

OFFICIAL PLAN
of the
TOWN OF MARKHAM PLANNING AREA

OFFICIAL PLAN AMENDMENT No. 183

AND SECONDARY

PLAN
FOR THE

LANGSTAFF GATEWAY PLANNING DISTRICT

(PLANNING DISTRICT NO. 44)

To amend the Official Plan as amended, to establish a new Planning District and to adopt and incorporate into the Official Plan a Secondary Plan for the Langstaff Gateway Planning District (PD 44-1).

June 2010

OFFICIAL PLAN
AND SECONDARY PLAN
FOR THE
LANGSTAFF GATEWAY PLANNING AREA
TOWN OF MARKHAM PLANNING AREA
AMENDMENT NO. 183

To amend the Official Plan as amended, to establish a new Planning District and to adopt and incorporate into the Official Plan a Secondary Plan for the Langstaff Gateway Planning District (PO 44-1).

This Official Plan Amendment was adopted by the Corporation of the Town of Markham by By-law Number 2010-110 in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990 c.p. 13, as amended on June 8, 2010.


KIMBERLEY KITTERINGHAM
TOWN CLERK


FRANK SCARPITTI
MAYOR

BY-LAW 2010-110

Being a by-law to adopt Amendment No. 183
to the Town of Markham Official Plan (Revised 1987) as amended

THE COUNCIL OF THE CORPORATION OF THE TOWN OF MARKHAM,
IN ACCORDANCE WITH THE PROVISIONS OF THE PLANNING ACT,
R.S.O., 1990 HEREBY ENACTS AS FOLLOWS:

1. THAT Amendment No. 183 to the Official Plan (Revised 1987), attached hereto, is hereby adopted.
2. THAT this by-law shall come into force and take effect on the date of the final passing thereof.

READ A FIRST, SECOND, AND THIRD TIME AND PASSED THIS
gm DAY OF JUNE, 2010.


KIMBERLEY KITTERINGHAM
TOWN CLERK
FRANK SCARPITTI
MAYOR

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PART I - INTRODUCTION

(This is not an operative part of Official Plan Amendment No. 183)

PART I - INTRODUCTION

1.0 GENERAL

PART I - The INTRODUCTION, is included for information purposes and is not an operative part of this Official Plan Amendment.

PART II - THE OFFICIAL PLAN AMENDMENT, including Schedules "A" through "H" attached hereto, constitutes Official Plan Amendment No. 183 and is an operative part of this Official Plan Amendment.

PART III - THE SECONDARY PLAN, including Schedules 'AA' - Detailed Land Use Plan, 'BB' - Community Structure, 'CC' - Development Blocks, 'DD' - Ground Floor Uses, 'EE' - Height Control Plan, 'FF' - Transportation Plan, 'GG' - Transit Plan, 'HH' - Parks and Open Space System, and 'II' - Development Phasing and Precinct Plan attached thereto, constitute the Secondary Plan for the Langstaff Gateway Planning District (Planning District No. 44). Part III is also an operative part of this Official Plan Amendment.

PART IV - The APPENDICES are included for information purposes only and are not an operative part of this Official Plan Amendment. They include Appendix I (Planning Coordination Principles Richmond Hiii/Langstaff Urban Growth Centre) and Appendix II (Heritage Buildings).

2.0 LOCATION AND DESCRIPTION OF AMENDMENT AREA

This amendment applies to the lands known as the Langstaff Gateway Planning District (Langstaff Gateway). The area consists of land in:

Part of Lots 10 & 11, Concession 1

The Planning District 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. References to the "Langstaff Gateway" include the entire Langstaff Gateway Planning District. The limits of the Secondary Plan Area are identified on the Schedules attached hereto.

The amendment area currently accommodates a mix of older industrial and residential uses. There is a significant woodlot located at the perimeter of the east end of the Planning District as well as a significant valleyland associated with the Pomona Mills Creek bisecting the west half of the Planning District. The total area of the lands within the Planning District is approximately 47 hectares.

3.0 PURPOSE

The purpose of this amendment is to:

- 2.1 Create a new Planning District, the Langstaff Gateway Planning District (Planning District No. 44) for certain lands on the south side of Highway 407 between Yonge Street and Bayview Avenue north of the Holy Cross Cemetery, and to remove these lands from the Thornhill Planning District (Planning District No. 3).
- 2.2 To incorporate, into the Official Plan, a new Secondary Plan, which designates lands in the District for higher density residential, employment and mixed uses within a new Urban Growth Centre designation (Schedule 'A').
- 2.3 The amendment removes the Commercial and Urban Residential designations for this area, and designates the subject lands in

accordance with Official Plan categories as shown on Schedule 'A'. Amendments to Schedules 'B', 'C', 'G', 'H', 'I' and Appendix Map I of the Official Plan (Revised 1987) as amended, reflect other policies and requirements affecting the Amendment area.

The schedules illustrate the following changes:

- Schedule 'A' – LAND USE is being amended to redesignate the lands URBAN GROWTH CENTRE and removes the "Langstaff Urban Growth Centre Study Area" overlay;
- Schedule 'B' – PLANNING DISTRICTS AND COMMUNITY IMPROVEMENT AREAS is being amended to delete the lands from Planning District No.3, incorporates the lands into a new Planning District, being Planning District No. 44;
- Schedule 'C' – TRANSPORTATION is being amended to reflect the designations and road alignments for Major Collector Roads, and removes the "Langstaff Urban Growth Centre Study Area" overlay from the Schedule.
- Schedule 'G' – SITE PLAN CONTROL is being amended to incorporate the appropriate road widening requirements, and to remove the "Langstaff Urban Growth Centre Study Area" overlay from the schedule.
- Schedule 'H' – COMMERCIAL/INDUSTRIAL CATEGORIES is being amended to delete the "Langstaff Urban Growth Centre Study Area" overlay from the schedule.
- Schedule 'I' – ENVIRONMENTAL PROTECTION AREAS is being amended to reflect the woodlot and valleyland boundaries.
- Appendix Map I – GREENWAY SYSTEM is being amended to reflect the Environmental Protection Area, woodlot and hazard land boundaries.

4.0 BASIS OF THIS OFFICIAL PLAN AMENDMENT

4.1 POLICY CONTEXT

4.1.1 Provincial Policy

Provincial, Regional and local municipal policies and related initiatives have provided the framework for development being proposed for the Langstaff Gateway. The principles which form the basis for the

Secondary Plan, including urban intensification; a wide range of housing densities with mixed use to support public transit; urban nodes along transit corridors; environmental protection and sustainable planning; and urban environments that are safe and convenient for pedestrians; all respond to and support the Provincial objectives.

4.1.2 Growth Plan for the Greater Golden Horseshoe

In 2006, the Province of Ontario released the Growth Plan for the Greater Golden Horseshoe which establishes targets for population and employment growth for upper tier municipalities to the year 2031. The Growth Plan places a long term emphasis on intensification and redevelopment of existing urban areas to increase compact urban form and slow urban expansion. In particular the Plan, prepared under the Places to Grow Act, identifies the Richmond Hill/Langstaff Gateway as an Urban Growth Centre, and establishes policies and minimum density targets to encourage intensification. Pursuant to the Growth Plan policies, the Province later released size and location mapping for each of the Urban Growth Centres, including the Richmond Hill/Langstaff Gateway, for use in implementation of the Growth Plan.

4.1.3 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2005, requires the development of efficient and cost effective developments and land use patterns and support for public transit as well as the protection of natural heritage features and areas.

The expanded transportation policies of the PPS promote land use patterns, density and mix of uses that minimize vehicle trips and support public transit. These policies mandate the integration of transportation and land use considerations at all stages in the planning process. The Provincial Policy permits municipalities to develop policies and programs which further enhance the PPS.

The Richmond Hill/Langstaff Gateway as an important Regional Centre is also identified in the York Region Official Plan discussed further below. The development of the Centre requires the cooperation and

integration of land use planning in Markham with the two adjacent municipalities of Richmond Hill and Vaughan to be realized. This type of coordination and cooperation is also established in the PPS (Section 1.2).

4.1.4 Metrolinx Regional Transportation Plan

Metrolinx's Regional Transportation Plan, The Big Move, has identified Richmond Hill/Langstaff Gateway as an Anchor Mobility Hub given the confluence of existing and proposed transit systems. The Town is desirous of supporting the Metrolinx initiative to optimize these transit investments through the creation of Langstaff Gateway with transit dependent development.

4.1.5 Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority develops and implements watershed strategies, plans, policies, programs, regulations and projects to address the natural hazards associated with flooding, erosion and slope instability, as well as green space enhancement. The Toronto and Region Conservation Authority have undertaken planning for the Don watershed and have prepared watershed plans. These plans shall be used to assist the Town and guide development, and water and wastewater servicing decisions.

4.2.2 Regional Policies

The York Region Official Plan (Planning for Tomorrow) which was adopted by Regional Council December 16, 2009, has the following objective and policies for Regional Centres to guide economic, environmental and community building decisions to manage growth. Amongst other things, the Plan sets a new standard for development of York Region's communities, and presents a co-ordinated and integrated approach to growth management and infrastructure delivery. Specifically the Plan outlines the Regional structures of city building in Regional Centres and Corridors, linked by rapid transit and provides development direction for Regional Centres such as the Richmond Hill/Langstaff Gateway. These include policies to achieve compact, complete, diverse, integrated, sustainable, vibrant, and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections.

It is the intent of Regional Council that Regional Centres will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions, while providing:

- a. the greatest intensity of development;
- b. a diverse mix of uses and built form;
- c. mobility choices for all residents and employees for walking, cycling, transit, and carpooling;
- d. the construction of a fine-grained street grid;
- e. accessible human services and related facilities;
- f. sequencing of development that is co-ordinated with infrastructure availability; and,
- g. a contribution to a 1:1 resident-to-employee target ratio.

That local municipalities shall designate the boundaries of the Regional Centres in a manner generally consistent with the boundaries of the Urban Growth Centres as identified by the Province.

That secondary plans may include additional lands located adjacent to the boundaries of Urban Growth Centres.

That the Regional Centres contain the highest development densities and greatest mix of uses in the Region.

That local municipalities shall develop Community Energy Plans for each Regional Centre.

To encourage the location of Regional-scale hospitals and entertainment and meeting facilities.

To work with local municipalities in the area of parking management, to establish a system of municipal parking authorities to develop and/or operate shared public parking facilities, cash-in-lieu-of-parking policies, and the planning for parking in structured or underground facilities.

To co-ordinate and work with the Towns of Markham and Richmond Hill, and the neighbouring City of Vaughan, in the planning and

implementation of the secondary plans for the Richmond Hill Centre/Langstaff Gateway Centre, to achieve a complete and integrated Regional Centre.

In response to the desire to achieve a complete and integrated Regional Centre the following goal and a number of principles were approved by Regional Council:

"Goal Statement:

To achieve a complete, diverse, compact, vibrant, integrated, sustainable and well designed Centre, to serve as a focal point in the Region for housing, employment, cultural/community facilities, and transit connections."

The Shared Principles for the coordinated planning among the affected local area municipalities related to Land Use and Urban Design, Building Complete Communities, Community Integration, Physical Infrastructure, Implementation and Community Servicing and Financial Principles are included in their entirety in **Appendix I**.

4.1.3 Town of Markham Policy

4.1.3.1 Growth Management Strategy

In order to respond to the Growth Plan and the Region's new Official Plan (Growth Plan Conformity) Markham established the context for a Growth Management Strategy (GMS) through Council's confirmation in March of 2008 of its strategic areas of focus in "Building Markham's Future Together" (BMFT) and the corresponding Action Plans. The BMFT Strategic Areas of Focus, include:

1. Growth Management
2. Transportation/Transit
3. Environment
4. Municipal Services
5. Parks, Recreation, Culture & Library Master Plan/Public Safety

6. Diversity

A number of Town studies are underway or completed, that will contribute to the development of the GMS.

Markham's principles for a Growth Management Strategy:

- direct intensification to priority locations served by rapid transit. Focus on Urban Growth Centres and Key Development Areas along Regional Corridors; and
- ensure built form and community design that is appropriate to the context, is transit supportive and sustainable.

The approach to intensification in Markham takes account of the hierarchy of locations identified by the Region relative to urban structure and to the transit planning currently underway by Metrolinx and York Region Transit (YRT), such as along higher order transit routes serving the Urban Growth Centres and in the Regional Corridors and adjacent to existing rail lines.

The largest proportion of additional residential intensification units will be directed to the Urban Growth Centres of Markham Centre and the Langstaff Gateway. These Urban Growth Centres are planned for the highest concentration and greatest mix of uses in the Region, a range of housing and employment opportunities, and the focus for strategic investment in transit. Both of these centres also contain GO stations and have been identified as Anchor Mobility Hubs in the Metrolinx Regional Transportation Infrastructure Plan. In addition to accommodating a significant share of the Provincial residential intensification target requirements for York Region, current planning for these provincially designated Urban Growth Centres will exceed the minimum Provincial density target of 200 people and jobs per hectare by 2031. Most Office Employment growth will also be directed to existing Centres with transit capacity existing or proposed such as Langstaff Gateway.

4.1.3.2 Langstaff Land Use and Built Form Master Plan

On June 24, 2008, Town Council approved Official Plan amendment 171 to amend the Official Plan (revised 1987), as amended, and to incorporate amendment 12 to the Thornhill Secondary Plan. The amendment identified the Langstaff Area as the "Langstaff Urban Growth Centre Study Area" in the Official Plan and the Thornhill Secondary Plan and established principles with respect to the development of a Master Plan for the Langstaff Planning Area.

At that time, the Town of Markham commissioned a study for the purpose of creating a Master Plan to guide the Richmond Hill/Langstaff Gateway Urban Growth Centre development of the Town of Markham portion. The Urban Growth Centre also includes lands in the adjacent municipality, the Town of Richmond Hill. A multi-disciplinary team of consultants led by Calthorpe Associates was retained to undertake the study and to prepare a conceptual plan for Langstaff Gateway.

The intent of the Langstaff Land Use and Built Form Study was to provide for a wide variety of residential, employment, commercial, recreational, cultural and institutional activities in a compact urban form in a sustainable, transit dependent community. The planning process involved a number of stakeholder consultations including design workshops, and resulted in a Master Plan with urban, architectural and streetscaping objectives, and implementation strategy to phase the development to full maturity.

The supporting technical studies included:

- Langstaff Land Use And Built Form Master Plan Transportation Report (2009), IBIGroup
- Langstaff Gateway Servicing Master Plan (2009), MMM Group

This Official Plan Amendment and Secondary Plan implement the vision for the Langstaff Gateway Planning Area, known as "Langstaff Gateway". The Official Plan Amendment and Secondary Plan are generally based on the Langstaff Land Use and Built Form Master Plan prepared by Calthorpe Associates and Ferris + Associates Inc., but also reflect refinements as provided by staff, in consultation with the

public, landowners, agencies, departments and adjacent municipalities.

The planning process undertaken for the Langstaff Gateway was guided by the principles of OPA 171 and culminated in the Langstaff Land Use and Built Form Master Plan October 2009 by Calthorpe Associates and Ferris + Associates Inc. The Langstaff Land Use and Built Form Master Plan, endorsed by Council on December 14, 2009, forms the general basis of the Secondary Plan for the Langstaff Gateway comprising Part III of this Amendment. The Secondary Plan also reflects revisions and refinements arising from further review by Town Staff and Council in consultation with various stakeholders, government agencies, adjacent municipalities and landowners.

The Secondary Plan is intended to be flexible in land use and density in the context of a dynamic Urban Growth Centre, as identified in the Growth Plan for the Greater Golden Horseshoe. The development contemplated by this Secondary Plan is expected to mature beyond 2031, while providing for benchmarks and triggers for appropriate phasing. The Langstaff Gateway area will evolve and adapt over time, and will be guided and made successful by a strong community structure and excellence in urban design that will ensure a consistent high quality of development throughout the area. The adequate provision of appropriate infrastructure and community facilities must coincide with development at each phase to ensure that the community is serviced and functional at all stages of development.

The Secondary Plan provides for a mixed use, pedestrian and transit dependant centre in a complete community. The Plan provides for an ultimate population of up to 32,000 and employment of approximately 15,000 at maturity.

The Richmond Hiii/Langstaff Gateway Urban Growth Centre will enjoy a confluence of higher order transit opportunities existing and proposed that is unparalleled in other non-downtown locations throughout North America.

The entire Plan area will have a finely grained street and block pattern to promote efficiency in transit/transportation and to be pedestrian and cycling friendly. In addition, the residential densities and integrated transit opportunities in this redevelopment scenario *offer*

significant prospects for implementation of sustainable development and technologies on a community-wide scale.

In order to provide for a seamless Urban Growth Centre across municipal boundaries, connections to the larger surrounding communities have been provided, particularly north to Richmond Hill. These connections will assist in overcoming some large physical barriers including Highway 407 and the adjacent Hydro Corridor lands.

The highest concentrations of development and greatest variety of activities in Langstaff Gateway will be on lands in the Transit Nodes east and west, centered on the future subway stop (Longbridge Station) at Yonge Street and the existing GO Station/Concourse at the CNR tracks. However, mixed uses are proposed through much of the site to make a pedestrian-cycling friendly community supported by many local destinations.

A mixed pattern of land use, higher density development and compact urban form are also encouraged for the remaining development lands in Langstaff Gateway as well as areas of employment use to create a complete community with jobs, shopping, civic uses and community facilities, parks and open space.

Land uses throughout the Gateway will subscribe to a consistent high quality of urban design and development required throughout the Langstaff Gateway, and this must be demonstrated by landowners through the preparation of detailed Urban Design and Streetscape Plans, to the satisfaction of the Town, prior to development approvals.

Based on the Langstaff Land Use and Built Form Master Plan, **Langstaff Urban Design and Streetscape Guidelines** will be endorsed by Council and amended from time to time to guide development and urban form in Langstaff Gateway.

The Secondary Plan protects existing natural features and defines an interconnected series of greenspaces and parks throughout the development. The green spine, traversing east-west through the site is a central structuring element of the Plan that promotes walking, cycling and transit, provides urban relief and vistas through the site to a cluster of landmark buildings. The extensive trail system, around the perimeter of the site and along the creek will link the Langstaff

Gateway to trails and systems elsewhere in Markham, Vaughan and Richmond Hill.

The Secondary Plan envisions a complete, transit dependent Urban Growth Centre that accommodates significant residential and employment population in a healthy and sustainable form.

4.1.3.3 Langstaff Gateway Transportation Study

The Langstaff Land Use and Built Form Master Plan Transportation Report (2009) was prepared by IBIGroup. The study adopted the approach of planning and designing for non-motorized transportation modes as a first priority. Recognizing a transit first approach, the study also acknowledges that the timing of transit improvements needs to coincide with phasing of development within Langstaff Gateway. The study provides for a number of internal and external network considerations and improvements and supports a phased approach with development triggers based on various infrastructure improvements and monitoring mechanisms.

4.1.3.4 Langstaff Gateway Servicing Study

The Langstaff Gateway Servicing Master Plan (2009) prepared by MMM Group, provides an analysis of the existing infrastructure and develops a servicing concept to support the proposed Langstaff Land Use and Built Form Master Plan, including a recommended water distribution system, waste water collection system and storm drainage system. The proposed servicing schemes for Langstaff Gateway support the proposed phased approach.

PART I I- THE OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. 183)

PART II - THE OFFICIAL PLAN AMENDMENT

(This is an operative part of Official Plan Amendment No. 183)

1.0 THE AMENDMENT

- 1.1 Section 1.1.2 of Part II of the Official Plan (Revised 1987), as amended is hereby amended by the addition of the number 183 to the list of amendments, to be placed in numerical order including any required grammatical and punctuation changes.
- 1.2 Section 1.1.3 c) of Part II of the Official Plan (Revised 1987), as amended is hereby amended by the addition of the following new bullet point at the end of the section:
 - "• Secondary Plan (PD 44-1) for the Langstaff Gateway Planning District (Official Plan Amendment No. 183)."
- 1.3 Section 3.1.1 a) of Part II of the OP (Revised 1987) as amended is hereby amended by:
 1. deleting the clause "two overlays, Future Urban Area and Langstaff Urban Growth Centre Study Area" and replacing it with " an overlay, Future Urban Area".
 2. adding "Regional Centre" to the list of land use designations.
- 1.4 Section 3.1.1 d) of Part II is hereby deleted in its entirety.
- 1.5 Section 3.1.1 b) of Part II of the Official Plan (Revised 1987), as amended is hereby amended by adding: "xv) **REGIONAL CENTRE** shall mean lands identified by the Province, in the Growth Plan for the Greater Golden Horseshoe and as an Urban Growth Centre, and by York Region, as a Regional Centre in the Regional Official Plan. Section 2.2.4.3 of The Growth Plan for the Greater Golden Horseshoe requires municipalities to delineate the boundaries of Urban Growth Centres in their Official Plans. Section 5.4.21 of the Regional Official Plan requires Regional Centres to be designated in the Official Plan of area municipalities."

- 1.6 Section 3.16 of Part II of the Official Plan is hereby deleted and replaced with the following:

"3.16 REGIONAL CENTRE

3.16.1 Introduction

The boundaries of Regional Centres and Urban Growth Centres are shown on Figure RC of Section 3.16 and are generally consistent with the boundaries of the Regional Centres identified by York Region and the Urban Growth Centres identified by the Province.

- a) Langstaff Gateway

The Province of Ontario's Growth Plan for the Greater Golden Horseshoe (2006) identifies the Langstaff area as part of the Richmond Hill/Langstaff Gateway Urban Growth Centre, and the York Region Official Plan identifies the Langstaff Gateway area as part of the Richmond Hill/Langstaff Gateway Regional Centre.

3.16.2 Policies

- a) Regional Centres are to be planned to:
- i) have the greatest intensity of development within the Region,
 - ii) have a diverse mix of uses and built form to create vibrant complete communities,
 - iii) have numerous mobility choices for all residents and employees, including transit and active transportation,
 - iv) have a fine-grained street grid,
 - v) have accessible community services,
 - vi) have development phasing that is co-ordinated with the provision and availability of infrastructure and transit,
 - vii) contribute to a resident to employee ratio of 1:1,
 - viii) encourage sustainable development practices, and
 - ix) to preserve and enhance existing natural features.
- b) Lands subject to a Regional Centre employment designation may only be converted to another designation at the time of an Official Plan Review.
- c) Regional Centres shall achieve a minimum density of 2.5 floor space index per development block, and 3.5 floor space index at

and adjacent to the Langstaff/Longbridge station on the Yonge Subway extension.

- d) The Growth Plan for the Greater Golden Horseshoe targets densities of a minimum 200 residents and jobs (combined) per hectare, by the year 2031, for Urban Growth Centres.

3.16.3 Implementation

- a) Where lands are identified as Regional Centre development shall only be permitted in accordance with the provisions of Section 3.16.2, and shall be subject to the Provincial Urban Growth Centre policies and Regional Centre policies.
- b) A Secondary Plan shall establish the goals and development strategy for each Planning District. Each Secondary Plan shall include direction with respect to issues which affect the Planning District including:
 - i) minimum density requirements and targets established by the Region and Province,
 - ii) a fine grained street grid that incorporates sidewalks and bicycle lanes,
 - iii) an urban built form that is designed- for people, with ground floor uses such as retail and community services,
 - iv) a concentration of density and mix of uses within a reasonable walk to higher order transit
 - v) a requirement that 35% of new housing units are affordable,
 - vi) policies to ensure excellence in urban design and sustainable development and construction,
 - vii) provisions for an urban public realm, including passive and active parks, which incorporate art, culture, and heritage, and
 - viii) policies to require innovative approaches to stormwater management.
- c) As a basis for the adoption of Secondary Plans, Council may require that additional detailed studies be carried out and additional plans be prepared by qualified professionals. These additional studies and plans may include, but are not limited to:
 - i) Environmental Assessment/Impact Studies,

- ii) Urban Design/Master Plans,
- iii) Servicing Studies,
- iv) Subwatershed Studies,
- v) Traffic Impact Assessments, vi) Transportation Network Plan,
- vii) Development Charges Studies,
- viii) Development Phasing Plans, and
- ix) Financial Impact Studies.

