



# **Staff Presentation – Provincial Bridge Station Transit Oriented Community Proposal**

**Special Development Services Committee**

**January 18, 2022**



# Agenda

- Overview of Provincial Transit Oriented Community (TOC) Program
- Bridge and High Tech Station TOC Proposals
- Relationship to Langstaff Secondary Plan
- Staff Preliminary Comments
- Timing and Next Steps

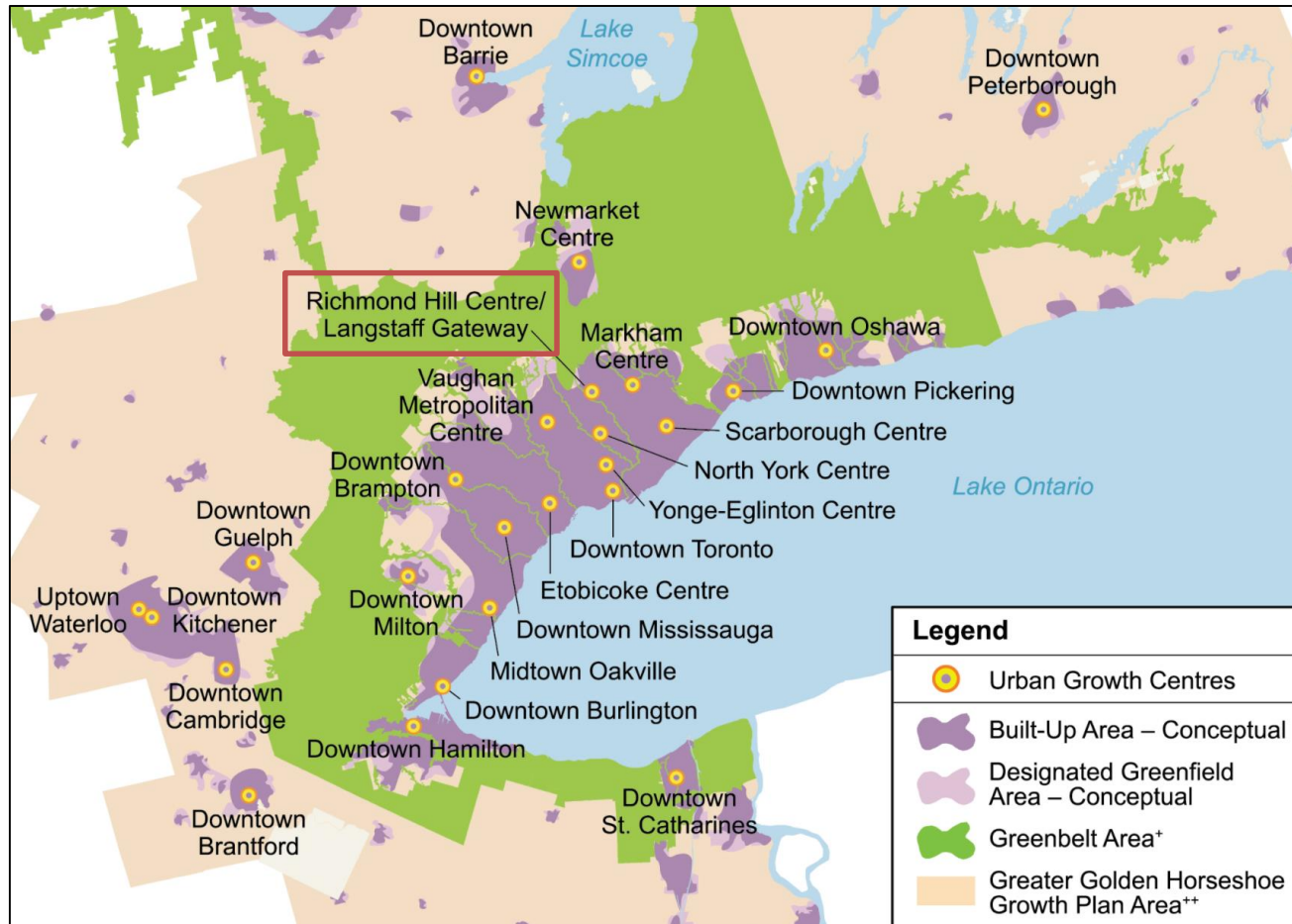


## Provincial TOC Program

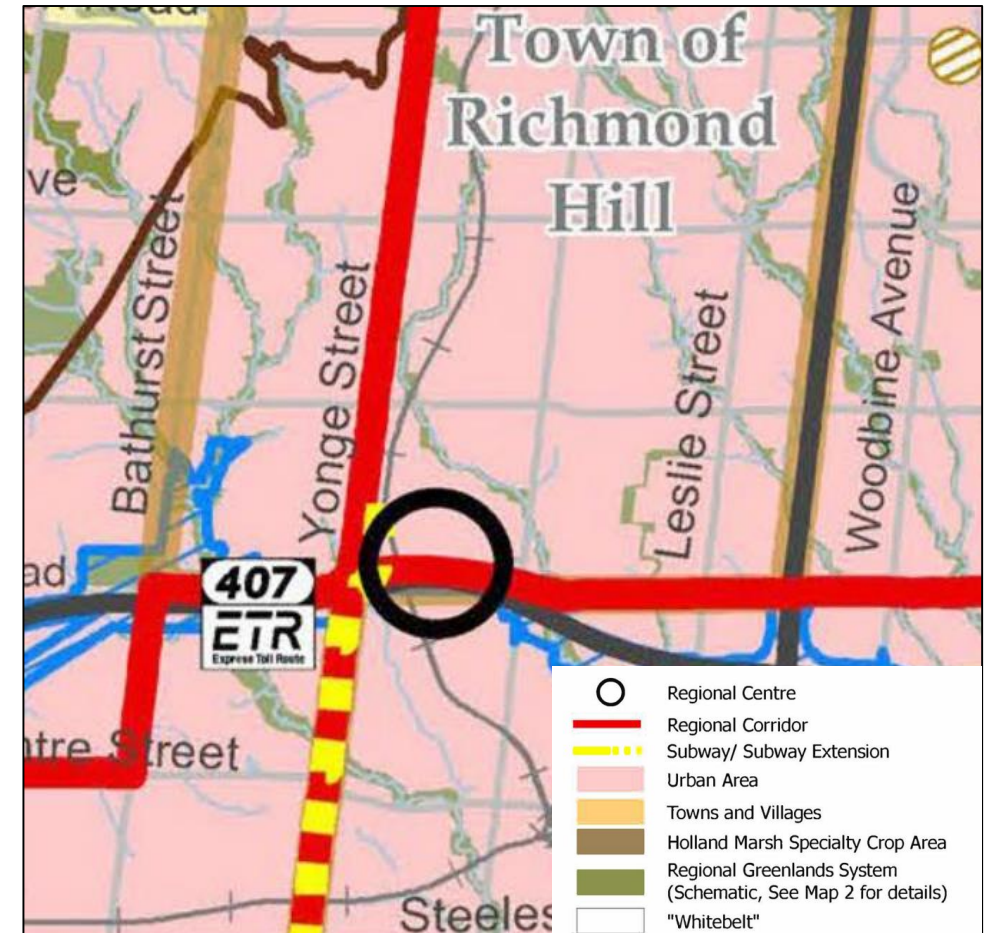
- TOCs are part of the Province's plan to build new communities integrated with transit
- Seeks to bring more jobs and housing to be developed in conjunction with transit station areas through negotiating agreements with developers to help pay for subway infrastructure in exchange for development rights
- Province announced Bridge Station (Markham Langstaff Gateway) and High Tech (Richmond Hill Centre) TOCs in September 2021
  - Provincial virtual open houses on Bridge Station and High Tech TOCs held in December 2021
- Province requires 'zoning certainty' by March 2022 and provincial tools such as a Minister Zoning Order and other site specific agreements increasingly look like a possibility



