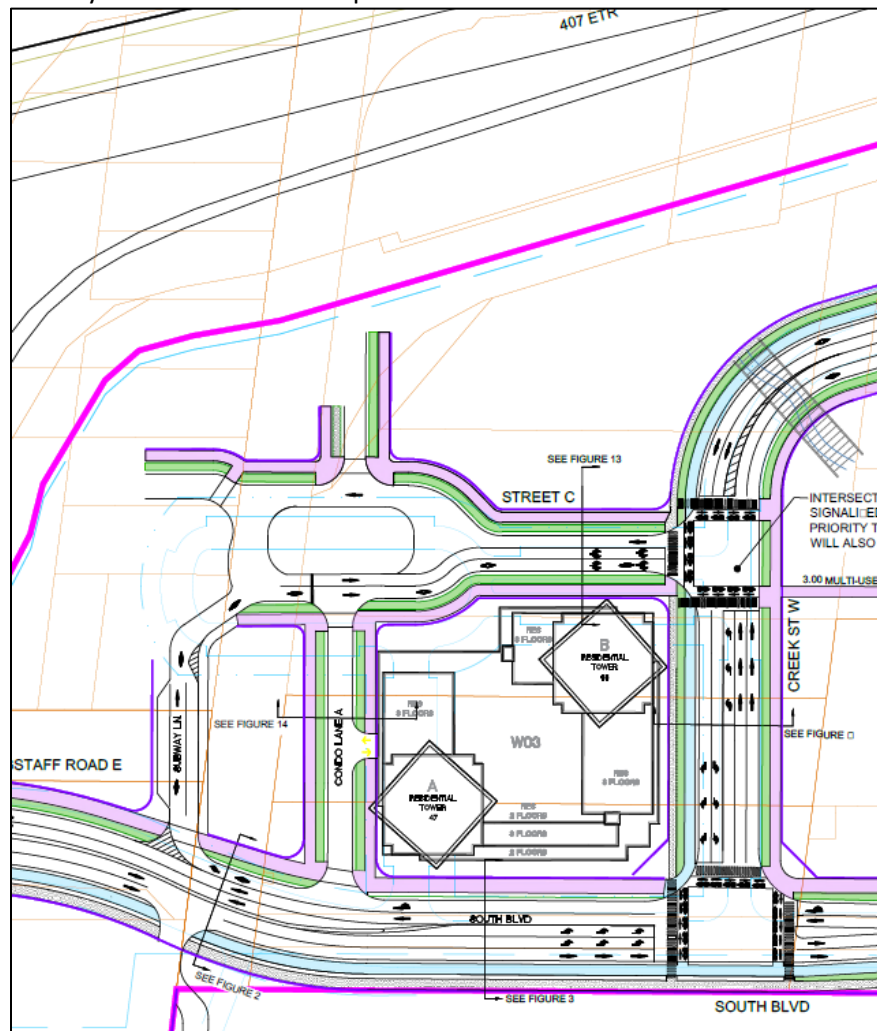


Figure 9 Proposed Transportation Network and ROW Widths for the Western portion of the Precinct (ultimate condition).

The development of future blocks is anticipated to proceed through future Draft Plan of Subdivision and Zoning By-law amendment applications, which will include updates to this Precinct Plan as those blocks develop, in accordance with Section 11.3.1(c) of the Precinct Plan, at which time future Draft Plans of Subdivision will determine the design of the proposed network for these future Phases and Sub-phases. It would be premature at this time to determine the ultimate road network for the Central Precinct given that the Sub-phase 1A Applications have

demonstrated through the WSP Transportation Precinct Plan Report that there are no outstanding traffic issues contributed by this development to the Secondary Plan Road Network. This Precinct Plan will be updated once applications are prepared for the Central Precinct (which is part of Phase 3), along with updated traffic and civil engineering consultant reports to address the CN rail crossing.

3.3 Pedestrian Access & Circulation

An important objective for the West Precinct is to prioritize creation of pedestrian friendly environments that are designed to make people feel comfortable and safe as envisioned in the Calthorpe Mater Plan. As part of the proposed Interim and Ultimate Road networks for Sub-phase 1A, a 4.0 m multi-use path is proposed for South Boulevard, a 3.0 m multi-use path is proposed for Creek Street and a 3.0 m multi-use path is proposed for the revised Public Street C to the north of Block A.

The West Precinct is designed to create short travel times for pedestrians and prevent pedestrians from having to travel unnecessarily long distances, mingle with heavy traffic, or travel along “dead streets,” all of which could dissuade individuals from travelling by foot. The detailed cross-sections of each of the proposed public streets is provided in the resubmitted WSP Transportation Precinct Plan Addendum.

3.4 Bicycle Circulation

Cyclists require physical infrastructure that is functional, safe, separated from fast-moving car traffic, and comprehensively connected to locations within a neighborhood. While many people will walk in dense environments, even in the absence of quality pedestrian infrastructure, some people will not consider cycling as a viable mode of transportation unless a community is designed with cyclists in mind.

The planned Active Transportation infrastructure will accommodate cyclists in a safe and convenient manner and will be sufficient to achieve the target mode share. 3.0 m two-way cycle tracks are proposed for Creek Street West and South Boulevard as detailed in the resubmitted WSP Transportation Precinct Plan Addendum. It is expected that as part of the submission of development applications within the Central Precinct, this Precinct Plan will be revised to reflect potential changes to the Secondary Plan bicycle network.

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Figure 10 Typical bike-share pick-up and drop-off point

The West Precinct street network is designed for cycling comfort and permeability, with frequent crossings at intersections and at mid-block locations to facilitate destination access and connectivity to transit stops. Along local streets, a sidewalk will be provided along all streets to provide pedestrian access, and cyclists will have a dedicated cycle track network.

The streets and network plans propose the use of protected intersections that safely carry cycle tracks from adjoining streets through the intersection, and facilitate simple right and left turn movements for cyclists. This design is recognized as a best practice for safely accommodating high volumes of cycling movements through a high-traffic intersection. Protected intersections include several elements that improve active transportation safety including:

- corner refuge island, which extends physical separation into the intersection, and provides fully protected cycling right-turn movements;

- a forward stop line, which improves visibility by positioning cyclists waiting at a red light ahead of vehicles;
- a setback crossing, which causes turning vehicles to approach the pedestrian and cycling crossing at a perpendicular angle;
- bicycle friendly signal phasing, which may include dedicated cyclist signal phases, leading pedestrian/cycling intervals, and/or protected-only vehicle phasing to avoid permissive turning conflicts.

3.5 Public Transportation

The West Precinct has excellent locational attributes, being located just east of Yonge Street and in walking distance to the existing GO Station. Langstaff Gateway will be served by transit services provided by TTC, GO Transit (Metrolinx), YRT, and VIVA.

The West Precinct is exceptionally well located in terms of existing public transit options, including local surface transit routes and higher order rapid transit, which connects to Toronto's subway rapid transit system. The most significant transit asset is the Langstaff GO Station, located adjacent to the West Precinct and accessed via the Highway 407 underpass. Langstaff GO is an important stop on the Metrolinx-run Richmond Hill GO Line which runs between Union Station in downtown Toronto and Gormley GO Station in northeastern Richmond Hill every 30 minutes during the weekday rush hour. Langstaff GO is a major transfer station to GO Bus Routes. The goal of the West Precinct Plan is to optimize the use of the Langstaff GO station.

Table 2 provides a summary of the current and proposed GO Train service along the Richmond Hill Line:

Table 1 Summary of Current and Proposed GO Train Service

Station	Municipality	Connections	Station Status
Union Station	Toronto	TTC Line 1, TTC streetcars, all GO Train lines, GO buses, VIA Rail	Existing

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Oriole GO	Toronto	TTC Line 4, TTC buses	Existing
Old Cummer GO	Toronto	TTC buses	Existing
Langstaff GO	Richmond Hill	GO buses, VIVA buses, TTC Line 1 (planned)	Existing
Richmond Hill GO	Richmond Hill	GO buses, VIVA buses	Existing
Gormley GO	Richmond Hill	VIVA buses	Existing
Bloomington GO	Richmond Hill	TBD	Under construction

The Richmond Hill line runs one-way during rush hour (southbound in the morning, northbound in the afternoon) on a 30-minute basis. Currently, Metrolinx has plans to increase service frequency to 15 minutes. A number of local bus routes on York Region Transit (Viva) also stop or terminate at Langstaff GO Station via the adjacent Richmond Hill Centre bus terminal. These routes are summarized in Table 3.

Table 2 Summary of Local Bus Routes and Service

Route No	Route Description
1	Richmond Hill Centre to Box Grove Walmart via Highway 7
83/83A	Richmond Hill Centre to Richmond Green High School
86	Richmond Hill Centre to Shadow Falls Drive & Wolf Trail Crescent
87	Richmond Hill Centre to Vaughan Mills Mall
91B	Finch GO Bus Terminal to Stouffville Road via Richmond Hill Centre and Bayview Avenue
98/99	Finch GO Bus Terminal to Yonge Street and Green Lane via Richmond Hill Centre.
443	Richmond Hill Centre to Yonge Street and Bernard Avenue.
444	Langstaff Secondary School to West Commerce Drive and South Park Road via Richmond Hill Centre

760	Richmond Hill Centre to Canada's Wonderland
601 Blue	Newmarket GO Station to Finch GO Bus Terminal via Richmond Hill Centre
605 Orange	Richmond Hill Centre to Highway 7 and Martin Grove Road
604 Pink	Finch GO Bus Terminal to Unionville GO Station via Richmond Hill Centre
603 Purple	Markham Stouffville Hospital to Pioneer Village Subway Station Via Richmond Hill Centre

In the year 2023, improvements to the Richmond Hill GO Line will be implemented to improve frequent peak hour headways of 15 minutes during the weekday a.m. peak hour (travelling south to Union Station) and the weekday p.m. peak hour (travelling north to Richmond Hill). Electrification of this line is anticipated around 2028.

There is also a northerly extension planned for Line 1 Yonge-University of the TTC's subway system. The proposed Yonge Subway extension will extend 7.4 kilometers north from



Figure 11 Toronto Transit Commission Line 1 Subway Car

Finch Station and provide connectivity between two provincially designated Urban Growth Centres. Preliminary planning, design and engineering phase of the Yonge Subway Extension is currently underway, and expected to be complete by 2020 according to York Region Rapid Transit. In June of 2017 the Federal government committed a budget towards preliminary engineering work for the subway extension. According to information provided by York Region Transit staff completion year for the project is 2031, with expected start of construction in 2022, subject to funding approvals. This critical rapid transit link will also include

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two intermodal terminals (at Steeles and Richmond Hill Centre Station) and 2,000 commuter parking spaces near Langstaff/Longbridge Station.

The planned extension will create five new stations, extending the line's terminus from the existing Finch Station to a new station at Richmond Hill Centre. In addition to further enhancing the transit hub at Richmond Hill Centre/Langstaff Go Station, there is potential for Metrolinx to create an underground pathway that will connect the West Precinct with the new subway station. This subway line extension will provide greater connectivity for Langstaff Gateway to the City of Toronto and vice versa and is critical to the development of Phase 1. The construction of the subway is a necessary precondition to the commencement of Phase 2 of Langstaff Gateway, and therefore the completion of the West Precinct will be contingent on the commencement of this critical piece of infrastructure.

In addition, there are long term plans to provide for east-west rapid transit along Highway 407 (known as the Highway 407 Transitway). This line would run along the Highway 407 corridor and provide rapid transit linkages to Markham Centre, Vaughan Metropolitan Centre, and beyond and is essential to the development of Phase 3 and the completion of Langstaff Gateway.

In addition to these services, a local transit service within the West Precinct will be introduced, which will operate between the Langstaff Gateway developments to the east and west connecting to the Langstaff GO Station on Langstaff Road East and the Richmond Hill Centre Transit Station located between Highway 7 and High Tech Road north of the site. The service will be provided by two primary routes, with up to 12 shuttle buses with 5 to 10-minute service, the details are provided in the subsequent sections. Local transit within the West Precinct is planned to both connect to the rapid transit network, but also to provide connectivity within the West Precinct and the Langstaff Gateway lands as a whole. The proposed local transit network will include future bus routes and the rapid transit stations within the West Precinct. There will be general routes and stop locations throughout the West Precinct, ensuring that local transit is accessible for pedestrians, thereby encouraging a transit-oriented community.

3.6 Vehicular Parking

Parking in the West Precinct will respond to the provision of transportation infrastructure in accordance with Section 7.1.1.6 of the Langstaff Gateway Secondary plan. This section notes that development growth must be phased, particularly in major mixed-use neighbourhoods and intensification areas, in

order ensure that an acceptable balance between travel demand and transportation capacity is maintained.

Sub-phase 1A provides for the proposed parking supply for the first development block within the West Precinct. It is anticipated that the parking supply proposed will continue to be monitored to determine potential parking rates as part of future development blocks within the West Precinct. The responsiveness of the market's demand for parking will be captured as part of an update to this Precinct Plan and future transportation reports that may be required as part of future development applications. The Transportation Precinct Plan prepared WSP includes the suggested parking rates for different phases and different land uses of Langstaff Gateway. The recommended parking supply rates for the West Precinct are based on Parking rates for other similar Urban Growth Centres. Parking will include accessible parking spaces, parking spaces for car share and for carpools. Areas where on-street parking may be appropriate will also be identified. Bicycle parking will also be provided along with end of the trip facilities. Table 3 provides WSP's recommended maximum parking standards for development within the West Precinct.

Table 3 Summary of Revised Parking Rates

Land Use	Proposed Residential Park
Residential	0.56 spaces/ unit
Residential Visitor	0.15 spaces/ unit
Non-residential	Shared with residential visitor.

The Transportation Precinct Plan also provides Carpool and Visitor Parking Rates to be implemented. For Carpool parking rates, it is recommended that a minimum of 5% of all non-residential spaces in Langstaff Gateway be designated as carpool spaces. Metrolinx's Smart Commute program recommends that 5% of the non-residential parking spaces be provided as carpool spaces to encourage carpooling.