Acceptance of such studies and plans by the Town as a basis for a Secondary Plan and development, shall be subject to the review and/or approval of other regulatory agencies having jurisdiction."

- 1.7 By adding the following to the bottom of Section 4.1.2 of Part II of the Official Plan (Revised 1987), as amended:

"No. 44 Langstaff Gateway Planning District".

- 1.8 Section 4.3.3.1 c) of Part II of the Official Plan (Revised 1987) as amended is hereby deleted in its entirety.

- 1.9 By adding a new sub-Section to 4.3. of Part II of the Official Plan (Revised 1987), as amended as follows:

"4.3.44 Langstaff Gateway Planning District
(Planning District No. 44)

4.3.44.1 General Policies

- a) The Langstaff Gateway Planning District is the area generally south of Highway 407, east of Yonge Street, west of Bayview Avenue and north of Holy Cross Cemetery.

The Langstaff Gateway Planning District is planned as a mixed use, intensive urban area incorporating housing, employment and retail facilities, recreational, cultural, institutional and civic buildings to serve as a portion of a designated Urban Growth Centre in the Greater Golden Horseshoe, and a Regional Centre in York Region. The Planning District will be a major activity centre which will be transit dependent as well attractive and comfortable for pedestrians and cyclists and will integrate a high standard of urban design with existing natural features to create a complete community. The Langstaff Gateway Planning District

is consistent with the "Regional Centre" designation and policies applicable to these lands in the Region of York Official Plan, as amended.

- b) A new Secondary Plan shall be prepared for the lands subject to the Amendment and shall be incorporated into the Official Plan in accordance with the provisions of Section 9 of the Official Plan."

1.10 Section 9 SECONDARY PLANS of the Official Plan (Revised 1987) as amended, is hereby amended by adding a new subsection 9.2.30 as follows:

"9.2.30 Secondary Plan PD 44-1 for the Langstaff Gateway Planning District (Official Plan Amendment No. 183)."

1.11 Schedule 'A' - LAND USE of the Official Plan (Revised 1987) as amended, is hereby amended by:

- i) designating certain lands, as shown on Schedule 'A' attached hereto;
- ii) remove the "Langstaff Urban Growth Centre Study" overlay from this Schedule and legend.

1.12 Schedule 'B' - PLANNING DISTRICTS of the Official Plan (Revised 1987) as amended, is hereby amended as shown on Schedule 'B' attached hereto:

- i) delete the lands from Planning District No. 3;
- ii) incorporate the lands into a new Planning District, being Planning District No. 44;
- iii) add the following name to the list of Planning Districts shown on Schedule 'B': "No. 44 - Langstaff Gateway Planning District".

1.13 Schedule 'C' - TRANSPORTATION of the Official Plan (Revised 1987) as amended, is hereby amended as shown on Schedule 'C' of this Amendment attached hereto:

- i) reflect the designations and road alignments for Major Collector Roads;
- ii) add a future mid-block crossing of a 400 series highway adjacent to the CNR crossing under Highway 407; and
- ii) remove the "Langstaff Urban Growth Centre Study" overlay from this Schedule and legend.

1.14 Schedule 'G' - SITE PLAN CONTROL of the Official Plan (Revised 1987) as amended, is hereby amended as shown on Schedule 'D' of this Amendment attached hereto:

- i) to incorporate the appropriate road widening requirements; and
- ii) to remove the "Langstaff Urban Growth Centre Study Area" overlay from this Schedule and legend.

1.15 Schedule 'H' - COMMERCIAL/INDUSTRIAL CATEGORIES of the Official Plan (Revised 1987) as amended, is hereby amended as shown on Schedule 'E' of this Amendment attached hereto:

- i) to delete the Retail Warehouse Area designation; and
- ii) to remove the "Langstaff Urban Growth Centre Study Area" overlay from this Schedule and legend.

1.16 Schedule 'I' - ENVIRONMENTAL PROTECTION AREAS of the Official Plan (Revised 1987) as amended, is hereby amended to reflect the woodlot and valleyland boundaries as shown on Schedule 'F' attached hereto.

1.17 Appendix Map ■ - GREENWAY SYSTEM of the Official Plan (Revised 1987) is hereby amended to reflect the Environmental Protection Area, woodlot and hazard land, boundaries as shown on Schedule 'G' attached hereto.

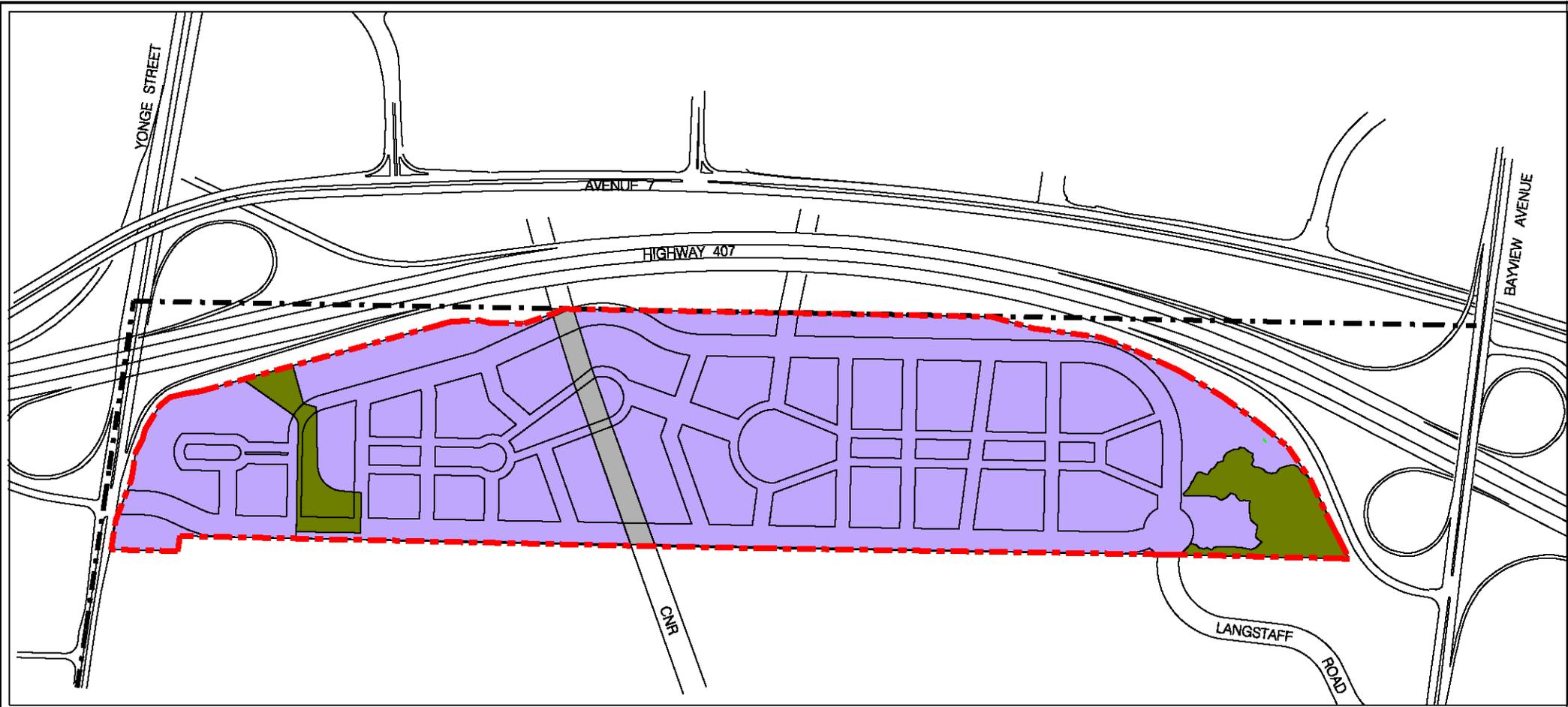
1.18 "Figure RC" attached hereto as Schedule 'H' to this Official Plan Amendment is hereby added to Section 3.16 of the Official Plan. The boundary of the Regional Centre and the Urban Growth Centre shown on Figure RC as Schedule 'H' attached hereto are generally consistent with the boundaries of the Regional Centre identified by York Region and the Urban Growth Centre as identified by the Province.

2.0 IMPLEMENTATION

The provisions of the Official Plan, as amended from time to time, regarding the implementation of that Plan, shall apply in regard to this Amendment.

3.0 INTERPRETATION

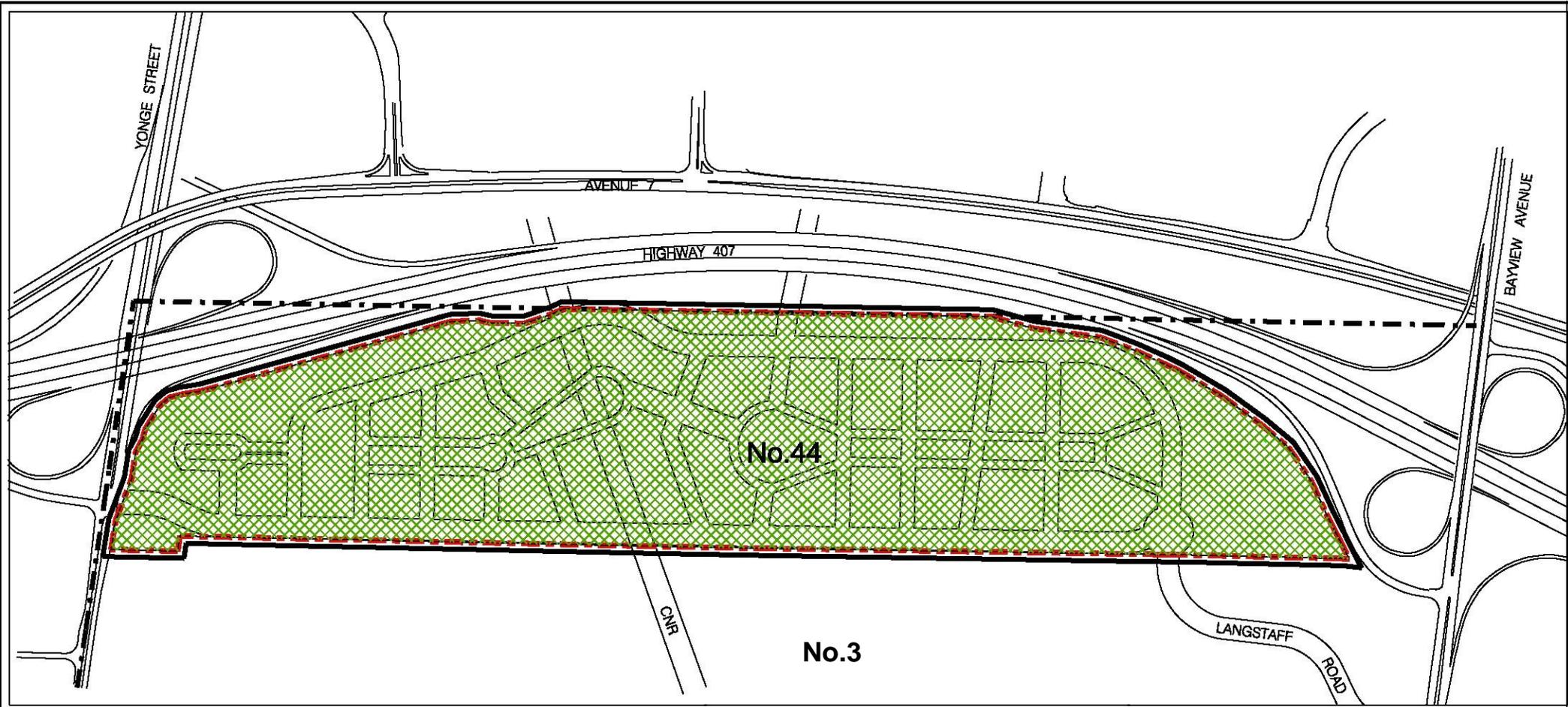
The provisions of the Official Plan, as amended from time to time, regarding interpretation of that Plan, shall apply in regard to this Amendment.



AMENDMENT TO SCHEDULE 'A'- LAND USE TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED

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- BOUNDARY OF AREA COVERED BY THIS AMENDMENT
- TOWN BOUNDARY
- REGIONAL CENTRE
- ENVIRONMENTAL PROTECTION AREA
- TRANSPORTATION & UTILITIES



**AMENDMENT TO SCHEDULE 'B'- PLANNING DISTRICTS
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED**

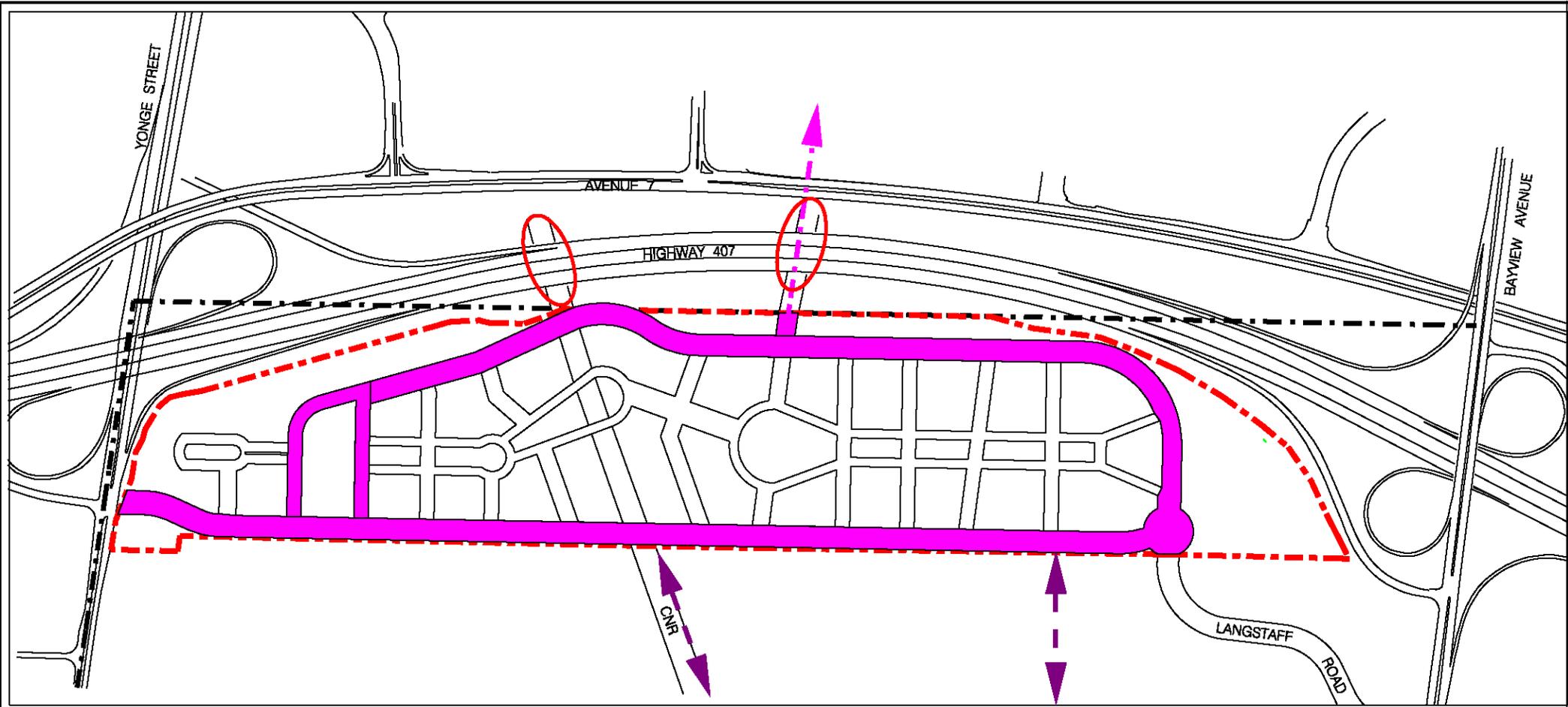
E---3 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
TO BE DELETED FROM PLANNING DISTRICT 3
AND INCORPORATED INTO A NEW PLANNING DISTRICT

E-.i TOWN BOUNDARY

1-----t PLANNING DISTRICT BOUNDARY

DISTRICT No.44

t



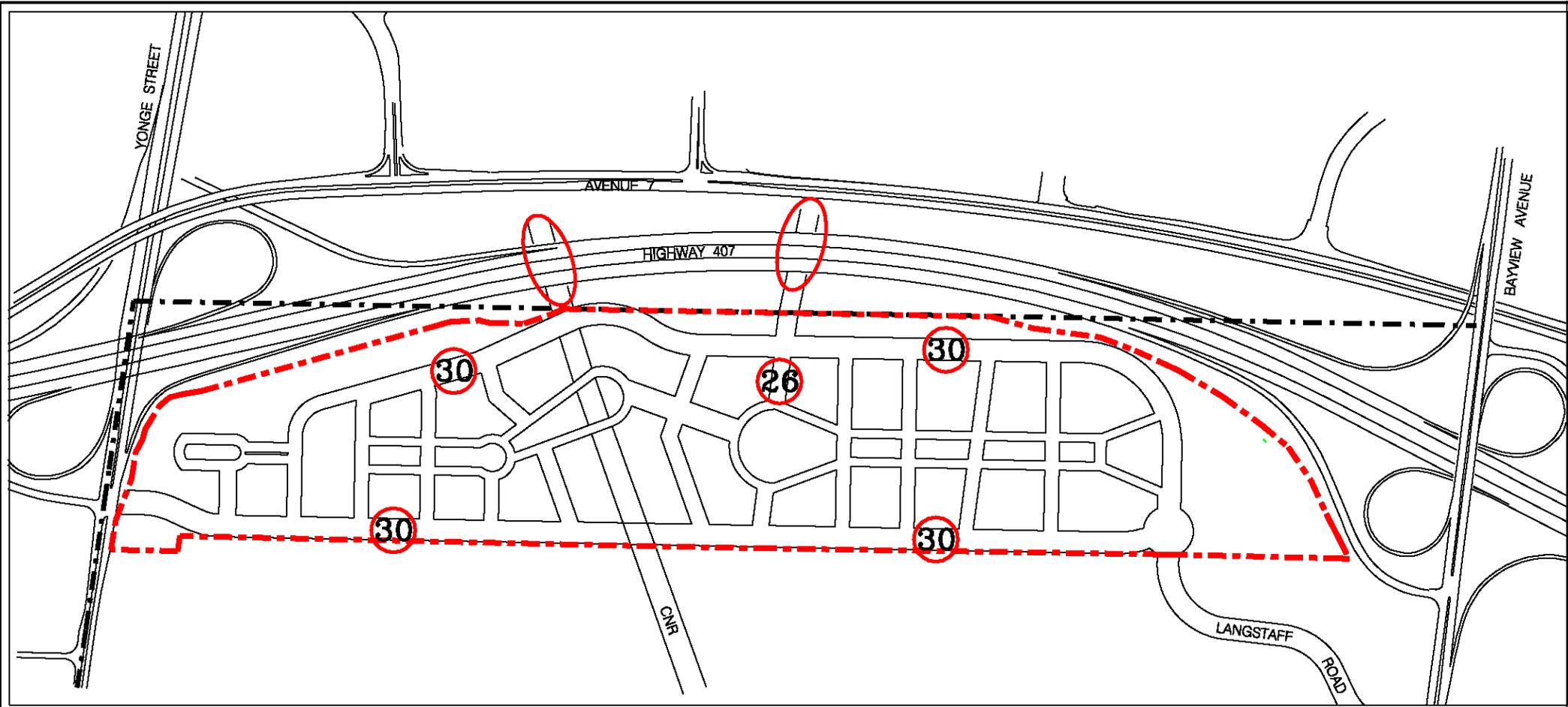
AMENDMENT TO SCHEDULE 'C'- TRANSPORTATION TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED

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BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

MAJOR COLLECTOR ROAD

 FUTURE MID BLOCK CROSSING
OF A 400 SERIES HIGHWAY



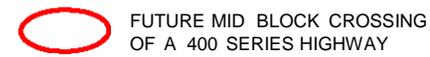
AMENDMENT TO SCHEDULE 'G'- SITE PLAN CONTROL TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED

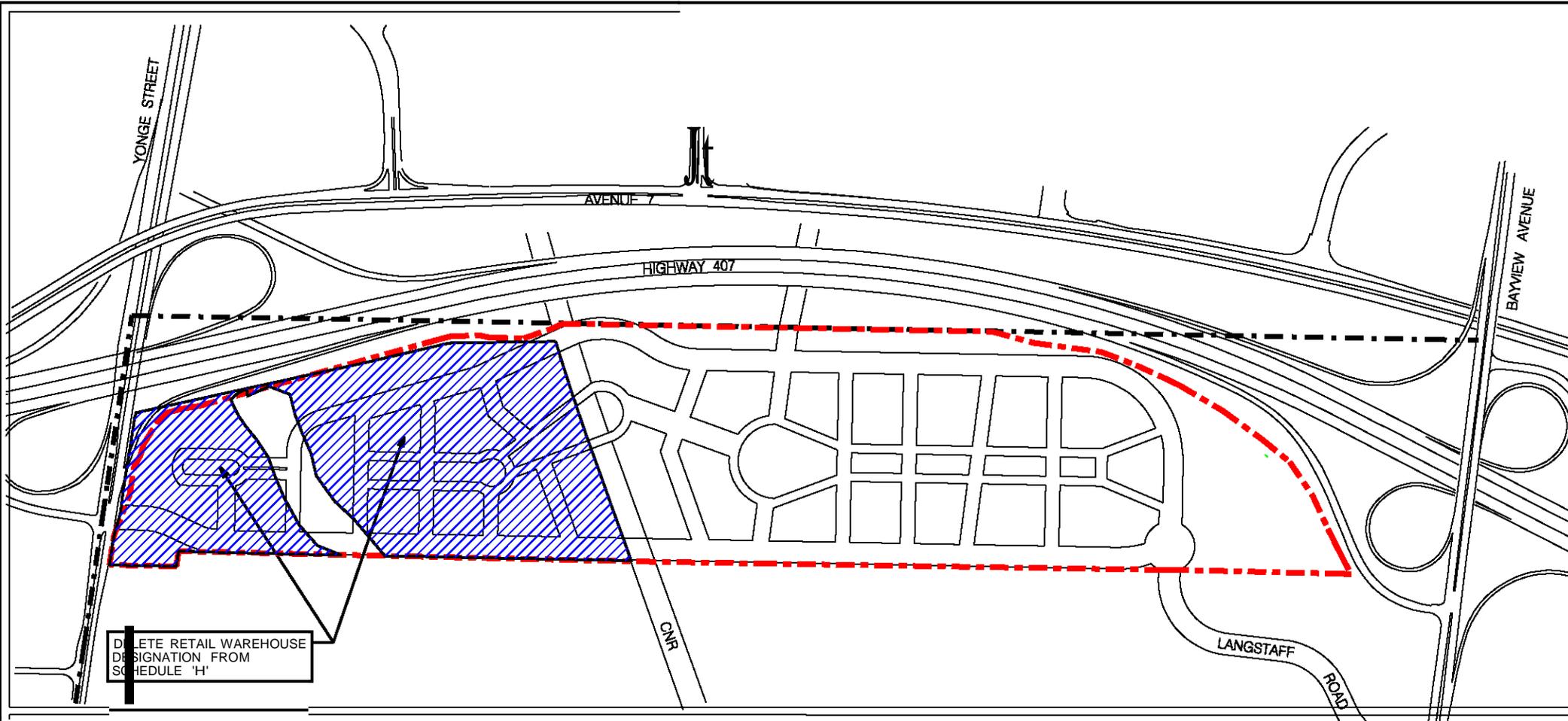
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ROAD WIDENING REQUIREMENTS

(In addition to the maximum basic right-of-way width, additional right-of-way width may also be required for sight triangles, cuts, fills, extra lanes at intersections and high-occupancy vehicle lanes, and for accommodating bicycles, sidewalks, and landscaping where appropriate, in accordance with the specifications and requirements of the authority having jurisdiction.)