## Policy Context



Growth Plan: Urban Growth Centres Schedule



York Region Official Plan: Regional Structure Map



## YNSE TOC Proposals

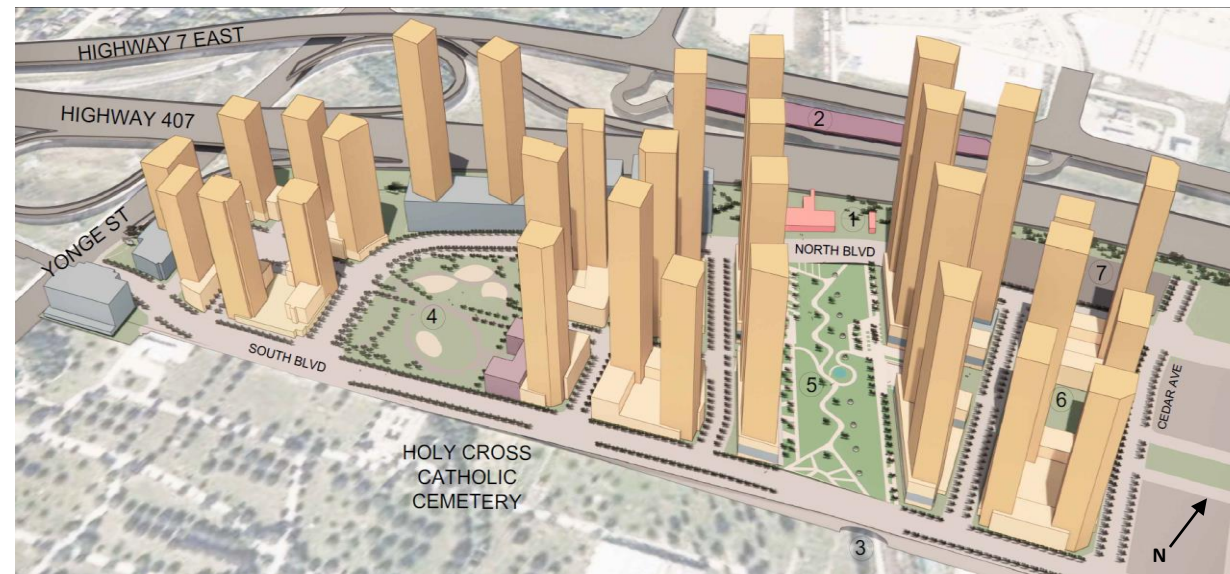


### High Tech Station TOC Proposal

- 20.1 Hectares
- 35,335 to 36,743 People\*
- 9,565 to 12,612 Jobs
- 2,303 to 2,385 People + Jobs/Hectare
- 20,307 to 21,116 Units