The streets and active transportation network proposed within the West Precinct will be implemented and residents, visitors and employees will become familiar with available non-auto facilities. As such, it is expected that parking demand will decrease to lower levels as the West Precinct develops.

The WSP Transportation Precinct Plan Addendum also recommends a comprehensive Transportation Demand Management (TDM) Strategy that includes transit passes distributed to residents for an interim period, and the

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temporary operation of a shuttle service. Each TDM measure is detailed as part of this resubmitted Transportation Report.

The proposed parking supply for Sub-phase 1A, the first development within the West Precinct, is in alignment with the Calthorpe Master Plan vision for Langstaff Gateway in that the reduced residential parking rate together with the proposed TDM measures will minimize resident auto-dependency within the Langstaff community.

3.7 Building Service Access Areas

In order to provide an attractive, comfortable and safe pedestrian environment, new development within the West Precinct will be designed to ensure all parking, vehicular circulation, loading, garbage collection, and back-of-house servicing will be located internally within buildings, screened from the public realm.

Vehicular access to parking, loading and servicing areas is proposed to be taken from proposed local streets and private driveways and these areas will be located internally within the proposed buildings either within the podium or underground, minimizing potential for impacts on the pedestrian realm.



Figure 12 Creative Screening of Parking Area with Active-Uses (Chattanooga, TN)

4 Built Form

The Built form design within the West Precinct will set a high standard, and contribute to a sense-of-place and community identity for the West Precinct and for Langstaff Gateway as a whole.

4.1 Density

The West Precinct provides for a distribution of densities that conforms to the pattern of densities established in the Langstaff Gateway Secondary Plan Schedule 'CC'. Generally, this distribution places the greatest densities towards the east and west portions of the West Precinct in order to maximize the benefit of future rapid transit connectivity at the Langstaff GO/Richmond Hill subway station in the east end and the proposed Langstaff/Longbridge station in the west. Sub-phase 1A has a proposed FSI density of 12.72 which is well within the FSI of 15.5 permitted in the Secondary Plan.

4.2 Height

The proposed pattern of heights in the West Precinct is based on development blocks comprised of towers atop lower scale podium elements in accordance with the 3D Model prepared as part of the 2009 Calthorpe Master Plan which provides for this built form vision for the Sub-phase 1A development block (Figure 2). The overall pattern of heights is designed to conform to the Secondary Plan resulting in maximum building heights of 50 storeys with the overall distribution of heights divided into two main tall building clusters surrounding the two rapid transit nodes. The maximum tower heights of Sub-phase 1A of 45- and 50-storeys are within the Secondary Plan permissions.

The podium elements will provide for the creation of a human scale at the street level. The establishment of a street wall to define the public realm will be encouraged by aligning the bases of new buildings with neighbouring buildings to frame the edge of streets which will create consistency and compatibility in building setbacks.

Point towers, which will rise above the podium elements, will have maximum floor plates of approximately 750 square metres and spaced apart by a minimum 25 metres to preserve access to sunlight and mitigate wind impacts in the Sub-phase 1A Development Block, development block. Articulation of building mass at upper

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floors of the proposed buildings will be encouraged in order to create a visually interesting skyline.

4.3 Streetscape & Public Realm

Urban design policies are set out in Section 7 of the *Langstaff Gateway Secondary Plan and further refined in Section 2 of this plan*. New development within the West Precinct will create a safe, vibrant and comfortable streetscape for the proposed streets through the provision of a wide public sidewalk, maintaining a public street entrance to the buildings, new trees along the sidewalks, and landscaped planting beds surrounding the building. This will provide an array of landscaping improvements that will soften the transition between public realm and the built form, which will continuously evolve as development occurs over the next few decades.

A flexible framework is provided for a variety of transportation modes to give streets the ability to accommodate various activities. The modified grid layout also provides a legible and logical street network. Built form is arranged into perimeter blocks, where ground floor, pedestrian-oriented uses meet the street and create a sense of place.

4.4 Housing Mix

The West Precinct will provide for a range of unit types, including one bedroom and one-plus-den with two bathroom suites for singles and small families, to two-bedroom units and grade-related townhouse live/work units for larger families. The current mix contemplated in the Sub-Phase 1A residential towers is as follows:

One Bedroom	270 units (15%)
One Bedroom Plus Den	758 units (55%)
Two Bedroom	347 units (30%)

The proposed unit mix will help to achieve York Region's affordability thresholds. According to the 2018 *Measuring and Monitoring Housing Affordability in York Region* Report (which is the most recent such report available), the Region's affordability threshold was \$471,008. The mix of 70% smaller unit types will ensure that at least 35% of all proposed units go to market at-or-below the 35% Regional affordability threshold. Moreover, these units will be designed in a modular fashion to allow for potential combination of smaller one-bedroom units to create larger family-sized units as the market demand requires through the

pre-sales process. This will accomplish both the objective of providing for affordability, and flexibility to accommodate the needs of families.

The Proponent of Phase 1A will also be open to discussions and potential partnerships with affordable housing providers to potentially incorporate affordable housing units into the first phase of development, and will seek to design the units and amenities such that they will be attractive to end users. Part of the latter approach will be the incorporation of a community facility at grade in the development of Phase 1A, which will become a potential amenity to serve future families.

Considering the length of the development process for each sub-phase within the West Precinct, the housing unit mix for future sub-phases will be further refined once detailed architectural plans are prepared for future sub-phases and as the area begins to mature.

The precise unit mix, affordability, and tenure will vary considering the long-term build-out of the West Precinct, but overall, the goal will be to create a diverse housing stock that can accommodate a wide range of demographics including young professionals, families, and seniors, thus contributing to a developing complete community.



Figure 13 Boulevard Landscaping Providing Bicycle Lane Separation from Vehicular Traffic

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4.5 School Facilities

Section 6.5.1 of the Secondary Plan contains the urban school site policies. Section 6.5.1 b) – d), and h) – J) state as follows:

- b) *The exact location, size, and phasing of schools will be determined in consultation with the School Boards during the Precinct Plan stage and prior to any planning approvals in respect of the Langstaff Gateway Development Plan.*
- c) *Institutional development will be encouraged to promote multi-functional and shared-use facilities and services and to achieve capital and operating cost efficiencies*
- d) *The Town will encourage co-location and the School Board's review of school standards relative to floorplate size, number of storeys, parking and drop off requirements and other aspects of building design and site layout to provide for urban school standards consistent with a provincially designated Urban Growth Centre*
- h) *The size and configuration of each school site shall be consistent with the policies or requirements of the respective School Board. However, final sizes and configurations shall be determined in consultation with the School Boards within the context of the Precinct Plan process*
- i) *School sites shall be of a size, configuration and design that facilitates joint use.*
- j) *The Town and School Boards will promote smaller sizes, joint use of parkland, and modified development standards. e.g. joint use of parkland, multi-storey building, reduced parking standards, shared facilities such as parking, libraries etc.*

The Langstaff Gateway Secondary Plan, and the predecessor Calthorpe Plan, both planned for an elementary school based on an urban model within the West Precinct, within the ultimate build-out of **Phase 2**. Urban schools are integrated with other uses such as residential, are typically multi-storey, contain underground and/or reduced parking standards, and have smaller outdoor play areas or shared play areas.

The York Region District School Board's current models require up to 5 acres and are based on a land extensive suburban school model that is incompatible with the intent of the Langstaff Gateway Secondary Plan to create an intense mixed use community that is walkable and transit dependent.

Notwithstanding the foregoing, the School Board has advised through the application commenting process that while it is working to update its policies in conjunction with the Province to facilitate such models in the future, at the present time, it requires that its current 5 acre requirement be formally acknowledged in the Precinct Plan. Accordingly, this Precinct Plan formally acknowledges that it is the current policy of the School Board to require up to 5 acres for its school, and on Figure 14 identifies a "Conceptual School Zone" consistent with the School Location symbol identified on Schedule "AA" Land Use of the Secondary Plan which will be part of the ultimate build-out of **Phase 2**. This "Conceptual School Zone" conceptually identifies the area where the future school will be located within the West Precinct but is not intended to represent or predetermine the final area to be dedicated for school purposes, notwithstanding the above acknowledgement that 5 acres is the current policy of the School Board.

Until such time that the School Board advises that a new school is required, further discussion through subsequent Precinct Plan updates, in conjunction with future phases of development, will refine the precise size of the school site within the Conceptual School Zone. This will provide the necessary time for School Board funding models and policies to be updated in conjunction with Provincial Policy directives for urban development.

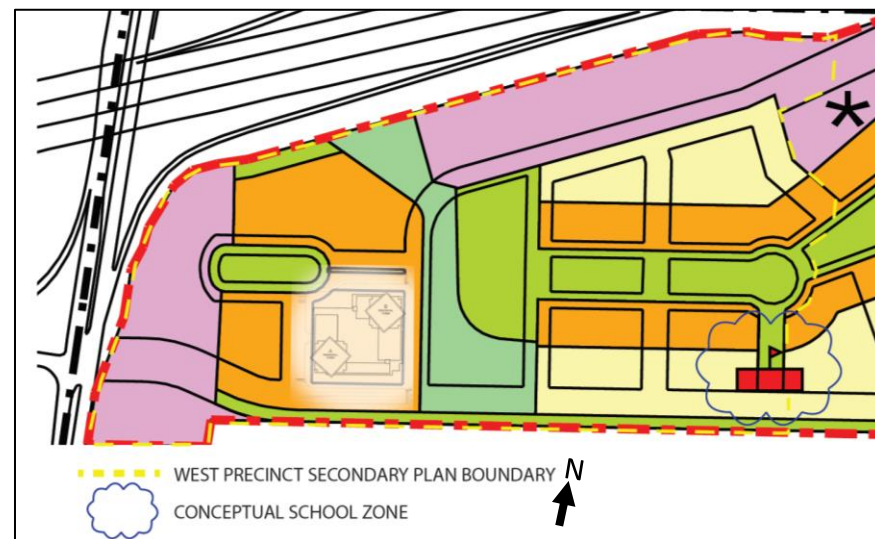


Figure 14 Conceptual School Zone in the Context of Secondary Plan Schedule "AA" Land Use

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4.6 Temporary Fire Station

The Fire Department and Condor have visited other lands owned by Condor within the West Precinct and settled on 29 Ruggles Avenue as an appropriate interim location for a temporary Fire Station to service the Sub-phase 1A development. A Condition of Draft Plan Approval is proposed requiring that Condor will modify 29 Ruggles Avenue in collaboration with the Fire Chief or his/her designate to accommodate a Fire Station and that this be done so prior to any occupancy of Sub-phase 1A.

4.7 District and Community Energy

Markham District Energy and Condor Properties Ltd. are in the midst of signing a Memorandum of Agreement that commits to working together to explore opportunities of mutual benefit to make District Energy a reality in Langstaff Gateway.

Detailed matters related to energy efficiency will be addressed through future site plan submission(s) of the development block within the West Precinct, as that is a more appropriate planning mechanism to address these detailed site and building specific comments. It is expected that this Precinct Plan will continue to be revised as part of the submission of future development applications to account for any updates to District Heating and Cooling Implementation.

4.8 Heritage Preservation & Integration

Within the West Precinct, there is one structure, municipally known as 10 Ruggles Avenue, that is designated under Section IV of the Ontario Heritage Act, known as the 'Munshaw Homestead.' This structure was constructed in the mid 1850's by the Munshaw family.

In February of 2014 Condor and the City of Markham entered into a mutual agreement of understanding ("The Munshaw Homestead Agreement") with respect to the future status of the Munshaw House. Upon execution of the first site plan agreement by Condor, the Munshaw House will be moved to its final location within the Secondary Plan. A copy of this Agreement has been appended to buildAbility's October 2019 updated Sustainable Development Strategy.



Figure 15 Existing condition of the Munshaw House with addition



Figure 16 Conceptual Sketch of Proposed Munshaw House Restoration (Source: Appendix B of the Munshaw Homestead Agreement)

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5 Public Parkland & Open Space

A key emphasis of the Secondary Plan is the provision of open spaces and their proximity to places where people live, work, and shop. Section 6.6.1 (b) of the Secondary Plan states that the locations, configurations and boundaries of parks will be confirmed through the Precinct Plan process and may be revised without further amendment to the Secondary Plan.

The most important open space asset is the new Pomona Creek Park, for which the area of off-site parkland dedication will be determined as a Condition of Draft Plan Approval required prior to occupancy of any development within the Sub-phase 1A Draft Plan., located approximately in the centre of the West Precinct, providing new residents with maximum utilization and ease of access.



Figure 17 Conceptual Adventure-Style Playground Equipment

It is envisioned, at a high-level, that smaller public green spaces will be scattered throughout the Precinct so that all residents, employees, and visitors have proximate access to open space.