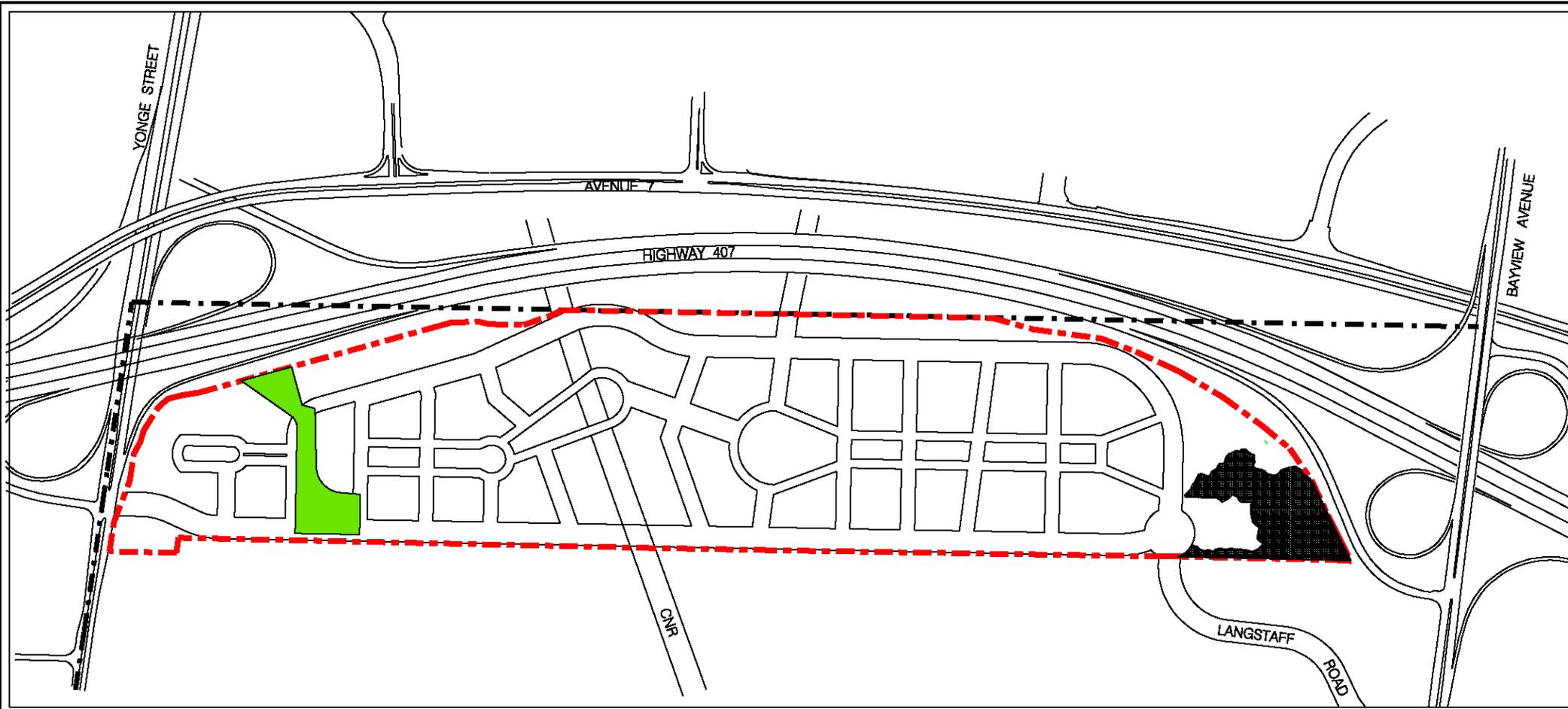


AMENDMENT TO SCHEDULE 'H'- COMMERCIAL /INDUSTRIAL CATEGORIES TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED

E.-.3 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E.-.1 TOWN BOUNDARY

 RETAIL WAREHOUSE AREA

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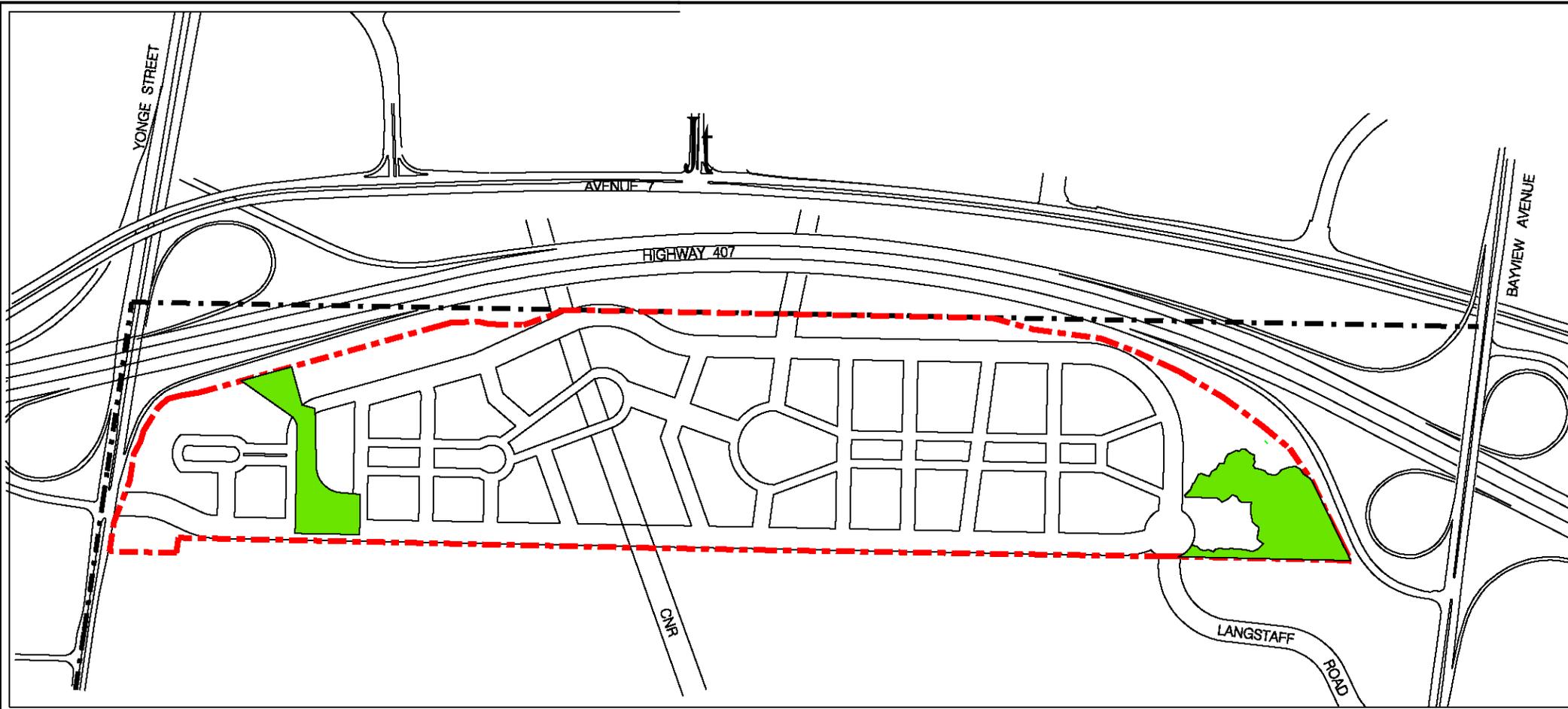


**AMENDMENT TO SCHEDULE T- ENVIRONMENTAL PROTECTION AREAS
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED**

E.-.3 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E.-.1 TOWN BOUNDARY

— VALLEYLANDS
■ WOODLOTS AND OTHER SIGNIFICANT VEGETATION COMMUNITIES

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**AMENDMENT TO APPENDIX MAP 1 – GREENWAY SYSTEM
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED**

E.-.3 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E.-.i TOWN BOUNDARY

— ENVIRONMENTAL PROTECTION AREA

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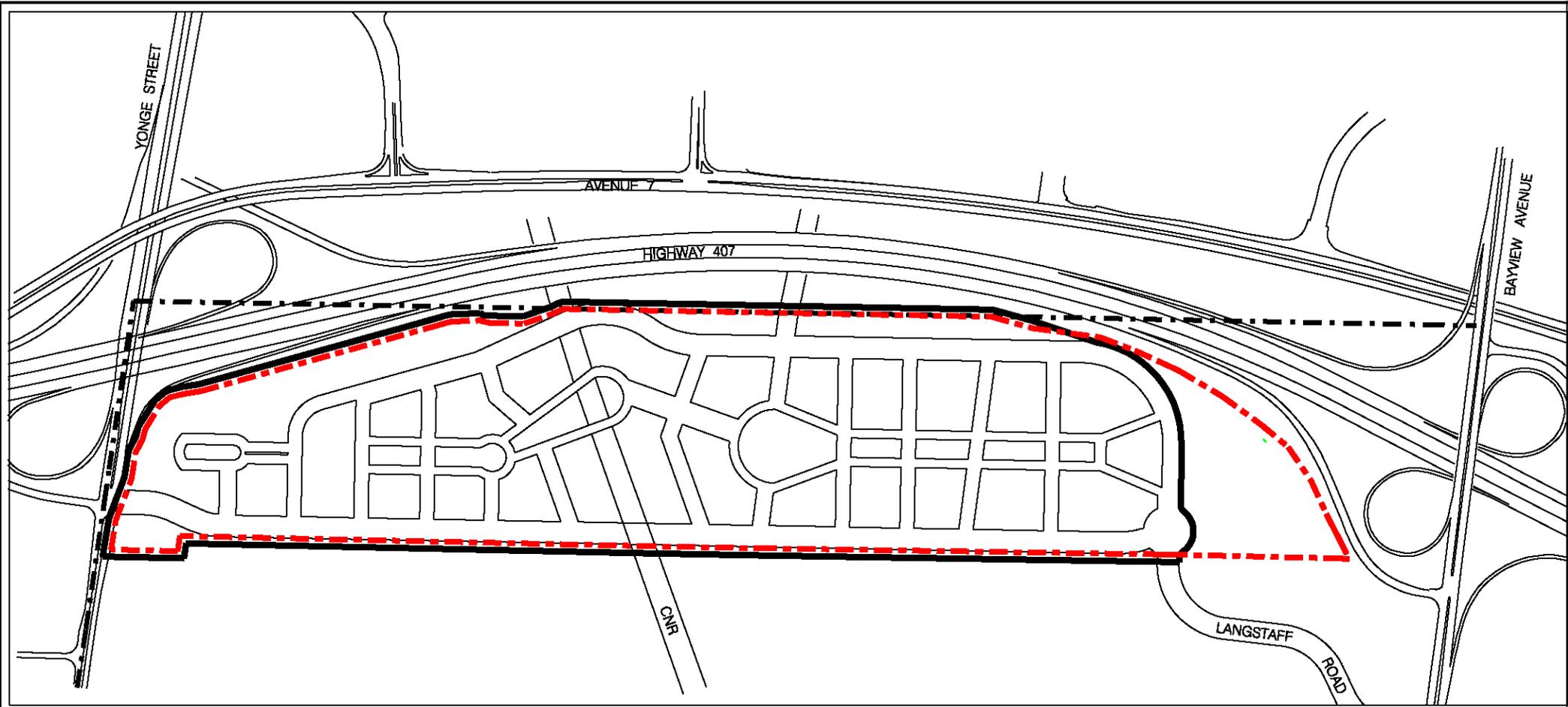


FIGURE RC
TOWN OF MARKHAM OFFICIAL PLAN (REVISED 1987), AS AMENDED

- E. - . 3** BOUNDARY OF AREA COVERED BY THIS AMENDMENT
- E. - . i** TOWN BOUNDARY
- |** REGIONAL CENTRE AND URBAN GROWTH CENTRE BOUNDARY
- .** WITHIN THE TOWN OF MARKHAM

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PART III- THE SECONDARY PLAN

(This is an operative part of Official Plan Amendment No. 183)

SECONDARY PLAN PO 44-1 LANGSTAFF GATEWAY PLANNING
DISTRICT

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PART III- THE SECONDARY PLAN

(This is an operative part of Official Plan Amendment No. 183)

1.0 INTRODUCTION

The following text and Schedules identified as Schedules 'AA' through 'II' constitute the Secondary Plan for the Langstaff Gateway Planning District. The Langstaff Gateway Planning District will develop a complete, separate and distinct, mixed use, transit dependent community incorporating higher density development in appropriate built form.

2.0 PURPOSE OF THE SECONDARY PLAN

The purpose of this Secondary Plan is to provide a detailed land use plan and policies for the regulation of land use and development in accordance with the land use designations established in the Official Plan (Revised 1987) as amended, and as further amended by this Secondary Plan.

It is anticipated that the Langstaff Gateway Planning District will accommodate up to 15,000 residential units or a population of approximately 32,000 and approximately 15,000 jobs.

3.0 LOCATION AND DESCRIPTION OF THE PLANNING DISTRICT

The designated area of this Secondary Plan consists of land in Part of Lots 10 and 11, Concession 1.

The lands are generally bounded by Highway 407 to the north, Yonge Street to the west, Bayview Avenue to the east and the Holy Cross Cemetery to the south and the area is approximately 47 ha (116 acres). The limits of the Secondary Plan are identified on Schedules 'AA' through 'II' attached to this Secondary Plan. It should be noted that a portion of the lands north of the existing alignment of Langstaff Road and south of Highway 407 are within the Town of Richmond Hill. For practical purposes, these lands have been planned comprehensively by this Secondary Plan.

4.0 GOAL, OBJECTIVES AND PRINCIPLES

4.1 Introduction

The goal, objectives and principles which the Town is seeking to achieve through the detailed policies of this Secondary Plan are outlined below. In addition to Provincial policies and plans, they are premised on the principles established in OPA #171 for the Langstaff Gateway Master Plan study, the principles within the Langstaff Gateway Land Use and Built Form Master Plan, as well as the subsequent shared principles for the Richmond Hiii/Langstaff Gateway Centre set out in the Region of York July 2009 Planning and Development Services report (**Appendix I**).

Together with the goals and objectives of the Official Plan, these provide the framework for the planning and development of the Secondary Plan lands for both the public and private sectors. The goal and objectives will be implemented in accordance with Section 7 - Implementation of the Official Plan, as further elaborated in the policies and the requirements in Section 11 of this Secondary Plan.

4.2 Policy Context

Current Provincial policy envisages the planning and development of sustainable 'complete communities' to accommodate growth and infrastructure, including community facilities, required to support growth. Complete communities demonstrate well designed, compact urban development, accommodating both a mix and range of housing and jobs, with convenient access to public transportation, while preserving and enhancing the natural environment where appropriate. To encourage development of complete communities, the Provincial Growth Plan for the Greater Golden Horseshoe promotes intensification within the built up area with a focus on Urban Growth Centres where the potential for development at transit supportive densities is greatest. The Growth Plan identifies the Richmond Hiii/Langstaff Gateway as an Urban Growth Centre and establishes policies and minimum density targets to promote intensive development and provide a focus for transit and infrastructure investments to support future growth.

The Provincial Regional Transportation Plan – The Big Move identifies the Richmond Hiii/Langstaff Gateway as an Anchor Mobility Hub, with

significant levels of planned transit service and development potential, as major trip generator. The Anchor Mobility Hub is a place of connectivity where different modes of transportation – from walking to high-speed rail – converge and where there is an intensive concentration of employment, living, shopping and/or recreation. In addition to serving as places to arrive, depart and wait for transit, mobility hubs have the potential to become vibrant places of activity and destinations in themselves.

Current Regional policy represents a shift towards a growth management model that complements the provincial policy and encourages additional development within the existing urban areas of the Region. The York Region Official Plan promotes Regional Centres and Corridors as the primary locations for the most intensive and greatest mix of development within the Region. The Official Plan identifies the Richmond Hill/Langstaff Gateway as a Regional Centre and establishes policies and minimum density targets to achieve a complete, diverse, compact, vibrant and integrated Regional Centre.

Town of Markham planning policies and *development approvals* are required to be consistent with Provincial and Regional policy. Through this Secondary Plan and an amendment to the Official Plan, the Town has designated the boundary of the Langstaff portion of the Richmond Hill/Langstaff Gateway Regional Centre in a manner generally consistent with the boundary of the Provincial Urban Growth Centre. Policies included in this Secondary Plan generally reflect current senior government policy with respect to growth management.

4.3 Goal

To provide for a complete, compact, vibrant, integrated, sustainable and well designed community which serves as a portion of the designated Richmond Hill/Langstaff Gateway Regional Centre and a focal point in the Region for housing, employment, cultural/community facilities, and transit connections consistent with Provincial and Regional policies and plans.

4.4 Objectives

4.4.1 Community Structure and Land Use

To create a complete, compact, vibrant, integrated community of transit and pedestrian oriented development containing a mix of land uses and intensity of development suitable to a portion of a Regional Centre, including residential, mixed use, commercial, office, open space, recreational, cultural and institutional facilities that is transit dependent.

4.4.2 Sustainable Development

To ensure the development of a sustainable community consistent with the Provincial and Regional growth management initiatives, by:

- Promoting a compact, transit dependent community with a balance of population and employment, neighbourhood serving commerce, schools, social services, cultural venues and economic enterprise;
- Promoting a transit supportive community, reliant on the delivery of increased public transit infrastructure, ridership and transit oriented development standards including site plan and building design, building scale and distribution of development densities, land use mix and location;
- Encouraging 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;
- Creating resilient and adaptable infrastructure capable of accommodating demands brought on by climate change; and,
- Implementing other Town-wide policies related to community sustainability and development.

4.4.3 Mixed Use Centre

To provide for a Mixed Use Centre that:

- Functions as a portion of a Regional Centre;
- Functions as a portion of an Urban Growth Centre and an Anchor Mobility Hub within the Greater Golden Horseshoe;
- Integrates a balance and diversity of residential, retail, office, and public uses, at transit supportive densities, at the convergence of two regional rapid transitways and a provincial rapid transitway and high speed commuter rail line;
- Protects and incorporates existing natural features into the site as amenities of unique value, and,
- Responds to Provincial and Regional intensification requirements.

4.4.4 Residential Development

To create a compact community that provides:

- A variety of housing types and tenures in largely multiple residential and mixed use forms in safe and attractive settings;
- Opportunities to respond to the Region's affordable housing target;
- Housing, retail, open space and employment in close proximity; and
- More intensive housing development in proximity to transit stations.

4.4.5 Commercial Development

- a) To provide for a range of retail and service commercial development within walking distances of residents and employees of Langstaff Gateway.
- b) To provide for a major community retail focus along two (2) Mixed Use urban main streets.
- c) To provide for street oriented retail, service commercial uses and community services on the ground level of buildings, with opportunities for a mix of housing, office, commercial and other uses on the upper levels.

4.4.6 Employment

- a) To support a live-work balance within the Langstaff Gateway by designating lands for employment at key strategic locations with a high degree of exposure and transit accessibility, and by permitting employment uses in a mixed use context across the majority of the Planning District.
- b) To concentrate major office employment within walking distance of the West and East Transit Nodes and integrate higher order transit service.
- c) To provide a full range of services and amenities in proximity to work places.

4.4.7 Community Facilities and Institutional

- a) To provide visible locations for accessible community facilities that contribute to excellence in urban design to serve the needs of all residents and employees.
- b) To encourage multi-purpose and shared use of community, cultural and institutional facilities, including public lands and buildings.
- c) To integrate complete and self sufficient neighbourhoods or precincts that have on-site community facilities and essential services located within developments.

4.4.8 Open Space System/Environmental Features

- a) To create a linked open space system of parks and open spaces that collectively function as a central linear green spine within the Langstaff Gateway community connecting Pomona Mills Creek (Environmental Protection Area – Valleylands) to the west and the Langstaff Woodlot (Environmental Protection Area – Woodlot) to the east.
- b) To create functional open spaces with a clear relationship to the development within the Langstaff Gateway, and which are highly accessible and visible to the community.

- c) To ensure the preservation and enhancement of significant existing environmental features within the open space system.
- d) To provide opportunities for diversity and flexibility within the open space system throughout the Langstaff Gateway.
- e) To provide opportunities for a wide variety of recreation facilities, both public and private, at appropriate locations throughout Langstaff Gateway.
- f) To provide opportunities for public access to Pomona Mills Creek (Environmental Protection Area – Valleylands) and the Langstaff Woodlot (Environmental Protection Area – Woodlot).

4.4.9 Natural and Cultural Heritage Features

- a) To preserve, enhance and restore existing natural features and their functions wherever feasible including significant vegetation, topographic features and aquatic resources.
- b) To provide a continuous open space system throughout the community that incorporates links of varying character and function, natural features and community amenities including pathways for both cyclists and pedestrians and linkages to adjacent communities, where practical.
- c) To preserve, enhance and restore existing cultural heritage features including buildings and properties of cultural heritage value and interest and archaeological resources.

4.4.10 Urban Design

- a) To achieve a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies and requirements of this Secondary Plan.
- b) To provide for development of urban design principles and policies that reflect the primary role of the Langstaff Gateway as part of a Regional Centre by:

- i) ensuring high quality of design for all buildings, public parks and open spaces and private amenity areas;
 - ii) developing attractive streetscapes and a hierarchy of streets;
 - iii) establishing appropriate relationships between buildings and streets;
 - iv) establishing locations for landmark buildings and clusters of buildings;
 - v) creating an appropriate circulation plan that achieves a high level of accessibility and connectivity to all areas of the Langstaff Gateway and adjacent lands; and,
 - vi) creating two (2) main streets of major mixed use retail and employment uses.
- c) To provide opportunities for a strong and well defined public realm that is clearly defined by structure and built form utilizing a grid of public streets, dedicated pedestrian and bike pathways and supportive design of, and access through, the private realm.
 - d) To further refine the urban design principles and guidelines established for this Secondary Plan through the preparation of *Precinct Plans* consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines** approved by Council and amended from time to time in accordance with the provisions thereof.

4.4.11 Transportation

- a) To develop a transportation system and linkages that are consistent with the findings and recommendations of the Langstaff Land Use and Built Form Master Plan Transportation Report (2009) as they relate to, among other things, the internal and external transportation network, and the phasing of major transportation improvements.
- b) To establish development densities for residential and employment uses sufficient to support a desired level and

network of public transit and active transportation infrastructure and enhance access to the Provincially designated Richmond Hiii/Langstaff Gateway Anchor Mobility Hub.

- c) To ensure that development, both on a comprehensive and a site specific scale is designed to give a high priority to increased public transit use, and to facilitate efficient and effective public transportation operations within and connections to Town-wide and Regional transit systems.
- d) To ensure that the components of the transportation systems required for development of any portion of the Langstaff Gateway are committed to be in place and operative prior to, or coincident with development.
- e) To phase the implementation of the transportation system, including transit services, based on acceptable operational and financial criteria in accordance with the **Langstaff Gateway Development Phasing Plan** to be approved by Council and amended from time to time, in accordance with the provisions thereof.
- f) To encourage transit usage, by locating transit stops generally within a 5-10 minute walk of the majority of the population.
- g) To develop an interconnected grid network of streets, sidewalks, lanes, pathways and open spaces to ensure ease of access and safety for pedestrians, cyclists and motorists.
- h) To develop and implement a travel demand management program for the Langstaff Gateway that will serve to reduce trip distance and travel time, reduce traffic congestion, and promote a shift from automobile use to other modes of transportation, including active transportation.
- i) To provide for an internal transit system (transit circulator) along the Mixed Use Development Corridor, which includes the two (2) main streets, that functions as a transit spine within the Langstaff Gateway community with connections to the West and East Transit Nodes, which comprise part of the Anchor Mobility Hub.

