

**SUBJECT:** PRELIMINARY REPORT  
Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Langstaff Land Holdings Ltd. at 201, 203, 205, and 206 Langstaff Road East and 3, 5, 11, and 17 Essex Avenue to facilitate the development of a high-rise, mixed-use residential and commercial community (Ward 1)  
File No. PLAN 21 103970

**PREPARED BY:** Marty Rokos, MCIP, RPP, ext. 2980, Senior Planner

**REVIEWED BY:** Ron Blake, MCIP, RPP, ext. 2600, Senior Manager, Development

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**RECOMMENDATION:**

1. That the report titled “PRELIMINARY REPORT, Application for Zoning By-law Amendment and Draft Plan of Subdivision, submitted by Langstaff Land Holdings Ltd. at 201, 203, 205, and 206 Langstaff Road East and 3, 5, 11, and 17 Essex Avenue to facilitate the development of a high-rise, mixed-use residential and commercial community (Ward 1)” be received.

**PURPOSE:**

This report provides preliminary information on applications for Zoning By-law Amendment and Draft Plan of Subdivision. This report contains general information regarding applicable Official Plan (OP) or other policies as well as other issues and should not be taken as Staff’s opinion or recommendation on the application.

**Process to date**

The subject applications for Zoning By-law Amendment and Draft Plan of Subdivision were submitted on January 21, 2021 and deemed complete on March 26, 2021. The 120 day period set out in the Planning Act before an applicant can appeal the Official Plan Amendment application to LPAT for a lack of decision will expire on July 24, 2021.

The next steps in the planning process include:

- Thornhill subcommittee meeting;
- Statutory Public Meeting to be held when deemed appropriate;
- Recommendation Report; and
- If supported by the Committee, approval of the draft plan of subdivision and enactment of the proposed zoning by-law.

**BACKGROUND:**

**Site and Area Context**

The Langstaff Gateway community has a total area of approximately 47 ha (116 acres) (See Figures 4 and 5). 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, outdoor storage and auto repair, interspersed with single detached dwellings of varying styles and ages, most of them now containing businesses. There is a 3.12 ha (7.71 acre) environmentally significant woodlot known as the Langstaff Woodlot on the east side of the community near Bayview Avenue. The Pomona Mills Creek valleyland bisects the west side of the community. 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.

Draft plan of subdivision and zoning by-law amendment applications at 5-25 Langstaff Road East to facilitate 50 and 45 storey towers with 1,090 residential units and 1,624 m<sup>2</sup> (17,481 ft<sup>2</sup>) of non-residential space were approved on February 11, 2020 (Condor Properties Ltd., file ZA/SU 18 162178).

The subject lands are comprised of 8 properties located on both sides of the north-south portion of Langstaff Road East and the east side of Essex Avenue (see Figure 1). The subject lands have an area of approximately 3.92 ha (9.69 acres). 201, 203 and 205 Langstaff Road East have a frontage of approximately 99.8 m (327.4 ft) on the west side of Langstaff Road East. 206 Langstaff Road East has a frontage of 52.7 m (172.9 ft) on the east side of Langstaff Road East. 3, 5, 11, and 17 Essex Avenue have a frontage of 121.2 m (397.6 ft) on Essex Avenue (see Figure 7). The lands along Essex Avenue have been cleared of buildings and are currently vacant. The lands on the west side of Langstaff Road and the rear portions of 3 and 5 Essex Avenue are used for vehicle storage. The east side of Langstaff Road includes a utility structure, an area cleared of vegetation, and the Langstaff Woodlot (see Figure 3).

The surrounding land uses are as follows:

North:	Low density employment lands
East:	The woodlot and a mix of low density employment uses and the Highway 407 interchange with Bayview Avenue to the north east
South:	Holy Cross Catholic Cemetery
West:	Essex Avenue and a mix of low density employment uses.

### **Proposal**

The owner proposes to rezone and subdivide the subject lands to create blocks as summarized in Table 1 to facilitate the development of the lands for a residential and commercial community (see Figure 7).