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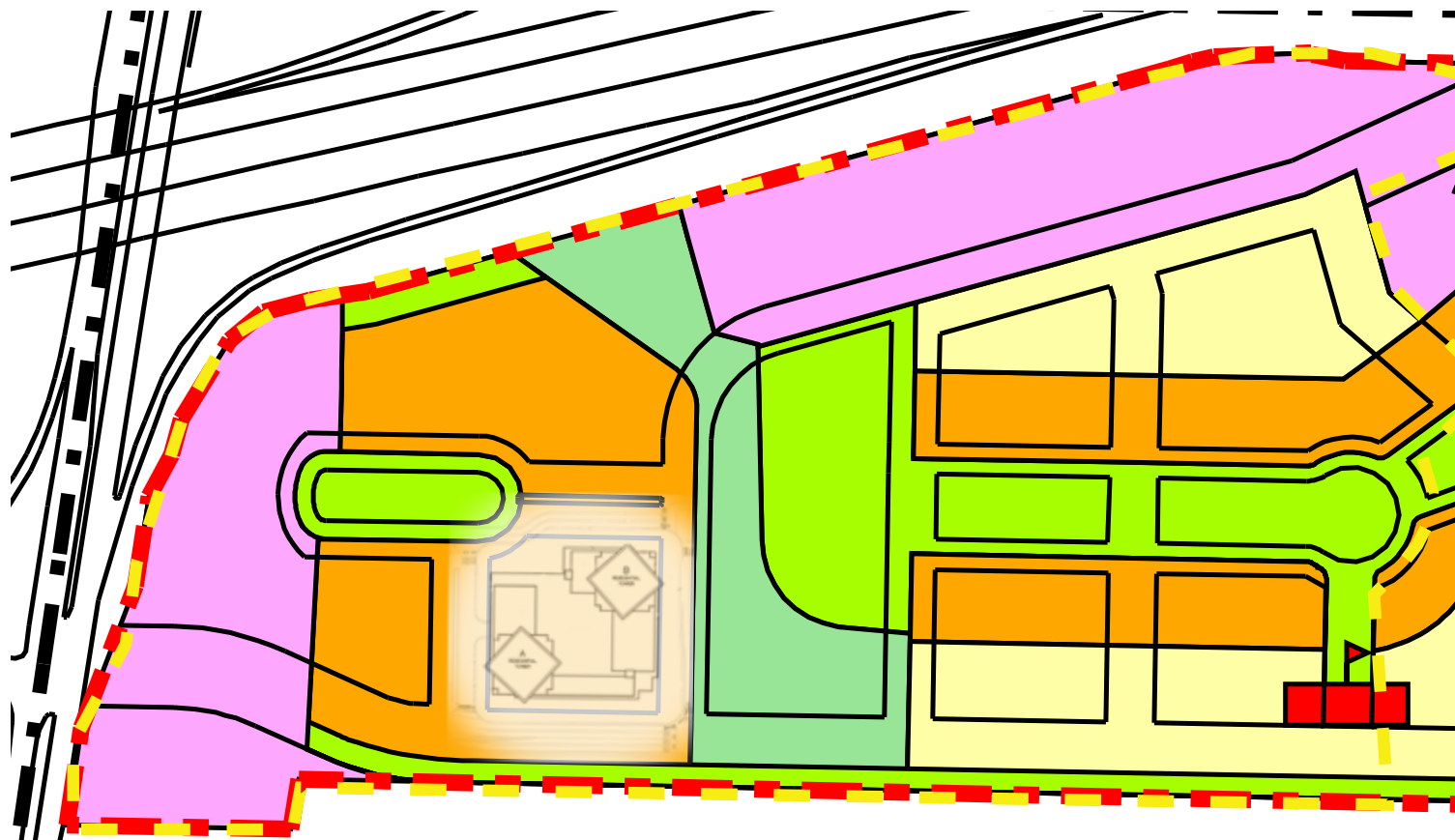
6 Conclusion

The West Precinct Plan vision described in this document is at a high-level and provides “*basic Precinct Plan requirements*” as required by Secondary Plan policy 11.3.1(c) for phases and sub-phases that are not proceeding in the immediate future. Sub-phase 1A represents the current Applications under review by the City of Markham, and as such, this Precinct Plan has identified primarily the Sub-phase 1A contribution to achieving the Secondary Plan benchmarks, as Sub-phase 1A represents the first development Application.

The West Precinct Plan described in this document is intended to illustrate the present vision for the development of the Precinct while facilitating the development of Sub-Phase 1A, which will be the first phase of development within the Langstaff Gateway area. It would be premature at this time to determine the exact size, location and detailed design of each Block within the Secondary Plan and it is expected that updates to this Precinct Plan will continue to be resubmitted with future development applications as the community matures in accordance with the Secondary Plan requirements (Policy Section 11.3.1(c) and Calthorpe Master Plan vision. The buildout of the West Precinct will occur over decades as transit infrastructure develops; accordingly, the vision for the West Precinct will likely evolve over time as community needs change and technology advances.

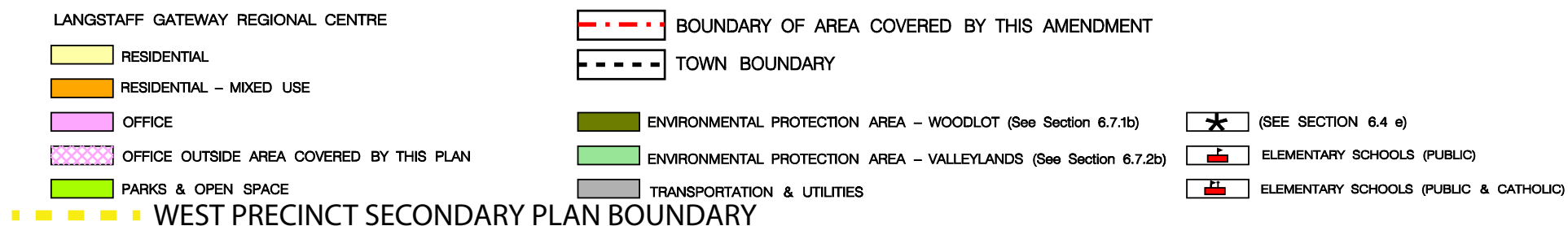


Figure 18 Pedestrian-scaled massing and streetscapes with active uses at-grade

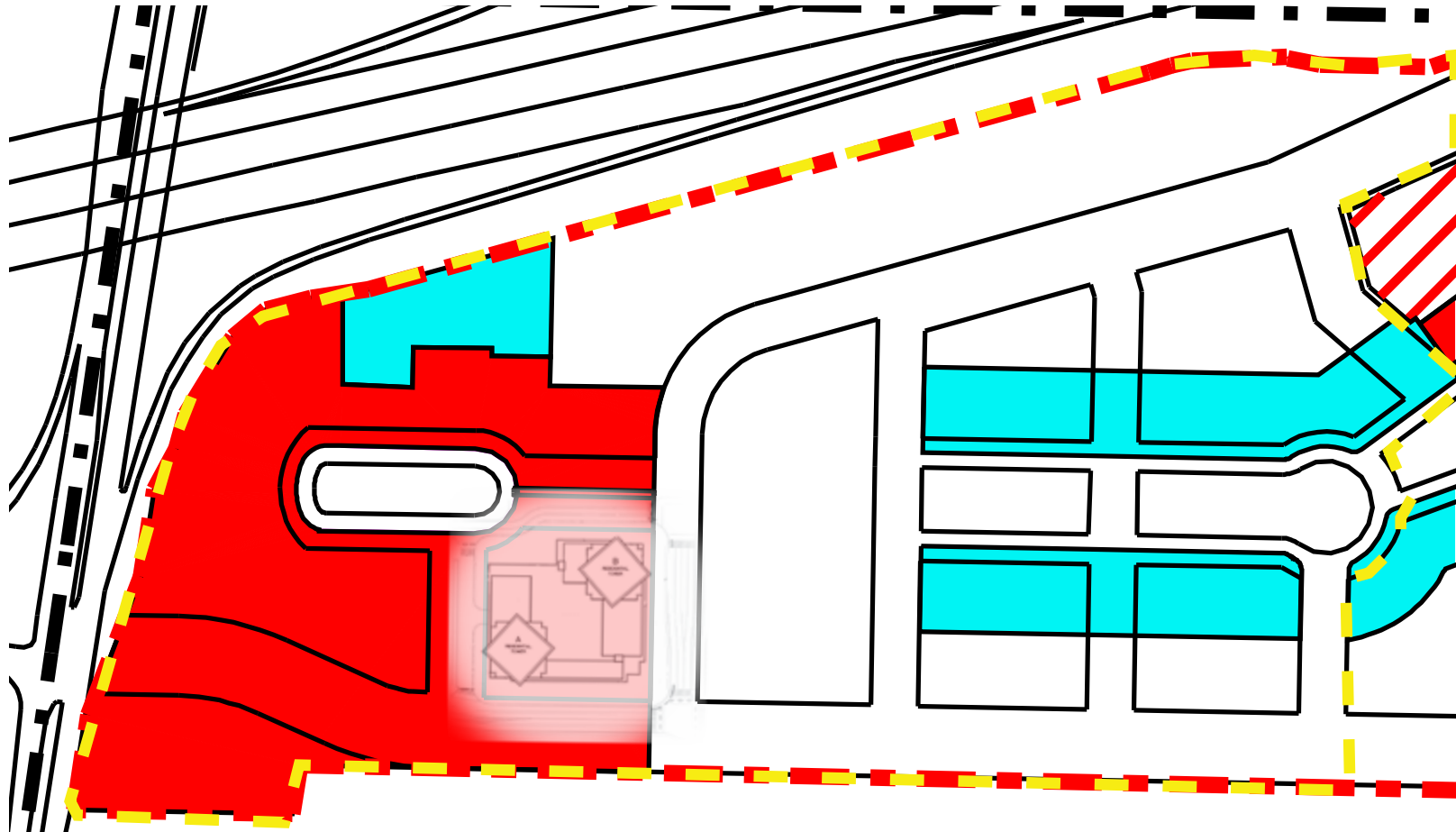


SCHEDULE 'AA' – DETAILED LAND USE PLAN

SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)






WND File No. 05.705.01 October 2019



SCHEDULE 'DD' – GROUND FLOOR USES

SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

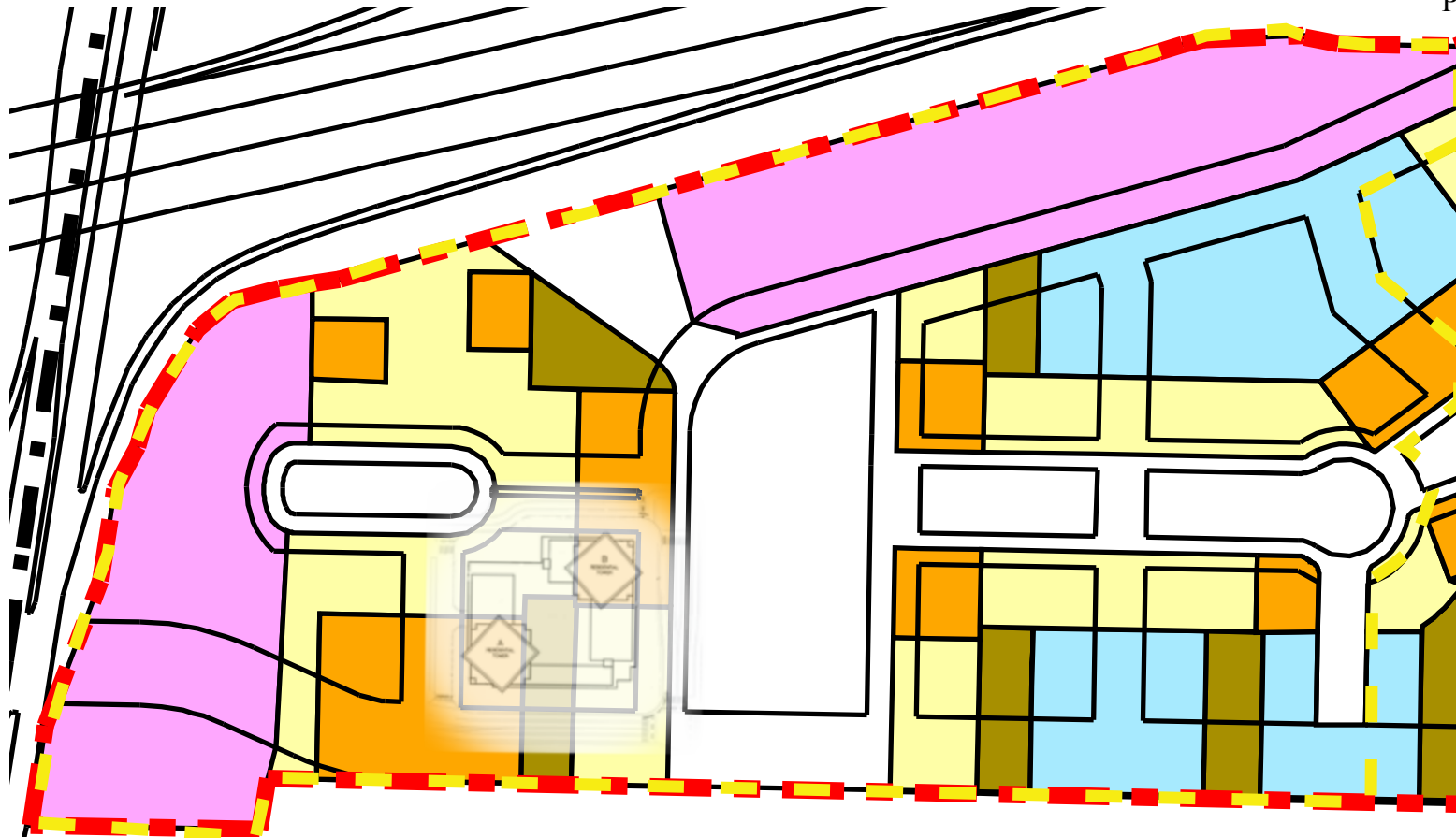
 GROUND FLOOR NON RESIDENTIAL REQUIRED
 (SEE SECTION 6.3d)

 GROUND FLOOR RETAIL REQUIRED (See Section 6.3d)