- j) To provide a Transit Concourse (covered passageway) for the safe and comfortable passage of pedestrians, cyclists and transit users between the Langstaff Gateway area and the Richmond Hill Centre area.
- k) To develop a parking strategy and plan to reduce reliance on single occupancy vehicles. The parking strategy should include parking management approaches that include provision of parking structures and on-street parking, maximum numbers of required parking spaces, and support delivery of high density, mixed use, transit dependent development.

4.4.12 Municipal Services

- a) To ensure that the municipal services, including the necessary water, sanitary and storm sewers and stormwater facilities required for any part of the Secondary Plan area, are in place and operative, prior to or coincident with the development of the land they service.
- b) To design a stormwater management system which is located on municipally owned lands and private areas and designed to mitigate impacts on the natural environment, while meeting Town and regulatory agency requirements, as well as any other requirements identified through the Langstaff Gateway Master Environmental Servicing Plan December 2009, and subsequent studies.
- c) To provide for reduced water consumption on a *development block* scale that may include provision for rainwater harvesting facilities integrated into development.
- d) To provide for district heating, cooling and cogeneration within the development area and within buildings, subject to performance criteria.

4.4.13 Plan Implementation

- a) To ensure that the costs of services, public facilities and infrastructure required to permit and support the development of the Langstaff Gateway are not a financial burden to the Town and are provided for in accordance with:

- i) the provisions of the **Langstaff Gateway Development Phasing Plan**, approved by Council and amended from time to time in accordance with the provisions thereof, and the delivery of the major components of transportation and servicing infrastructure as set out;
 - ii) the provisions of the Development Charges Act and the Development Charges By-laws adopted by the Town, the Region and the Boards of Education;
 - iii) the provisions of the Planning Act - R.S.O., 1990 and the Official Plan (Revised 1987), as amended;
 - iv) any Developers' Group Agreements entered into as part of *development approvals*; and,
 - v) any other legal agreements required by the Town or authorized agencies.
- b) To establish an integrated program of planning approvals and infrastructure commitments to ensure that development within the Langstaff Gateway is linked to the delivery of major transportation and servicing infrastructure.

4.5 Principles

The planning of the Langstaff Gateway community is generally based on the principles of liveability and urbanism which emphasize compact community development focusing on the public realm, a vibrant mix of uses, small blocks, streets for people, varied architecture and building massing, and a healthy mix of public and private realms. It also takes into account the design principles for a vibrant, sustainable community, which are outlined in the Langstaff Land Use and Built Form Master Plan, October 2009 and include:

- Diversity and Balance accommodating the social, environmental, and economic dimensions that make a community diverse and achieving a harmonious balance between the diverse people, enterprises, land uses and natural systems that make up a complete community;

- Conservation and Restoration - preserving and restoring, when necessary, key natural and cultural historic features;
- Human and Pedestrian Scale - prioritizing human mobility and comfort to create walkable pedestrian friendly environments that are designed for people; and,
- Connection and Interdependence applying a layered understanding of the community and its elements with housing, shops, open space, civic institutions and businesses designed to function as one complete community.

The principles that follow establish the fundamental rules that characterize the vision for the Langstaff Gateway community.

The planning and development principles articulate the objectives set out in Section 4.4 of this Secondary Plan by establishing the context and direction for the development of the community and serve as the basis for the policies and other implementing mechanisms set out in this Secondary Plan and in the Official Plan (Revised 1987), as amended.

The general planning and development principles that characterize the Langstaff Gateway community are as follows:

a) Urban Structure

The Langstaff Gateway will be planned and developed to implement its role as part of an identified Urban Growth Centre and a Regional Centre well-served by public transit and roads. Provincial and Regional policies will be addressed in this regard.

As a Regional Centre on the Avenue 7 and Yonge Street Corridors, the Langstaff Gateway will be a focus for compact mixed used development, the most intensive, high-order land uses associated with a transit hub, and for investment in regional scale services and activities.

b) Land Use

The Langstaff Gateway will be planned to accommodate a range of land uses which shall include housing, offices, retailing,

personal and community services in addition to essential infrastructure, open space and protected natural features.

The land use mix will ensure a significant component of office development, contributing to Town employment growth targets and increasing live-work opportunities, carefully located and closely related to transit services, and sufficient retailing and service activities to support the needs of residents and workers.

Residential development will include a variety of higher density unit types; multi-storey residential buildings will be designed to accommodate ground floor non-residential uses, particularly retail, service and office uses appropriate to mixed use buildings; highest residential densities will be located closer to transit services; the range of residential building forms will include unit types and tenures that ensure the availability of affordable housing.

c) Sustainable Development

The Langstaff Gateway will be developed as a sustainable community promoting a compact development form at transit dependent densities with a mix of residential and employment uses. Provision of live-work and affordable housing opportunities, and community infrastructure, will respond to the needs of residents and employees.

Development will be based on a program of sustainable community and building design (i.e. through the use of LEED development standards) and will demonstrate the use of green infrastructure technologies and best practices in sustainable building and open space designs, the use of energy efficient materials, systems, and landscaping and district energy opportunities, with an emphasis on air and water quality, water and energy efficiency and conservation, and waste management practices.

d) Environment and Heritage

Planning for the Langstaff Gateway will define an open space system incorporating destinations, linkages, outdoor amenities, and natural heritage features, and accommodate where

appropriate, pathways to support recreational and pedestrian use.

The Pomona Mills Creek, Langstaff woodlot and any other identified natural features will be preserved and integrated into the open space system including appropriate enhancement.

The retention and conservation of buildings or features of architectural and/or historical merit and the integration of these resources into new development in their original use or an appropriate adaptive re-use and retention, on the original site will be a priority, where possible.

The need for soils remediation and a program to achieve this will be developed and implemented to ensure remediation is completed in a timely manner prior to *development approval*.

Noise associated with Highway 407, nearby arterial roads and the existing rail line will be addressed and mitigated through choices involving land use, building location and design and appropriate buffering measures.

e) Public Realm

Planning for the Langstaff Gateway will address the components, requirements and design priorities of the public realm including street pattern and width, transit routes and stops, sidewalks, bicycle routes, and streetscape design and pedestrian connections to transit, the open space system, and community services.

Buildings, structures and public spaces will be located and configured to enhance and define a safe, attractive and enjoyable public realm.

Pedestrian movements will be accorded priority; site design on private property will be coordinated with that of the public realm to prioritize and facilitate these movements.

The amount and location of parking will be specifically addressed in designing the public realm to ensure that these are balanced with other public realm functions and design objectives. Parking

on private lands will be located and designed to minimize its visibility from the public realm.

Points of entrance to the Langstaff Gateway will be designed to establish a sense of place, and arrival, and to accommodate a range of travel modes.

f) Built Form and Site Design

Development will be organised and designed to create a compact, well-defined urban fabric that is attractive, safe, pedestrian-oriented and transit-supportive.

Density will be organised through concentration, distribution and variation to achieve interest, compatibility and definition within the built environment and to achieve the strongest possible relationship of residents and employees to transit services.

Building forms, development site sizes and the street and block pattern will promote a diversity of design and a public realm experience appropriate for an intensely developed Urban Growth Centre.

Buildings will be designed to respond and contribute to their context; techniques in building design and integration will include build-to zones, podiums, step-backs, variations in height, footprint variations and limits, and ground floor layouts to accommodate mixing of uses.

Buildings, structures and public spaces will be located and configured to enhance and define a safe, attractive and enjoyable public realm.

Building height and orientation will be organized and varied to ensure appropriate relationships among buildings, to define prominent locations, to relate compatibly to surrounding uses, to protect views and to enhance the character and experience of the public realm.

To apply a Transit Oriented Development approach through techniques such as, addressing transit through orienting building entrances to the street, creating a human scale of development

in proximity to transit stations, and providing built form that prioritises transit access and use.

g) Transportation

Accessibility to transit services, particularly for pedestrians, will be a priority in designing and developing the Langstaff Gateway.

As the ultimate composition, location and timing of transit services remains to be confirmed, the planning and development of the Langstaff Gateway will need to address possible alternative end states and incorporate sufficient flexibility to relate to alternative circumstances.

The internal street system will be designed to accommodate a range of transportation functions with the priority being given to transit, pedestrian and bicycle movements. The system must also define public spaces and development parcels that facilitate the preferred arrangement of land uses and optimal building placements.

The number of points of access, for all modes of transportation, to the Langstaff Gateway will be maximized; accessibility to the external road and transit systems will be relied upon in determining the appropriate phasing of development in the area.

A comprehensive Travel Demand Management Plan will be developed to reduce trip distances and travel times, reduce traffic congestion and reduce reliance on low occupancy auto use.

h) Parking

A parking strategy will be developed identifying appropriate parking standards, and the preferred implementation of these standards including the amount, location and forms (surface, below and above ground structures, on-street) for parking and ensuring a minimum reliance on extensive surface parking.

The parking strategy, including phasing, will focus on: reducing single occupancy vehicles, encourage parking structures and

discourage surface parking lots, and support the delivery of high density, mixed-use development.

The parking strategy will also address preferred design requirements for parking facilities such as surface and landscape treatments and reducing visibility. Bicycle storage will be addressed to facilitate this travel alternative.

i) Infrastructure

Planning for the Langstaff Gateway will demonstrate how the proposed development will be accommodated on full sanitary, water and energy services and how stormwater will be managed within the context of surrounding uses. Service delivery solutions should embrace innovative and sustainable practices and technology. Infrastructure planning will demonstrate how required infrastructure will be funded and delivered, including required phasing.

j) Financial

Through the preparation of a **Development Phasing Plan** and associated Financial Impact Analysis it will be demonstrated by the proponents to the Town's satisfaction how required infrastructure, including community services, will be delivered and funded, ensuring that there is no unacceptable financial burden to the Town. This work shall identify requirements and agreements to secure Town interests in regard to financial matters prior to *development approval*.

Innovative Town funding alternatives should be explored. These might include the establishment of a Community Improvement Area, and the use of Tax Increment Financing. The commitment of funding and establishment of financing permissions by the Region and the Province in support of the development of the Langstaff Gateway as part of an identified Urban Growth Centre and a Regional Centre should be pursued.

k) Development Phasing

The sequence and timing of development, infrastructure investment and construction, and the replacement of exiting uses will be determined prior to *development approval*.

As the ultimate composition, location, and timing of transit services remains to be confirmed, the planning and development of the Langstaff Gateway will need to address possible alternative end states and incorporate sufficient flexibility to relate to alternative circumstances.

5.0 COMMUNITY STRUCTURE

5.1 Introduction

The structure of the Langstaff Gateway community is established in this Secondary Plan and further defined and articulated by *Precinct Plans* and the Langstaff Land Use and Built Form Master Plan, October, 2009.

The main structural components of the Langstaff Gateway community that define its urban structure are identified in text below. The arrangement of these organizational components is shown on **Schedule "BB" – Community Structure**.

5.2 Residential Neighbourhoods

The residential neighbourhoods are the fundamental structural element of the Langstaff Gateway community. The neighbourhoods offer housing options to allow for a diverse mix of household sizes, lifestyles and incomes. They provide for a concentration of higher density housing forms within walking distance of transit, retail and community facilities including high-rise towers, mid-rise buildings with ground floor retail and other non-residential uses, and townhouses.

5.3 Employment Districts

The West (Langstaff/Longbridge Subway Station) and East (Richmond Hill Centre/Langstaff Gateway Mobility Hub) Transit Nodes

are the primary hubs of employment activity for the Langstaff Gateway community with additional employment lands located adjacent to the Highway 407 Corridor. Major office employment will be concentrated at transit-supportive densities within walking distance of the Transit Nodes with ground floor retail and commercial uses to serve employees.

5.4 Mixed Use Development Corridor and Nodes

Retail, high-rise residential, and offices are largely focused around the West and East Transit Nodes and a centrally located spine running east-west through the Langstaff Gateway Community. The mixed use development corridors and nodes are vibrant places and can be road (Main Street) or open space based (Transit Green/Hub Green). They comprise a good mixture of retail, employment, residential, entertainment and *civic uses* to attract and retain a wide array of activities to broaden the community's appeal, while strengthening its economic viability.

5.5 Greenspace Corridor and Greenways

The centrally located greenspace corridor defines the fundamental arrangement and organization of land use and physical structure of the lands in the Langstaff Gateway community. It comprises a number of linked parks and open spaces, which are elements of the Parks and Open Space System, that collectively function as a green spine of public parks and linear open spaces. The greenspace corridor provides continuous and integrated connections across the Langstaff Gateway community, and is anchored by Pomona Mills Creek to the west and the Langstaff Woodlot to the east.

The northern and southern edges of the community are defined by linear greenways. These greenways, comprised of multiuse trails, provide a nearly continuous bicycle and pedestrian path, separated from motor vehicle traffic, around the entire community

5.6 Transit Corridor and Nodes

An internal transit circulation system will be focused at the centre of the Langstaff Gateway community, creating a Transit Spine along the linear park system that links the East and West Transit Nodes

portions of the Anchor Mobility Hub with the residential neighbourhoods and the Richmond Hill Centre to the north.

The West Transit Node will be located directly adjacent to the planned Langstaff/Longbridge Subway Station on the east side of Yonge Street. The East Transit Node is located near the existing GO Station, at the entrance to the Transit Concourse, which will connect Langstaff Gateway and Richmond Hill Centre. Clusters of high density residential and employment uses planned for these locations will serve as a visual gateway to Markham and as a regional landmark for this part of the Anchor Mobility Hub. The concentration of densities in the Transit Nodes within walking distance to the subway and the transit mobility hub will support transit ridership.

6.0 LAND USE POLICIES AND DESIGNATIONS

The land use designations for the Langstaff Gateway Secondary Plan shown on **Schedule 'AA' – Detailed Land Use** establish the general pattern for future development in the Secondary Plan Area. The policies for these designations are set out in Sections 6.2 to 6.9 inclusive.

6.1 General Policies – All lands

- a) A detailed pattern of land use is established on **Schedule 'AA' – Detailed Land Use** attached hereto. This pattern of land use will be further implemented through required plans, guidelines and *Development Approvals* such as zoning, subdivision, condominium or site plan approval processes, taking into account such matters as the preservation of natural features and preservation of heritage resources, stormwater management requirements, detailed land use arrangements and street patterns. Minor adjustments to the boundaries of the land use designations may be approved without an amendment to this Secondary Plan only if the general intent of the Plan and its fundamental principles are maintained to the satisfaction of the Town.

Similarly, minor adjustments to the alignment of roads may be approved without an amendment to this Secondary Plan only if the basic requirements of the Major Collector Road and street grid pattern and the principles of connectivity and human scale

are maintained to the satisfaction of the Town. Any proposed adjustments relating to crossings of the floodplain areas shall be reviewed by the Town in consultation with the Toronto and Region Conservation Authority.

- b) This Secondary Plan acknowledges that subject to ongoing monitoring and meeting criteria related to transit and infrastructure capacity, amongst other things, the ultimate population may reach up to 32,000 residents and at least 15,000 employees.
- c) The locations of community and infrastructure facilities within the Langstaff Gateway Secondary Plan area, such as schools, parks, roads and road improvements, external services and stormwater management facilities will be selected without regard to property ownership. All owners within the Langstaff Gateway Secondary Plan area shall contribute their proportionate share towards community and infrastructure facilities. In order to ensure that property owners within the Langstaff Gateway Secondary Plan area contribute their proportionate share towards these facilities, property owners will be required to enter into one or more agreements with each other and/or the Town, as a condition of *development approval* of their lands, providing for the equitable distribution of the costs (including that of land) of these community and infrastructure facilities, prior to development proceeding.
- d) Symbols depict the general locations for schools on the Land Use Plan. Detailed locational requirements for public institutions and places of worship shall be determined at the *Precinct Plan* stage.
- e) The Parks and Open Space System shown on **Schedule 'HH' – Parks and Open Space System** provides the general framework for parks and open space within the Secondary Plan area. Refinements to the Parks and Open Space System will be required subject to Section 6.6. Minor Adjustments to the Parks and Open Space System may be approved without amendment to the Secondary Plan. The Langstaff Gateway Planning District shall have approximately 6.8 ha of public parkland and approximately 5.4 ha of public open space.

- f) It is the policy of this Secondary Plan to preserve, protect and enhance as many of the existing trees as possible. During preparation of draft plans of subdivision or condominium, Tree Conservation Plans shall be prepared to the satisfaction of the Town for areas designated Environmental Protection Area and Parks and Open Space. Suitable programs to implement approved Tree Conservation Plans will be required prior to final approval of draft plans of subdivision and condominium or site plans.
- g) Notwithstanding any other policies of this Secondary Plan, all municipal facilities and utilities, including district heating and cooling plants will be permitted on lands in any land use designation, with the exception of the Environmental Protection Area (EPA) and the Parks and Open Space designations, subject to studies satisfactory to the Town. In the case of EPA - Valleyland, the provisions of Section 6.7 of this Secondary Plan shall apply.
- h) Development shall be consistent with the Urban Design and Streetscape policies of this Secondary Plan (Section 7) and the principles established in this Secondary Plan and the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- i) Standards for building placement and design shall be consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- j) Council will strive to maintain compatibility between sensitive land uses and sources of noise or incompatible uses and facilities. Measures may include land use separation or other mitigation uses in accordance with the Guidelines of the Ministry of Environment. These considerations will be particularly critical at all phases of development when new sensitive uses could mix with existing industrial and open storage uses in the area. Regard shall be given to the Transitional Urban Area requirements of the Ministry's Guideline where existing industrial uses exist or lands are zoned for such uses.
- k) Where a site may be contaminated due to the previous use of the property, the Town will require that Environmental Site Assessments in accordance with Provincial Environmental

Protection Act and regulations for the remediation of contaminated sites be submitted along with any application for development in accordance with the policies of Section 9.7.

- l) For the purpose of this Secondary Plan, the following definitions apply:
- '*Civic Uses*' as referred to in the Langstaff Land Use and Built Form Master Plan refers to largely public sector community facilities and services
 - '*Development Approval*' means approval of development in the form of draft plan of subdivision and condominium, Zoning By-law amendment, site plan control, or severance.
 - '*Development Block*' refers to a parcel of developable land exclusive of public roads, parks and lands designated 'Parks and Open Space' and 'Environmental Protection Area', identified on **Schedule 'CC' – Development Blocks** and further delineated as parcels in the **Langstaff Gateway Development Phasing Plan** and the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
 - '*Floor Space Index (FSI)*' is defined as the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are developed.
 - A '*Precinct Plan*', as required in Section 11.0 of this Secondary Plan, is 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**.
- m) Density within each designated *Development Block* will be calculated on a *Floor Space Index (FSI)* basis as shown on **Schedule 'CC' – Development Blocks**.
- n) Minimum and maximum building heights shall be generally as shown on **Schedule 'EE' – Height Control Plan**
- o) *Development Blocks* as shown on **Schedule 'CC' Development Blocks** shall be of sufficient size and configuration to accommodate development in a manner that is

consistent with the planning and design principles established in the **Langstaff Gateway Urban Design and Streetscape Guidelines** and provided for in this Secondary Plan or through *Precinct Plans*.

- p) Adjustments to the boundaries of a *Development Block(s)* as shown on **Schedule 'CC' – Development Blocks** may only be permitted by the Town within *Precinct Plans*, where consistent with the provisions of this Secondary Plan.
- q) Zoning By-laws, pursuant to Section 37 of the Planning Act, may be enacted to permit increases in the height and/or density of development than is otherwise permitted in the Zoning By-law in return for the provision of community benefits in the form of facilities, services or matters of public benefit that are set out in the Zoning By-law.
- r) It is generally intended that the amount and distribution of development to be approved within the Planning District will be approximately as shown in Schedule 'HH' - **Development Phasing and Precinct Plan** and in the **Langstaff Gateway Development Phasing Plan** and in accordance with the policies of Section 11.5. The **Langstaff Gateway Development Phasing Plan**, the *Precinct Plans* and implementing Zoning By-laws will further refine the appropriate development thresholds and benchmarks at each phase.
- s) The **Langstaff Gateway Development Phasing Plan**, shall be approved by Council and amended from time to time in accordance with the provisions thereof. It indicates the amount and distribution of development that was used to determine the supply of public infrastructure envisioned by the Plan, including such matters as parks, schools, roads, transit and water and sewage facilities. Council will monitor development as it occurs, so that the projected level of public infrastructure can be adjusted to be kept in balance with development.

6.1.1 Schedules

- a) The proposed land use structure, community structure, development blocks and the schematic transportation and transit network are identified on **Schedule 'AA' – Detailed Land Use**,

Schedule 'BB' – Community Structure, Schedule 'CC' – Development Blocks, Schedule 'DD' -Ground Floor Uses, Schedule 'EE' – Height Control Plan, Schedule 'FF'-Transportation Plan, Schedule 'GG' – Transit Plan, Schedule 'HH' – Parks and Open Space System, and Schedule 'II' – Development Phasing and Precinct Plan, to this Secondary Plan.

- b) In accordance with the provisions of the Official Plan (Revised 1987), as amended, the following land use designations are established and applied to lands within the Planning District, as shown on **Schedule 'AA'- Detailed Land Use:**
- 'Langstaff Gateway Regional Centre - Residential'
 - 'Langstaff Gateway Regional Centre - Residential Mixed Use'
 - 'Langstaff Gateway Regional Centre - Office'
 - 'Langstaff Gateway Regional Centre - Parks and Open Space'
 - 'Environmental Protection Area – Woodlot'
 - 'Environmental Protection Area – Valleyland'
 - 'Transportation & Utilities'
- c) In addition to the land use designations, Public and Catholic Elementary Schools are identified schematically on **Schedule 'AA' – Detailed Land Use,**
- d) **Schedule 'BB' – Community Structure** identifies the general community structure for the Planning District consisting of Residential Neighbourhoods, an Employment District, a Mixed Use Development Corridor and Nodes, a Greenspace Corridor, and a Transit Corridor and Nodes.
- e) **Schedule 'CC' – Development Blocks** shows the detailed structure of the Langstaff Gateway community, which is made up of a number of *Development Blocks* designated for residential, office, and mixed uses, and identifies the maximum *Floor Space Index (FSI)* associated with each *Development Block*.
- f) **Schedule 'DD' – Ground Floor Retail Uses** identifies the ground floor non-residential and retail requirements and permissions in the Langstaff Gateway Regional Centre – Residential, Residential Mixed Use, and Office designations.

- g) **Schedule 'EE' - Height Control Plan** identifies the general minimum and maximum height provisions for each *Development Block*.
- h) **Schedule 'FF' - Transportation Plan** identifies a proposed system of major collector and local roads, internal to the Planning District, and other proposed transportation infrastructure facilities and proposed improvements relating to the transportation system serving the Planning District. Provincial and Regional transitways and subway and commuter rail stations are shown on **Schedule 'FF'- Transportation**, as well as a network of commuter and recreational bicycle routes serving the Planning District and extending beyond the Planning District.
- i) **Schedule 'GG' – Transit Plan** identifies an internal transit circulation system including transit only corridors, transit dedicated lanes, and proposed access improvements to public transit facilities and services serving the Planning District. Provincial and Regional transitways and subway and commuter rail stations are shown on **Schedule 'GG' – Transit Plan**, which serve the Planning District and extend beyond the Planning District.
- j) **Schedule 'HH' – Parks and Open Space System** identifies the proposed Open Space System and its components including the public parks and linear open spaces, multi-use trails and Environmental Protection Areas.
- k) **Schedule 'II' – Development Phasing and Precinct Plan** delineates three phases of development and identifies the boundaries of the West, Central and East *Precinct Plans* within which the development phasing will occur.
- l) Except as provided for in this Secondary Plan, minor changes to the land use designations and structure set out on **Schedule 'AA'- Detailed Land Use** and **Schedule 'BB' – Community Structure** will only be considered without the need for an amendment to this Secondary Plan if the general intent of the Plan and its fundamental goal and objectives are maintained to the satisfaction of the Town.