Table 1

Block Number	Land Use	Size (ha)
A	Mixed use residential	2.10
B	Park	0.61
C	Woodlot	0.36
	South Boulevard	0.71
E,F	Langstaff Road widening	0.10
G	Essex Avenue widening	0.01
H	0.3 m reserve	0.01
D	Reserve block (future road)	0.02
<b>Total</b>		<b>3.92</b>

A conceptual site plan has been submitted to demonstrate how the site will develop with future site plan applications (see Figure 8). The owner is proposing to develop a residential and commercial community with six buildings, 1,668 apartment units, 1,891 m<sup>2</sup> (20,355 ft<sup>2</sup>) of non-residential gross floor area (GFA), 1,976 parking spaces, and an overall floor space index (FSI) of 6.2. The site is proposed to be developed in three stages starting from from Langstaff Road westwards:

Stage A: 49 and 11 storey buildings with 736 units and 885 m<sup>2</sup> (9,526 ft<sup>2</sup>) of retail

Stage B: 41 and 7 storey buildings with 548 units and 365 m<sup>2</sup> (3,929 ft<sup>2</sup>) of retail

Stage C: 12 and 7 storey buildings with 384 units and 641 m<sup>2</sup> (6,900 ft<sup>2</sup>) of retail

South Boulevard is proposed as a 27 m right of way along the south property line abutting the Holy Cross Catholic Cemetery. The development site is proposed to be bisected by a north-south private road identified as “Driveway B” on the concept plan, but proposed to function as a public road. This is to enable a single shared underground parking garage which also provides indoor pedestrian connections between all six buildings. Stages A and B are proposed east of Driveway B and Stage C is proposed to the west. Retail units are proposed on the ground floor along the north property line facing a future east-west local road and linear park (see Figures 4 and 5). A public park is proposed on the east side of Langstaff Road next to the Langstaff Woodlot.

### **Provincial and Regional Policy Framework**

#### Provincial and Regional Policy Conformity

This proposal must be consistent with the Regional Official Plan, Provincial Policy Statement 2020, and conform to the Growth Plan for the Greater Golden Horseshoe, 2019, and the Planning Act. The applications will be evaluated against this Policy Framework during processing.

#### **Official Plan 2014**

The subject lands are designated “Residential High Rise”, “Mixed Use High Rise”, and “Greenway” in the 2014 Official Plan (as partially approved on November 24, 2017 and further updated on April 9, 2018).

The Official Plan states that the Langstaff Gateway Secondary Plan (OPA 183) shall be revised to conform to the designations and policies of the 2014 Official Plan, and that major

changes in land use are not contemplated. Until a revised secondary plan is approved, the provisions of the 1987 Official Plan and OPA 183 shall apply to the subject lands.

**Langstaff Gateway Land Use and Built Form Master Plan**

On December 14, 2009, Markham Council endorsed the Langstaff Gateway Land Use and Built Form Master Plan (the Master Plan). The Master Plan includes the vision and principles for the development of the area, and laid out the road pattern, transportation system, building locations, density, land uses, and parks and open space system (see Figure 4). This led to the development of the Langstaff Gateway Secondary Plan (OPA 183).

**Langstaff Gateway Secondary Plan (OPA 183)**

Council adopted OPA 183 on June 8, 2010. The subject lands are designated “Residential – Mixed Use”, “Residential”, “Parks & Open Space”, and “Environmental Protection Area – Woodlot” in OPA 183 (see Figure 5). The “Residential” designation provides for townhouses, apartments, and other multiple dwelling forms. Civic uses such as schools, libraries, and places of worship are may also be permitted. The “Residential – Mixed Use” designation provides for apartments and other multiple dwelling forms above the ground floor and civic uses, retail, personal service, office, and other non-residential uses on the ground floor.

OPA 183 details the urban structure, design, land use, and development frameworks established in the Langstaff Gateway Land Use and Built Form Master Plan. It establishes 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. This Gateway is intended to be a complete, pedestrian and transit oriented community having a full range of uses and served by the proposed Yonge North Subway Extension, GO Transit, and York Region Transit.

