



LANGSTAFF GATEWAY

WEST PRECINCT PLAN
UPDATE
Condor Properties Ltd.
January 2020

Walker Nott Dragicevic Associates Ltd.

90 Eglinton Avenue East
Suite 970
Toronto, ON
M4P 2Y3

Planning and Urban Design

Walker, Nott, Dragicevic Associates Limited

90 Eglinton Avenue East, Suite 970
Toronto ON, M4P 2Y3

Architecture and Urban Design

IBI GROUP

55 St. Clair Avenue West, 7th Floor
Toronto ON, M4V 2Y7

Engineering

Schaeffers

6 Ronrose Dr
Concord, Ontario
L4K 4R3

Transportation

WSP

100 Commerce Valley Drive West
Thornhill, ON L3T 0A1

Landowner

Condor Properties Ltd

1500 Highway 7
Concord, Ontario L4K 5Y4

Precinct Plan Index

1 Introduction5

1.1 Sub-phase 1A Development.....5

1.2 History of Langstaff Gateway2

1.3 Purpose of the West Precinct Plan3

1.4 Area Context3

1.5 Policy Context4

1.6 Current Applications4

2 Vision for Langstaff Gateway5

2.1 Complete Communities5

2.2 Design Principles5

3 Urban Structure6

3.1 Sub-Phase 1A Land Use Update6

3.2 Transportation Network3

3.3 Pedestrian Access & Circulation.....4

3.4 Bicycle Circulation4

3.5 Public Transportation.....5

3.6 Vehicular Parking7

3.7 Building Service Access Areas8

4 Built Form.....8

4.1 Density8

4.2 Height.....8

4.3 Streetscape & Public Realm9

4.4 Housing Mix9

4.5 School Facilities10

Langstaff Gateway – Sub-phase 1A

January 2020 Precinct Plan Update

4.6	Temporary Fire Station	11
4.7	District and Community Energy	11
4.8	Heritage Preservation & Integration.....	11
5	Public Parkland & Open Space	12
6	Conclusion	13

Figures

Figure 1	Langstaff Gateway Secondary Plan West Precinct Area (existing aerial)	5
Figure 2	Sub-phase 1A in the context of Land Use & Built Form Master Plan - Conceptual Massing	2
Figure 3	Official Plan Amendment No. 183 - Schedule BB Community Structure	3
Figure 4	Langstaff Gateway Secondary Plan - Schedule II - Development Phasing and Precinct Plan	4
Figure 5	Proposed Sub-phase 1A West Precinct Plan - Context Plan in accordance with Section 11.3.1(c)	7
Figure 6	City of Kitchener Public Library with open-concept community study space integrated with a café at-grade (Image Source: City of Kitchener)	2
Figure 7	Co-working space example (Image Source: blogTO)	2
Figure 8	Ground Floor Retail is provided where it is required by the Secondary	3
Figure 9	Proposed Transportation Network and ROW Widths for the Western portion of the Precinct (ultimate condition).	4
Figure 10	Typical bike-share pick-up and drop-off point	5
Figure 11	Toronto Transit Commission Line 1 Subway Car	6
Figure 12	Creative Screening of Parking Area with Active-Uses (Chattanooga, TN)	8
Figure 13	Boulevard Landscaping Providing Bicycle Lane Separation from Vehicular Traffic	9
Figure 14	Conceptual School Zone in the Context of Secondary Plan Schedule “AA” Land Use	10
Figure 15	Existing condition of the Munshaw House with addition	11
Figure 16	Conceptual Sketch of Proposed Munshaw House Restoration (Source: Appendix B of the Munshaw Homestead Agreement)	11
Figure 17	Conceptual Adventure-Style Playground Equipment	12
Figure 18	Pedestrian-scaled massing and streetscapes with active uses at-grade	13

Tables

Table 1	Summary of Current and Proposed GO Train Service	5
Table 2	Summary of Local Bus Routes and Service.....	6
Table 3	Summary of Revised Parking Rates	7

Attachments

Attachment 1: Sub-phase 1A Block within West Precinct Plan Land Use Plan (Schedule AA)

Langstaff Gateway – Sub-phase 1A January 2020 Precinct Plan Update

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



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

lands
within
the
West

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;

Langstaff Gateway – Sub-phase 1A

January 2020 Precinct Plan Update

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

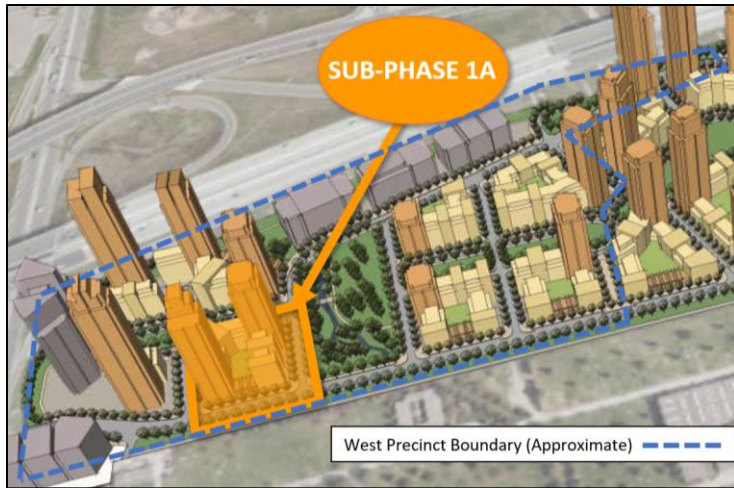


Figure 2 Sub-phase 1A in the context of Land Use & Built Form Master Plan - Conceptual Massing

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.