Similarly, minor changes to the transportation system shown on **Schedule 'FF'- Transportation Plan** and the transit system shown on **Schedule 'GG' – Transit Plan** will only be considered without the need for an amendment to this Secondary Plan if the basic requirements for the road pattern, transit services and transportation objectives and the principles of connectivity and human scale are maintained to the satisfaction of the Town.

- m) Home occupations are allowed in any Langstaff Gateway Regional Centre - Residential or Residential Mixed Use designations in accordance with the provisions of the Official Plan,(revised 1987) as amended.
- n) Retail and personal service uses permitted in Langstaff Gateway Regional Centre – Residential, Residential Mixed Use and Office designations shall be further quantified at the *Precinct Plan* stage and implementing Zoning By-law.
- o) Retail and personal service use distribution and amounts should generally respect the principles established in the **Langstaff Urban Design and Streetscape Guidelines** and the policies of this Plan.
- p) The following uses shall be prohibited in the Langstaff Gateway:
 - motor vehicle service stations and/or gas bars,
 - car washes, unless located within wholly enclosed parking structures,
 - automobile repair uses,
 - drive-throughs,
 - motels, and
 - banquet halls and day care centres unless part of a mixed use project.

6.1.2 General Housing Policies

- a) Housing shall be provided in accordance with the policies of Section 2.13 of the Official Plan (Revised 1987) as amended, and as further modified by the policies of this Secondary Plan.

- b) It is the intent of this Secondary Plan to accommodate a broad range of compact housing forms, largely in higher density multiple housing forms, in keeping with a Regional Centre context. The density of housing forms is intended to accommodate a variety of housing types with a full mix and range of unit sizes, including family-sized and smaller units.
- c) The housing target for this Secondary Plan shall be up to 15,000 dwelling units. The housing targets for each Phase shall be identified in the **Langstaff Gateway Development Phasing Plan** and in Section 11.5 of this Plan.
- d) The Town shall monitor market performance and *development approvals* within the Planning District, to evaluate, and adjust as needed, the housing targets and distribution of housing units established in the *Precinct Plans* and the **Langstaff Gateway Development Phasing Plan** without the need for amendment to this Secondary Plan.
- e) Adjustments to the housing target may be considered by Council in the context of the *Precinct Plan* approval process outlined in Section 11.3. Where any significant departure from the housing unit targets is proposed, the proponent shall satisfy the Town that such a departure is in keeping with the overall goal, objectives and principles of this Secondary Plan, including the target resident to employee ratio and the delivery of sufficient transportation and servicing infrastructure.
- f) The distribution of housing units throughout the phases set out in the **Langstaff Gateway Development Phasing Plan** may be adjusted without an amendment to this Secondary Plan, providing the overall housing targets and the intensity of development at the Transit Nodes are generally maintained to the satisfaction of the Town.
- g) An affordable housing strategy will be developed through the preparation of *Precinct Plans*. The affordable housing strategy will provide details of the implementation mechanisms necessary to contribute to the Regional affordable housing target. In Regional Centres 35% of new housing units are to be affordable to low and moderate income households.

Where required, recommendations forthcoming from the Town's Affordable and Special Needs Housing Strategy Study will be incorporated into the respective *Precinct Plans*.

- h) In order to ensure that the Langstaff Gateway community provides a variety of housing types to support diversity in housing needs by income, age and other demographic characteristics, the implementing zoning By-law(s) may include provisions that require a variety of unit types and sizes, including minimum floor areas and bedrooms.

6.1.3 General Employment Policies

- a) Applications for development will be reviewed relative to the overall employment, live-work, and public transit objectives of this Secondary Plan. Employment lands shall be developed in accordance with each Phase identified in the **Langstaff Gateway Development Phasing Plan**.
- b) Sufficient lands are designated within the Planning District to accommodate a mix of retail, office and institutional uses generating 15,000 employment opportunities.
- c) Employment opportunities in the Langstaff Gateway are intended to contribute to an overall long term Region of York resident-to-employee ratio of 1:1 for the Richmond Hill/Langstaff Gateway Regional Centre. The minimum employment target for this Secondary Plan shall be based on a resident to employee ratio of 1:0.5.
- d) The Town is committed to ensuring that an adequate supply of employment lands are available in order to:
 - Accommodate office employment growth;
 - Ensure an appropriate balance between population and employment; and,
 - Maintain the Town's economic base and competitive position.

Except as provided for in Section 6.4 of this Secondary Plan, applications to change the designation of the lands, or to create exceptions to the land use provisions of the Official Plan (Revised 1987), as amended, and this Secondary Plan, within the Langstaff Gateway Regional Centre 'Office' designation that impact the overall supply of designated employment land within the Town, shall not be considered, unless supported by a comprehensive growth management or Official Plan review process.

- e) The distribution of employment space throughout the Langstaff Gateway may be adjusted without an amendment to this Secondary Plan, within the context of a *Precinct Plan*, provided the overall minimum employment opportunities projection for the Langstaff Gateway community is maintained to the satisfaction of the Town.
- f) When considering development proposals for lands designated for Residential - Mixed Use development, consideration will be given to maximizing the potential for non-residential uses. *Development approvals* for lands proposing residential mixed use development will be monitored to ensure that housing approvals do not unduly limit opportunities for the development of non-residential space, where appropriate.

6.1.4 Parkway Belt West Lands

Certain lands within this Secondary Plan area are currently subject to the Parkway Belt West Plan. It is anticipated that the Parkway Belt West Plan will be amended to delete the Langstaff Gateway Planning District lands from the Parkway Belt West Plan. The policies of this Secondary Plan will become operative when the lands are deleted from the Parkway Belt West Plan .

6.2 **Langstaff Gateway Regional Centre- Residential**

- a) Lands designated Langstaff Gateway Regional Centre Residential on **Schedule 'AA' – Detailed Land Use** may be zoned to permit residential uses in the form of townhouses, apartments and other multiple dwelling forms of no less than 3

storeys and generally in accordance with the density and height provisions set out in **Schedule 'CC' – Development Blocks** and **Schedule 'EE' – Height Control Plan**.

- b) Where lands have been designated Langstaff Regional Centre – Residential, the prominent use shall be for housing and related purposes. *Civic uses*, including institutional, public, and recreational uses, such as: schools operated by the York Region District School Board and the York Catholic District School Board, parks, libraries, emergency services, day care centres, and places of worship, which are compatible and serve the residential uses, may also be permitted.
- c) The number and distribution of Langstaff Gateway Regional Centre - Residential housing units will be established through the preparation of *Precinct Plans*.
- d) The maximum *Floor Space Index* of all development in each *Development Block* shall be generally as shown on **Schedule 'CC' – Development Blocks**.
- e) Minimum and maximum building heights shall be generally as shown on **Schedule 'EE' – Height Control Plan**

6.3 Langstaff Gateway Regional Centre – Residential Mixed Use

- a) Lands designated Langstaff Gateway Regional Centre Residential Mixed Use on **Schedule 'AA' – Detailed Land Use** may be zoned to permit apartments or other multiple dwelling forms, above the ground floor, generally in accordance with the density and height provisions as set out in **Schedule 'CC' – Development Blocks** and **Schedule 'EE' – Height Control Plan**.
- b) Mixed use buildings shall be primarily residential in use. However, the ground floor shall be designed to accommodate *civic uses*, retail, personal service, office, and other non-residential uses compatible with the primary residential use. These uses may also be permitted on second floors.

- c) Residential uses within the ground floors shall generally be prohibited within the Langstaff Gateway Regional Centre-Residential Mixed Use designation other than for the lobbies and similar accessory uses to the residential use.
- d) In addition to the uses permitted in Section 6.2, lands designated Langstaff Gateway Regional Centre – Residential Mixed Use may also be zoned to permit the following uses on the ground floor and second floors of buildings in accordance with the locations and minimum percentage floor area requirement shown on **Schedule 'DD'- Ground Floor Uses:**
- retail uses
 - personal service uses
 - offices
 - banks and financial institutions
 - health and fitness recreational uses
 - restaurants and outdoor cafes
 - private and commercial schools
 - medical, dental offices or clinics
 - entertainment uses consistent with the planned function and policies of the designation
 - other similar uses consistent with the purpose and intent of the designation
- A minimum of thirty percent (30%) of the ground floor uses in the area identified on **Schedule 'DD' - Ground Floor Uses** as Ground Floor Non Residential Required shall be *Civic Uses*.
- e) The number and distribution of Langstaff Gateway Regional Centre - Residential Mixed Use housing units will be established through the preparation of *Precinct Plans*.
- f) The maximum *Floor Space Index* of all development in each *Development Block* shall be generally as shown on **Schedule 'CC' – Development Blocks**.
- g) Minimum and maximum building heights shall be generally as shown on **Schedule 'EE' – Height Control Plan**. The location

and placement of the tallest buildings, over 14 storeys, shall generally be consistent with the Tower Placement Plan as established in the **Langstaff Urban Design and Streetscape Guidelines**.

- h) The maximum floorplate for Residential Mixed Use buildings over 14 storeys shall not generally exceed 750 m².

6.4 Langstaff Gateway Regional Centre- Office

- a) The Langstaff Gateway Regional Centre - Office designation applies to lands having employment potential at key strategic locations with a high degree of visibility, exposure and transit accessibility. The designation is intended to accommodate high density office development in multi-storey buildings, generally in accordance with the density and height provisions set out in **Schedule 'CC' – Development Blocks** and **Schedule 'EE' – Height Control Plan**.
- b) The lands shall develop with a high concentration of employment and supporting uses. The Langstaff Gateway Regional Centre - Office designation permissions shall include:
- offices;
 - ancillary retail, personal service uses and restaurants, where internally integrated as a component of an office building;
 - research and training facilities;
 - institutional uses including government services compatible with and complementary to the planned function and policies of the designation;
 - health, fitness and recreational uses;
 - medical and dental offices or clinics;
 - day care centres;
 - private and commercial schools;
 - banks and financial institutions; and

- other similar uses consistent with the planned function and policies of the designation.
- c) Retailing, banks and financial institutions and personal services shall be permitted on ground floor locations only. Repair services, other than automotive, and hotels may be permitted subject to the satisfaction of additional criteria established for the approval of conditional uses as set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- d) The distribution of density for Langstaff Gateway Regional Centre – Office development will be established through the preparation of *Precinct Plans*, generally consistent with the **Langstaff Land Use and Built Form Master Plan** and included in the implementing Zoning By-law.
- e) Lands in the vicinity of the East Transit Node as depicted on **Schedule 'AA' – Detailed Land Use** may be developed for mixed residential uses, without further amendment to this plan, provided a minimum of 75,000 m² (37,500 m² on each of the two *development blocks*) of Gross Floor Area remains in office use.
- f) Repair services, other than automotive, places of worship, and hotels may be permitted subject to the satisfaction of additional criteria established for the approval of conditional uses as set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

6.5 Langstaff Gateway Regional Centre- Institutional Policies

- a) Institutional and *civic uses* such as:
- schools;
 - places of worship;
 - community and cultural centres, including spaces for performances and exhibitions of arts and crafts;
 - libraries;

- fitness and recreation facilities; and,
- nursing homes, homes for the aged or similar residential health care facilities

shall be permitted in the Langstaff Gateway Regional Centre designations as set out in Sections 6.2, 6.3, and 6.4 and encouraged in mixed use buildings subject to the approval of the regulatory authority, where applicable, and generally in accordance with **Schedule 'DO' - Ground Floor Uses**.

- The mixed use structure of multiple *civic* and community institutions shall promote sharing of facilities and more sustainable practices. Institutional uses are encouraged to promote multi-functional and shared use facilities and services and to achieve capital and operating cost efficiencies.

6.5.1 Separate and Public Elementary Schools

- Schools shall be highly visible, accessible and wherever practical fronting onto the Parks and Open Space System and are shown symbolically in the east and west portions of the Langstaff Gateway on **Schedule 'AA'- Detailed Land Use**.
- 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 Phasing Plan**.
- Institutional development will be encouraged to promote multi-functional and shared-use facilities and services and to achieve capital and operating cost efficiencies.
- The Town will encourage co-location and the School Boards' 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.

- e) Where appropriate, additional community oriented facilities such as a recreation centre, library, day care centre, or social service centre may be incorporated with school facilities, subject to further investigation at the *Precinct Plan* stage, Site Plan approval and agreements with the School Boards.
- f) Where appropriate, residential uses may be incorporated with school facilities, subject to further investigation at the *Precinct Plan* stage, Site Plan approval and agreements with the School Boards.
- g) School sites may be relocated in consultation with the School Boards without further amendment to this Secondary Plan provided the alternative sites are consistent with structural objectives of the Land Use Plan.
- h) The size and configuration of each school site shall be consistent with the policies or requirements of the respective School Board. However, final site 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 school sizes, joint use of parkland, and modified development standards. e.g. joint use of parkland, multi-storey buildings, reduced parking standards, shared facilities such as parking, libraries etc.

6.5.2 Places of Worship.

- a) Places of Worship are permitted and encouraged in the Langstaff Gateway Regional Centre – Residential, Residential Mixed Use and Office designations as set out in this Secondary Plan.

Locations which terminate a vista will be given special consideration for places of worship.

- b) It is the intent of this Secondary Plan that the distribution of Places of Worship locations will generally be in accordance with the "Town of Markham Council Site Reservation Policy for Place of Worship Sites", as revised from time to time.

Notwithstanding Section 2.17 Places of Worship of the Official Plan (Revised 1987, as amended) Places of Worship shall co-locate with other uses within a mixed use building, and that the minimum site size requirement in the policy shall not apply.

- c) The Town shall establish, in subdivision or other agreements, conditions for the acquisition of Place of Worship locations, including pricing, as Council deems appropriate.
- d) Notwithstanding Section 2.17.2 b) of the Official Plan (Revised 1987), as amended, place of worship locations will be identified in the *Precinct Plans*.
- e) Notwithstanding Section 2.17.1 d) ii) of the Official Plan (Revised 1987), as amended, the required parking for places of worship in the Langstaff Gateway community shall reflect the unique character of the area and shall be consistent with any approved parking strategy for the Planning District, and the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

6.5.3 Day Care Centres

- a) Day care centres shall be permitted in accordance with the provisions of Section 2.11 of the Official Plan (Revised 1987), as amended, and as further modified by the policies of this Secondary Plan.
- b) Day care centres are permitted and encouraged in the Langstaff Gateway Regional Centre – Residential and Residential Mixed Use designations and the Langstaff Gateway Regional Centre - Office designation as set out in this Secondary Plan.
- c) Appropriate locations for new day care centres shall be determined during the *Precinct Plan* process and through the implementing Zoning By-law.
- d) Notwithstanding Section 2.11 c) i) and iv) of the Official Plan (Revised 1987), as amended:
 - i) Day care centres are also allowed to locate on local roads, and in the interior of residential neighbourhoods; and,

- ii) On-site parking and drop off facilities are not required.

6.6 Langstaff Gateway Regional Centre - Parks and Open Space

6.6.1 General Policies

- a) The Parks and Open Space System shall incorporate several elements as shown on the **Schedule 'HH' - Parks and Open Space System**. These include a multiuse trail system, parks, parkettes, valleylands and associated buffers, a woodlot, and other open space and Environmental Protection Area features. Public amenity areas forming part of private development projects may also be located and designed to relate to and extend the Parks and Open Space System although they will not contribute to public parkland dedication.

Elements of the Parks and Open Space System collectively function as a "spine" of public parks and linear open spaces running through the centre of the Langstaff Gateway community. Development will focus on and build around this system. The functional and design requirements relating to elements of the Parks and Open Space System are further set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

- b) Certain lands contributing to components of the Parks and Open Space System are identified schematically or symbolically on **Schedule 'AA' - Detailed Land Use** and **Schedule 'HH' Parks and Open Space System** of this Plan. The locations, configurations and boundaries of these lands will be confirmed through the *Precinct Plans*, development plans and may be revised without further amendment to this Secondary Plan, to the satisfaction of the Town and regulatory agencies provided the principle of a linear system is maintained.
- c) Existing trees and hedgerows, in areas designated Environmental Protection Area and where practicable in areas designated Parks and Open Space, shall be protected and incorporated into the Parks and Open Space System.

- d) The Secondary Plan shall have regard for the Environmental Policy Review and Consolidation Study prepared for the Town. Management of public lands within the valley shall also have regard for this study in order to ensure protection of significant and sensitive natural areas, while identifying restoration and recreational opportunities, and will be used in consultation with the Toronto and Region Conservation Authority to develop plans or programs in the valley. Lands designated Environmental Protection Area (EPA)-Valleyland shall be conveyed to the Town or other authorized public agency as a condition of development.

- e) Notwithstanding Section 3.9.3(f) of the Official Plan (Revised 1987) as amended, the provision of parkland may be varied as deemed appropriate by Council and as further modified by the policies of this Secondary Plan.

- f) **Schedule 'HH' - Parks and Open Space System** identifies the Parks and Open Space System for the Secondary Plan and includes:
 - i) Multiuse Trail
 - ii) Transit Green
 - iii) Pomona Mills Creek Park
 - iv) Linear Park West
 - v) Hub Green
 - vi) Cedar Park
 - vii) Linear Park East
 - viii) Woodlot Park
 - ix) EPA Woodlot (Langstaff Woodlot), and,
 - x) Promenade Park

Park names noted above and on the schedules are for Secondary Plan conceptual purposes and for referencing the **Langstaff Land Use and Built Form Master Plan**. The names can be changed by Council without amendment to this Plan.

- g) Calculation of parkland dedication requirements for Langstaff Gateway shall be consistent with Section 3.9.4 of the Official

Plan (Revised 1987) as amended. Notwithstanding, the Town has agreed that these parkland obligations may be met through a combination of land dedication and cash-in-lieu of parkland, in accordance with the Planning Act. The ultimate amount and location of parkland required is generally as shown on Schedule "HH" and will be further refined through the approval of *Precinct Plans* and development applications.

- h) A linked pedestrian and bicycling Multiuse Trail system shall provide a continuous trail around the entire community and connect to adjacent public parks and the valley system and beyond to other communities within the Town and will be provided for as a condition of *development approval*.
- i) Whenever possible, parks shall be located adjacent to schools to facilitate comprehensive planning and joint use of sites and buildings.
- j) Not all of the public open spaces shall be deemed to qualify for parkland dedication such as on lands above underground water storage facilities, within private developments, the Multiuse Trail and green roofs.

6.6.2 Parks

- a) Parks will be provided in locations to maximize their use by residents and employees and in convenient locations that are adjacent to or in proximity to natural heritage features.
- b) Parks will be open to views on as many sides as possible in consideration for the safety of users and good urban design and to provide easy access to as many residents and employees as possible.
- c) The location and configuration of parks will be generally as shown on **Schedule 'HH' – Parks and Open Space System** and as further defined through the *Precinct Plans* and *development approvals*.
- d) Pomona Mills Creek Park is approximately 0.36 ha (0.9 acres) and will be integrated with adjoining valleylands to provide natural heritage and passive and active recreational areas. Park

development shall support the protection and enhancement of the natural heritage feature and its function.

- e) Cedar Park approximately 0.71 ha (1.75 acres exclusive of cistern area) shall be the largest active park within Langstaff and connecting with adjacent linear parks to terminate at the EPA - Woodlot (Langstaff Woodlot).
- f) Other parkettes, squares, plazas, or gardens which are integral components of a building or project design may not necessarily be in public ownership.
- g) The Transit Green 0.06 ha (0.14 acres) as shown on **Schedule 'HH' – Parks and Open Space System** is an urban square shall be programmed with activities for all seasons. The Transit Green will serve as the main entrance to Langstaff's central park system, including a main pedestrian and bicycle route through the Secondary Plan area linking the West and East Transit Nodes, Pomona Mills Creek Park and the EPA - Woodlot (Langstaff Woodlot).
- h) Linear Park West 0.54 ha (1.3 acres) and Linear Park East 0.73 ha (1.8 acres) shall offer a range of amenities for active and passive recreation abutting the mixed use areas.
- i) Hub Green 0.48 ha (1.19 acres) is an urban parkette, similar to Transit Green, that serves as a vital linkage between major components of the plan. It is part of an important network that can connect to grade separated pedestrian crossings over the CNR tracks. Potential grade separated pedestrian crossings of the CNR lands do not contribute to public parkland for dedication purposes.
- j) Promenade Park 0.13 ha (0.32 acres) is a pedestrian street for public and semi-public space such as on-street cafes.
- k) Woodlot Park 0.69 ha (1.69 acres) shall provide for primarily unprogrammed active and passive recreational pursuits as a transition park from the more formal linear parks to the west to the natural heritage feature of EPA - Woodlot (Langstaff Woodlot) to the east.

- l) EPA - Woodlot (Langstaff Woodlot) 3.12 ha (7.71 acres) shall remain in a natural state and public use shall be determined through completion of a Woodlot Management Plan to be prepared by the proponent and approved by the Town.
- m) The Multiuse Trails shall provide landscaped buffers with bike and pedestrian trails that encircle the Langstaff Gateway community. The Multiuse Trails do not constitute parkland for dedication purposes.

6.6.3 Open Space Acquisition

- a) Public open space shall be provided in accordance with the provisions of the Planning Act, R.S.O. 1990, the policies and standards of the Official Plan (Revised 1987) as amended, and this Secondary Plan.
- b) Parkland dedication will be required as a condition of *development approval* or in accordance with the appropriate provisions in a Developers' Group Agreement.
- c) Where the Secondary Plan allocates parkland requirements which are within the allowable limits under the Planning Act, but which impose upon some landowners a proportionally greater burden than upon others, then in order to ensure that all landowners contribute their proportionate share towards the provision of parkland, landowners may be required to enter into a Developers' Group Agreement as a condition of development of their land, providing for the equitable distribution of the costs of such parkland.

The timing for parkland acquisition shall be addressed through subdivision, condominium or parkland dedication agreements and in accordance with the provisions of Section 6.7.1.

- d) Upon completion of the Langstaff Woodlot Management Plan to the satisfaction of the Town, the existing EPA - Woodlot (Langstaff Woodlot) (3.12 ha/7.71 acres) may be, at the discretion of the Town, credited as parkland and incorporated into a passive park subject to the recommendations of the Langstaff Woodlot Management Plan.

- e) Except within the Environmental Protection Areas parks or portions thereof may be designed to include water quantity/quality control features, either above or below ground, subject to the approval of the Town, in consultation with the Toronto and Region Conservation Authority and the Ministry of Natural Resources.

Stormwater management features, including those below ground, shall not be accepted as part of the parkland dedication..