 GROUND FLOOR RETAIL ALLOWED



 WEST PRECINCT SECONDARY PLAN BOUNDARY






WND File No. 05.705.01 October 2019



SCHEDULE 'EE' – HEIGHT CONTROL PLAN

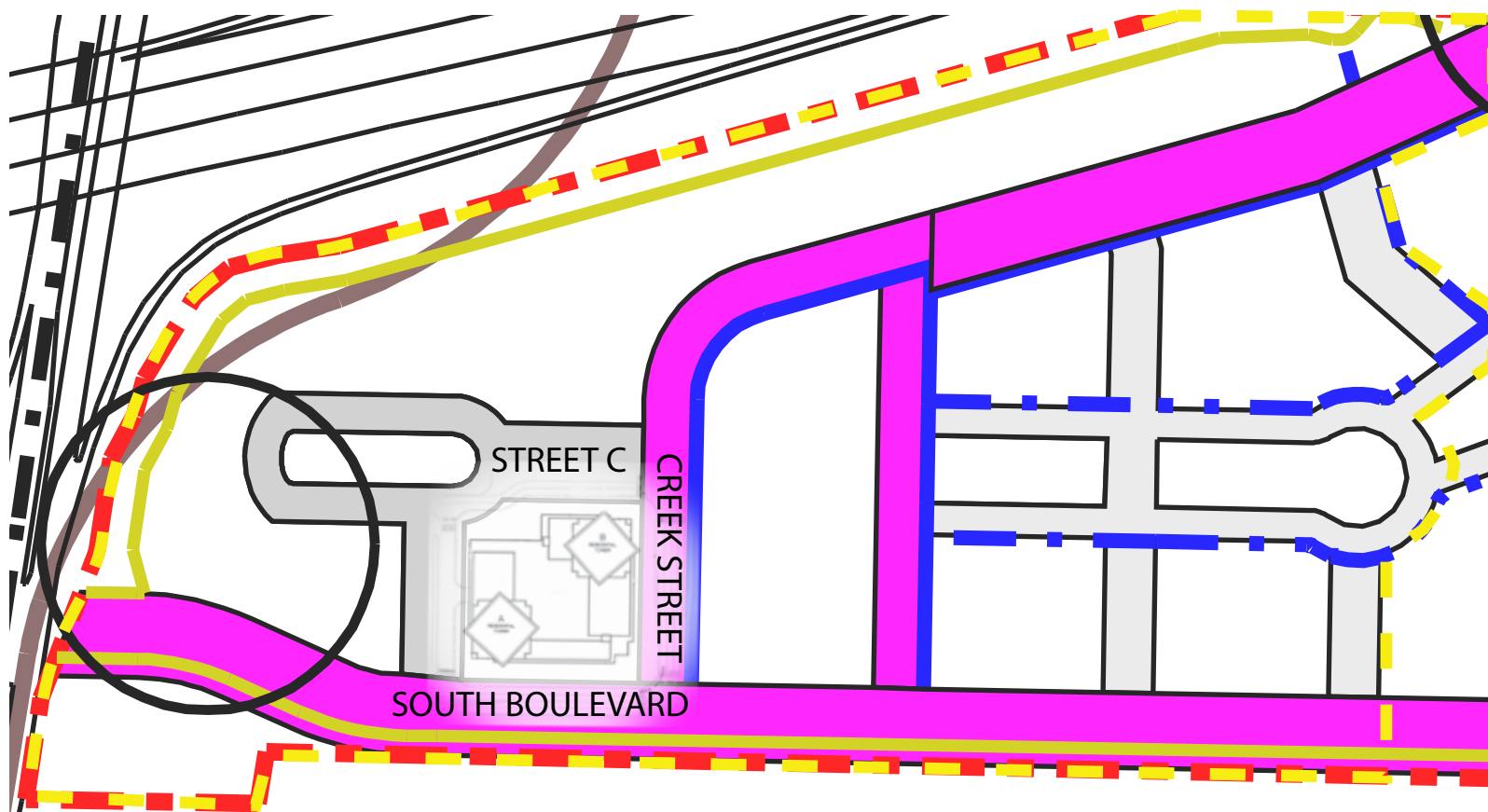
SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

MINIMUM / MAXIMUM STOREYS ALLOWED	
	3-4
	4-6
	4-10
	8-35
	15-50

 WEST PRECINCT SECONDARY PLAN BOUNDARY

WND File No. 05.705.01 October 2019



SCHEDULE 'FF' – TRANSPORTATION PLAN

SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

BOUNDARY OF AREA COVERED BY THIS AMENDMENT

TOWN BOUNDARY

CNR GRADE SEPERATED CROSSING

MULTIUSE TRAIL

SIGNED BIKE ROUTE

REGIONAL TRANSITWAY (PROPOSED)

EAST & WEST TRANSIT NODES

LOCAL STREET

DEDICATED BIKE LANE

REGIONAL SUBWAY (PROPOSED)

CEDAR AVE / AVENUE 7 RAMP ACCESS

MAJOR COLLECTOR ROAD

PLANNED LINK (TRANSIT PEDESTRIAN CONCOURSE)

PROVINCIAL TRANSITWAY (PROPOSED)

PROPOSED SUBWAY STATION (LOCATION IN ACCORDANCE WITH APPROVED ENVIRONMENTAL ASSESSMENTS)

CEDAR AVE EXTENSION

POSSIBLE FUTURE PEDESRIAN LINKS

PROVINCIAL COMMUTER RAIL LINE

WEST PRECINCT SECONDARY PLAN BOUNDARY

WND File No. 05.705.01 October 2019



PHASING PLAN

LANGSTAFF GATEWAY
West Precinct

Prepared for:
Condor Properties Ltd.

December 2018
05705.01

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1 Introduction

Walker, Nott, Dragicevic Associates Limited has been retained by Condor Properties Ltd to prepare a Phasing Plan for the West Precinct lands (hereto referred to as the “Subject Lands”) located in the Langstaff Gateway Secondary Plan area in the City of Markham (Figure 1).

The Proposed Development within the Langstaff Gateway District seeks to achieve the vision for Langstaff Gateway to become a landmark destination within the Greater Toronto Area. As part of this goal, the City of Markham has identified the need for a Phasing Plan in order to ensure this new mixed-use community develops in a logical manner, and in a way that is congruent with the provision of services, facilities, and infrastructure.

1.1 Purpose

Presently, the Subject Lands are nearly vacant, except for some remnant industrial uses, but will eventually accommodate a large mixed-use community, comprised of residential and non-residential buildings, in a high-density format. This study will provide an overview of the proposed phasing of development within the West Precinct of the Langstaff Gateway community, including an analysis of the provision of services and infrastructure to service the residential and non-residential uses of the new community.

This Phasing Plan outlines a series of coordinated and interconnected districts that collectively contribute to the overall project vision and ensure each project is phased accordingly, to facilitate the creation of a road network and the development of future blocks. The Phasing Plan supports the combined Zoning By-law amendment and Plan of Subdivision for the first development block known as Phase 1A.

1.2 Secondary Plan

The policy basis for this Phasing Plan lies in the Langstaff Gateway Secondary Plan. Section 11.5.2 provides that:

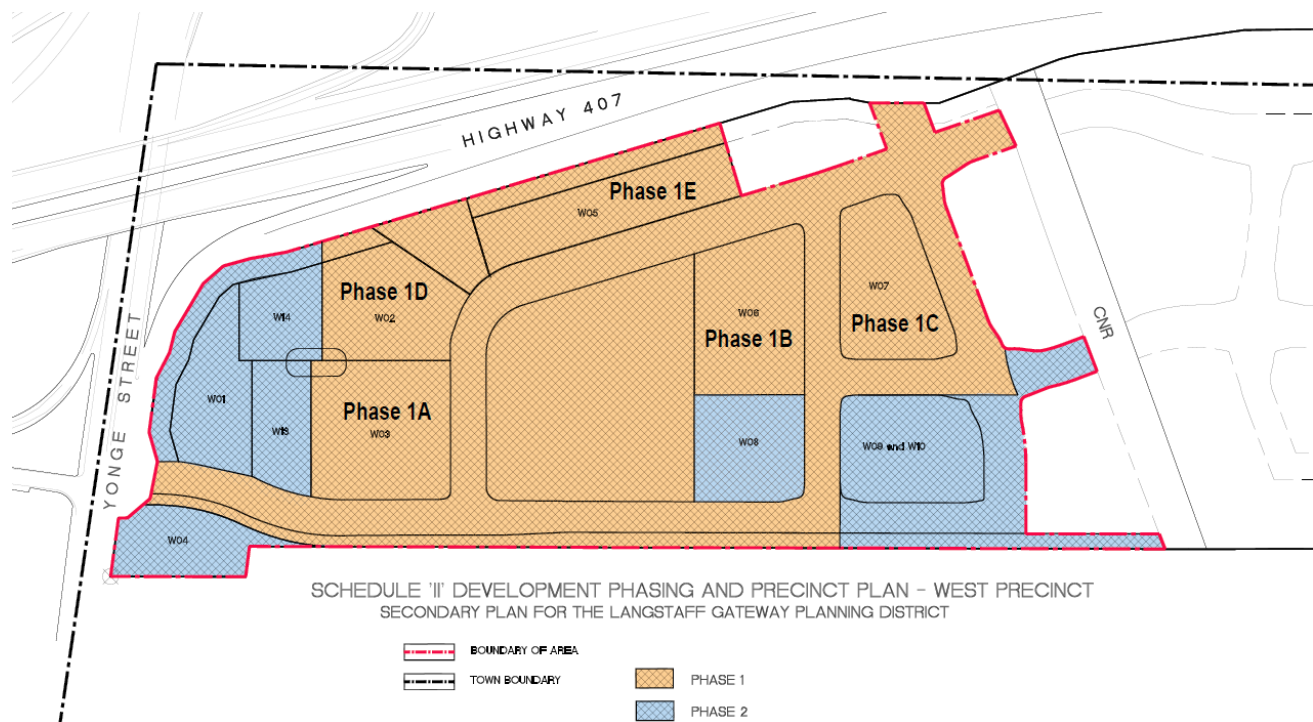
“The development of the Langstaff Gateway community will proceed generally consistent with the Development Phasing and Precinct Plan shown on Schedule ‘II’, the policies of this section and the Langstaff Gateway Development Phasing Plan, to be approved by Council and amended from time to time, in accordance with the provisions thereof. This Phasing Plan will ensure an orderly sequence of development coordinated with the timely and efficient implementation of the key infrastructure components needed to support the development.

Given the lengthy build out expected, it is anticipated that the location and sequencing of development may be modified and adjusted over time. Therefore, the Langstaff Gateway Development Phasing Plan may be amended by Council, without the need for amendment to this Secondary Plan, provided the overall residential unit maximums for each phase, as outlined in section 11.5.2 b) c) and d) below are not exceeded.”

This Phasing Plan is a direct response to this policy direction and will provide a detailed plan for the long-term phasing of development in the West Precinct to provide the City and reviewing agencies with a greater level of clarity in that regard.

2 Development Phasing

This section will provide an overview of the phases of proposed development within the West Precinct of Langstaff Gateway, including approximate densities and unit counts. The precise phasing will likely be subject to changes throughout the long-term build-out process of these phases, as necessary based on the market conditions of that time. Below is the proposed Phasing Plan for the West Precinct which is further explained throughout this report.



2.1 Phase 1

Phase 1 is comprised of five subphases which are described herein.

Phase 1A

Phase 1A consists of the development block identified as Block W03, located on the west side of the Subject Lands and bounded by new public streets on the east and south, and new private laneways on the west and north.

Phase 1A consists of two residential towers on a mixed-use podium building that will contain a combination of retail uses and ground-oriented housing units. The towers will be, respectively, 47 and 38 storeys in height, and will step down to 2 storeys, to ensure a comfortable human-scaled pedestrian environment. As part of the development of Phase 1A, the new central Pomona Creek Park will be developed to the east of Block W03.

The development of Phase 1A will allow for the introduction of residential density in close proximity to existing and planned rapid transit. The inclusion of grade related uses that have the option to be used as commercial

units will strike a balance between making provision for mixed use development while acknowledging the challenges in attracting viable retail uses in the first phase of development. Ultimately, as the area develops, the grade related units will provide new residents with access to some of their daily needs and will set the tone for future development that will eventually lead to a full complete community at Langstaff Gateway. The landmark architecture of the proposed two towers will define the skyline, and will establish a positive precedent of architectural excellence in Langstaff Gateway. The new central park will serve as the community's anchor and will be its principal gathering and recreation space.

With respect to emergency services, a fire station is proposed to be developed as part of Phase 1A, which will be provided in a temporary location within the Central Precinct on Phase 3 lands, which will otherwise not be developed until the subway and 407 Transitway are completed. This is proposed on lands owned by Condor east of the CN Railway, and south of the existing Langstaff Road alignment. This approach will allow the fire department to have an immediate presence in the area to improve their local response times while an ultimate location, integrated as part of a future development block, is determined through discussions with the Fire Department at the time of future phases.

As shown on Figure 2, Phase 1A will form the first block within the West Precinct by providing a connection from Langstaff Road East that will facilitate the creation of two public streets known as Street A (South Boulevard) bounding the south, and Street B (Creek Street West) which will bound the east portion of the block. Phase 1A will be bounded by private streets to the north and to the west.

Phase 1B

Phase 1B will be located within Block W06, northeast of the Phase 1A lands, adjacent to the east side of the proposed Pomona Creek Park. Phase 1B will conceptually consist of two residential towers of approximately 22 storeys with an eight and two storey podium element containing approximately 399 residential units, and 1,100 square metres of non-residential uses at grade, and a total FSI of approximately 4.4.

Phase 1B also will include the creation of the new north-south Street 'A' which will extend to South Boulevard which will be extended along the southern boundary of Pomona Mills Park to connect with Creek Street West, as shown on Figure 3.

Phase 1C

Phase 1C will be located within Block W07, to the east of Phase 1B. This phase will consist of two residential towers at approximately 28 and 29 storeys in height, with an 8 storey podium element. Phase 1C will consist of approximately 748 residential units and 800 square metres of non-residential uses at grade, resulting in a total FSI of approximately 8.7.

Phase 1C also will include the creation of Street 'C' between North Boulevard and West Park Street, and the extension of West Park Street to Street 'A' as shown on Figure 4.

Phase 1D

Phase 1D will be located within Block W02, north of Phase 1A (Block W03). Phase 1D will consist of two residential towers at approximately 27 and 33 storeys tall inclusive of an 8 storey podium element, containing

approximately 680 residential units and 1,129 square metres of grade-related non-residential uses, resulting in an FSI of approximately 8.8.

Phase 1D and 1E will also include the extension of North Boulevard to Street 'A' and the closure of the existing Langstaff Road East as shown on Figure 5.