Langstaff Gateway – Sub-phase 1A

January 2020 Precinct Plan Update

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.

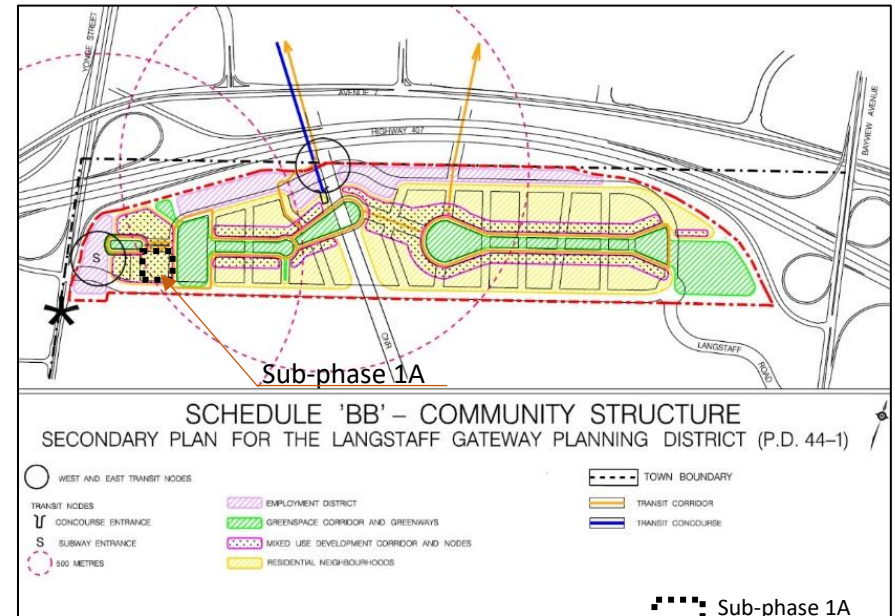


Figure 3 Official Plan Amendment No. 183 - Schedule BB Community Structure

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

Langstaff Gateway – Sub-phase 1A

January 2020 Precinct Plan Update

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.”

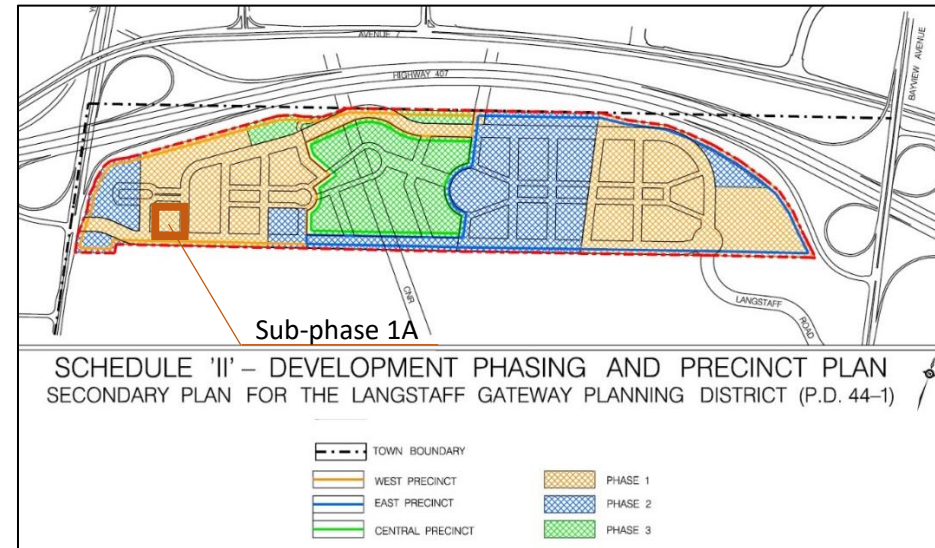


Figure 4 Langstaff Gateway Secondary Plan - Schedule II - Development Phasing and Precinct Plan

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.

Langstaff Gateway – Sub-phase 1A January 2020 Precinct Plan Update

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.

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.