\*Population at 1.74 persons per unit

\*\*Population at 2.13 persons per unit

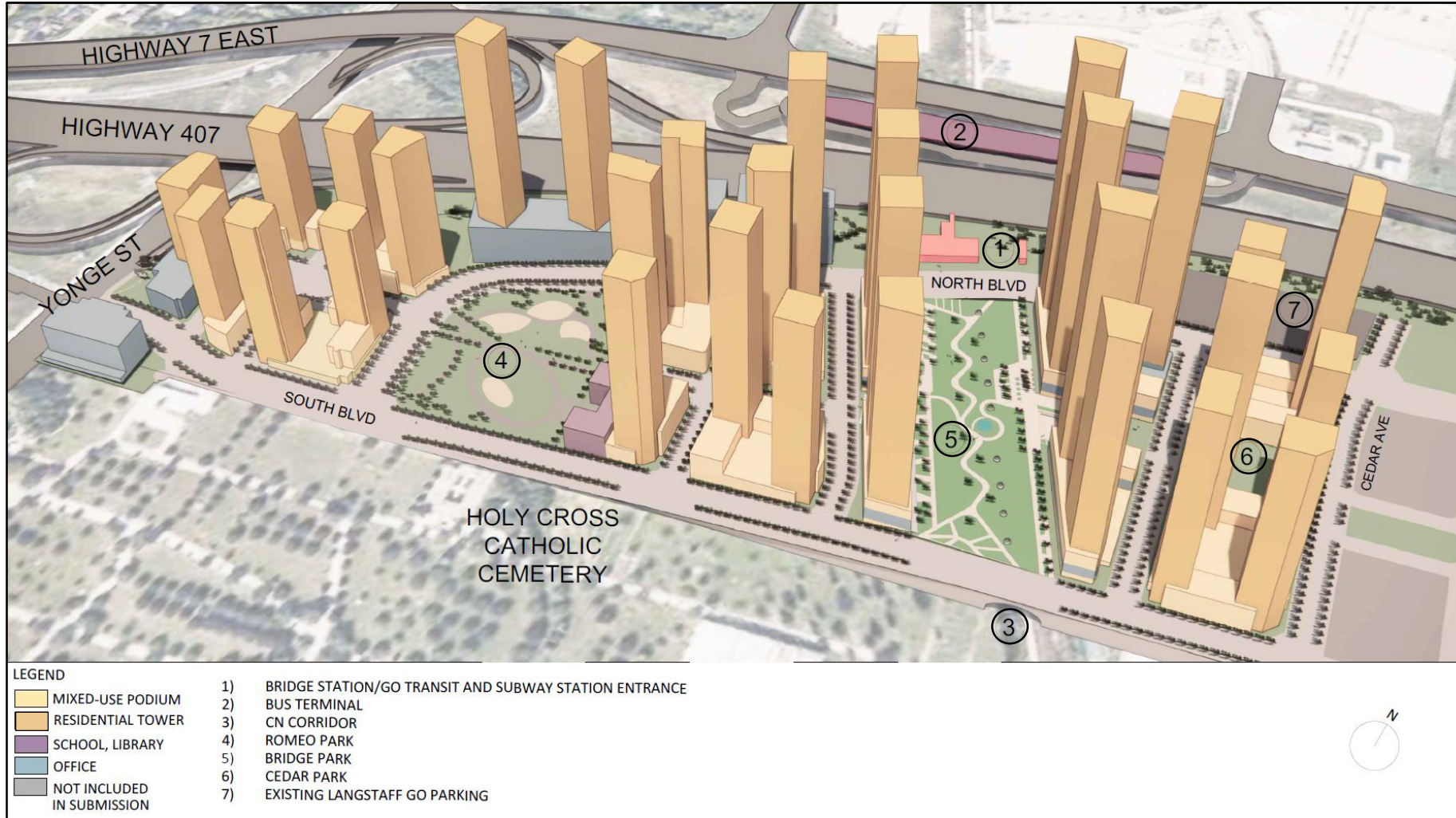


### Bridge Station TOC Proposal

- 25.4 Hectares
- 34,304 to 35,653 People\*
- **41,993 to 43,644 People\*\***
- 9,405 to 12,322 Jobs
- 1,774 to 1,836 People + Jobs/Hectare
- 19,715 to 20,490 Units