Phase 1E

Phase 1E, which will be the final portion of Phase 1, will be located within Block W05. This will consist of the first dedicated employment element of Langstaff Gateway. Phase 1E will include two mid-rise office buildings of 8 and 9 storeys, joined by a 3-storey podium element, between the Highway 407 right-of-way and North Boulevard. In addition, this phase will introduce a large new green space, consisting of a wedge-shaped park between Blocks W05 and W02 that connects to Pomona Creek Park, and a new linear green space between Highway 407 and the office block if required by the city.

Phase 1E will introduce employment uses in close proximity to the existing Langstaff GO station and will allow Langstaff Gateway to develop into a regional hub for office uses, taking pressure off of some nearby employment centres and promoting the reorganization of York Region's employment base into a more compact, urban, and transit-friendly format. In addition, it will provide high quality office space that will serve the employment needs of new residents of Langstaff Gateway itself, allowing residents to utilize active transportation to commute to and from work, and contributing to the development of a more complete community. The new green space will complement Pomona Creek Park and will serve users of both the office and residential portions of the community, as well as the broader community.

2.2 Phase 2

Phase 2, which is dependent on the construction of the subway extension and therefore likely to be a minimum of 12 years from commencement, generally consists of lands to the immediate east and the immediate west of the Phase 1 lands, the latter being those closest to Yonge Street and the future Langstaff/Longbridge subway station (Blocks W01, W04, W13 and W14), as well as two blocks east of Pomona Mills Park (Block W08, and W09/W10).

The highest density node is located near Yonge Street, in order to take advantage of the subway connection. A 9 storey office building is proposed to be developed on Block W04 with connection to the Langstaff/Longbridge subway station. Immediately to the north, Block W01 consists of a mixed-use block ranging in height from 12 to 36 storeys that will contain office and hotel uses.

Blocks W13 and W14, respectively to the south and north of the proposed Transit Green (the western portion of which will be completed as part of Phase 2), will consist of proposed residential towers at approximately 49 and 46 storeys in height. In addition, the linear park which will be initially developed as part of Phase 1E will be extended in a southwesterly fashion along the Highway 407 right of way and will wrap around the outside edge of the western portion of the Phase 2 lands to connect to Yonge Street.

The eastern portion of Phase 2 will consist of the development of Block W08, adjacent to Pomona Creek Park. This will consist of two residential towers, approximately 29 storeys in height, atop a podium that steps down

to 10 storeys. An elementary school is proposed within Block W08 which will be integrated into this future development, and will be adjacent to Pomona Mills Park.

Block W09/10 is proposed to consist of two towers at approximately 39 and 49 storeys in height with retail uses at grade.

As shown on Figure 6, Phase 2 will also extend West Park Street beneath the railway to connect with East Main Street in the East Precinct, as well as complete South Boulevard, thereby completing the road network within the West Precinct. A private north-south street will also be provided for adjacent to Block W01.

Given that the trigger for development beyond Phase 1 is the development of the subway, the commencement of Phase 2 is unlikely prior to 2030; accordingly, the precise sub-phasing of Phase 2 will be finalized at a later date through a future Precinct Plan update.

2.3 Phase 3

Phase 3 consists of Blocks W11, W12, and W15 which are located outside of the West Precinct (within the Central Precinct); accordingly, it is not subject to detailed analysis through this Phasing Plan exercise. The buildout of Phase 3 will not likely commence until at least the mid 2030's, and will be dependent on the development of the Highway 407 Transitway.

3 Phasing Strategy

The following section provides a summary and rationale for the phasing configuration described in Section 2.

3.1 Mix of Land Uses

The Phasing Plan is designed to deliver a complete community with a variety of land uses in order to facilitate the efficient movement of people by transit and active transportation. The first subphase of development, Phase 1A, is a mixed-use block that incorporates residential and the possibility of grade related retail uses once the critical mass is such that these uses become viable. As part of Phase 1A, Pomona Mills Creek Park will be developed prior to the commencement of Phases 1B through 1E.

Phase 1B through D will provide for additional residential uses to create a population base that will be able to support commercial uses, and will be able to support live work relationships to the employment uses to be included as part of Phase 1E.

Phase 2 will build upon the opportunity afforded by the extension of the subway to Langstaff Gateway and will introduce significant employment and hotel uses and will deepen the community's commitment to mixed use and transit-oriented development with excellent potential for developing live work relationships that will be supported by active transportation (such as walking and cycling). This will ensure that Langstaff Gateway does not become simply a high-density bedroom community, but also a regional destination.

3.2 Community Services and Facilities

A key consideration of this Phasing Plan, and one of the major rationales for its requirement as part of this application, is to ensure that adequate community services and facilities are provided, concurrent with development. The enclosed Community Services and Facilities Study, prepared by Walker, Nott Dragicevic Associates Ltd., expands upon the existing and future services.

Community services and facilities will be developed alongside residential and mixed use development. The Community Services and Facilities Study referenced above identifies some capacity at facilities in the vicinity of Langstaff Gateway that are capable of accommodating residents from Phase 1A and, potentially, future phases of development. Eventually, services will be required to be built into future development blocks to serve the significant residential density proposed as part of all three phases. The specific location and timing for introducing these uses will be determined through the planning process for phases subsequent to Phase 1A, in consultation with the appropriate providers.

Additional community services and facilities – including medical facilities, places of worship, and other civic uses – will be made available via the mixed-use nature of Langstaff Gateway. Appropriate spaces will be made available for these organizations and facilities in the various non-residential spaces that are being proposed, including grade related non-residential spaces proposed as part of each block in the West Precinct. The new school site, subject to consultation with the school boards and the City, may also be designed in a manner that facilitates its use as, or co-location with, a community and recreation space, subject to discussions with the appropriate service providers.

3.3 Parks and Open Space

The provision of green space for residential and non-residential users in the West Precinct is a priority. In particular, the proposed Pomona Creek Park will be constructed as part of the first subphase (Phase 1A) and secured through the draft plan conditions. This will ensure that there is a central green space to anchor future phases of development, and which provides a community gathering space.

Parkland will then continue to be built out as the residential and office buildings are constructed throughout Phase 1. In addition to Pomona Creek Park, Phase 1 will see the construction of multiple additional smaller open spaces. A portion of the proposed bike trail, running east-west along the southern perimeter of the Subject Lands, is planned for Phase 1, and will be completed as part of Phase 2.

A linear green space is also proposed along the northern perimeter of the West Precinct, directly parallel to the Highway 407 right of way and the proposed office and residential buildings developed as part of Phases 1D and 1E. This linear park also connects to a wedge-shaped green space located between Blocks W02 and W05, across the street from Pomona Creek Park, to which it will be connected via a continuously-marked pathway. Finally, a portion of the proposed Transit Green Park will also be constructed as part of Phase 1. Phase 2 will include the completion of the Transit Green Park, as well as an extension of both linear parks/trails.

The phasing of parks and open spaces is intended to develop open space concurrently with development. The Phasing Plan will create a balance whereby park space is available to residents and users of the employment buildings upon occupancy, but not in a way that greatly precedes their construction and creates underutilized, empty spaces.

3.4 Road Network

As shown in Figure 7, the road network will be constructed to provide access to each development block in a sequential fashion as development proceeds. As described in more detail in the accompanying Precinct Plan, the proposed development of the Subject Lands includes a new public road network. The “arch” alignment of the existing Langstaff Road East will generally be maintained, with a new east-west road (South Boulevard) running along the southern portion of the West Precinct to be built as part of Phase 1 and later extended east as part of Phase 2 (connecting to roads in the Central and East Precinct of Langstaff Gateway and not part of this Precinct planning exercise).

A new north-south street will also be built as part of Phase 1, connecting the existing Langstaff Road to the new South Boulevard. An additional north-south street (Street ‘C’) will be built farther east as part of Phase 2, in order to provide access to the residential blocks labelled W07 and W09/W10. Phase 2 will also include a new east-west road running from the westernmost north-south road (Street ‘A’), eastwards into the east precinct. Phase 3 includes no new road construction.

The proposed road network is designed both for local access and through-travel purposes, but also breaks up the West Precinct into small development blocks, improving connectivity and walkability, and allowing for human-scaled street-related buildings. The Phasing Plan for the road network ensures that development blocks are established early on, and all buildings can be accessed and serviced.

3.5 Servicing

The proposed Servicing Phasing Plans include the existing conditions and subsequently, the proposed stormwater management plan, sanitary servicing scheme and water supply infrastructure in sequential sub-phases for the West Precinct. Figures 8, 9, 10, 11 and 12 demonstrate the sequential sub-phases for servicing within the West Precinct.

This servicing phasing plans noted above, outline the existing conditions for the Langstaff Gateway Study Area and subsequently, a proposed storm water management plan, sanitary servicing scheme and water supply infrastructure for the proposed Langstaff Gateway West residential/commercial development in the City of Markham.

Servicing within the West Precinct proposed to employ two storm water management systems for the west portion of the Langstaff District. One system referred to as the public system, designed to collect runoff from the public ROW, this system will be attenuated and treated prior to discharging into the clean water collector system. The second system referred to as the clean water collector, is designed to collect and convey the treated water from the private blocks and discharge into Pomona Creek.

Existing external flows to Pomona Creek are proposed to have their conveyance routes re-routed where necessary; however, their existing discharge locations shall remain in the proposed condition. Proposed external flows from LGE will be accepted and conveyed through both storm water management systems ultimately to discharge to Pomona Creek. A site level water balance has been proposed. LID techniques are encouraged for each block in order to retain the first 5mm of runoff from any rainfall event.

The sanitary servicing for the West Precinct lands will be achieved via a connection to the Pomona Collector Sewer; this collector is proposed to be relocated so that it remains within the proposed transportation ROW. Similar to the storm water servicing scheme, an external area from the East Precinct will convey wastewater flows through the subject site to the Pomona Collector, while the remainder of East Precinct will discharge the sanitary flows to the Richmond Hill Collector to the East of the site. The anticipated densification from the original master plan reveals the potential for downstream capacity concerns. A comprehensive analysis may be warranted when site statistics are available to confirm this densification.

Water supply for the Langstaff Gateway Development will be provided in part via the York Region Pressure District 5 and in part by the Region's Pressure District 6. Lands in the recommended PD5 operating range will be serviced via a connection to the local 300mmØ watermain on Yonge Street. Similarly, lands with elevations in the recommended PD6 operating range will be serviced via two recommended connections to the regional 1050mmØ transmission main. Furthermore, it is proposed to add redundancy to the water supply system by connecting the internal PD6 mains to the internal PD5 mains with the use of a pressure reducing valve.

4 Conclusion

In conclusion, the Langstaff Gateway community is designed with the principle of complete communities in mind, and is intended to be a dense, urban, mixed-use community that, at full build-out, is entirely self-sufficient in terms of meeting daily needs. This includes residential, employment, and retail uses, in addition to various open space and community service elements. Careful consideration was put into deciding how these land uses and services are to be phased in, in order to ensure that a complete community naturally develops, and that land uses evolve organically as there is demand for them.

The build-out of Langstaff Gateway will occur over many years and decades. Throughout this time, it is possible that shifting demographics, consumer preferences, and land use planning preferences, among other factors, may lead to necessary changes and refinements being made to the phasing strategy. At this time, it is our opinion that the Phasing Plan provides the most logical and appropriate framework for development for the West Precinct over the next decade or more, but may be subject to refinement as future phases proceed.

We trust that this information is sufficient for the purpose of evaluating the Proposed Development in terms of its place within the overall phasing strategy for Langstaff Gateway.

WND associates

planning + urban design



Andrew Ferancik, MCIP, RPP
Principal



WEST PRECINCT AREA AERIAL PHOTOGRAPH

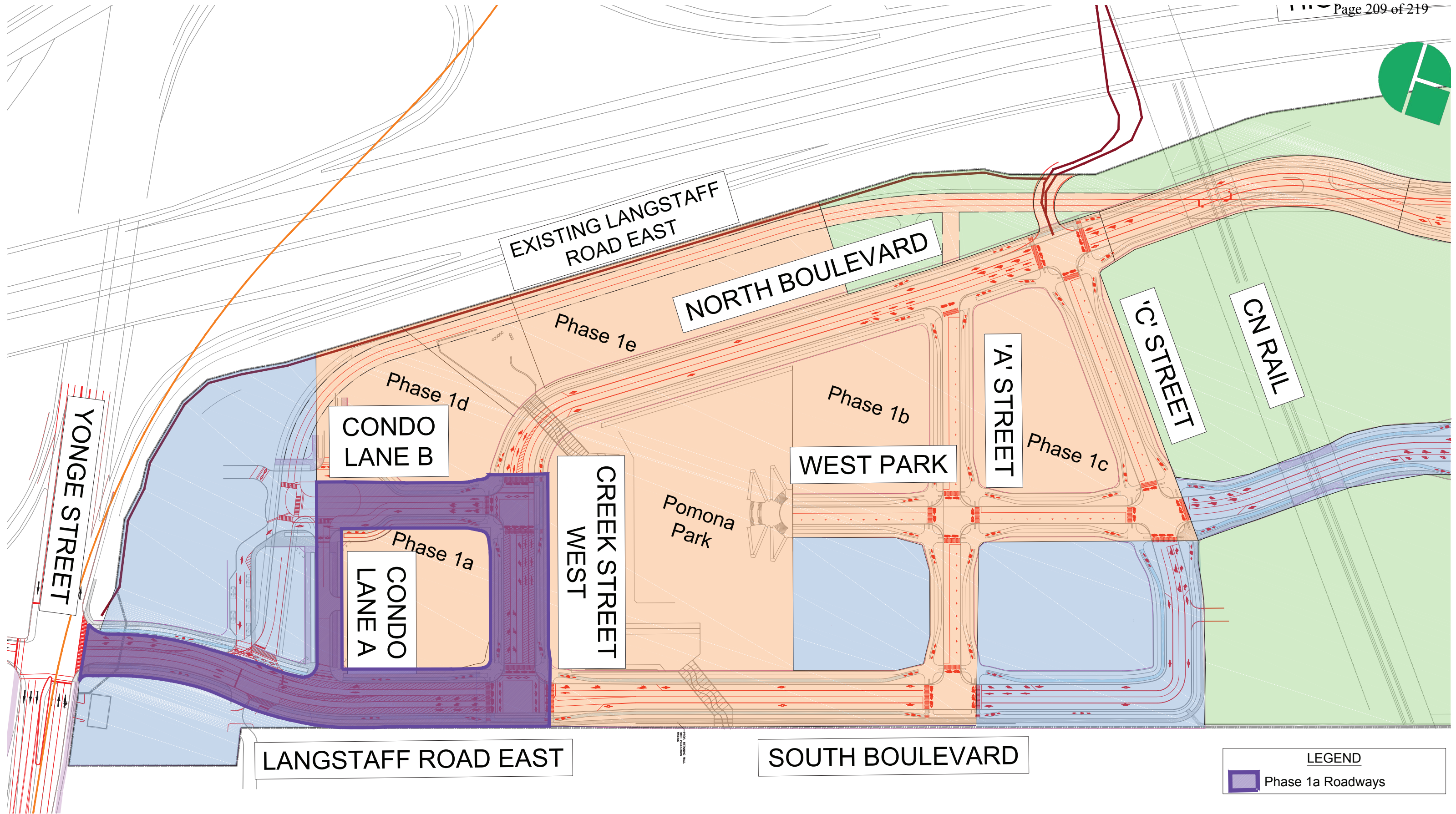
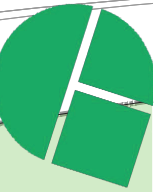
West Precinct Area