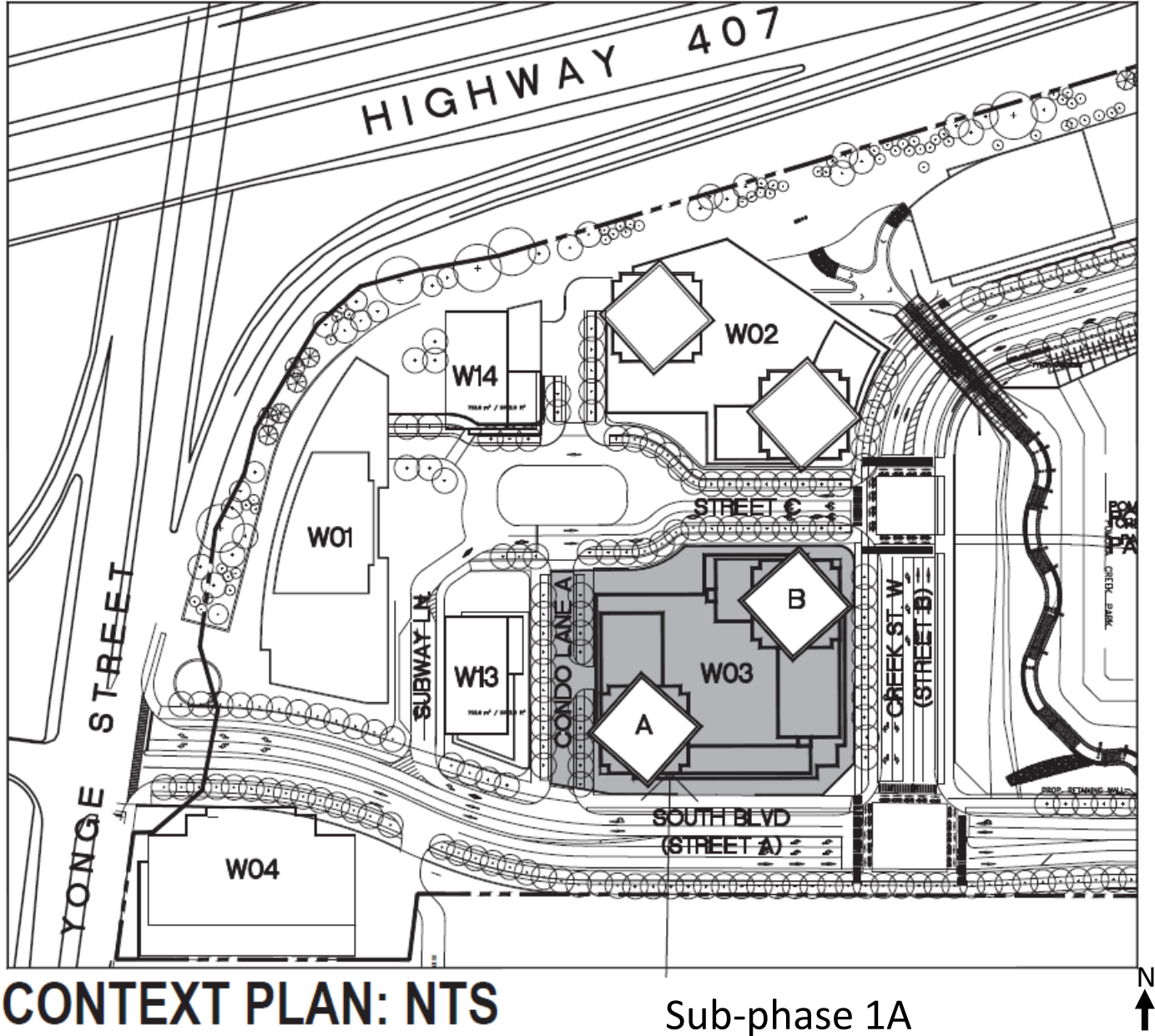


Figure 5 Proposed Sub-phase 1A West Precinct Plan - Context Plan in accordance with Section 11.3.1(c)

Langstaff Gateway – Sub-phase 1A January 2020 Precinct Plan Update

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)

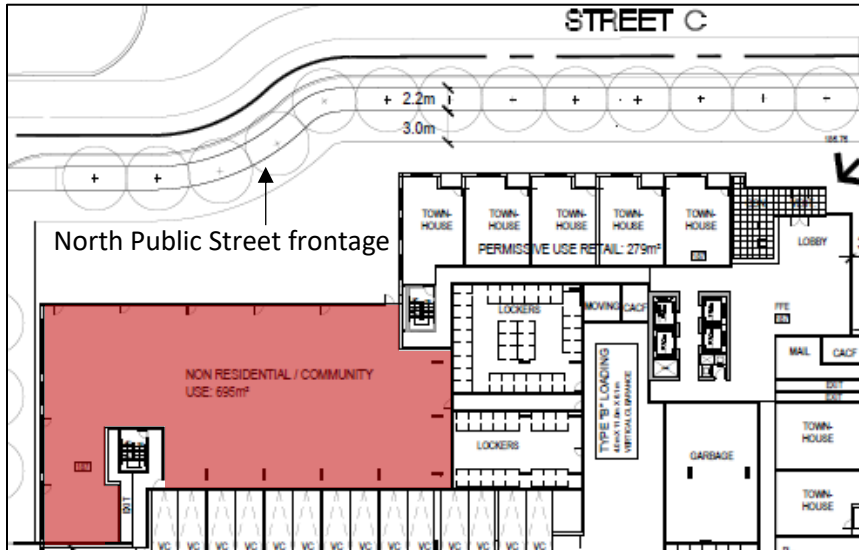


Figure 8 Ground Floor Retail is provided where it is required by the Secondary

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.