- f) Conveyance of parkland is subject to policies of Section 6.7.1.
- g) Parklands dedicated to the Town shall be prepared and landscaped to the satisfaction of the Town consistent with the principles set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

6.7 Environmental Protection Area (EPA) Designation

- a) Environmental Protection Areas are comprised of two areas valleylands and a woodlot.
- b) Environmental Protection Areas comprise the feature and the buffer, in accordance with Section 2.2 2.9 of the Official Plan (Revised 1987) as amended. Where encroachments into the buffer maybe required to accommodate planned infrastructure, an Environmental Impact Study may be required by the Town for the Environmental Protection Areas as provided for in Section 2.2.2.10 of the Official Plan (Revised 1987) as amended, and may include:
 - i) confirmation of the boundaries of the lands designated EPA - Woodlot and EPA - Valleyland, including buffering requirements;
 - ii) an assessment of the impacts of proposed adjacent development or planned infrastructure on existing conditions of the designated area and its surroundings; and,
 - iii) a description of the manner in which negative impacts will be avoided or mitigated and a program for restoration or

enhancement to improve the ecological integrity of the designated area.

Such study, if required, shall be completed and recommendations approved by the Town prior to *development approvals* on lands adjacent to the Environmental Protection Area or agreement by the Town to accept their dedication.

6.7.1 Environmental Protection Area (EPA) - Woodlot

- a) The Environmental Protection Area (EPA) - Woodlot is established in this Secondary Plan in accordance with the provisions of Section 2.2.2.4 of the Official Plan (Revised 1987), as amended, and as further modified by the policies of this Secondary Plan and is shown on **Schedule 'AA' – Detailed Land Use**.
- b) Notwithstanding the depiction of the designated feature on **Schedule 'AA' – Detailed Land Use**, the boundary of the designation shall be deemed to include a minimum 10m environmental buffer measured from the drip line, adjacent to the EPA - Woodlot (Langstaff Woodlot), subject to the policies of Section 6.7.

The boundary of the lands designated Environmental Protection Area (EPA) Woodlot on **Schedule 'AA' – Detailed Land Use** is approximate and may be adjusted based on detailed technical study, without amendment to this Plan, to the satisfaction of the Town.

6.7.2 Environmental Protection Area (EPA) - Valleylands

- a) Lands designated Environmental Protection Area (EPA) - Valleylands on **Schedule 'AA' – Detailed Land Use** shall be subject to the provisions of Section 2.2.2.4.2 of the Official Plan (Revised 1987) as amended, as further modified by the provisions of this Secondary Plan.

- b) EPA- Valleyland shown on **Schedule 'AA'- Detailed Land Use** shall be defined by the stable top-of-bank or the Regulatory Flood Line whichever is greater; both of which shall be established in the field and surveyed and/or supported by technical studies to the satisfaction of the Town and the Toronto and Region Conservation Authority, and shall include the buffer described in 6.7.2 e).

The boundary of the lands designated Environmental Protection Area (EPA) Valleylands on **Schedule 'AA' – Detailed Land Use** is approximate and may be adjusted based on detailed technical study, without amendment to this Plan, to the satisfaction of the Town and in consultation with the Toronto and Region Conservation Authority

- c) EPA - Valleyland shall be conveyed to the Town or other regulatory agency as a condition of *development approval* on adjacent lands or in accordance with provisions in a development agreement required prior to final approval of development applications within the Secondary Plan.
- d) It is recognized that some infrastructure shall be required to cross the valley land to support the development of the lands subject to this Secondary Plan. Therefore, in addition to the permitted uses in Section 3.10.1(b) of the Official Plan (Revised 1987) as amended, such municipal services, utilities and stormwater management facilities, including underground facilities, may also be permitted, subject to approval of the Town and the Toronto and Region Conservation Authority. These facilities will be located and designed to minimize impacts on the valley system and to achieve a net environmental benefit.
- e) A minimum 10 m environmental buffer shall be required adjacent to Pomona Mills Creek top of bank or regulatory flood line, as established by Section 6.8.2 b). An Environmental Impact Study may be required by the Town for the designated feature as provided for in Section 2.2.2.10 of the Official Plan (Revised 1987) as amended.
- f) Pomona Mills Creek shall be restored, protected and enhanced to the satisfaction of the Town, through appropriate treatments,

including such things as naturalization, buffers and native plantings along its length.

6.8 Transportation and Utilities

Where land is designated as Transportation and Utilities the provisions of Section 3.13 of the Official Plan(Revised 1987) as amended, shall apply.

7.0 URBAN DESIGN POLICIES

A clear and thorough direction for urban design will guide development in the Langstaff Gateway throughout its evolution. The land use designations in this Secondary Plan will allow for flexibility of uses and create an opportunity for development to occur over an extended period of time, beyond 2031. This staging and sequencing of development will be further set out in the **Langstaff Gateway Development Phasing Plan**, to be approved by Council and amended from time to time in accordance with the provisions thereof, and in Section 11.5.

The structural components of this Secondary Plan provide the framework for development to occur in an orderly and efficient manner over time. To create the Langstaff Gateway, a strong urban design direction is essential.

The Langstaff Gateway will be consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**, approved by Council and amended from time to time, in accordance with the provisions thereof, that are generally applicable to all sites and structures throughout Langstaff and as further articulated at the *Precinct Plan* stage.

These Guidelines include principles dealing with built form, edges, setbacks, massing, conceptual maximum height provisions, key intersections requiring special treatment, and elements of the open space system, street sections, streetscaping, lighting and street furniture.

7.1 Public Realm

The public realm comprises public streets, lanes, parks and open spaces and the public use activity areas of public lands and buildings.

7.1.1 Street Pattern

The grid pattern of streets and parcels will provide structure to the overall development concept, creating cohesion and connectivity. It also determines a predictable land use and built form response on adjacent lands in both the public and private realms (see **Schedule 'FF'- Transportation Plan**).

The urban design templates for particular streets noted below will be established in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

The North Major Collector Road, the main east-west vehicular route in the Langstaff Gateway, will run parallel to and south of Highway 407 with capacity for higher traffic volumes provided by four lanes with dedicated bus lanes and on-street parking. It will also provide access to the adjacent office lands that abut Highway 407. The South Major Collector Road, adjacent and north of Holy Cross Cemetery, will provide east-west access through the site and access to Yonge Street and Bayview Avenue. Both Major Collector Roads will be grade separated from the CNR tracks, providing for safe accessibility and linkages between the Langstaff Gateway East and West while providing visual character, interesting views and varied streetscape. The *Precinct Plans* for these areas will further determine the details of grade separation of the CNR tracks.

Local streets will generally run north-south and have various forms of residential development fronting onto them with prescribed streetscapes and building setbacks. Cedar Avenue, a Major Collector Road, will extend north to Richmond Hill.

Couplets are one way Local streets around parks and public open space features and in some cases will be accessible to transit, pedestrians and cyclists only. Mixed use developments will be centered around the linear parks features and adjacent to the couplets and main streets.

Two main street segments will include: one at the West Transit Node and one at the East Transit Node. These main street segments will be the heart of the major mixed use retail and employment areas and will permit all vehicles as well as pedestrians and cyclists.

The layout of streets, the size, configuration and shape of parcels will ensure:

- i) views to parks and other public open spaces, to the extent possible;
- ii) pedestrian ease of access and enjoyment of public streets and other outdoor spaces;
- iii) safety, comfort and security for all persons in public spaces, including streets, parks, parking facilities and amenity areas, through appropriate siting and location of buildings, entrances, walkways, amenity and parking areas so as to provide visibility and opportunities for informal surveillance; and,
- iv) no reverse lotting adjacent to public streets or to parks and other public open spaces.

7.1.2 Streetscape

The streetscape component of this Plan shall be provided at the *development parcel* level and shall be consistent with the design principles of the Secondary Plan as set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**. The streetscape component will ensure that the public realm is consistent in quality and design for all areas in the Planning District with respect to the following matters:

- a) The function, design and treatment of the street hierarchy as established in Section 7.1.1 and the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- b) The provision of a continuous and connected pedestrian and bicycle route system.

- c) A strategy for the provision of on-street parking.
- d) Requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services.
- e) Suggested streetscape treatment including tree planting, decorative paving, boulevard treatment, street furnishing and lighting, appropriate to the character of the street type, as generally established in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

7.1.3 Views and Landscape Focal Points

Significant views and focal points will be encouraged by:

- i) preserving and enhancing views to natural features, including the Langstaff Woodlot (EPA - Woodlot) and the Pomona Mills Creek Valley (EPA - Valleyland), and to the cemetery lands;
- ii) providing opportunities for views and vistas of important landmark buildings, heritage buildings, parks, and open spaces; and,
- iii) providing for sites to terminate streets and view corridors.

7.1.4 Landmark Locations

Buildings and structures at the following locations will be designed and massed to emphasize unique qualities that set them apart from other building sites in the Langstaff Gateway:

- i) at the termination of a street;
- ii) corner sites at street intersections specifically; and,
- iii) at deflections in the street grid.

Reference should be made to the provisions of Section 7.3.2 in regard to building heights and to the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

7.2. Parks and Open Space System

The parks and open space system will be defined by a number of interrelated elements in both formal and natural settings as shown on **Schedule 'HH' -Parks and Open Space System**.

Although publicly accessible, certain open spaces will not be accepted for parkland dedication as further set out in Section 6.6. In addition to the public parks and open spaces that comprise 14.5% of the Langstaff Gateway, private open space will comprise a further 11.5%. These complementary elements add to the structure and character of the Langstaff Gateway and include:

- i.) Central block courtyards;
- ii.) Green roofs;
- iii.) CNR Hub Greens;
- iv.) Areas above Cisterns; and
- v.) The Multiuse Trail.

Other important components in creating the open space system may include community facilities and schools. These facilities are preferred within mixed use buildings and in proximity to the open space system. However, provision has been made through the policies of this Plan to accommodate free standing schools with the possibility of shared use facilities at the *Precinct Plan* stage.

7.3 Built Form

To achieve high quality design throughout the Langstaff Gateway community, but specifically with respect to streets and open spaces, buildings should be designed to ensure attractive streetscapes, pedestrian comfort, social interaction, transit usage and public safety. The following measures should be considered:

- a) Buildings should provide an appropriate degree of continuity and enclosure to the street while maximizing views into parks and open spaces.
- b) Buildings will generally be aligned to the public street and the facade should be designed to avoid blank walls, to provide clearly marked main and secondary access(es) and not be the location of exposed exterior loading doors, garbage handling facilities, highly visible mechanical equipment or outside storage.
- c) The primary building face, which is that portion of a building parallel to the public street, should:
 - i) maintain setbacks consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines** for the various building types;
 - ii) provide the principal address and entrance to the building; and,
 - iii) be designed to achieve a high quality of architectural resolution.
- d) For buildings where the ground (first) floor is used for retail, service or public purposes, ground (first) floor elevations should be consistent with the street grade and provide entrances and large display windows that face the public street.
- e) Buildings on corner sites should be sited and massed toward the intersection of the adjoining public streets.
- f) All buildings will respect the urban design controls set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- g) Buildings are encouraged to provide weather protected pedestrian walkways, colonnades or arcades and landscaped courtyards that are connected to the public sidewalk.
- h) Transit waiting areas are encouraged to be incorporated into buildings, where appropriate.

- i) Parking facilities are encouraged to be located in the interior of blocks or below grade.
- j) Above ground parking facilities and at grade parking located between the building and the street are not permitted.
- k) Servicing and loading facilities shall be consistent with the principles established in the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

7.3.1 Microclimate and Privacy

Development will be compatible with adjacent and neighbouring development by ensuring that the design of new buildings does not result in undue impacts on adjacent properties, particularly in regard to light and shadowing, wind, overlook and other environmental factors in all phases of development. Wind and shadow studies as set out in Section 11.3.2, shall be required in order to demonstrate potential impacts and proposed mitigation.

7.3.2 Building Heights and Density

A range of building heights and density (FSI) will provide some flexibility but generally minimum and maximum heights, and maximum densities are established as guiding principles to ensure the desirable urban form is achieved. Building heights will be generally consistent with the provisions of **Schedule 'EE' – Height Control Plan**, the **Langstaff Gateway Urban Design and Streetscape Guidelines**, and the implementing Zoning By-law.

Density will not exceed the Maximum Floor Space Index shown on **Schedule 'CC' – Development Blocks**, and shall be generally consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**, and the implementing Zoning By-law.

All designations shall have a minimum of three (3) storeys. Council may deem it appropriate for a building or buildings to exceed the general maximum heights set out in **Schedule 'EE' – Height Control Plan** without an amendment to this Secondary Plan, provided the purpose and intent of this Secondary Plan and the **Langstaff Gateway Urban Design and Streetscape Guidelines** are met.

In order to achieve the appropriate sky views and massing as set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**, the high-rise residential buildings shall generally not exceed a floorplate area of up to 750m² unless it can be demonstrated to Council through good design that exceeding this parameter is desirable.

7.4 Siting and Design Review

All development will be subject to the *Precinct Plan* process as outlined in Section 11.3.1 and site plan approval and will be judged against its consistency with the **Langstaff Gateway Urban Design and Streetscape Guidelines** which consider such matters as:

- *development blocks*;
- heights;
- building front, side and rear setbacks;
- pedestrian entry points and locations;
- building massing;
- parking, loading, circulation and access;
- exterior design;
- maximum floorplate for high-rise buildings; and
- tower placement.

As a condition of *development approval*, the applicant will be required to engage the services of a qualified architect, acceptable to the Town, who shall review all development plans and certify their consistency with the **Langstaff Gateway- Urban Design and Streetscape Guidelines** and Council approved *Precinct Plans*.

8.0 INFRASTRUCTURE POLICIES

8.1 Transportation and Transit

8.1.1 General Policies

- a) The transportation system serving the Secondary Plan area includes road, transit, bicycle and pedestrian routes and facilities. The proposed transportation network is shown on **Schedule 'FF' – Transportation Plan and Schedule 'GG' - Transit Plan**. Minor revisions to the alignment of these roads may be incorporated into implementing plans(s) of subdivision or *Precinct Plans* without further amendment to this Secondary Plan.
- b) Components of the transportation system shall be planned and provided in accordance with the policies of the Official Plan (Revised 1987), as amended, and the policies of this Secondary Plan.
- c) The basic rights-of-way of all roads within and bordering the Planning District and sight triangles and throat widenings shall be dedicated in accordance with the requirements of the Town, or the regulatory agency.
- d) The findings and recommendations of the **Langstaff Gateway Land Use and Built Form Master Plan Transportation Report (2009)** shall be recognized and addressed in determining the function and design requirements for components of the transportation system, and in considering applications for development to ensure transit dependent patterns of land uses within the Secondary Plan area.
- e) Notwithstanding the provisions of Section 5 of the Official Plan (Revised 1987), as amended, and the designations on **Schedule 'FF'- Transportation Plan** of this Secondary Plan, the specific functions and design requirements of roads will consistent with the Street Sections of the **Langstaff Gateway Urban Design and Streetscape Guidelines**. Additional or modified classifications and standards applicable to this Secondary Plan may be implemented as a condition of *development approvals*, to the satisfaction of the Town.

- f) Certain roads as indicated on **Schedule 'FF' – Transportation Plan and Schedule 'GG' – Transit Plan** may only be available for transit use, pedestrians or bicycles.
- g) The Multiuse Trail shall be developed as shown on **Schedule 'HH' – Parks and Open Space System**.
- h) Medians shall be consistent with the Street Sections of the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- i) Roads and bridges across Pomona Creek will be designed and constructed with due regard for the scenic quality and environmental aspects of Pomona Creek and its ecological integrity/function and the architectural integrity of the Langstaff Gateway Planning District to the extent practical and feasible.
- j) Development adjacent to Highway 407 shall respect the setback requirements of the Ministry of Transportation.

8.1.2 Transit

- a) In order to provide an attractive alternative to the private automobile and encourage greater use of active transportation and public transit, the form of development in the Langstaff Gateway must be transit dependent and transit facilities and services must be accessible to all potential residents and employees.
- b) The Richmond Hiii/Langstaff Gateway Urban Growth Centre includes an Anchor Mobility Hub, identified by Metrolinx, with a confluence of higher order transit facilities.
- c) Development of the Langstaff Gateway community shall coincide with planned transit improvements as established in Section 11.5- Development Phasing.
- d) The Langstaff Gateway will be designed to complement and maximize the use of all of the existing and proposed transit modes.

- e) The West Transit Node will provide an underground connection from the Transit Green to the new Langstaff/Longbridge subway station at Yonge Street, subject to the approval of the regulatory authority.
- f) The Transit Concourse located just west of the CNR tracks, will be developed as a multi-level covered passageway connecting residents and workers within the Langstaff Gateway community by transit, bicycle or pedestrian link to the Richmond Hill Centre Transit Terminal, the GO station platform, and the proposed Highway 407 and Avenue 7 Transitways as indicated on **Schedule 'GG' - Transit Plan**. The multi-levels will allow for multi-modal separation of transit vehicles and pedestrians or cyclists.
- g) The Transit Concourse shall be designed as a convenient, protected space possibly with moving walkways and ancillary commercial and community services along its length.
- h) An internal transit system (transit circulator) will be provided adjacent to the central linear parks system within the Langstaff Gateway as depicted in **Schedule 'GG' – Transit Plan**. In order to improve the connections within this Urban Growth Centre, the transit circulator may provide future linkages along Cedar Avenue underpass north to Richmond Hill, follow High Tech Road west and proceed south along the Transit Concourse into the Langstaff Gateway community.
- i) The Town of Markham shall liaise with the multiple agencies involved with transit improvements in the Richmond Hill /Langstaff Gateway Regional Centre to ensure that transit supportive developments in the Langstaff Gateway area are appropriately coordinated with multiple transit system improvements at the various levels of government and to ensure the appropriate location and final design of the Richmond Hill/Langstaff Gateway Anchor Mobility Hub.
- j) In order to promote transit dependent development in the Langstaff Gateway, all development applications shall address the following matters to the satisfaction of the Town:

- i) provision of a local street pattern and related pedestrian routes that provide for direct pedestrian access to transit routes, stops, the Transit Concourse and the subway;
- ii) documentation that all parts of the development are within acceptable (5-10 minutes) walking distance of public transit stops;
- iii) provision for transit waiting areas in major buildings adjacent to transit stops;
- iv) the main pedestrian entrance to major commercial and office buildings shall front onto the street and on-site parking areas shall be away from the front of buildings, where possible;
- v) pedestrian amenities such as canopies and arcades for weather protection should be incorporated into the design of buildings along major transit routes;
- vi) provision of pedestrian walkways and waiting areas that are attractive, weather protected, comfortable, well lit and contain seating, where appropriate. Walkways and waiting areas should provide for safe and unobstructed pedestrian movement to and from transit services; and,
- vii) review of the following to create an accessible environment for individuals who are mobility impaired:
 - design and placement of newspaper boxes, garbage containers and other street furniture in the vicinity of transit stops;
 - design of sidewalks, including curb cuts to provide a continuous barrier free path to transit services; and,
 - Town's Accessibility Guidelines, as amended from time to time.

8.1.3 Canadian National Railway Crossings

- a) A key component of the development concept for the Langstaff Gateway is the achievement of grade separated crossings over the CNR tracks which will enhance connectivity between the east and west portions of the Langstaff Gateway and to the Richmond Hill Centre in order to achieve a cohesive community, Regional Centre and Transit Hub.
- b) The grade separated crossings as depicted on **Schedule 'FF' – Transportation Plan** shall be provided with approval of CNR. The cross-section for these grade separated crossings shall be consistent with in the Street Sections of the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- c) Grade separated crossings proposed over the CNR tracks will reduce noise and possibly increase open space/parkland areas within the Secondary Plan.
- d) Ongoing discussions with CNR will be required to achieve the grade separated crossings of the railway lands.
- e) Should agreement between the parties not be reached regarding the grade separated crossings of the CNR tracks, adjacent development will respect all CNR criteria and setbacks. These revisions will be reflected in the appropriate *Precinct Plans* and implementing Zoning By-laws without amendment to this Plan.

8.1.4 Transportation Studies

- a) The **Langstaff Gateway Land Use and Built Form Master Plan Transportation Study (2009)** identified specific improvements related to traffic, transportation and transit internally and externally during proposed phases of development as established in Section 11.5. The transportation component of a phasing study, established in Section 11.3, shall identify required construction/delivery of roads, road widening, transit services or other transportation infrastructure, in sufficient detail to support the advancement of development beyond a certain phase or sub-phase.

- b) The Ministry of Transportation, 407ETR and/or the Town may require the preparation and approval of area/site specific Transportation Impact Studies in support of applications for draft plans of subdivision or condominium approval or site plan approval. Each study shall reflect the approved **Langstaff Gateway Land Use and Built Form Master Plan Transportation Study (2009)** and **Schedule 'FF' Transportation Plan** and **Schedule 'GG' – Transit Plan**, and shall be completed to the satisfaction of the Ministry of Transportation, 407ETR and/or the Town in accordance with the approved Ministry of Transportation and Town standards and guidelines for Transportation Impact Studies.

8.1.5 Street Extensions

- a) The Official Plan Amendment provides for, and this Secondary Plan accommodates, the extension of certain streets to connect with the Town's existing road network.

The Cedar Avenue underpass shall be opened to permit automobile, transit, bicycle and pedestrian access north to Richmond Hill.

- b) *Development approvals* will be phased and monitored to ensure that the transportation system is adequate to accommodate proposed development and will be phased in accordance with the provisions of Section 11.5, dependent on the achievement of this road extension, amongst other matters.

8.1.6 Road Classifications

- a) The proposed system of Major Collector roads and Local roads is shown on **Schedule 'FF'- Transportation Plan**. The classifications and basic right-of-way requirements in Section 5 of the Official Plan (Revised 1987), as amended, may be modified, consistent with the provisions set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines** for Street Sections and will be implemented through *development approvals*, Development Charges By-laws and Developers' Group Agreements, as applicable.

- b) Direct vehicular access from individual lots and parcels to Major Collector roads will be discouraged. Access to individual buildings, particularly in mixed use, multiple unit residential developments, shall be encouraged from adjoining Local roads consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

8.1.6.1 Major Collector Roads

- a) Major Collectors roads will run generally east-west along the edges of the Langstaff Gateway and are intended to accommodate higher traffic volumes and transit vehicles and include a treed boulevard and sidewalk on both sides with on-street parking in 30m basic rights-of-way and dedicated bike lanes in some segments of the 32m basic rights-of-way.
- b) The south Major Collector Road will provide the east-west connection for the regional bus route from Yonge Street to Bayview Avenue.
- c) The Major Collector Road that runs on the east and west side of Pomona Mills Creek couplet works as a pair of one way streets, on either side of the park, in 17.5m basic rights-of-way.
- c) Grade separated crossings will provide access over the CNR tracks to improve internal traffic circulation, safety and connectivity throughout the Langstaff Gateway.
- d) Cedar Avenue will have a 26m basic right-of-way to accommodate dedicated bike lanes and will be extended north to Richmond Hill.

8.1.6.2 Local Roads

- a) Local roads arranged in a modified grid system and generally running north-south through the site, will provide for a range of modes of transportation within various basic rights-of-way and cross-sections. Access to some Local roads may be restricted to transit, bicycle and pedestrian only.
- b) Local roads shall be consistent with the provisions and standards established in the following table as established in the **Langstaff**

Gateway Urban Design and Streetscape Guidelines. The various basic rights-of-way as shown provide for certain modes of transportation, including on-street parking in some sections, as well as a prescribed built-form response on adjacent lands.

Road Name*	Basic Rights-of Way (m)
F, G, H and I	20
A, D and Subway Lane	20
C	23
Transit Couplet Green	16.5 (excludes Transit Green)
Linear Park Couplet	12.5 (excludes Linear Park)
Main Streets East and West	33 (includes median)

*refer to **Langstaff Gateway Urban Design and Streetscape Guidelines**

8.1.7 Pedestrian and Bicycle Path System (Active Transportation)

8.1.7.1 General Policies

The Secondary Plan includes a pedestrian and bicycle path system to serve the entire community which links with other pathway systems in the Town and adjacent municipalities as shown in **Schedule 'FF' – Transportation Plan** and **Schedule 'GG' – Transit Plan**.