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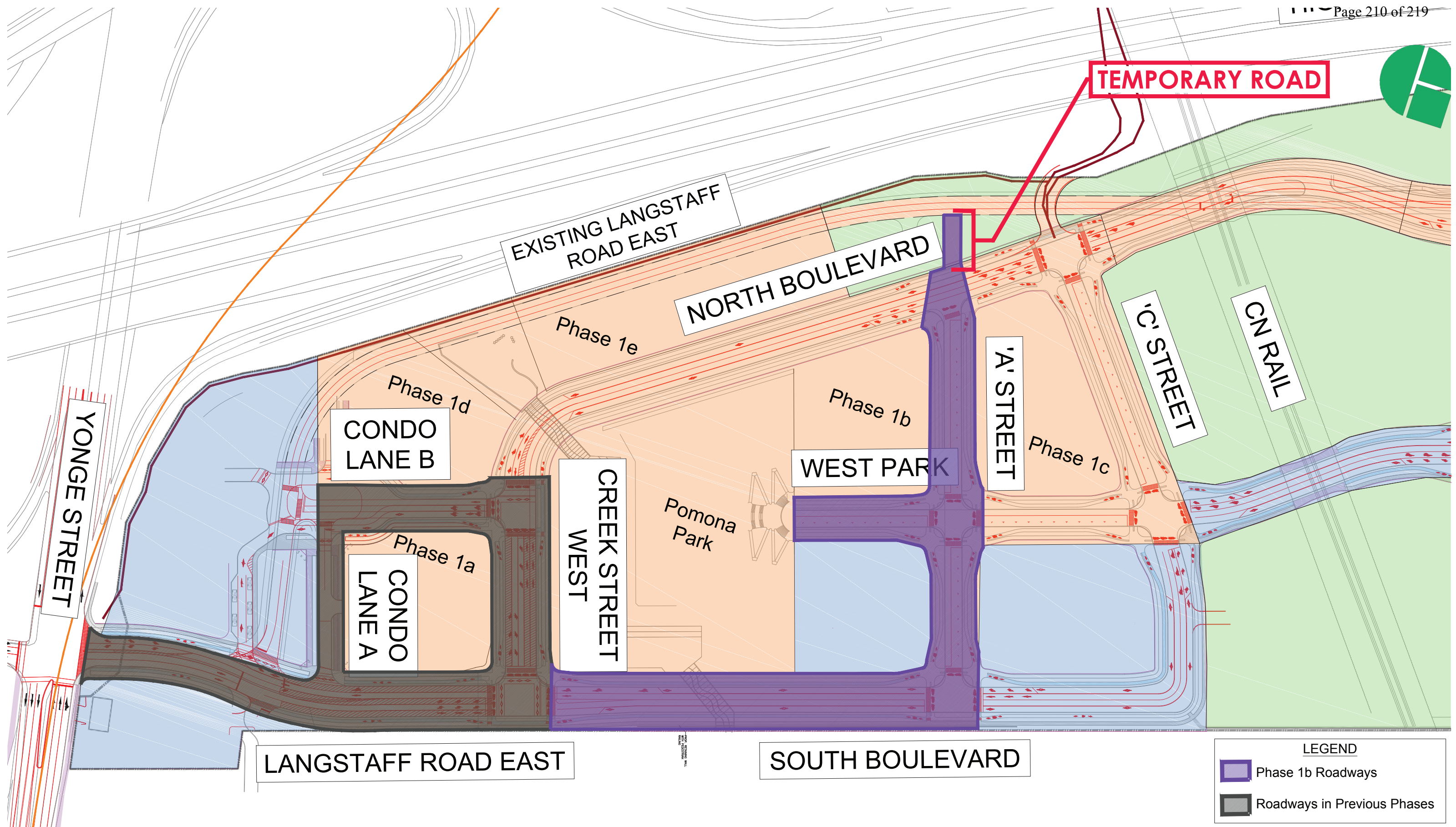
Figure 1