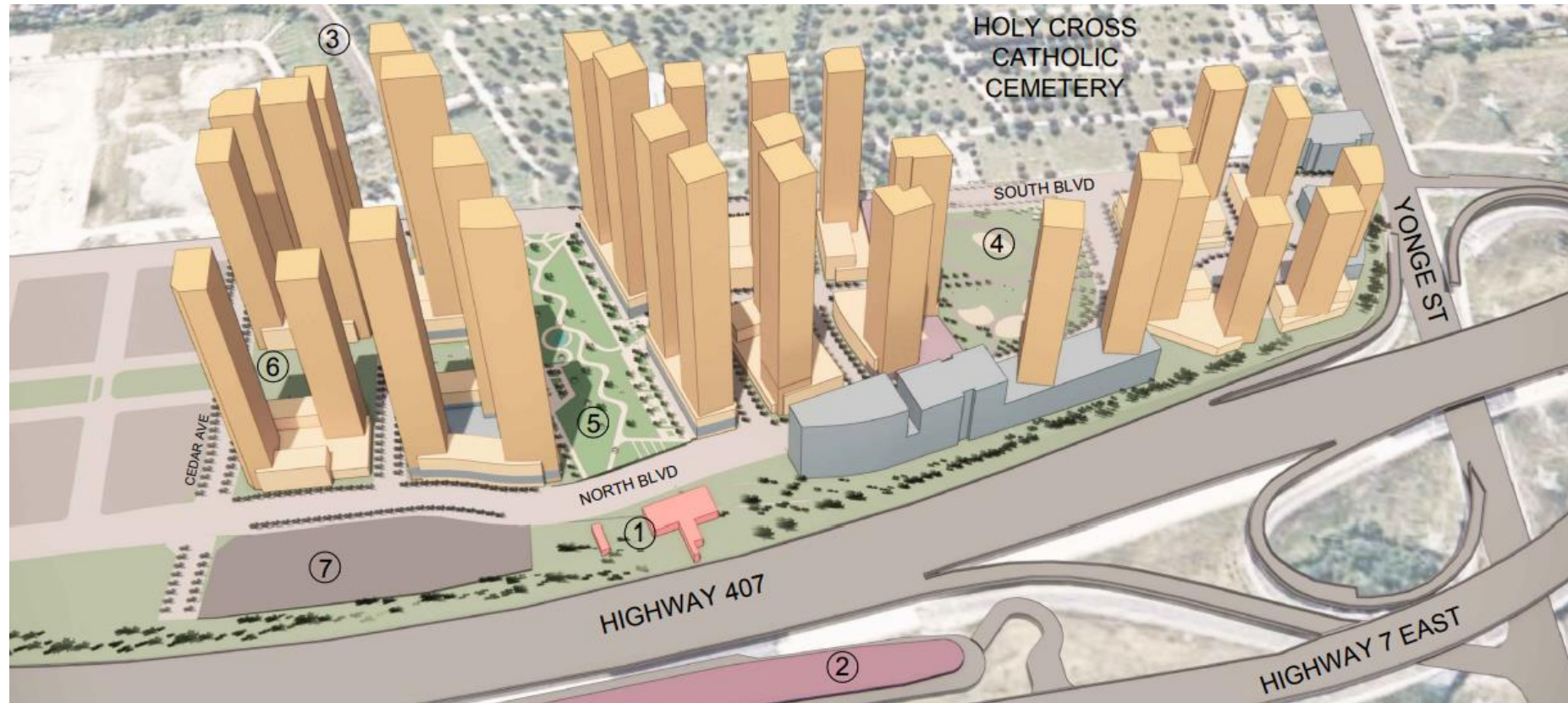


# Bridge Station TOC Proposal – Looking North





# Bridge Station TOC Proposal – Looking South



## LEGEND

- MIXED-USE PODIUM
- RESIDENTIAL TOWER
- SCHOOL, LIBRARY
- OFFICE
- NOT INCLUDED IN SUBMISSION

- 1) BRIDGE STATION/GO TRANSIT AND SUBWAY STATION ENTRANCE
- 2) BUS TERMINAL
- 3) CN CORRIDOR
- 4) ROMEO PARK
- 5) BRIDGE PARK
- 6) CEDAR PARK
- 7) EXISTING LANGSTAFF GO PARKING