The pedestrian and bicycle system will be developed consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**.

- a) The Multiuse Trails will be of a sufficient width to accommodate cyclists and pedestrians,
- b) The Holy Cross Cemetery shall be encouraged to grant to the Town, to the Town's satisfaction, north-south walkway easements through the cemetery lands to provide pedestrian links connecting the residential lands south of the cemetery to the Langstaff Gateway area.
- c) CN Rail shall be encouraged to grant to the Town, to the Town's satisfaction, a north-south walkway easement along the CN Rail lands to provide a pedestrian link connecting the residential

lands to the south of the cemetery to the Langstaff Gateway area.

8.1.8 Parking and Loading

- a) Parking and loading will be provided consistent with Parking and Loading standards set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines** and through the implementing Zoning By-law.

8.1.8.1 On-Street Parking

- a) On-street parking is strongly encouraged, generally along all streets throughout the Langstaff Gateway.
- b) On-street parking located immediately adjacent to a front lot line will be included in the parking requirements for that particular lot.
- c) All on-street parking will be designed as parallel parking where practical.
- d) Standards for on-street parking spaces will be set out in the implementing Zoning By-law generally consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines** and a transit dependent Regional Centre.
- e) On-street parking shall generally be paid parking.

8.1.8.2 Off-Street Parking

- a) Off-street parking and vehicular access provided will be required to generally locate in above or below ground structures and screened from adjacent streets, consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines**.
- b) Access locations, specific parking provisions and standards for the various land uses found within the Langstaff Gateway will be incorporated into the applicable Zoning By-law consistent with the **Langstaff Gateway Urban Design and Streetscape Guidelines** and a transit dependent Regional Centre.

8.1.9 Travel Demand Management

A comprehensive Travel Demand Management Plan, will be prepared by each development proponent, and shall include initiatives, developed and implemented by the Langstaff Gateway residential and business communities, that will reduce the number of trips, trip length, and reliance on single occupancy vehicles and promote a shift from automobile use to other modes of transportation.

8.2 SERVICES AND UTILITIES

8.2.1 General Policies

Development within the Langstaff Gateway shall be on full municipal services in accordance with the findings and recommendations of the **Langstaff Gateway Master Environmental Servicing Plan**, dated December 2009.

Construction of required infrastructure will be based on detailed engineering and design studies to be approved by the Town in consultation with the Region of York and other regulatory agencies.

8.2.2 Sanitary Sewers

This Secondary Plan area will be serviced by municipal sanitary sewers extended from the York Durham Sewage System. The assignment of sewage flow, servicing allocation and treatment capacity to the subject lands will be determined by the Town pursuant to the **Langstaff Gateway Development Phasing Plan** and policies and approved at the plan of subdivision, condominium or site plan stage consistent with the **Langstaff Gateway Master Servicing Plan**, dated December 2009, subsequent studies and the **Langstaff Gateway Development Phasing Plan**.

8.2.3 Water Supply

Existing Regional and municipal water supply is available in the area for development to connect to. The assignment of a water supply to the subject lands will be determined in accordance with the **Langstaff Gateway Master Servicing Plan** dated December 2009 and the **Langstaff Gateway Development Phasing Plan** (Section

11.5) and approved at the plan of subdivision, condominium or site plan approval stage.

8.2.4 Master Environmental Servicing Plan

- a) Prior to *Precinct Plan* and *development approval*, a Master Environmental Servicing Study shall be prepared to the satisfaction of the Town, in consultation with the Region of York and other regulatory agencies and utilities. The study shall identify all technical requirements and anticipated costs to provide infrastructure services for the development of the lands within the Planning District. The Master Environmental Servicing Plan shall address phasing as established in Section 11.5. Where required by the Town, the provision of sanitary, storm and water services components may be designed for areas extending beyond the Secondary Plan boundaries.
- b) The Master Environmental Servicing Plan will identify the technical and financial requirements to provide the following services to support urban development overall and in each Phase:
 - sanitary sewers;
 - watermains;
 - stormwater management facilities;
 - major roads, bridges and full interchanges;
 - utility and telecommunications services; and,
 - preliminary grading.
- c) The Master Environmental Servicing Plan will serve as a contributing source of information for the Development Phasing (Section 11.5).
- d) The Master Environmental Servicing Plan shall be approved by the Town, in consultation with the Region of York, regulatory agencies and utilities.
- e) With regard to stormwater management, the Master Environmental Servicing Plan and the Stormwater Management

Reports shall incorporate the findings and recommendations of the Pomona Mills Creek Class EA study. The Pomona Mills Creek Class EA study is to develop and implement a regeneration plan for Pomona Mills Creek. It is intended that this regeneration plan will not only improve the environmental conditions within the creek and valley system but will provide reasonable protection for municipal infrastructure against accelerated erosion rates.

8.2.5 Stormwater Management

- a) In accordance with established guidelines and policies and new technologies, the stormwater management system will be designed, using innovative sustainable practices, to the satisfaction of the Town of Markham, in consultation with other regulatory agencies.
- b) Prior to *development approval*, a Stormwater Management Report based on the findings and recommendations of the approved Environmental Management Study and approved Master Environmental Servicing Plan will be prepared to the satisfaction of the Town, the Toronto and Region Conservation Authority and other regulatory agencies. The Report will reflect the findings and recommendations of the **Langstaff Gateway Master Servicing Plan (December 2009)** and provide detailed information regarding the provision of stormwater quality and quantity management facilities, including hydraulic gradelines, overland flow routes, and erosion and siltation controls for the plan of subdivision, condominium or other development proposal.

Where required by the Town, the provision of stormwater components may be required for areas extending beyond the Secondary Plan boundaries.

- c) Stormwater facilities adjacent to the valley, including underground facilities, shall be located within stormwater management blocks, designed and constructed to minimize any negative impacts on natural features and on the stream corridor and to achieve a net environmental benefit, where possible.

8.2.6 Functional Servicing Report

- a) Prior to *development approval* a proponent shall submit a Functional Servicing Report for a plan of subdivision, condominium or other development proposal for review and approval by the Town. This Report shall reflect the findings and recommendations of the approved Master Environmental Servicing Plan and support the detailed design of a plan of subdivision and shall address, but not be limited to: lot grading; sewer and watermain works; road cross sections and utility requirements. Engineering drawings are to be prepared in accordance with this Report and shall be submitted for review and approval by the Town. All municipal services shall be designed in accordance with the current policies and standards of the Town, and where applicable, affected regulatory agencies and utilities.

8.2.7 Recycling and Waste Management

- a) In accordance with established policy and innovative new techniques, recycling and waste management practices will be designed and implemented to the satisfaction of the Town, in consultation with other regulatory agencies, taking into account the urban context and high density development.

8.2.8 Utilities and Telecommunications

- a) Requirements for all new local utility and telecommunications services required in the Planning District shall be identified in the Master Environmental Servicing Plan, the Development Phasing Plan and the Functional Servicing Reports. All utilities and telecommunications lines within the Secondary Plan area shall be located underground and shall be located in a joint use utility trench.
- b) The Town will require that to the greatest extent possible, public and private utilities shall be planned and constructed in a coordinated manner. Utility and telecommunication services shall be planned to be located underground and shall be grouped wherever possible within public road allowances or appropriate easements. Where required, above ground utility fixtures shall be located, and grouped when feasible, to minimize visual

impact and designed in conformity with Town policies and consistent with the **Langstaff Gateway Streetscape and Urban Design Guidelines**. Utility providers will be encouraged to be innovative in containing utility and telecommunication services, including joint use of streetscape features and furniture.

- c) Utility and telecommunication services shall be permitted in all land use designations, with the exception of the Environmental Protection Area (EPA) and the Parks and Open Space designations, subject to detailed engineering designs to be approved by the Town. Where a single loaded road is approved to adjoin lands designated Environmental Protection Area, services should be confined to the edge of the road right-of-way farthest from the Environmental Protection Area designation, wherever possible. In the case of EPA - Valleyland, the provisions of Section 6.7 of this Secondary Plan shall apply.
- d) Prior to *development approval*, utility and telecommunications providers shall be requested to confirm that existing, upgraded or new services will be available to support proposed development, at the appropriate locations within the Planning District.
- e) The Town will support the provision of electronic communications technology involving high capacity fiber optics to enhance telecommunications services within the Secondary Plan area.

9.0 SUSTAINABLE DEVELOPMENT AND ENVIRONMENTAL POLICIES

9.1 General Policies

The Langstaff Gateway area is envisaged as a sustainably designed, mixed use, transit dependent community. In addition to being a transit dependent, walkable community, the Langstaff Gateway community will also be designed at the forefront in sustainable practices for urban development.

The Town will encourage development within the Secondary Plan area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

9.2 Sustainable Development Strategy

- a) In addition to the policies of this section, prior to *development approvals*, the Town will develop a Sustainable Development Strategy to ensure that all development, both public and private sector, is consistent with the Sustainable Development objectives outlined in Section 4.4.2 of this Plan. The Sustainable Development Strategy will complement the Implementation Strategy for this Plan and will:
 - i) provide a framework and set of Performance Measure Targets for the implementation of new green infrastructure technologies and best practices in sustainable building and open space design with an emphasis on air and water quality, water and energy efficiency and conservation, and efficient waste management practices;
 - ii) provide a framework and set of targets for achieving a balance of live/work including:
 - residential intensification targets, including minimum affordable housing targets, in accordance with Provincial and Regional intensification targets;
 - employment targets that will contribute to an overall, long term Region of York resident-employee target ratio of 1:1 for Regional Centres; and,
 - iii) identify the applicable development control mechanisms, which may include transfer of density, incentive zoning, conditional zoning or development charges, alternate parking standards, and includes the preparation of *Precinct Plans*.

9.3 Reduced Water Consumption

The Langstaff Gateway will be promoted as an efficient community from the perspective of water consumption through the provision of such things as:

- a) neighbourhood scale greywater recycling,
- b) the use of low flow fixtures and smart appliances,
- c) rainwater harvesting and reuse of rainwater, and,
- d) conserving irrigation practices and use of native plant selection in parks and open spaces, boulevards, other public spaces, medians and the Multiuse Trails.

9.4 District Heating and Cooling

District heating and cooling facilities, to serve all development within the Secondary Plan area, shall be a component of development. A district heating and cooling company shall provide district heating and cooling for the Langstaff Gateway community that can be phased in with development as established in Section 11.5. Production plants may be permitted in any land use designation, except within an Environmental Protection Area, as a primary or ancillary use, subject to any approvals required under the Environmental Assessment Act and subject to performance criteria in the implementing Zoning By-law.

9.5 Green Development Standards

Green development standards shall be prepared for the Langstaff Gateway community through the use of existing certification systems as a framework that considers such things as:

- building geometry and size;
- materials;
- building orientation;

- efficiency;
- green roofs;
- low impact stormwater management techniques;
- automated waste collection systems;
- passive solar energy;
- bird friendly designs;
- lighting; and,
- car and bike sharing.

Until such time as the Langstaff Gateway green development standards are in place, development will be encouraged to follow the LEED system of certification (Leadership in Energy and Environmental Design) or equivalent system, wherever possible, and also have regard for Town wide green development standards and policies. Green development standards will be incorporated into the Sustainable Development Strategy.

9.6 Environmental Management Study – Environmental Protection Area

There are two Environmental Protection Areas (EPA) identified in this Plan, the Woodlot and the Valleyland, Prior to the approval of the applicable *Precinct Plan*, an Environmental Management Study for the EPA Woodlot and EPA Valleyland, consistent with the provisions below, shall be prepared.

- a) The landowners shall prepare an Environmental Management Study to the satisfaction of the Town, in consultation with the Toronto and Region Conservation Authority and regulatory agencies and utilities. The Environmental Management Study will identify and evaluate all potential environmental impacts arising from the development of the lands within the Planning District and propose appropriate solutions to mitigate these impacts in accordance with the provisions of the Official Plan, this Secondary Plan and regulatory agency and Town guidelines and standards.

- b) The Environmental Management Study may include, but not be limited to, the following:
- i) Identification and evaluation of natural heritage features, including landforms, valleylands, watercourses, flora and fauna, hedgerows, woodlots, natural linkages and the function of such features in aquatic and terrestrial systems;
 - ii) Recommendations regarding the mitigation of potential impacts associated with infrastructure and development on natural features, particularly woodlots, hedgerows and watercourses identified for protection and retention;
 - iii) Delineation of subwatershed boundaries;
 - iv) Delineation of the regulatory floodline of watercourses, woodlots and appropriate associated buffers;
 - v) Identification and assessment of potential impacts to existing natural features from urbanization, including road and utility locations relative to lands designated "Environmental Protection Area";
 - vi) Within the context of the Hydrogeological Analysis forming part of the Environmental Management Study, identification and assessment of ground water resources including wetlands, source protection measures, wellhead protection areas and recharge and discharge areas and specific recommendations for dealing with the potential impacts of development on water quality, quantity, balance, erosion, flooding, groundwater and baseflow;
 - vii) Recommendations for the location and design of stormwater management facilities for incorporation into the Master Environmental Servicing Plan; the use of alternate and innovative approaches to the management of stormwater, including the design of stormwater quality and quantity facilities will be examined and addressed in the recommendations;
 - viii) Identification of soil conditions and small drainage features/streams will be classified in terms of their function

and a strategy identified to manage each feature in accordance with Town criteria; and

- ix) Completion of a preliminary assessment of potential sources of noise and vibration and recommendations for mitigation and further detailed study prior to *development approval*.
- d) The Environmental Management Study shall be approved by the Town, in consultation with the Toronto and Region Conservation Authority, regulatory agencies and utilities, prior to, or concurrently with, the approval of the Master Environmental Servicing Plan. The findings and recommendations of the Environmental Management Study shall be reflected in the Master Environmental Servicing Plan and subsequent reports relating to specific *development approvals*.

9.7 Potential Contamination

9.7.1 General Policies

- a) Environmental Site Assessments shall be completed by Qualified Persons (as defined in the *Environmental Protection Act*) for the Planning District to the satisfaction of the Town and where required, the Ministry of the Environment in accordance with the *Environmental Protection Act* and its regulations and any other application legislation, prior to Precinct Plan approval.
- b) Where potential site contamination has been identified on the property, additional studies may be required by the Town and/or the Ministry of the Environment to address remediation and/or mitigation of the site contamination. These may include the preparation of a remediation action plan or following the Risk Assessment (RA) process. The Owner shall be required to implement the recommendations of accepted studies or processes. All technical studies shall be conducted in accordance with the *Environmental Protection Act* and its regulations and any other application legislation and established industry best practices to the satisfaction of the Town and the Ministry of the Environment.
- c) For land conveyances to the Town, the Town may require more stringent standards than the requirements in the *Environmental*

Protection Act and its regulations and any other application legislation. A Record of Site Condition shall be filed with the Ministry of the Environment Site Registry prior to the conveyance of the lands to the Town.

- d) It is anticipated that the Town will develop a protocol for the review of development applications on potentially contaminated sites, including requirements for lands proposed to be conveyed to the Town. Upon the approval of such protocol by the Town, development applications for the Planning District shall be subject to the provisions of the protocol effective at the time of the development application, as well as the provisions of this Secondary Plan.
- e) The Town shall not approve development applications where it is determined that a property or portion thereof contains contaminants that cannot be appropriately remediated to an acceptable level suitable for the proposed uses in the approved land use designation identified in this Secondary Plan. In such circumstances the Town shall review the land use designation to address site contamination constraints.

9.7.2 Required Studies

- a) A preliminary environmental screening of lands within and adjacent to the Planning District shall be undertaken by a Qualified Person (as defined by the Environmental Protection Act) to the satisfaction of the Town prior to submission of any development applications. The Town encourages this screening to be undertaken prior to approval of the *Precinct Plan* and the development process, as a Phase 1 Environmental Site Assessment for the whole Planning District.
- b) Where a preliminary environmental screening suggests potential for contamination on a property, appropriate environmental site assessments shall be undertaken by Qualified Persons, prior to *development approval*, to the satisfaction of the Town in consultation with other regulatory agencies, which address the potential for both on- and off-site contamination. Remediation of the property shall be undertaken as necessary to ensure that the environmental condition meets or exceeds Provincially approved

standards for the proposed use. To confirm that the property is suitable for the proposed use, the Town may require that a record of Site Condition be filed with, and acknowledged by, the Environmental Site Registry office of the Ministry of the Environment.

9.8 Noise and Vibration Attenuation

9.8.1 General Policies

- a) In accordance with the provisions of Sections 2.2 c), 2.2.1 a) and 3.3.3 d) of the Official Plan (Revised 1987), as amended, appropriate noise mitigation measures shall be incorporated into proposed development to minimize any incompatibility between land uses.

9.8.2 Required Studies

- a) Prior to *development approval*, the Town shall require completion of studies to determine possible negative impacts of noise and vibration and the need for attenuation measures on lands adjacent to Highway 407, Yonge Street and the C.N.R. line or where development is located near existing industrial uses and noise generating uses. Such studies shall be approved by the Town in consultation with regulatory agencies and shall be prepared in conjunction with development applications.
- b) Required noise and vibration attenuation measures shall be incorporated as conditions of subdivision, condominium and site plan approval.
- c) Noise attenuation measures shall be consistent with the urban design objectives of this Secondary Plan.

10.0 CULTURAL HERITAGE POLICIES

- a) Conservation of cultural heritage resources shall be consistent with the provisions of Section 2.5 of the Official Plan (Revised 1987), as amended and this Secondary Plan.

- b) A number of buildings having cultural heritage value or interest have been identified by the Town within this Planning District and they are identified in **Appendix II**.
- c) It is the intent of this Secondary Plan to encourage and facilitate the retention and conservation of buildings of architectural and/or historical merit and to promote the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use.
- d) Prior to any *development approvals*, Council shall obtain a recommendation from the municipal heritage committee (Heritage Markham) as to whether any existing heritage buildings should be preserved within the Planning District, relocated or can be demolished.
- e) As a condition of *development approval*, the Town shall ensure the protection and preservation of those heritage buildings identified to be preserved through a variety of means including the following:
- Obtain designation of the property pursuant to the Ontario Heritage Act;
 - Secure a Heritage Easement Agreement on the property;
 - Secure satisfactory financial and/or other guarantees to fully restore or reconstruct any heritage structures damaged or demolished as a result of new development;
 - Obtain site plan approval and a Site Plan Agreement for the heritage building including the implementation of a traditional restoration plan for the heritage building; and
 - Require notice provisions and commemoration of the heritage building through heritage notice in offers of purchase and sale, and through the acquisition and installation of an interpretative plaque for the heritage building, in a publicly

visible location on the property (i.e. Markham Remembered Program).

- f) All development adjacent to or incorporating a heritage resource must, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, building materials and design features. The strategy for integrating heritage resources shall be outlined at the *Precinct Plan* stage.
- g) To comply with heritage conservation policies of the Provincial Policy Statement, the Town may require a Heritage Impact Assessment and/or a Conservation Plan as conditions of *development approval* and site alteration applications.
- h) Where a known cultural heritage resource has been lost or is permitted to be demolished, the Town may require some form of commemoration or interpretation as a condition of approval for development and site alteration applications (i.e. Markham Remembered plaque).
- i) Prior to construction of infrastructure or *development approval*, an Archaeological Assessment shall be completed to the satisfaction of the Town and the Archaeology and Heritage Planning Unit of the Ministry of Culture. No grading or other disturbance shall take place on any site within the Planning District prior to the issuance of a letter of clearance from the Ministry of Culture. Given prior evidence of archaeological sites in this Planning District, the Town encourages landowners in this Planning District to undertake a Phase I Archaeological Assessment as soon as possible in the development process.

11.0 IMPLEMENTATION

11.1 General Policies

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, RSO 1990, other applicable Provincial legislation, and the provisions of the Official Plan (Revised 1987) as amended and this Secondary Plan.
- b) The Town shall control signage within the Langstaff Gateway community through the provision of a Sign By-law.

- c) *Development approvals* within the Langstaff Gateway shall require management, monitoring and maintenance plans related to phasing implementation conditions or environmental conditions.
- d) In order to ensure that Council can make an informed decision on planning applications, and the potential implications of an application can be understood Official Plan Amendments, Zoning By-law Amendments, Plan of Subdivision and Consent applications shall be subject to the complete applications requirements of the Official Plan (Revised 1987) as amended.

11.2 Policy Implementation

Development shall be permitted in accordance with:

- a) the policies of the Official Plan (Revised 1987) as amended;
- b) the policies and requirements of this Secondary Plan;
- c) *Precinct Plans*;
- d) **Langstaff Gateway Development Phasing Plan**;
- e) **Langstaff Gateway Urban Design and Streetscape Guidelines**;
- f) Plans of Subdivision and Condominium, Site Plans;
- g) the implementing Zoning By-law;
- h) Developers' Group Agreements, as may be required;
- i) agreements between the Town of Markham and proponents of development, in particular those arising from planning approvals; and,
- j) other agreements that may involve the Town, adjacent municipalities, the Region or other regulatory agencies.

11.3 Required Studies, Reports and Plans

- a) The Terms of Reference for all studies, reports, and plans required to be prepared in accordance with the provisions of this Secondary Plan, shall be prepared or approved by the Town, prior to initiating each study, report or plan.
- b) Studies, report and plans required by this Secondary Plan shall be completed to the satisfaction of the Town and the Toronto and Region Conservation Authority, where applicable, by qualified professionals, who are licensed to practice in Ontario, and who are recognized and accepted by the Town as having the appropriate technical knowledge and experience to complete the required work specified in the related study Terms of Reference.
- c) The Town may require peer review of any study, report or plan required by this Secondary Plan, or submitted in respect of an application for *development approval* relating to lands within the Planning District. Proponents of development may be required to provide funding for a peer review.
- d) *Development approval* on lands within the Planning District shall be consistent with the recommendations and requirements of all studies, reports and plans required to be completed in accordance with the provisions of this Secondary Plan. Where required by this Secondary Plan, a study, report or plan shall be approved by the Town prior to *development approval*.
- e) The following studies are required prior to the consideration of any *Precinct Plans*:
 - i) Langstaff Gateway Development Phasing Plan
 - ii) A Master Environmental Servicing Plan;
 - iii) Environmental Site Assessments;
 - iv) A Community Energy Plan;
 - v) Sustainable Development Strategy;
 - vi) Master Operations and Maintenance Plan;
 - vii) A Financial Impact Analysis;

- viii) A Master Emergency Services Plan; and,
- ix) Woodlot Management Plan.

11.3.1 Development Approvals

- a) 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*, which implements the principles set out in the **Langstaff Gateway Urban Design and Streetscape Guidelines**, and supporting studies, reports and plans listed below undertaken by Qualified Professionals and of sufficient detail, satisfactory to the Town, to permit a full assessment of the development applications. *Precinct Plan* areas, West, Central and East, are set out in **Schedule 'II' – Development Phasing and Precinct Plan**. Required supporting studies and information for *development approvals* shall include the following:
 - i) A Phasing Justification and Monitoring Study to indicate how the proposal meets the criteria and prerequisites set out in Section 11.5.2;
 - ii) A Land use and density distribution report;
 - iii) A Stormwater Management and Monitoring Study in accordance with Section 8.2;
 - iv) Detailed Servicing Implementation Plans;
 - v) An Affordable Housing Implementation Strategy;
 - vi) Phase 1 Archaeological Assessment in accordance with the provisions of this Plan;
 - vii) Environmental Site Assessments;
 - viii) Green Development Standards Plan; and,

- b) Where there is overlap among the studies or reports set out in Section 11.3, they may be integrated where appropriate.

- c) The *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. In those circumstances where all lands within a *Precinct Plan* are not anticipated to be developed in accordance with the phasing provisions of Section 11.5, basic *Precinct Plan* requirements may be considered acceptable for those phases or sub-areas that are not proceeding in the near or immediate future.
- d) The Phasing Justification and Monitoring Study including the transportation impact component may be exempt from Phase 1.