Development of the Langstaff Gateway community is divided into three phases by OPA 183. The first phase is to include up to 5,000 residential units and at least 21,600 m<sup>2</sup> of retail and service floor space, 6,100 m<sup>2</sup> of civic uses, 33,600 m<sup>2</sup> of office space, and 4.83 hectares of parks and open space. In addition, the Yonge North Subway Extension must be complete and open before Phase 2 begins. The subject development would be part of the first phase.

The “Parks and Open Space” designation forms a linear park corridor that forms the “spine” of the Langstaff community, and is located adjacent to the subject lands to the north. The proposed park on the east side of Langstaff Road also falls within this designation. The “Environmental Protection Area – Woodlot” designation applies to the Langstaff Woodlot, which is to remain in a natural state. Public use of the woodlot and parkland credit of the proposed park are to be determined through the completion of a Woodlot Management Plan, to the satisfaction of the City. A Woodlot Management Plan has been submitted with the subject Zoning By-law Amendment and Draft Plan of Subdivision application.

## Zoning

The subject lands are zoned “Rural Industrial Holding ((H) R.Ind) Zone” and “Residential (RI) Zone” under By-law 2551, as amended (see Figure 2). The (H) R.Ind and RI Zones do not permit the proposed development concept.

The owner proposes to rezone the subject lands to a site specific “Community Amenity Four (CA4) Exception Zone” and “Open Space One (OS1) Zone” of By-Law 177-96. The proposed CA4 Exception Zone includes uses that differ from the parent CA4 Zone as summarized in Table 2.

Table 2

Zone Standard	Proposed CA4 Exception Zone
Additional uses	Apartment dwellings Multiple dwellings Home occupations Home child care Museums Places of amusement Places of entertainment Recreational establishments
Parent CA4 Zone uses not permitted in proposed by-law	Commercial and municipal parking lots Hotels

The owner is proposing several revisions to the development standards, including minimum GFA for non-residential uses, maximum GFA for a retail or supermarket premises, tower separation, building height, amenity space, landscaped open space, and parking. Additional revisions to development standards may arise following a detailed review of the applications.

## OPTIONS/ DISCUSSION:

The applications have been circulated to internal staff and external agencies and is under review. Staff are holding regular meetings with the owner to discuss details about the application and keep the review process moving forward. The following is a brief summary of the matters raised to date. These matters, and others identified through the circulation and detailed review of the proposal, will be addressed in a final report to the Committee:

1. Comments regarding the transportation network, including the width of the South Boulevard and whether “Driveway B” should be a private or public road are currently being reviewed by Staff;
2. Provision of affordable housing;
3. Resolve any issues resulting from the review of conceptual site plan as well as technical studies including, but not limited to, the Planning Justification Report, Retail Needs Study, Woodland Management Plan, Hydrogeological Report, Functional Servicing Report, Stormwater Management Report, Community Services & Facilities Study, Natural Heritage Evaluation, and Downstream Servicing Capacity Assessment Report; and

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4. Confirm any outstanding financial obligations, including but not limited to parkland dedication, Section 37, and development charges.

**FINANCIAL CONSIDERATIONS:**

Not applicable.

**HUMAN RESOURCES CONSIDERATIONS:**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are to be evaluated in the context of growth management, environmental, and strategic priorities of Council.

**BUSINESS UNITS CONSULTED AND AFFECTED:**

The applications have been circulated to various City departments and external agencies and are currently under review.

**RECOMMENDED BY:**

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Ron Blake, M.C.I.P., R.P.P.  
Senior Development Manager,  
Planning and Urban Design

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Biju Karumanchery, M.C.I.P., R.P.P.  
Acting Commissioner of Development  
Services

**ATTACHMENTS:**

Figure 1 – 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 Gateway Secondary Plan Land Use  
Figure 6 – Langstaff Gateway Secondary Plan Development Phasing and Precinct Plan  
Figure 7 – Proposed Draft Plan of Subdivision  
Figure 8 – Conceptual Site Plan  
Figure 9 – Precinct and Phasing Plan Requirements

**AGENT:**

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