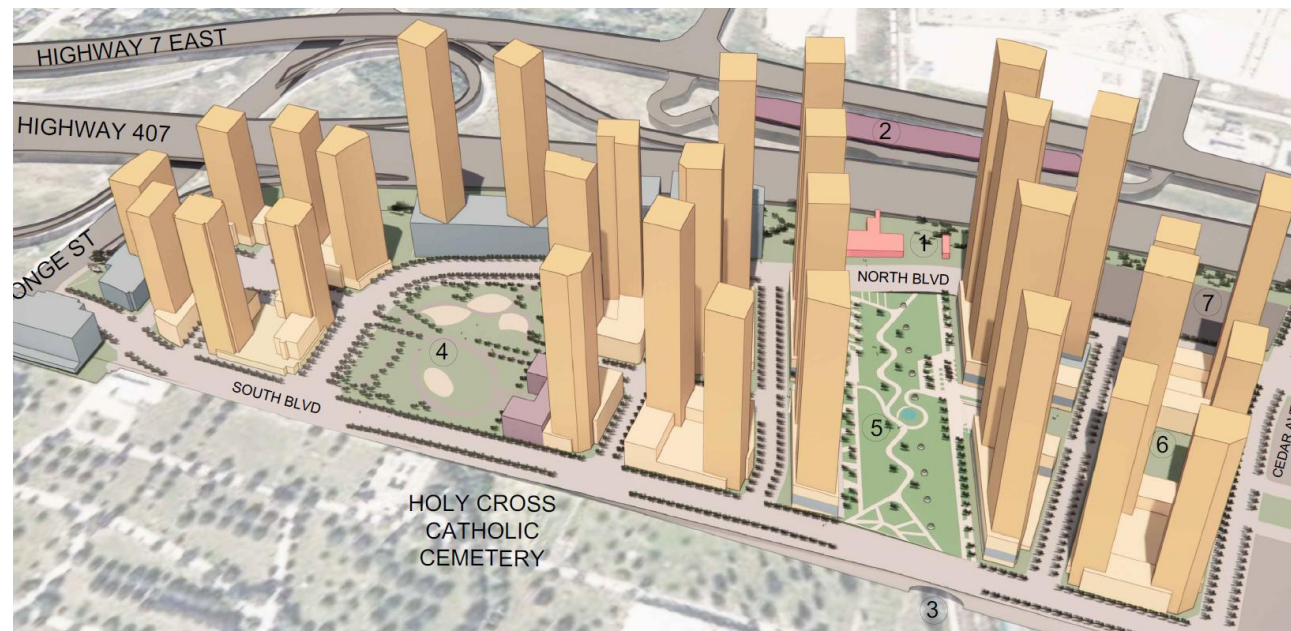




# Markham Langstaff Gateway Secondary Plan and Bridge Station TOC Proposal



**Markham Langstaff Gateway  
Secondary Plan**



**Bridge Station TOC Proposal**



# Markham Langstaff Gateway vs TOC Proposal

	Markham Langstaff Gateway Master Plan (West side)	Bridge Station TOC Proposal
Site area (ha)	25.4	25.4
Population	22,259 @ 2.13 persons per unit	34,304-35,653 @1.74 persons per unit <b>41,993-43,644 @ 2.13 persons per unit</b>
Jobs	10,615-19,181	9,405-12,322
People & jobs per ha	1,294-1,631 @ 2.13 persons per unit	1,774-1,836 @1.74 persons per unit <b>2,089-2,138 @ 2.13 persons per unit</b>
Housing Units	10,450	19,715- 20,490
Building Height	3-50 storeys	5-80 storeys Includes 24 towers (50+ storeys)
Floor Space Index	5.4-15.9	3.4-25.7
Parks	3.03 ha (~36% encumbered)	5.04 ha (~62% encumbered)
Civic Uses	1 school 1 library + 1 community centre	1 school 1 library/community centre



# Staff Preliminary Comments

## Planning and Urban Design

- Misalignment with Langstaff Gateway Secondary Plan vision to create a complete and sustainable community:
  - Need more jobs (closer to 1 job per 2 residents)
  - Need further justification for proposed heights and density
  - Insufficient park space for proposed population and uncertainty regarding proposed rail deck park (Bridge Park)
  - Insufficient provision of schools and other public service facilities (e.g. community centre)
  - Need confirmation on amount of affordable housing (35% in Secondary Plan)



