



January 26, 2022

The Honorable Doug Ford

Premier of Ontario

Room 281, Legislative Building, Queen's Park

Toronto, ON M7A 1A1

By Email and Courier

RE: [CITY COMMENTS ON PROVINCIAL BRIDGE STATION TRANSIT ORIENTED COMMUNITY PROPOSAL \(WARD 1\)](#) (10.0, 13.3)

Dear Premier;

This will confirm that at its January 25, 2022 meeting, Markham City Council adopted the following resolution:

1. That the report titled “City Comments on Provincial Bridge Station Transit Oriented Community Proposal, (Ward 1)” be received; and,
2. That the City of Markham does not support the Bridge Station Transit Oriented Community proposal; and,
3. That the Province of Ontario, through its agency Infrastructure Ontario, should immediately withdraw its Bridge Station Transit Oriented Community Proposal; and,
4. That notwithstanding clause 3, the City requests a 90 day extension in order for York Region, City of Markham, and City of Richmond Hill to work through the complicated details related to the Bridge and High Tech Transit Oriented Community proposals and specifically, the City requests the Province to revise the Bridge Station Transit Oriented Community proposal to address the matters outlined in the staff report and in particular, the following:

Alignment with Langstaff Gateway Secondary Plan

- a. Align the Bridge Station Transit Oriented Community Proposal with the Langstaff Gateway Secondary Plan to meet the City of Markham’s objective to create a complete, vibrant and sustainable community reflective of the City’s excellent planning and development standards; and,
- b. Comprehensively plan for the entire Langstaff Gateway Secondary Plan area to ensure that a resolution on reconciling the remainder of the Secondary Plan area is achieved including the lands not part of the Province’s Bridge Station Transit Oriented Community to address inter-dependencies and related issues such as cost sharing arrangements for parks, civic uses and infrastructure; and,

- c. Correct the imbalance of land uses by achieving a jobs-to-residents ratio of 1:2 as outlined in the Langstaff Gateway Secondary Plan and ensure that any agreements require an appropriate amount of employment uses in each phase of the development as a condition before further phases can proceed; and,
- d. Meet the 35% target for affordable housing, including purpose built rentals as established in the Langstaff Gateway Secondary Plan in consultation with York Region and the City of Markham; and,
- e. Ensure this area will have all the characteristics of a “complete community” whereby it will function as a destination that incorporates a mix of uses (employment, tourism, cultural, retail, recreation, etc.), world class urban design and vibrant public spaces that draw residents and visitors; and,

Civic Uses and Public Realm

- f. With respect to parkland:
 - i. Provide a minimum of 6 hectares of parkland in an early phase so it is available and better aligned with the timing of residential development; and,
 - ii. Confirm that Bridge Park is financially and technically feasible, including confirmation from CN Rail that such a park would be permitted; and,
 - iii. Provide an alternative solution to deliver the minimum required parkland if Bridge Park cannot be constructed; and,
- g. Provide a minimum of one library at 2,415 m² as well as one community centre at 4,273 m² and a fire station to serve the community, and confirm that the City of Markham maintains its authority to refine the size and location of the community centre; and,
- h. Confirm the appropriate location and space requirements for schools with the York Region District School Board, York Catholic District School Board, Conseil scolaire Viamonde, and Conseil scolaire catholique MonAvenir, including the provision for multi-level urban schools; and,
- i. That developing the South York Greenway trail as it follows the east-west 407-ETR transit way be a priority in the first phase of the Bridge Transit Oriented Community and that a Multi-Use Pathway (MUP) connection to the High Tech Transit Oriented Community be provided in the CN underpass of the 407 and Highway 7; and,

Transportation

- j. Revise the Transportation Plan to comprehensively plan for the entire Richmond Hill Centre/Langstaff Gateway Urban Growth Centre and account for the change in the subway location, confirm the capacity for rapid transit (Yonge North Subway Extension, GO Rail, and 407 Transitway), the traffic impact on the local and regional road systems, the amount of residential, employment, and commuter parking, a significant increase in travel demand from the population increase and reduced opportunity for local travel; and,

Phasing

- k. Provide a detailed Phasing Plan for the City of Markham’s review that maintains the maximum number of units in the first phase as outlined in the Langstaff Gateway Secondary Plan, and, appropriately aligns development with the delivery of subway, transportation, infrastructure and civic uses (such as schools, parks and community amenities); and,

Built Form and Sustainability

- l. Confirm that all buildings will be constructed to a minimum Leadership in Energy and Environmental Design (LEED) gold/silver (or equivalent standard) and that such minimum standards be included in all agreements; and,
- m. Confirm that all buildings will be constructed to incorporate Markham District Energy's thermal energy technology and protect for the potential inclusion of an automated vacuum waste system (AVAC); and,
- n. That the Province undertake a Blue Sky exercise to leverage the comprehensive planning and consolidation of the two Transit Oriented Communities, Bridge and High Tech, including the potential of undergrounding the hydro lines (approximately 180 to 200 acres); and,
- o. That the Province require the development of an environmental plan relative to the Pomona Creek to the satisfaction of the Toronto and Region Conservation Authority; and further,
- p. The preservation of heritage buildings as identified by the City of Markham be maintained.