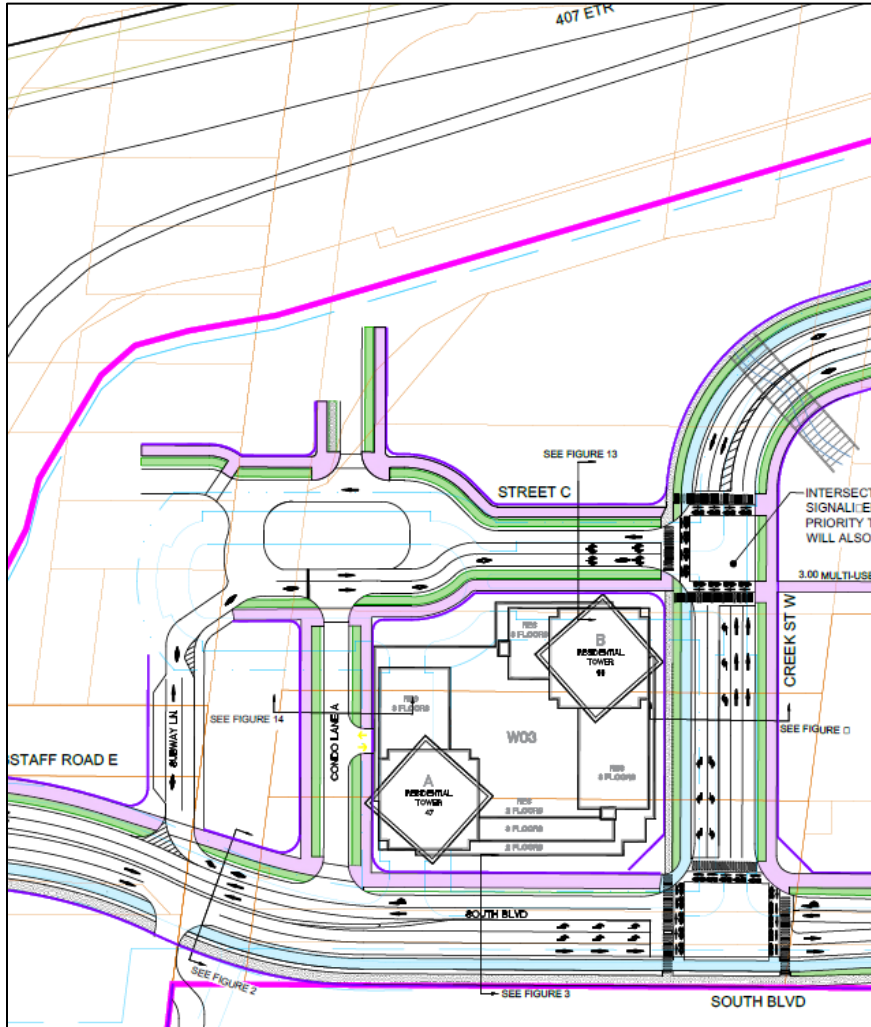


Figure 9 Proposed Transportation Network and ROW Widths for the Western portion of the Precinct (ultimate condition).

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.



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

Langstaff Gateway – Sub-phase 1A

January 2020 Precinct Plan Update

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

Langstaff Gateway – Sub-phase 1A
January 2020 Precinct Plan Update

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

Langstaff Gateway – Sub-phase 1A January 2020 Precinct Plan Update

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

Langstaff Gateway – Sub-phase 1A
January 2020 Precinct Plan Update

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

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” Lane 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.