# Staff Preliminary Comments

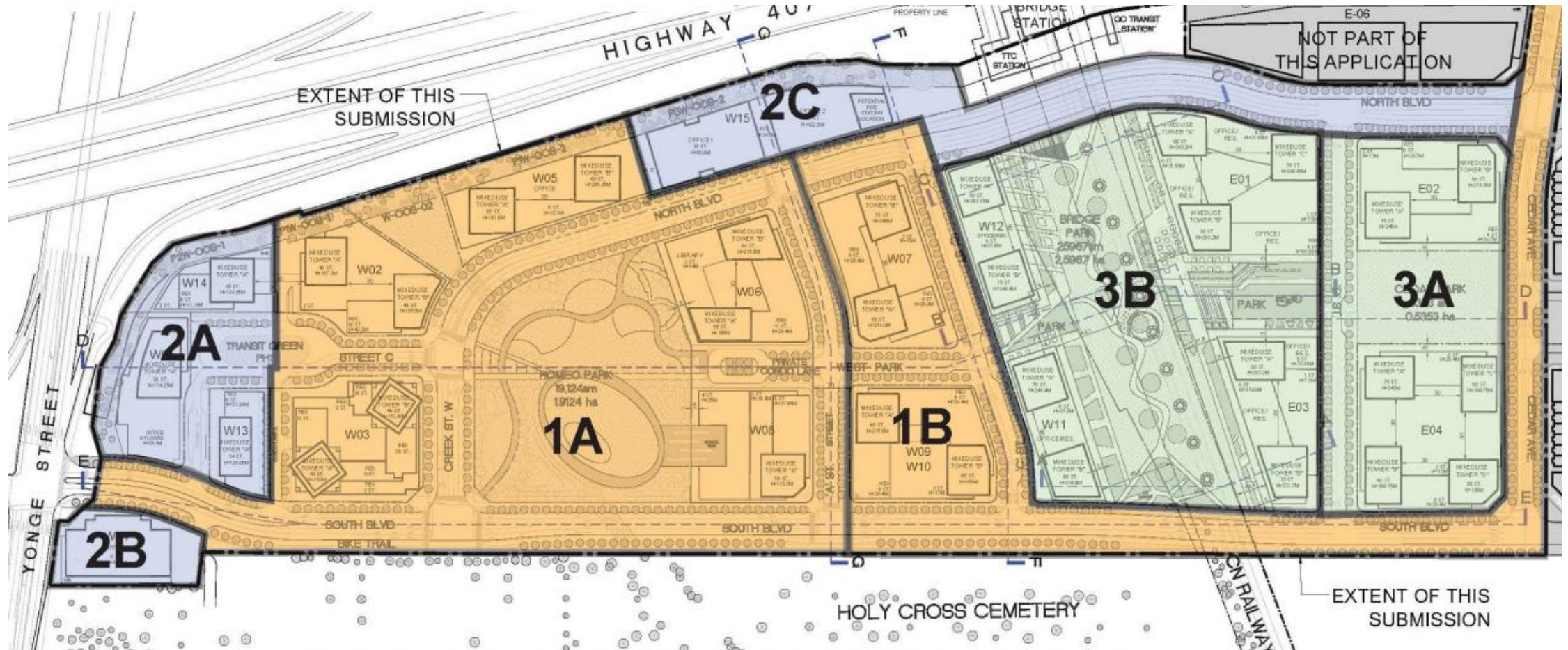
## Planning and Urban Design (Cont'd)

- Comprehensive planning needed for entire Langstaff community, including east portion of Langstaff Gateway
- Need appropriate phasing of development aligned with delivery of subway, transportation, infrastructure and civic uses (e.g. schools, parks, emergency facilities)