Langstaff Gateway - West Precinct | City of Markham, ON



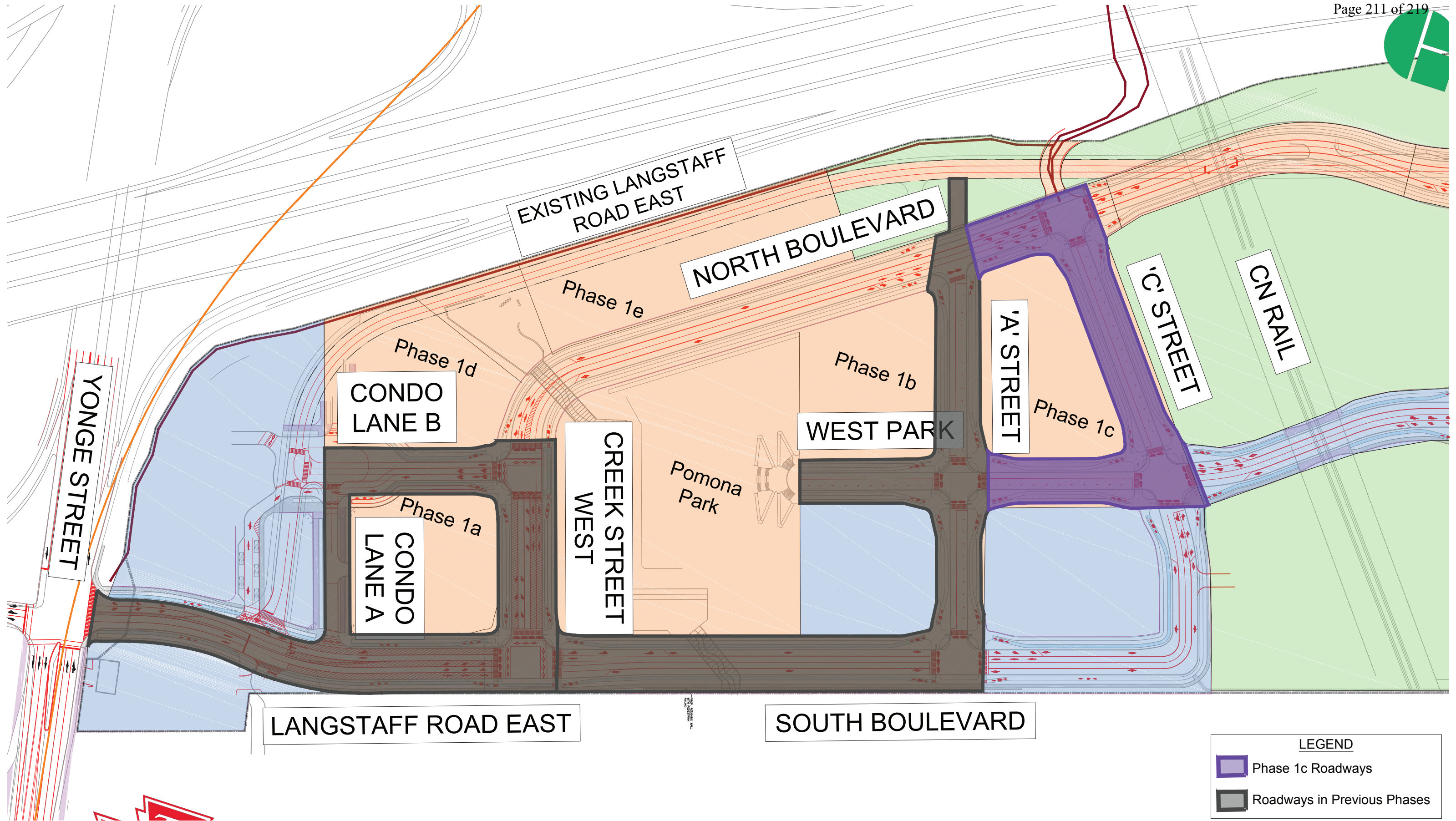
TRANSPORTATION PHASING PLAN
PHASE 1A

Figure 2
Langstaff Gateway - West Precinct | City of Markham, ON



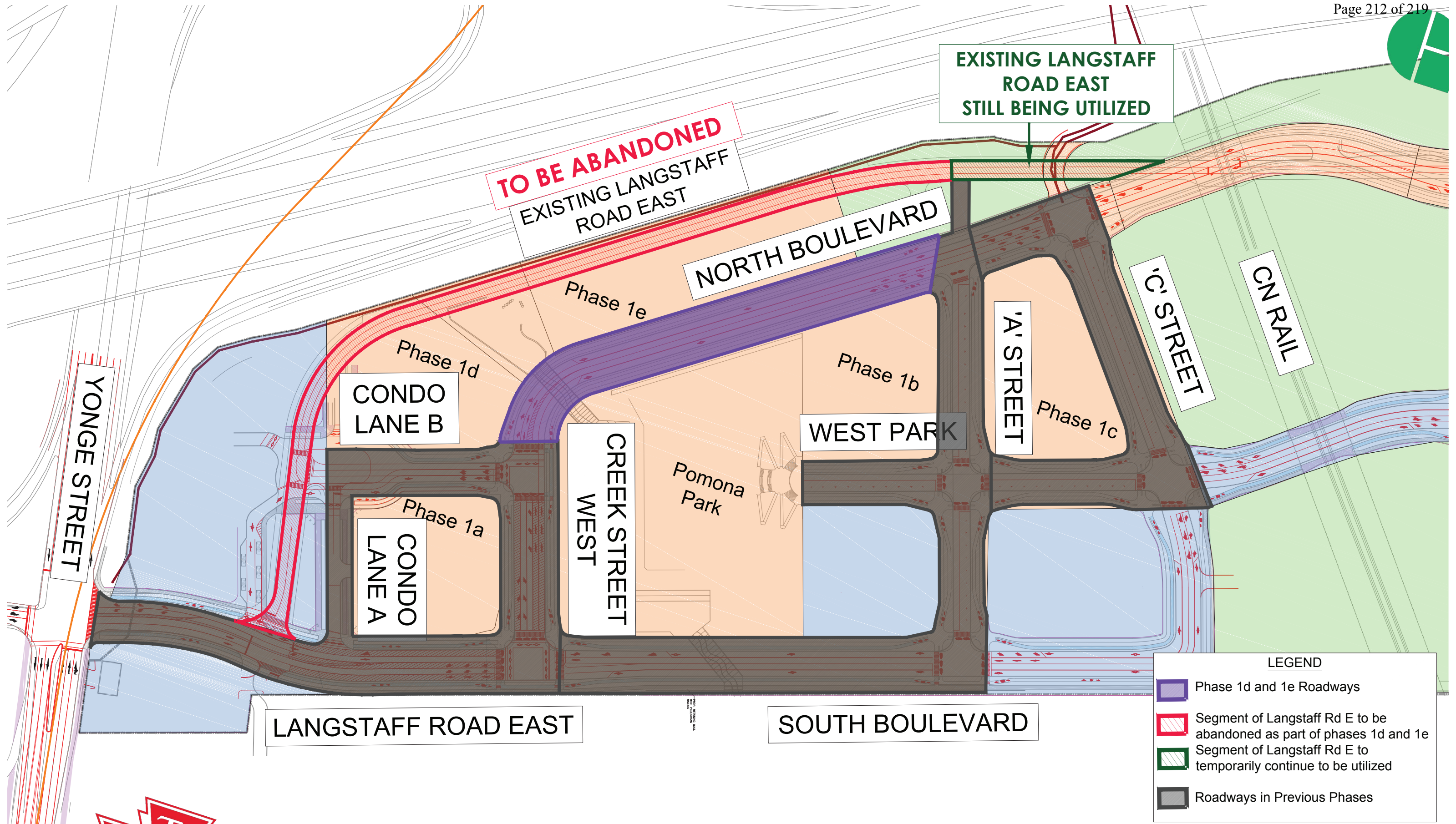
TRANSPORTATION PHASING PLAN
PHASE 1B

Figure 3
Langstaff Gateway - West Precinct | City of Markham, ON



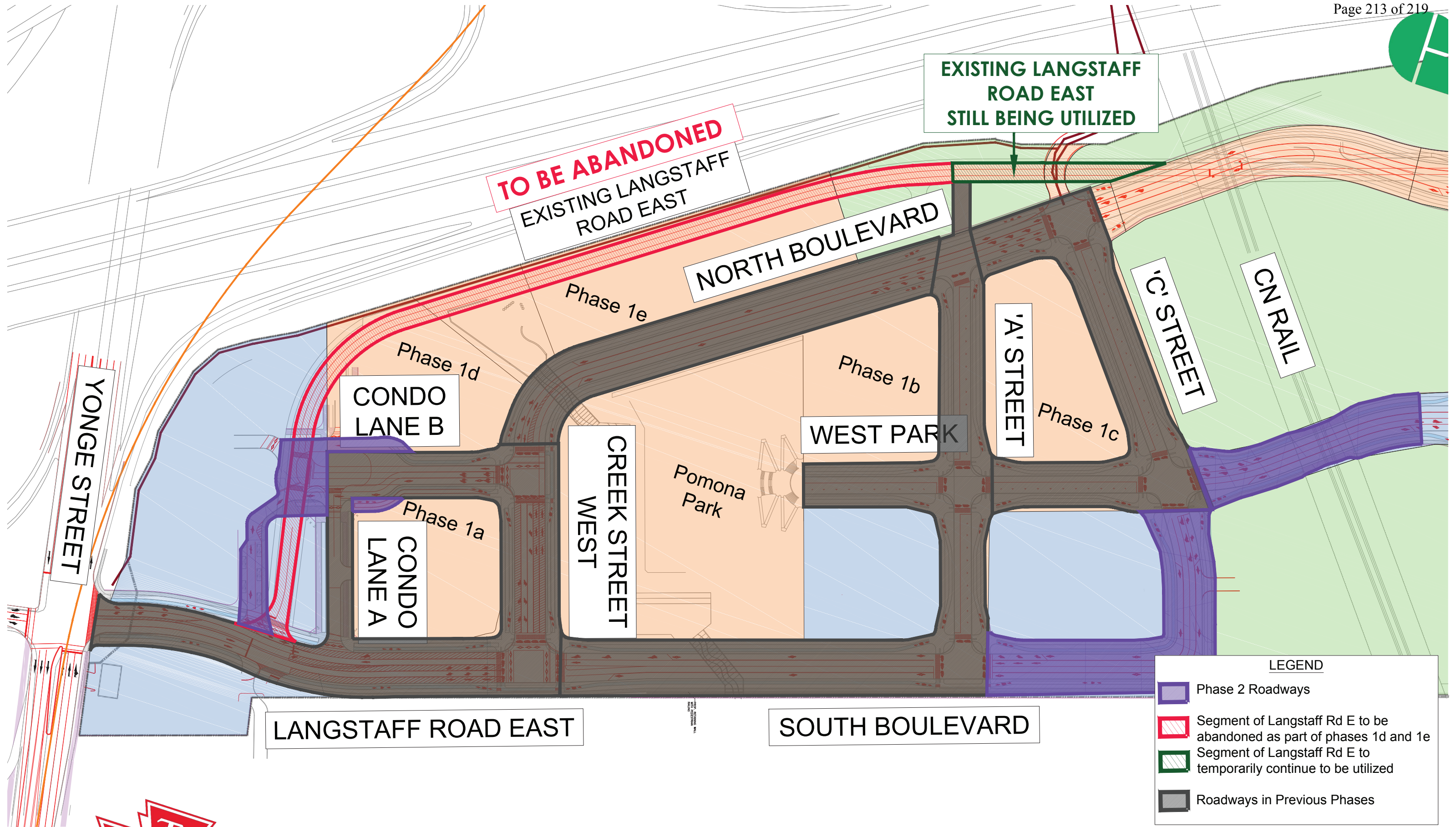
TRANSPORTATION PHASING PLAN
PHASE 1C

Figure 4
Langstaff Gateway - West Precinct | City of Markham, ON



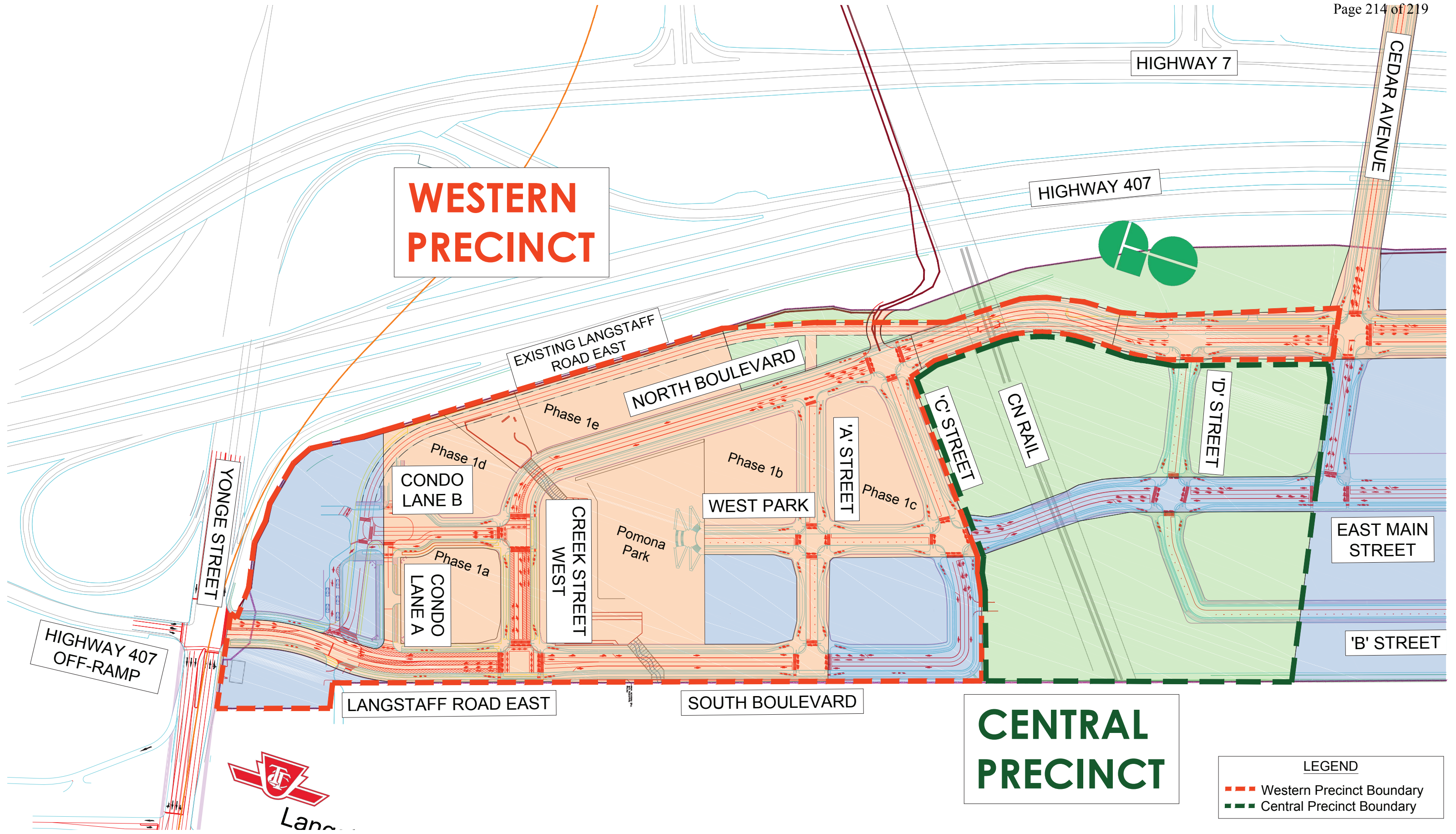
TRANSPORTATION PHASING PLAN
PHASES 1D & 1E

Figure 5
Langstaff Gateway - West Precinct | City of Markham, ON



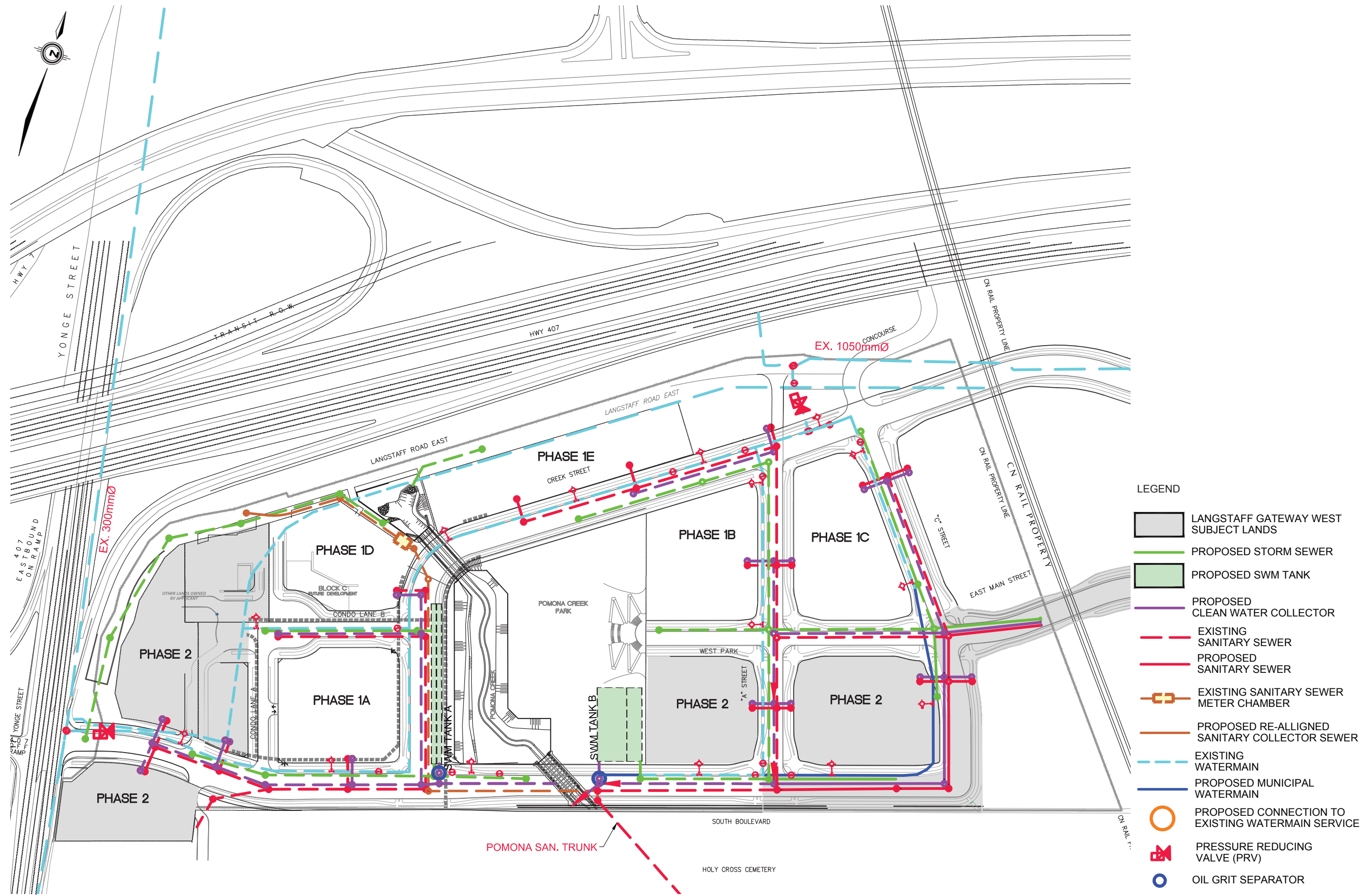
TRANSPORTATION PHASING PLAN
PHASE 2

Figure 6
Langstaff Gateway - West Precinct | City of Markham, ON



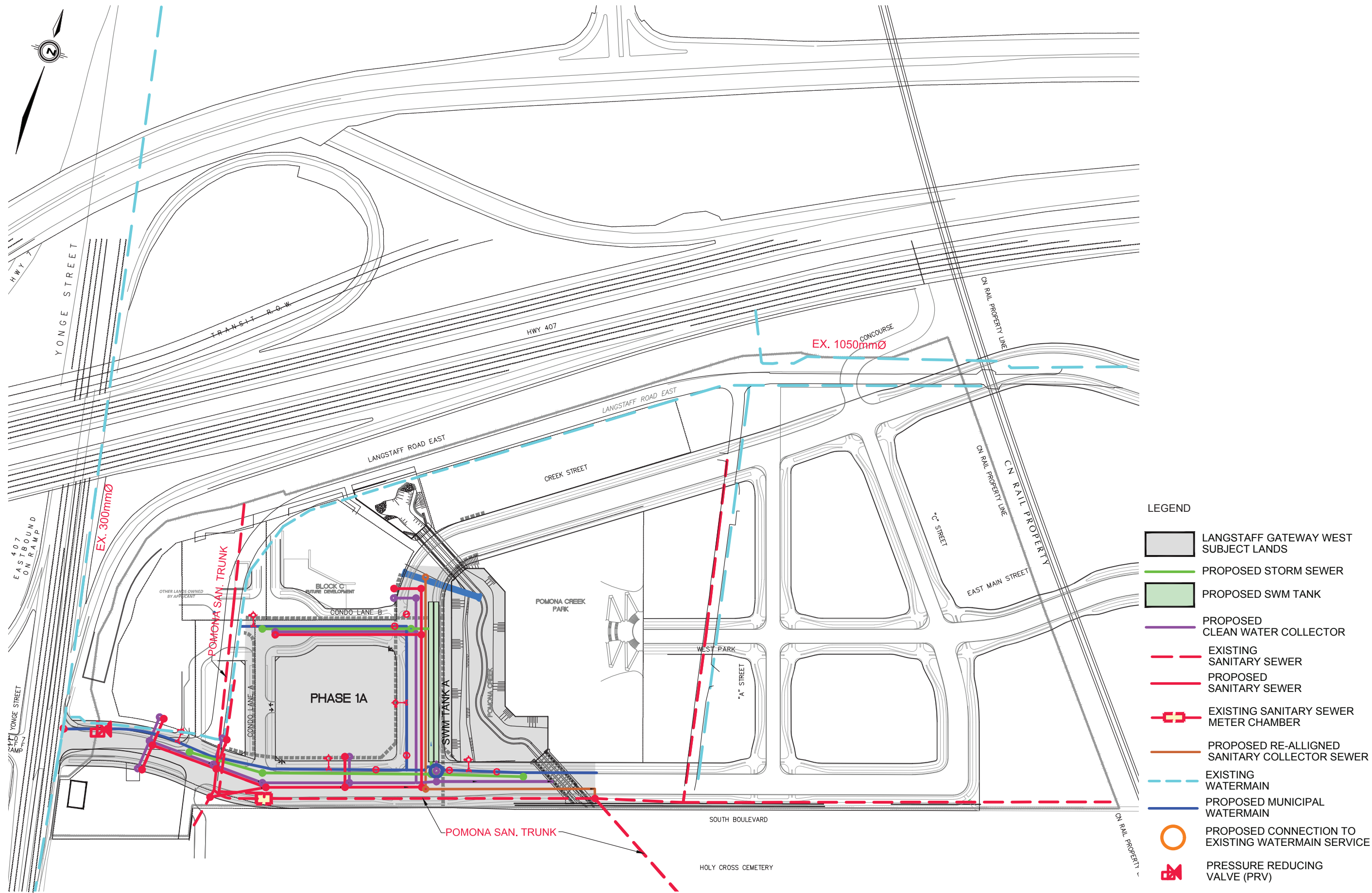
TRANSPORTATION PHASING PLAN
MASTER PHASING PLAN