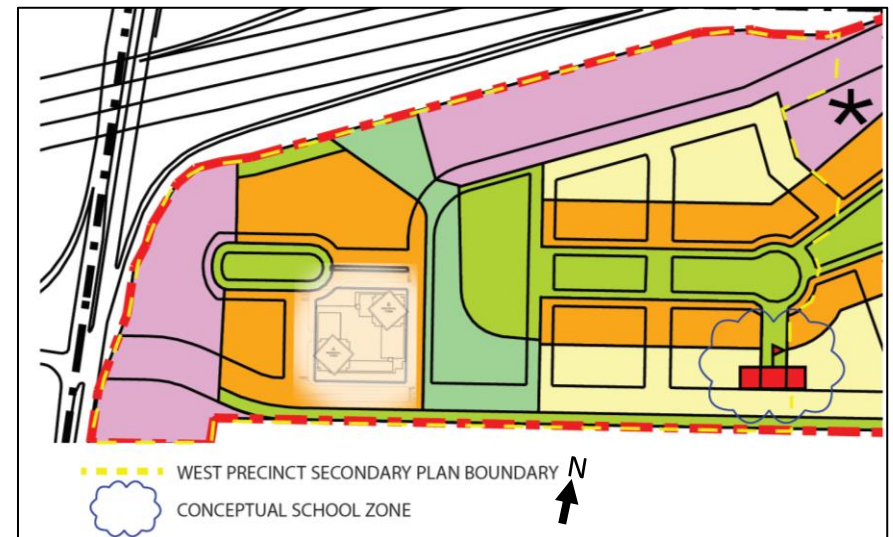


Figure 14 Conceptual School Zone in the Context of Secondary Plan Schedule “AA” Land Use

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)

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.

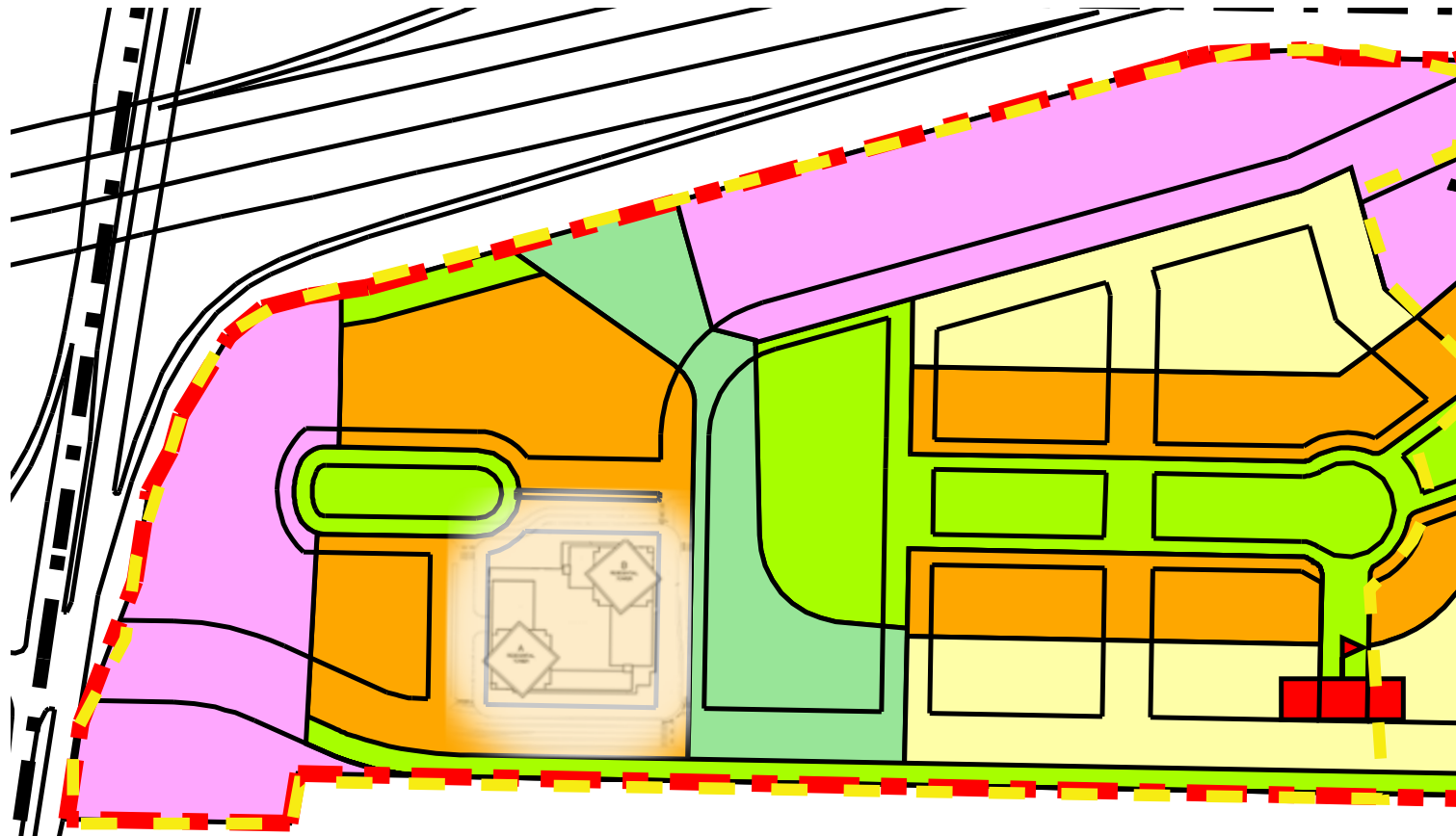
6 Conclusion

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.