# Staff Preliminary Comments

## Bridge Station TOC Proposal - Phasing





# Staff Preliminary Comments

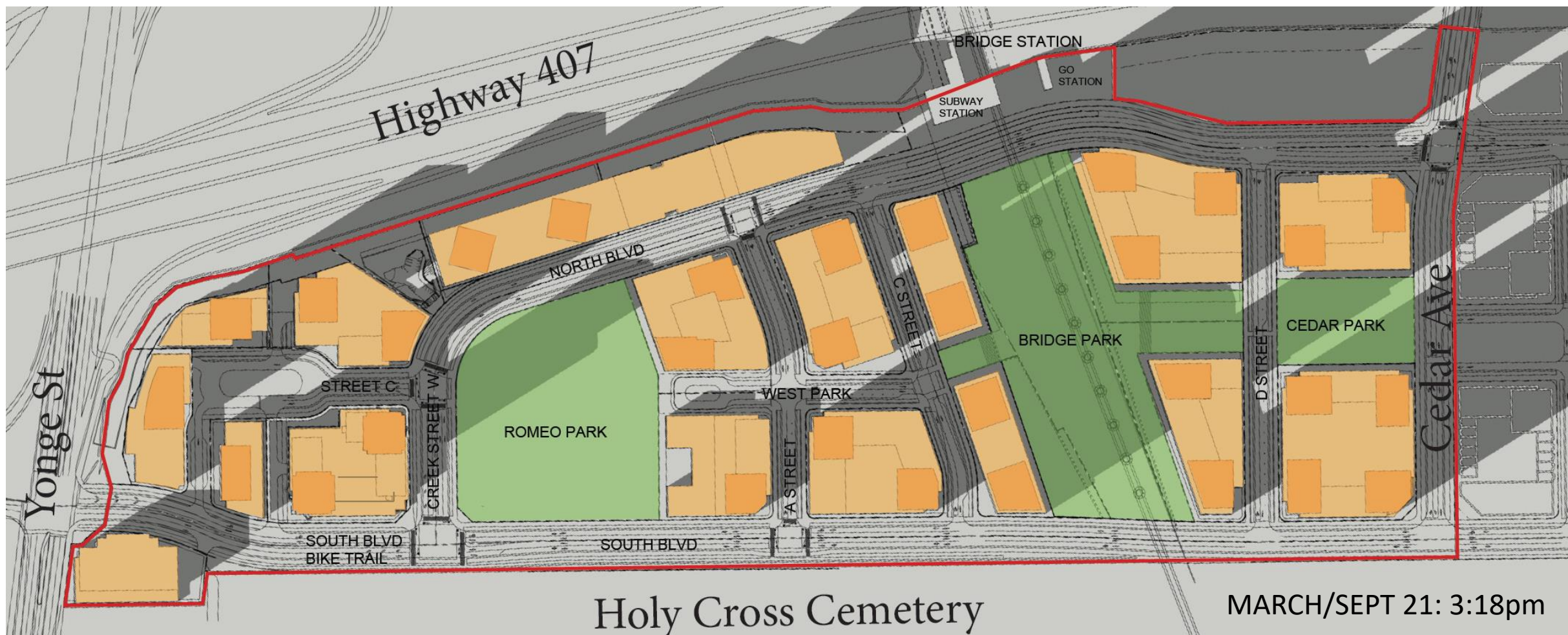
## Bridge Station TOC Proposal - Parks





# Staff Preliminary Comments

## Bridge Station TOC Proposal – Shadow and Wind





# Staff Preliminary Comments

## Transportation

- The submitted TOC transportation plan/studies must be revised to fully consider the following:
  - Change to the subway station location
  - Total population and travel demand
  - Low ratio of non-residential uses on travel demand
  - Acceptable traffic operations and level of service at boundary road intersections
  - Recommended transportation network and services are practical and realistic in terms of implementation and use
- The significant increase in residential density being proposed will require more dependency on transit and active transportation modes of travel for movement of goods and people.



# Staff Preliminary Comments

## Transportation (Cont'd)

- The Transportation studies must also identify the construction timing and responsibility for the following transportation infrastructure:
  - Langstaff Road grade separation structure and integration with Bridge Station
  - South Collector road crossing of the subway-CNR corridor to facilitate TOC Phase 1A
  - Cedar Avenue extension to facilitate TOC Phase 1A
  - Enhanced active transportation connections to Richmond Hill Centre
- No infrastructure phasing plan provided; TOC proposal must provide one that aligns with construction of YNSE project



# Staff Preliminary Comments

## Engineering/Servicing

- Due to the significant increase in population density being proposed additional sanitary capacity allocation will be required
- Additional analysis required to identify and address any Pomona trunk sanitary sewer capacity constraints and impacts on other developments
- Additional analysis required to support Pomona Mills Creek covering, including addressing capital and Operating and Maintenance costs



# Staff Preliminary Comments

## Engineering/Servicing (Cont'd)

- Agreements needed to identify and secure obligations and responsibilities for proposed structures
- Insufficient information to demonstrate feasibility and cost of Rail Deck Park (Bridge Park)
- Information needed on how automated vacuum waste system (AVAC) and District Energy can be accommodated



## Next Steps

- Continue discussions with Province to align Bridge Station TOC with vision of Langstaff Gateway Secondary Plan and on the following matters:
  - Financial framework
  - Implementation mechanisms (e.g. planning applications, site specific agreements and obligations)
- Need to understand recent announcement by Minister of Infrastructure announcing Royal Orchard Station as fifth station and tying funding to TOC and its implications for the development of a complete community in the Bridge Station TOC
- Staff targeting report to DSC with recommendations on January 24, 2022



# Thank you