Financial Framework and Agreements

5. That the Province provide details regarding the financial framework for the Bridge Station Transit Oriented Community proposal and confirm that the City's authority to collect Development Charges, Community Benefit Charges, and Cash-in-lieu of Parkland, Planning Fees, etc., will not be infringed upon and that the financial framework would not preclude other financial tools including Tax Incremental Financing; and,
6. That the Province confirm that the Transit Oriented Community framework and agreements do not preclude the City and/or other landowners from entering into agreements to provide facilities and services within the Langstaff Gateway Secondary Plan area; and,

Consultation

7. That the Province be advised that the City of Markham is continuing to review and discuss the Bridge Station Transit Oriented Community Proposal and may provide further recommendations at a later date and request that the Province provide their proposed changes to the Langstaff Gateway Secondary Plan; and,
8. That the Province be requested to consult with appropriate external agencies, including but not limited to: Toronto and Region Conservation Authority, York Region, Canadian National Railway, and 407 ETR; and,
9. That the Province engage in more consultation with the public and the City including stakeholders and adjacent landowners with an open and transparent approach to consultation; and,

Implementation

10. That the Ministry of Municipal Affairs and Housing be requested to consult with the City of Markham and its residents should a Minister's Zoning Order be considered for these lands and that the City be provided sufficient time for review and feedback prior to issuance; and,

11. That a Minister's Zoning Order for the Bridge Station Transit Oriented Community not include provisions regarding subdivision control and site plan control so that the City can address local issues through these processes; and,
12. That the municipal boundaries be changed to accurately reflect the continuity of the planning and infrastructure requirements of the City of Markham; and,
13. That Council direct staff to continue working with the Province and York Region to align the vision of the Bridge Station Transit Oriented Community with the Langstaff Gateway Secondary Plan through *Planning Act* implementation tools (e.g. plan of subdivision, site plan) and other mechanisms, including potential agreements with participating parties; and,
14. That the City Clerk provide a copy of this resolution and report to the Ministries of Infrastructure, Municipal Affairs and Housing, – Transportation; and Infrastructure Ontario, as well as York Region, York Region Rapid Transit Corporation, the City of Richmond Hill, the City of Toronto, the City of Vaughan, York Region District School Board, York Catholic District School Board, Conseil scolaire Viamonde, Conseil scolaire catholique MonAvenir, the Toronto and Region Conservation Authority (TRCA), and local Members of Provincial Parliament; and further,
15. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Should you have any questions, please contact Darryl Lyons, Manager, Policy at DLyons@markham.ca

Yours sincerely,



Kimberley Kitteringham
City Clerk

ATTACHMENTS:

[Figure 1 – Location Map](#)

[Figure 2 – Area Context/Zoning](#)

[Figure 3 – Aerial Photo](#)

[Figure 4 – 2014 Official Plan Land Use](#)

[Figure 5 – Langstaff Gateway Secondary Plan Land Use](#)

[Figure 6 – Bridge Station Master Plan](#)

[Figure 7 – 3D Perspective From South](#)

[Figure 8 – 3D Perspective From North](#)

[Figure 9 – OPA 183 Schedule 'II' - Development Phasing and Precinct Plan](#)

[Appendix "A" - Letter from Kinga Surma, Minister of Infrastructure](#)

[Presentation at the January 24, 2022 Special Development Services Committee Meeting](#)

Cc: Minister, Ministry of Infrastructure (*by email and courier*)
Minister, Ministry of Municipal Affairs and Housing (*by email and courier*)
Minister, Ministry of Transportation (*by email and courier*)
President and CEO, Infrastructure Ontario
Regional Clerk, Regional Municipality of York
President, York Region Rapid Transit Corporation
City Clerk, City of Richmond Hill
City Clerk, City of Toronto
City Clerk, City of Vaughan
York Region District School Board
York Catholic District School Board
Conseil scolaire Viamonde
Conseil scolaire catholique MonAvenir
Toronto and Region Conservation Authority
Local MPPs



11. NEW/OTHER BUSINESS

11.2 TRANSIT ORIENTED COMMUNITIES (10.0, 13.3)

1. That the following matters be received and referred to a future Development Services Committee:
 - a) That, considering the High Tech Transit Oriented Community (TOC) in Richmond Hill is so close and both Transit Oriented Communities are dependent on the same transportation network, a committee with representatives from the Province, Region of York, Markham, Richmond Hill, landowners, and the public be established immediately in order to coordinate and plan the implementation of the two Transit Oriented Communities; and,
 - b) That the Province immediately outline its plans for funding the Yonge North Subway Extension (YNSE), including additional stations beyond the announced minimum, as the plans would impact the Region of York, City of Markham, and any aspect of the Bridge Transit Oriented Community; and,
 - c) That the Province provide details immediately of its proposal for “Commercial Agreements” with landowners in the Bridge Transit Oriented Community; and,
 - d) That the Province provide details as soon as possible about potential Transit Oriented Communities at Steeles, Clarke, Royal Orchard, Markham Centre, and any others in or near Markham.

A handwritten signature in black ink, appearing to read 'Kimberley Kitteringham'.

Kimberley Kitteringham
City Clerk

Cc: A. Prasad
D. Lyons