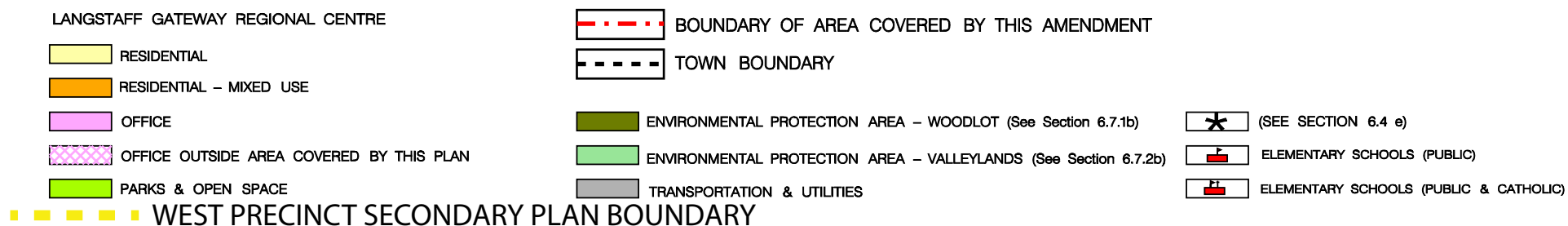


Figure 18 Pedestrian-scaled massing and streetscapes with active uses at-grade

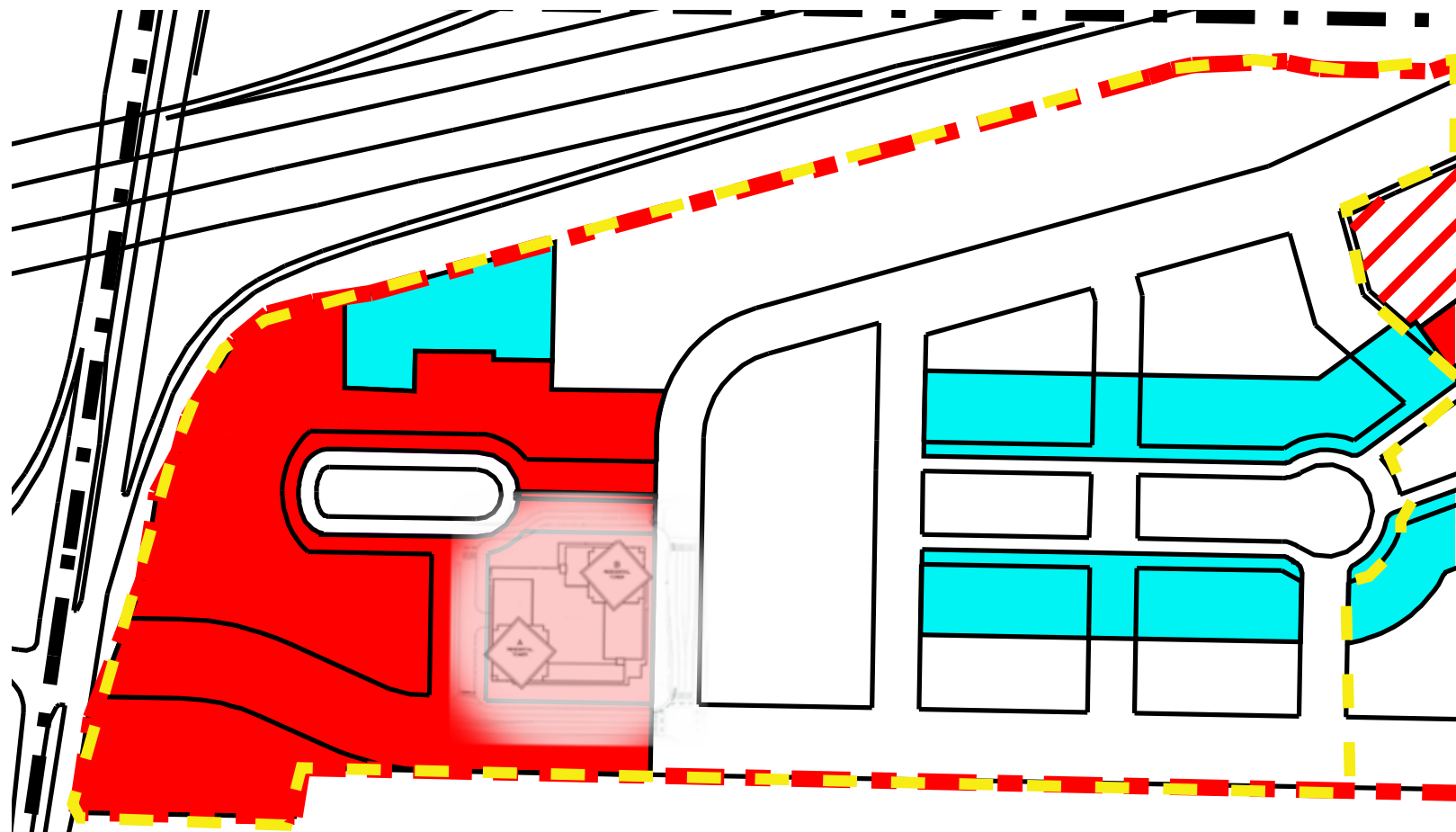