Figure 7
Langstaff Gateway - West Precinct | City of Markham, ON



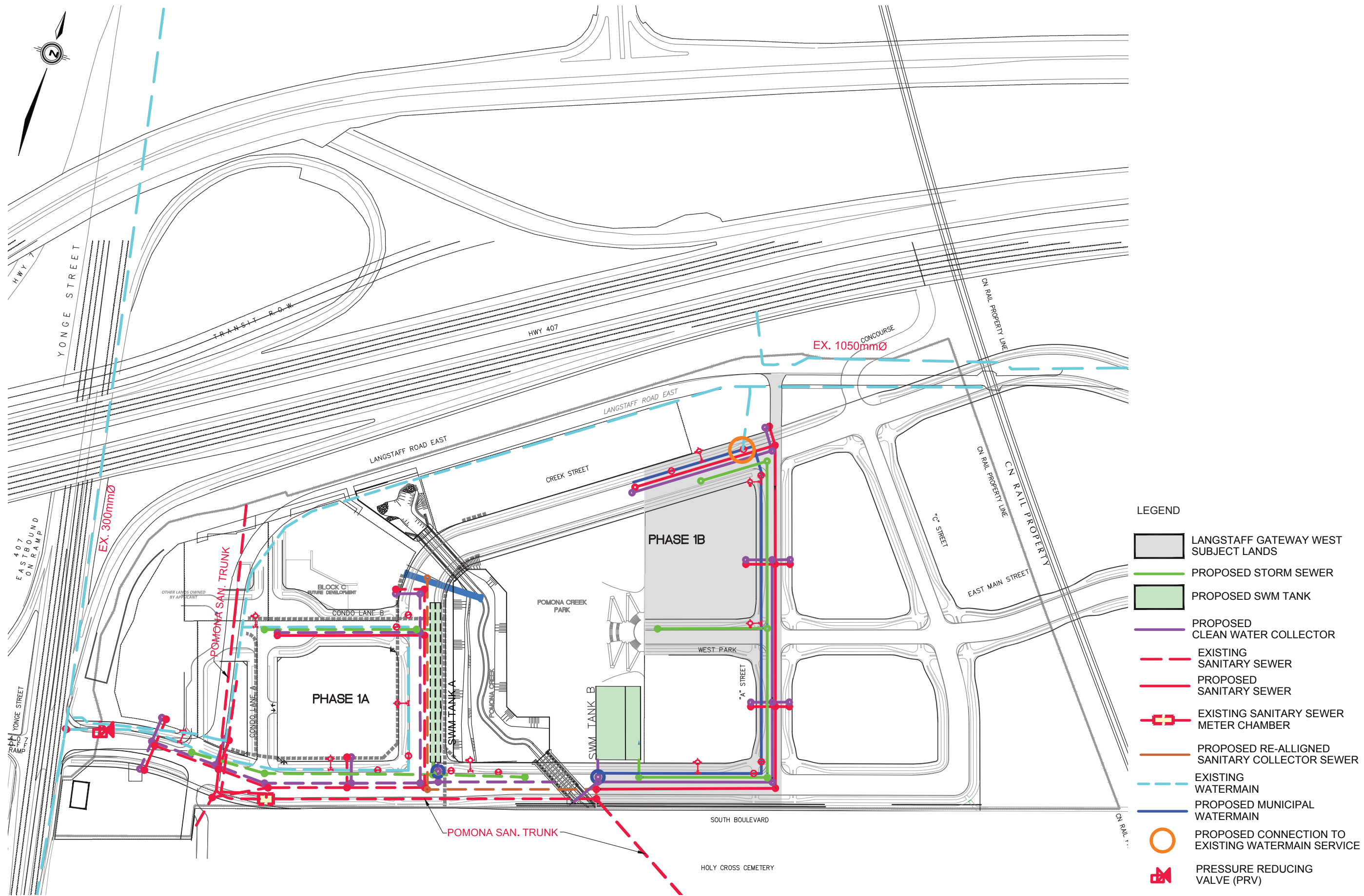
**PROPOSED SERVICING PLAN
PHASE 2**

Figure 8
Langstaff Gateway - West Precinct | City of Markham, ON



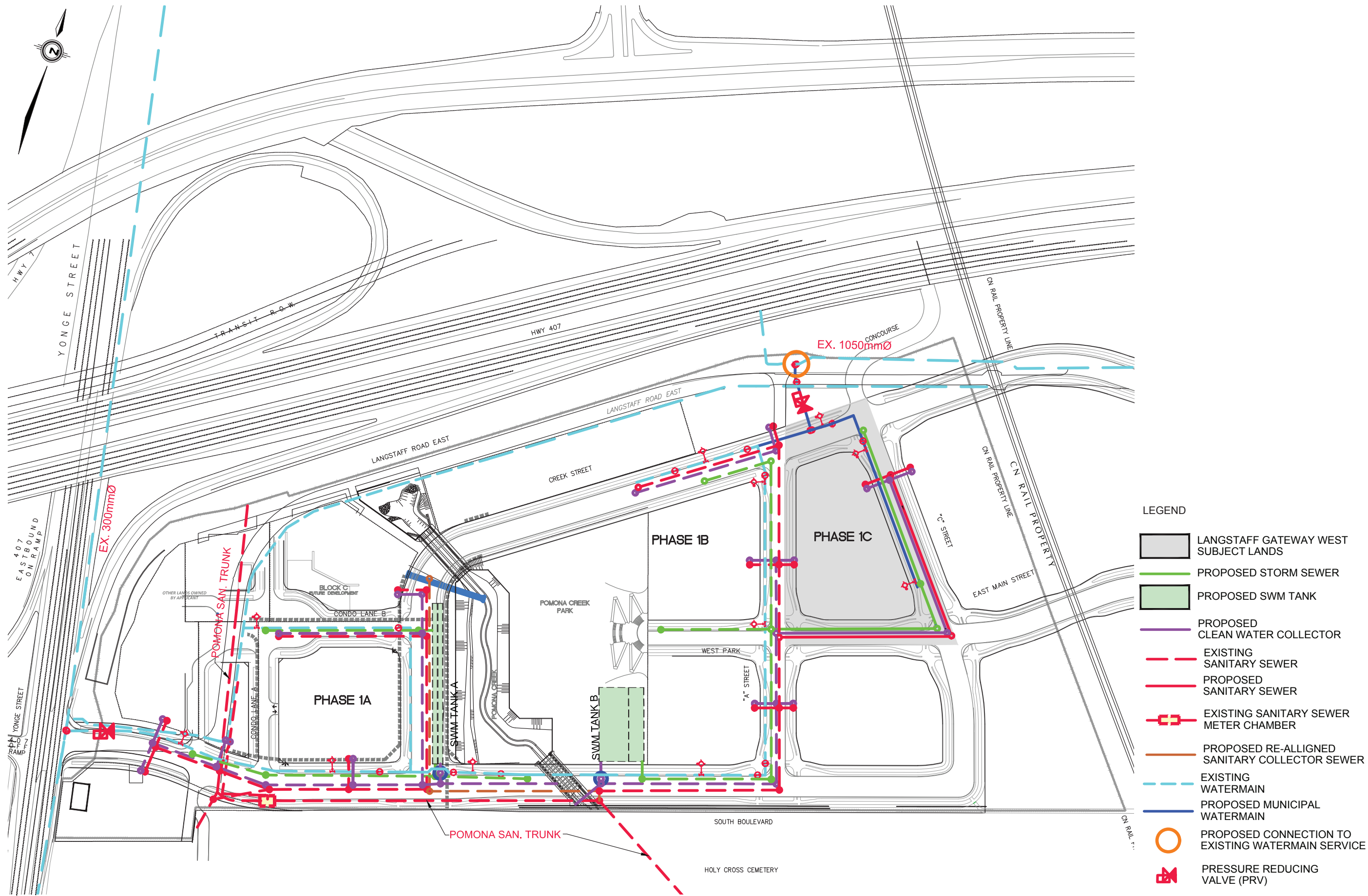
**PROPOSED SERVICING PLAN
PHASE 1A**

Figure 9
Langstaff Gateway - West Precinct | City of Markham, ON



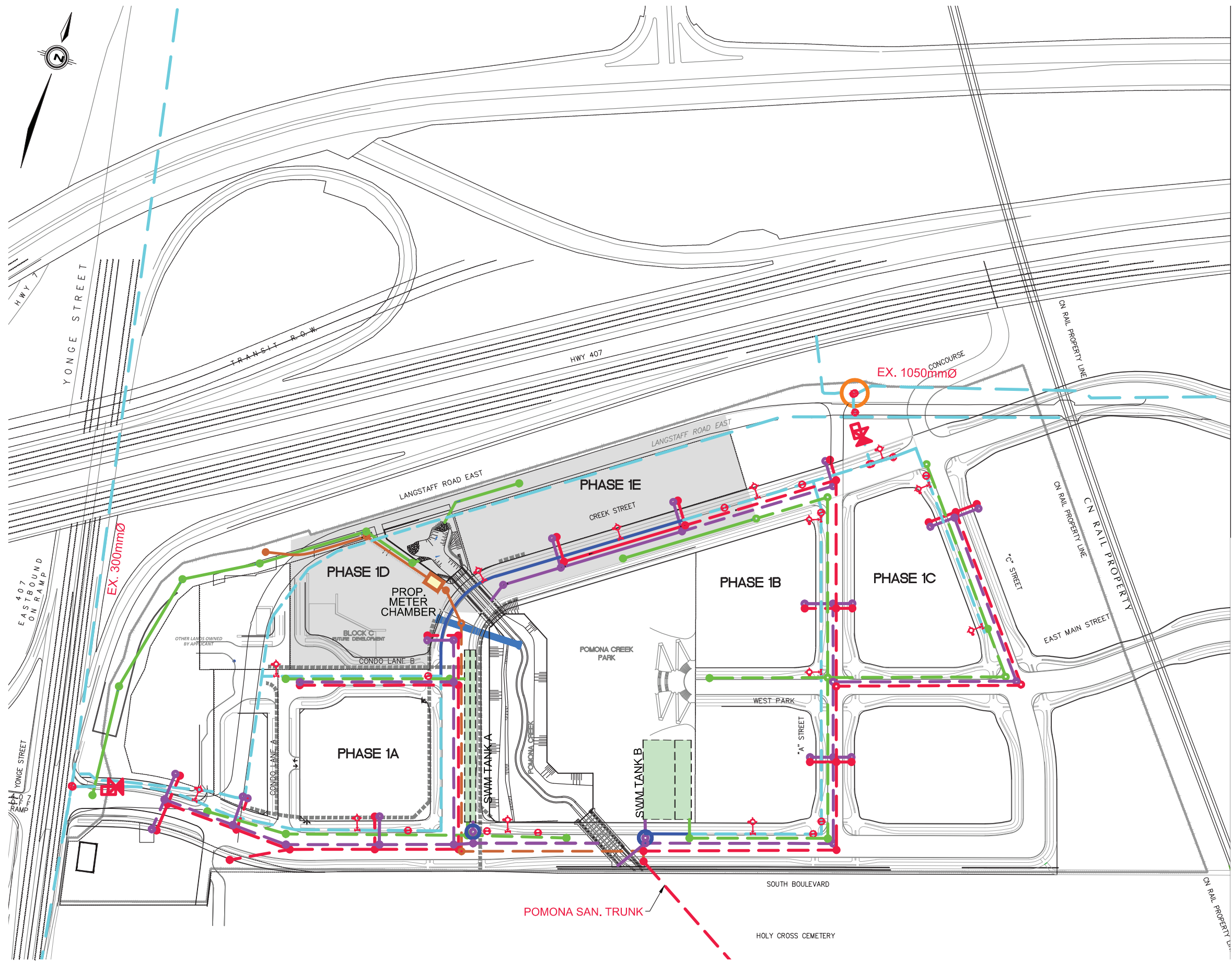
**PROPOSED SERVICING PLAN
PHASE 1B**

Figure 10
Langstaff Gateway - West Precinct | City of Markham, ON



**PROPOSED SERVICING PLAN
PHASE 1C**

Figure 11
Langstaff Gateway - West Precinct | City of Markham, ON



- LEGEND
- LANGSTAFF GATEWAY WEST SUBJECT LANDS
 - PROPOSED STORM SEWER
 - PROPOSED SWM TANK
 - PROPOSED CLEAN WATER COLLECTOR
 - EXISTING SANITARY SEWER
 - PROPOSED SANITARY SEWER
 - EXISTING SANITARY SEWER METER CHAMBER
 - PROPOSED RE-ALLIGNED SANITARY COLLECTOR SEWER
 - EXISTING WATERMAIN
 - PROPOSED MUNICIPAL WATERMAIN
 - PROPOSED CONNECTION TO EXISTING WATERMAIN SERVICE
 - PRESSURE REDUCING VALVE (PRV)

PROPOSED SERVICING PLAN
PHASE 2

Figure 12
Langstaff Gateway - West Precinct | City of Markham, ON