SCHEDULE 'AA' – DETAILED LAND USE PLAN

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

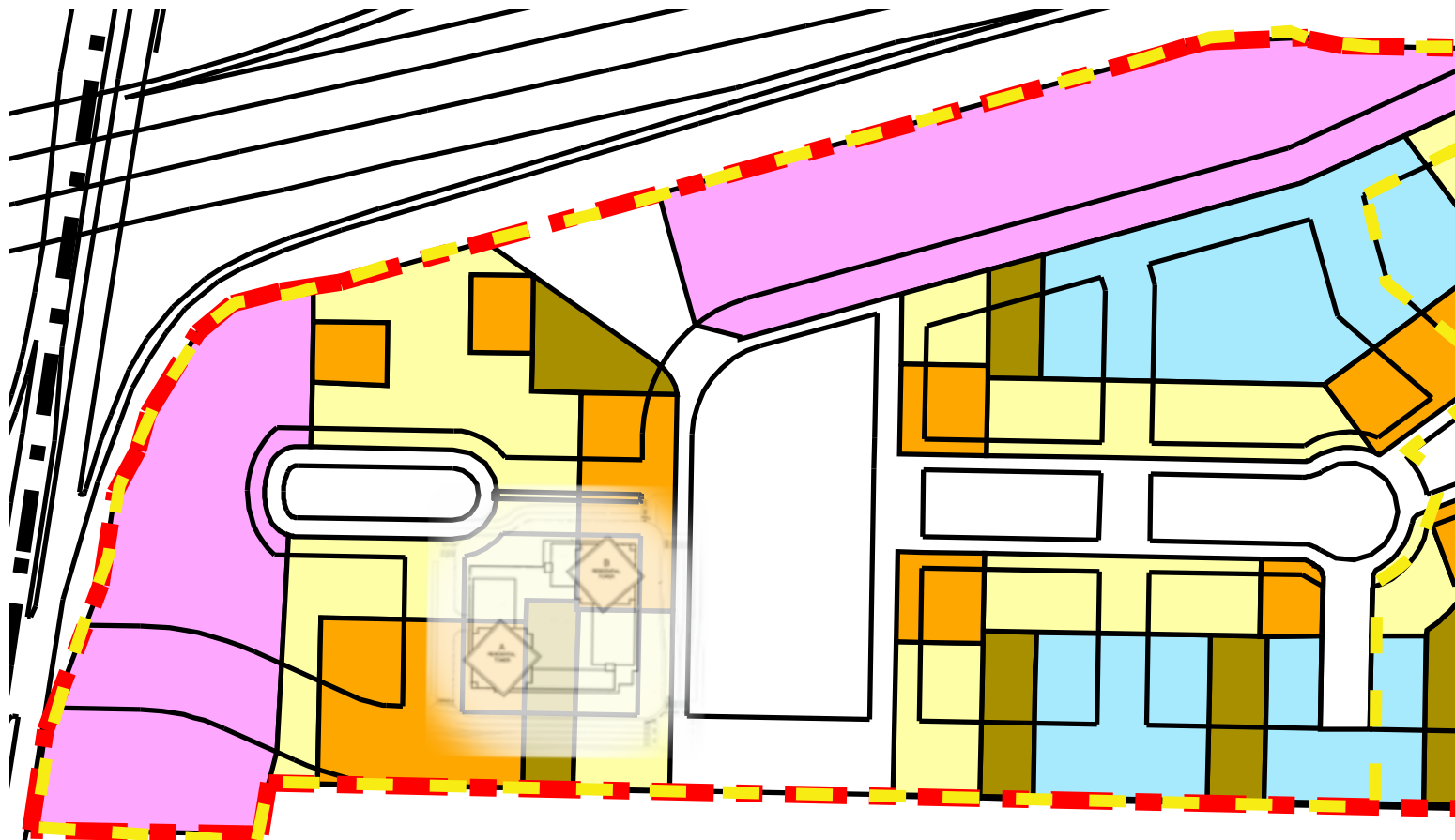
 GROUND FLOOR NON RESIDENTIAL REQUIRED
 (SEE SECTION 6.3d)

 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



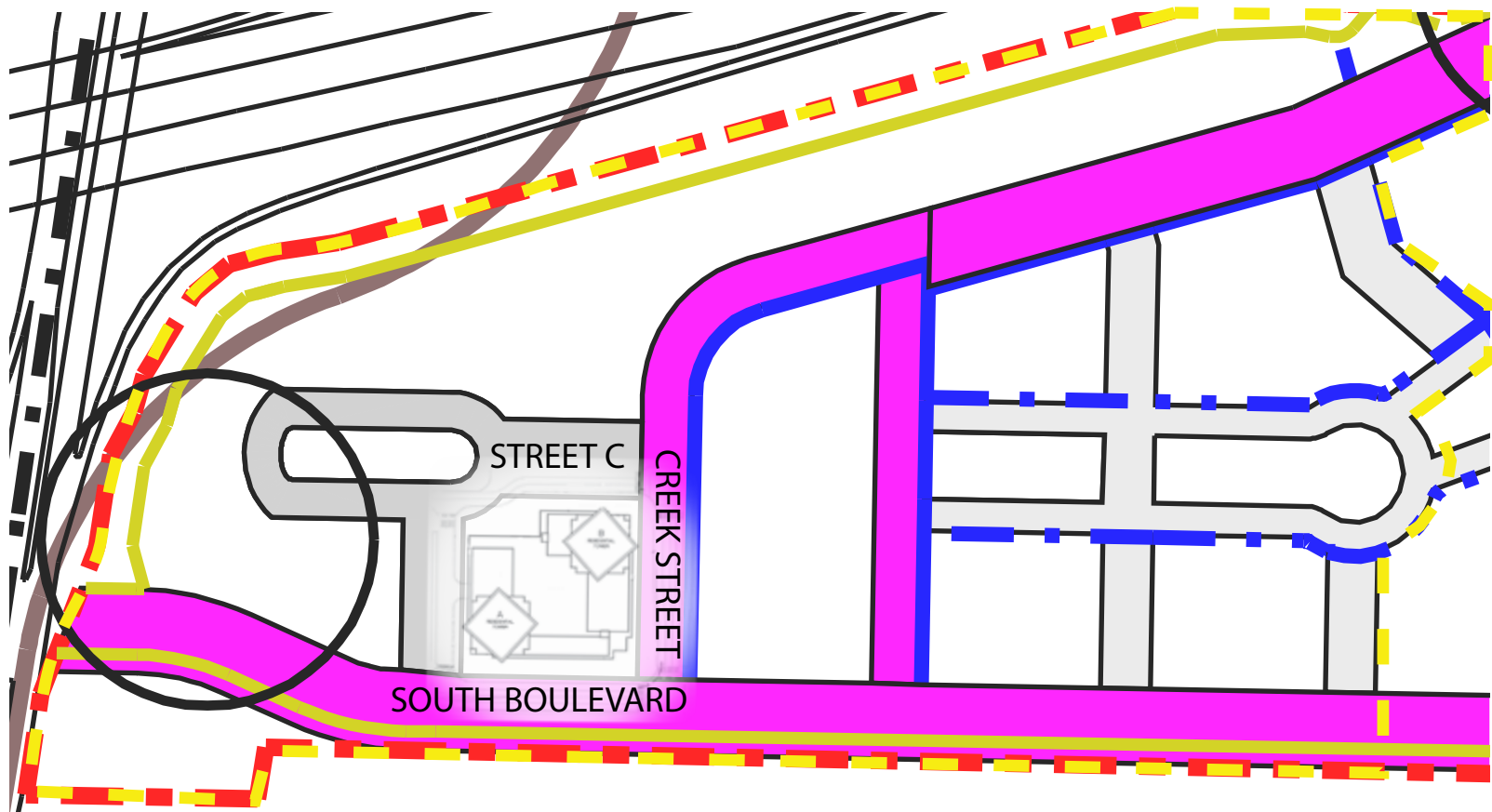
SCHEDULE 'EE' – HEIGHT CONTROL PLAN SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.D. 44-1)

 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

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

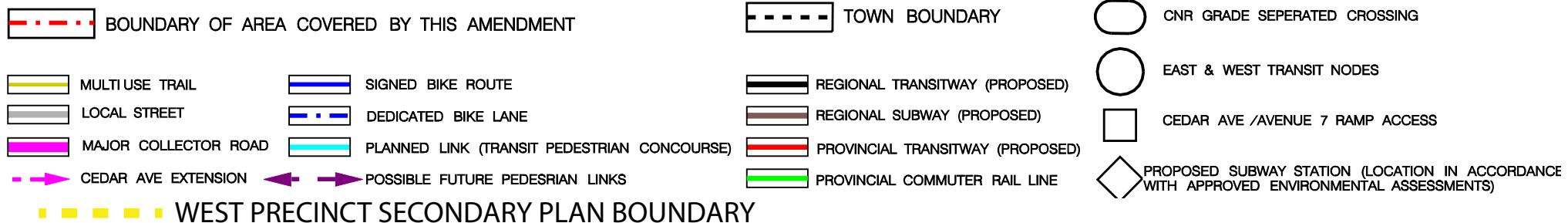
 WEST PRECINCT SECONDARY PLAN BOUNDARY

WND File No. 05.705.01 October 2019



SCHEDULE 'FF' – TRANSPORTATION PLAN

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



WND File No. 05.705.01 October 2019