11.3.2 Other Application Related Studies

- a) In addition to studies noted in Sections 8.1.4, 8.2.4, 8.2.5, 8.2.6, 9.7.2, 9.8.2, 10.0 i) and 11.3 e), the following studies may also be required at the application stage or where deemed necessary at the *Precinct Plan* stage:
 - i) Functional Servicing Report
 - ii) Tree Inventory and Conservation Plan
 - iii) Studies identified in Section 9.7.1 (b) required to address site contamination, if required
 - iv) Transportation Impact Study
 - v) Wind and Shadow Impact Studies
 - vi) Heritage Impact Assessment/Heritage Conservation Plan
 - vii) Noise and Vibration Analysis Report

In addition to these studies there may also be other specific technical studies required by the Town of Markham, senior levels of government, including provincial ministries or external agencies.

11.4 Non-Conforming Uses

- a) It is acknowledged that there are certain existing uses in the Secondary Plan area that are legally established but may not conform with the new land use designations and policies of this Amendment. It is the intent of this Plan that legal non-conforming uses will be encouraged to cease and desist, and will not be encouraged to expand. Every effort will be made by the Town to cease illegal land uses currently operating in the Langstaff Gateway Planning District. By-law enforcement shall be strictly enforced to ensure that initial phases of development are not adversely affected by adjacent uses. Council in considering applications for expansion of legal non-conforming uses, shall have regard to the provisions of Section 2.8 of the Official Plan (Revised 1987) as amended, the purpose and objectives of this Secondary Plan, and the overall merit of the proposal.

11.5 Development Phasing

11.5.1 General Policies

The Town has prepared a phasing strategy to establish the scheduled sequence and requirements for the provision of infrastructure required to support urban development for the lands in the Langstaff Gateway, pursuant to the provisions of Section 2.1 of the Official Plan (Revised 1987), as amended.

The assignment and staging of capacity for sanitary and water services, transit and transportation improvements and requirements for the delivery of community facilities shall be consistent with the **Langstaff Gateway Development Phasing Plan** to be approved by Council and amended from time to time in accordance with the provisions thereof, referred to in Section 11.5.2. Allocation of services will be confirmed through the execution of applicable subdivision, condominium and site plan agreements.

Transportation monitoring studies of key performance indicators are required prior to phases of development. Where key performance indicators are not achieved further analysis, strategies and mitigation measures shall be conditions of future development.

11.5.2 Development Phasing Plan

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

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

- a) The **Langstaff Gateway Development Phasing Plan** shall provide for three development phases with development being initiated in Phase 1 at key sites both east and west of the CNR tracks within the Langstaff Gateway Planning District and generally moving to the central area of the Planning District for the completion of Phase 3 as infrastructure and transit investments permit.
- b) Phase 1 of the development of the Langstaff Gateway shall be limited to those areas depicted on **Schedule 'II' Development Phasing and Precinct Plan** as Phase 1 for the Langstaff Gateway West and East lands delineated by the CNR tracks.

Phase 1 shall include the following:

- i) Up to 5,000 residential units;
- ii) A minimum of 21,600m² of retail and service commercial floorspace;
- iii) A minimum of 6,100m² of community services and facilities (*civic uses*);
- iv) A minimum of 33,600m² of offices; and,
- v) 4.83 ha of public parks and open space.

The development and acquisition of Pomona Mills Creek Park, and transit circulator connection north to Richmond Hill Transit Station through the Highway 407 underpass (Transit Concourse) adjacent to the CN Rail line, amongst other requirements established in the **Langstaff Gateway Development Phasing Plan**, shall be implemented in Phase 1 for the Langstaff Gateway West.

Phase 1 for the Langstaff Gateway East shall include completion of the Langstaff Woodlot Management Plan, and development and acquisition of parklands associated with Woodland Park and Linear Park East, and completion of the Cedar Avenue extension north from Langstaff Road in Markham to High Tech Road in Richmond Hill, amongst other requirements established in the **Langstaff Gateway Development Phasing Plan**.

- c) Phase 2 of the development of Langstaff shall be limited to those areas depicted on **Schedule 'II' – Development Phasing and Precinct Plan** as Phase 2 for the Langstaff Gateway West and East lands delineated by the CNR tracks.

Phase 2 shall include the following:

- i) Up to 3,650 residential units;
- ii) A minimum of 20,300m² of retail and service commercial floorspace;
- iii) A minimum of 5,350m² of community services and facilities (*civic uses*);
- iv) A minimum of 132,700m² of offices; and,

- v) 1.64 ha of public parks and open space.

Key benchmarks for the advancement of Phase 2 for the Langstaff Gateway West lands shall include, amongst other things, the extension and operation of the Yonge Street Subway line to Richmond Hill, the completion of the north boulevard (Langstaff Road) grade separated crossing of the CN Rail line, and completion of an elementary school(s) in accordance with the respective school boards.

Key benchmarks for the advancement of Phase 2 for Langstaff Gateway East lands shall include, amongst other things, the development and acquisition of Cedar Park, the extension and operation of the Yonge Street Subway line to Richmond Hill, the completion of the north boulevard (Langstaff Road) grade separated crossing of the CN Rail line, and completion of an elementary school(s) in accordance with the respective school boards.

- d) Phase 3 of the development of the Langstaff Gateway shall be limited to those areas depicted on **Schedule 'II' Development Phasing and Precinct Plan** as Phase 3 for the Langstaff Gateway West and East lands delineated by the CNR tracks.

Phase 3 in the Langstaff Gateway West and East lands shall include the remaining development to achieve the 15,000 residential units and the complementary *civic*, retail and employment uses. However, should the intervening five year reviews of this Secondary Plan determine a more robust office market, the Town shall investigate the opportunity to introduce more office development to Phase 3 than is currently proposed in order to improve the Langstaff Gateway population to employment ratios in line with this Secondary Plan and Regional targets for Centres.

Key benchmarks for the advancement of Phase 3 for the Langstaff Gateway West lands shall include, amongst other things, the completion of the Highway 407 Transitway.

Key benchmarks for the advancement of Phase 3 for the Langstaff Gateway East lands shall include, amongst other things, the completion of the Highway 407 Transitway, and the completion of mixed use Main Street East.

- e) To achieve this development phasing approach, the Town shall ensure through the use of holding provisions in the Zoning By-law that the phasing of development in the Langstaff Gateway occurs sequentially and generally as described in the Development Phasing policies of this Plan, consistent with the **Langstaff Gateway Development Phasing Plan** and as shown on **Schedule 'II' – Development Phasing Plan and Precinct Plan**. Residential development associated with any Phase after Phase 2 as shown on **Schedule 'II' – Development Phasing and Precinct Plan** shall not be approved by the Town until the ownership of a minimum of 75 percent of the residential units in the preceding Phase has been transferred in title from the proponent of development to the purchasers of such units and required non-residential components of the preceding Phase, including the community uses, retail and service commercial floorspace, office floorspace, public parks and required servicing and transportation infrastructure have been constructed. Minor alterations to the phasing of development shall be permitted through agreements between the proponent of development and the Town without amendment to this Secondary Plan, and shall ensure that the necessary servicing infrastructure and servicing capacity allocation for those uses are available.
- f) Required road improvements to the external public road network shall be completed consistent with an approved transportation plan prior to the issuance of building permits for the development of uses permitted within the Secondary Plan area.

11.6 Zoning By-law

11.6.1 Zoning

- a) Prior to the approval of plans of subdivision, plans of condominium or site plans within the Langstaff Gateway, an Amendment to the Town's Zoning By-law No. 77-96 shall be approved to implement the policies of the Secondary Plan and Official Plan, as amended.

- b) The Zoning By-law Amendment for the Langstaff Gateway Secondary Plan shall incorporate, where appropriate, elements of the **Langstaff Gateway Urban Design and Streetscape Guidelines** and other land use controls set out in the **Langstaff Gateway Land Use and Built Form Master Plan**.
- c) Prior to the issuance of building permits for any Phase of development, the necessary external servicing improvements shall be completed and appropriate servicing allocations shall be allocated by the Town and the Region of York.
- d) The required 5 year reviews of the Langstaff Gateway Secondary Plan will determine the need to accommodate revisions to the build out population of up to 32,000 people and not less than 15,000 employees and their respective designations.

11.6.2 Section 37 Provisions

- a) In addition to the provisions of Section 7.3 d) of the Official Plan (Revised 1987) as amended, and in accordance with Section 37 of the *Planning Act*, Council may, in a By-law passed under Section 34, authorize increases in the height and/or density of development otherwise permitted in the By-law in return for the provision of community benefits in the form of facilities, services, or matters of public benefit that are set out in the Zoning By-law:
 - i) the community benefits bear a reasonable planning relationship to the increase in height and/or density of the proposed development;
 - ii) the development represents good planning, and is consistent with the other objectives of this Secondary Plan and meets applicable built form and neighbourhood compatibility objectives; and
 - iii) there is adequate infrastructure to support the increase in height and/or density for the proposed development.
- b) A Section 37 By-law may be enacted by Council to achieve the Town's objective of obtaining certain facilities, services or other

matters which would not otherwise be secured under the other provisions of the *Planning Act* or the *Development Charges Act*, and which may be of particular benefit to the Langstaff Gateway community or the Town at large.

Notwithstanding the generality of the foregoing the intent of Council in passing such By-laws is to attain facilities, services and matters of public benefit such as, but not limited to:

- i) the conservation and/or improvement of cultural heritage areas or buildings;
 - ii) the preservation of woodlots, environmentally significant areas and enhancement areas, which would not be accepted as parkland dedication;
 - iii) the provision of increased amounts of on-site publicly accessible open space or facilities, such as day care centres, a library, a community centre, and recreational facilities;
 - iv) the provision of affordable and special needs housing including housing for senior citizens;
 - v) enhanced connections and improvements to transit facilities (i.e. the Transit Concourse);
 - vi) additional road or servicing improvements;
 - vii) provision of public parking facilities;
 - viii) protection of significant views;
 - ix) public art;
 - x) non profit cultural facilities; and,
 - xi) other local improvements identified in Council initiated studies.
- c) Community benefits which are the subject of Section 37 provisions will be determined based on local community needs, intensification issues in the area, and the objectives of this Secondary Plan, with priority given to provision of community benefits in proximity to the proposed development.

11.6.3 Zoning By-law Holding Provisions

- a) In addition to the provisions of Section 7.3 c) of the Official Plan (Revised 1987) as amended, and in accordance with Section 36 of the *Planning Act* Council may, in a By-law passed under Section 34, use the Holding symbol 'H' in conjunction with any use designation, to specify the use to which lands, building or structures may be put at such time as the Holding symbol is removed by an amendment to the by-law.

11.7 **Developers Group Agreement**

- a) As a condition of *development approval* within the Langstaff Gateway Secondary Plan area, the Town shall require that landowners enter into an agreement or agreements or will implement other alternative arrangements to address sharing of the common costs of development [see also Section 4.4.13]. The Agreement shall distribute, in a fair and equitable manner, the costs of community infrastructure and facilities to ensure an orderly sequence of development.
- b) Notwithstanding the generality of the foregoing, owners of property having approved Official Plan Status and/or approved Zoning By-laws, as of the date of adoption of this Secondary Plan, shall only be required to participate in a Developers' Group Agreement if the development proposal incorporates additional uses or densities permitted through this Secondary Plan, but not included under the existing approved Official Plan designation or Zoning By-law for the property.

11.8 Development Charges and Financial Agreements

- a) Prior to the release of lands for development within the Langstaff Gateway Secondary Plan area, the Town shall have conducted a Development Charges Study for the Langstaff Planning District in its entirety, identifying the Town wide, Regional and area specific charges applicable to the development of lands within the Langstaff Gateway area and passed a Development Charges By-law for the Official Plan Amendment No. 44 Secondary Plan area. Alternately, the Town Solicitor shall confirm that a satisfactory arrangement for payment to the Town and/or the Region by the landowner(s) without recourse, of an amount equal to the applicable development charges has been made.
- b) Prior to any *development approval*, the Region of York, in consultation with the Town of Markham, shall be satisfied as to the availability of water supply and sewer capacity to accommodate the said development. This may require front-end or accelerated payment agreements and limitations to be placed on development, consistent with Markham's Development Phasing Strategy. The Region of York, Toronto and the Province of Ontario shall have finalized an agreement for the cost sharing of the capital expenditures necessary to provide water supply and sewer capacity prior to the full development of the Secondary Plan area proceeding.
- c) Prior to the registration of any development beyond Phase I, the owner shall have entered into a servicing agreement, including any front end requirements or accelerated payments with the Region of York that will identify the capital expenditures associated with servicing the lands.
- d) Prior to any *development approvals*, an assessment of infrastructure cost requirements to accommodate the Secondary Plan development including development phasing, consistent with the **Langstaff Gateway Development Phasing Plan**, the timing of infrastructure emplacement, and methods of financing including developer front-end or accelerated payment agreements shall be addressed in conjunction with other proponent's developments in the Langstaff Gateway Secondary Plan area to the satisfaction of the Town and the Region of York.

11.9 Subdivisions and Consents

11.9.1 Plans of Subdivision and Condominium

- a) Plans of Subdivision and condominium shall only be released for development if they conform with the Development Phasing Plan policies (Section 11.5.2).
- b) Prior to the final approval of a plan of subdivision or condominium, siting and design review satisfactory to the Town, shall be prepared for all development within the Langstaff Gateway Planning District.

11.9.2 Consents

Subdivision of land shall generally take place by plan of subdivision or condominium. Consents may be permitted in accordance with the provisions of Section 2.7 of the Official Plan (Revised 1987) as amended, the applicable provisions of this Secondary Plan and the implementing Zoning By-law.

11.10 Land Dedication and Acquisition

The Town shall require land to be conveyed for parks and open space purposes and for necessary infrastructure in accordance with the Official Plan (Revised 1987), as amended, the Planning Act and the specific provisions of this Secondary Plan, as a condition of *development approval* or as provided for in a Developers' Group Agreement or Development Charges By-law.

11.11 Site Plan Control

All lands within the Langstaff Gateway Planning District shall be subject to the site plan control provisions of Section 7.12 of the Town of Markham Official Plan (Revised 1987) as amended.

11.12 Financial Strategy and Plan

A financial strategy and plan may be developed for the Langstaff Gateway Planning District by the Town, in consultation with the

Province and the Region of York, to support the delivery of higher standards of infrastructure, transit and sustainable development practices in the Langstaff Gateway.

11.13 Public Sector Agreement to Comply

It is the intent of this Plan to achieve agreement from all public agencies involved in any aspect of development in the area, to comply with the policies of this Secondary Plan and the regulations in the implementing Zoning By-law(s) in order to achieve the goal, objectives, principles and policies of this Secondary Plan.

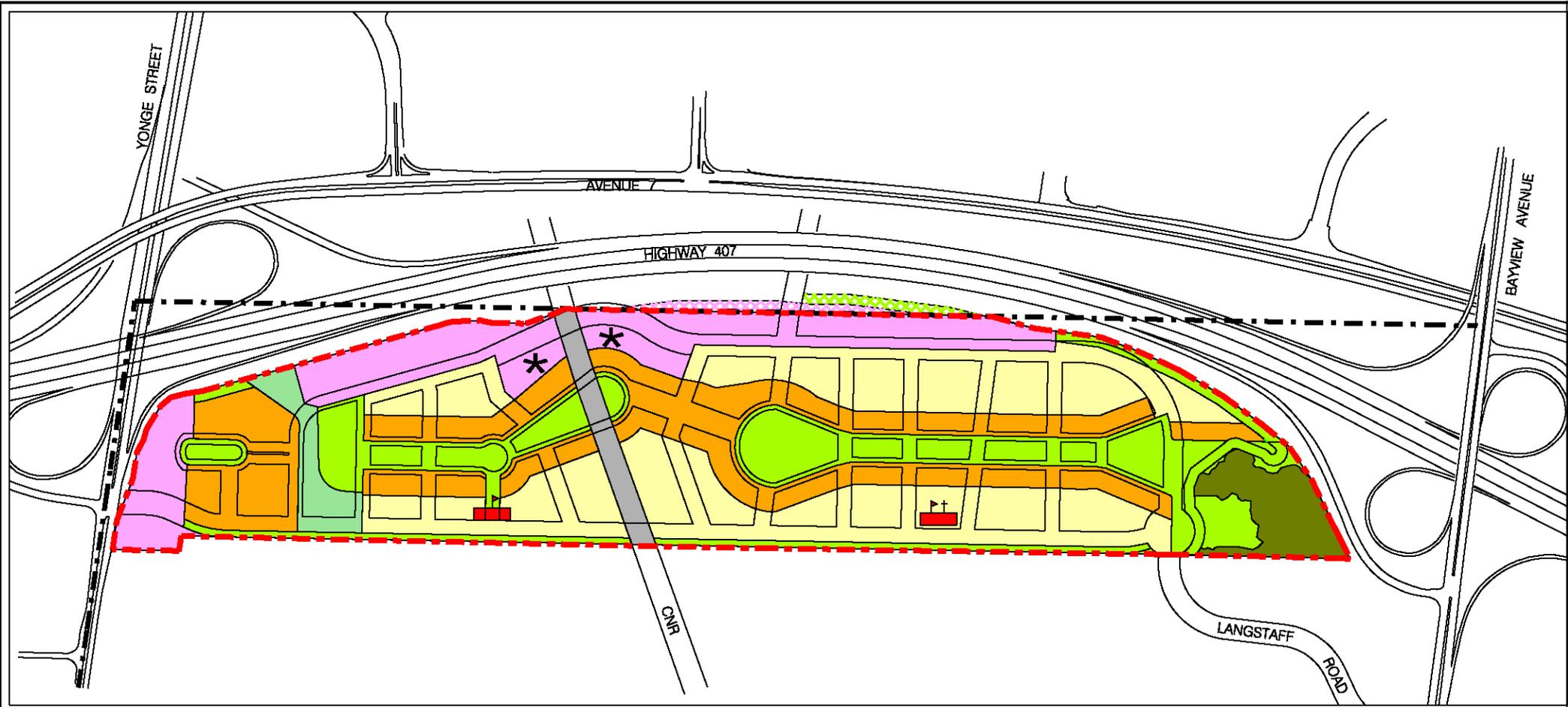
12.0 INTERPRETATION

12.1 General Policies

This Secondary Plan includes a goal, objectives, principles and policies. It is intended as a guide to development within the Langstaff Gateway Planning District. Some flexibility in interpretation is permitted, provided the objectives of the Secondary Plan (Section 2) and the general intent of the policies are maintained.

12.2 Boundaries

- a) The boundaries of the land use designations shall be interpreted in accordance with the provisions of Section 8.2 of the Town of Markham Official Plan (Revised 1987) as amended.



SCHEDULE 'AA'- DETAILED LAND USE PLAN

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

t

LANGSTAFF GATEWAY REGIONAL CENTRE

- _____ | RESIDENTIAL
- _____ | RESIDENTW.. - MIXED USE
- _____ | OFFICE

≡ OFFICE OUTSIDE AREA COVERED BY THIS PLAN

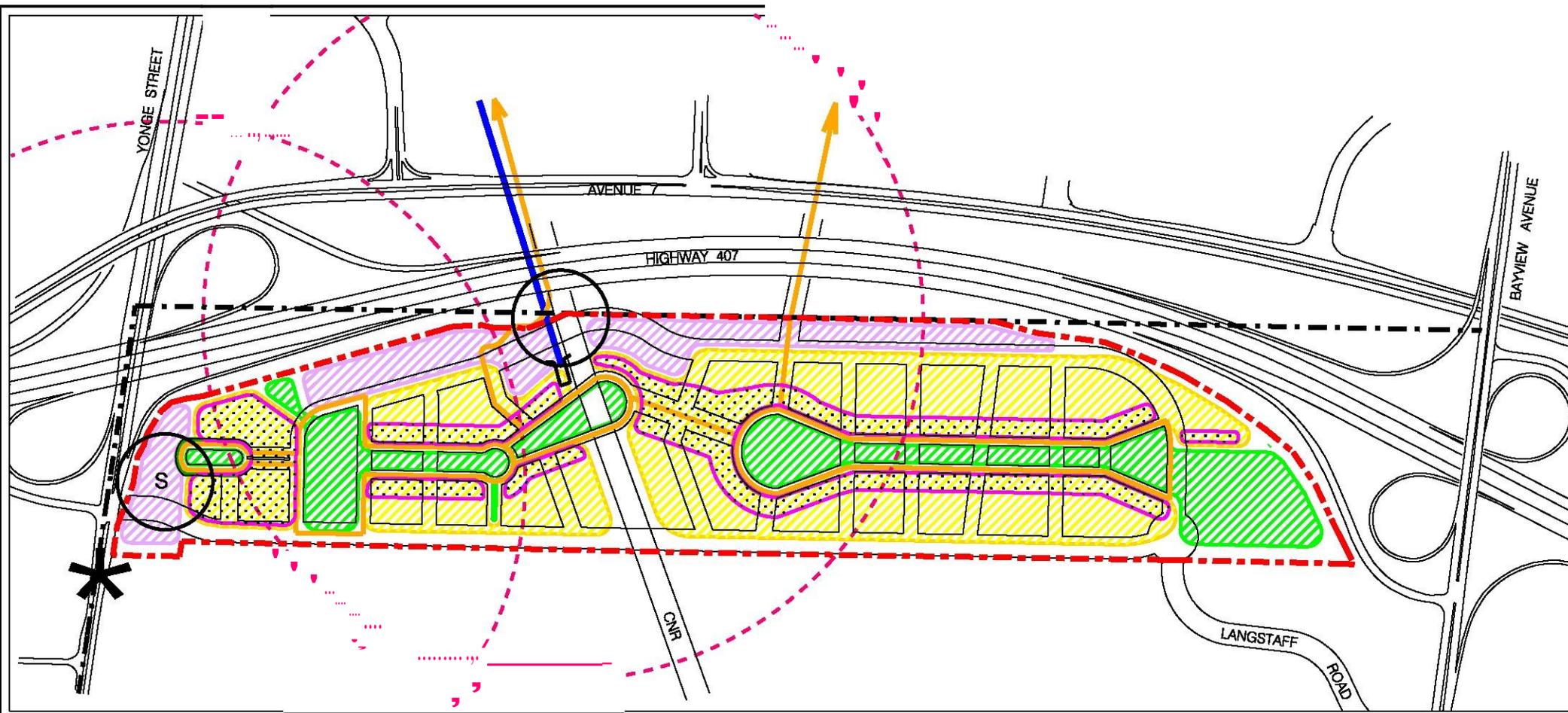
- _____ | PARKS & OPEN SPACE

E.-.-.i BOUNDARY OF AREA COVERED BY THIS AMENDMENT

E- - - -1 TOWN BOUNDARY

- | ENVIRONMENTAL PROTECTION AREA- WOODLOT (See Section 6.7.1b)
- _____ | ENVIRONMENTAL PROTECTION AREA - VALLEYLANDS (See Section 6.7.2b)
- _____ | TRANSPORTATION & UTILITIES

- * | (SEE SECTION 6.4 e)
- ... | ELEMENTARY SCHOOLS (PUBLIC)
- |||| | ELEMENTARY SCHOOLS (PUBLIC & CATHOLIC)



SCHEDULE 'BB'- COMMUNITY STRUCTURE

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

t

O WEST AND EAST TRANSIT NODES

E.-.-.i BOUNDARY OF AREA COVERED BY THIS AMENDMENT

E- - - -I TOWN BOUNDARY

TRANSIT NODES
1f CONCOURSE ENTRANCE

EMPLOYMENT DISTRICT
1(////4 GREENSPACE CORRIDOR AND GREENWAYS

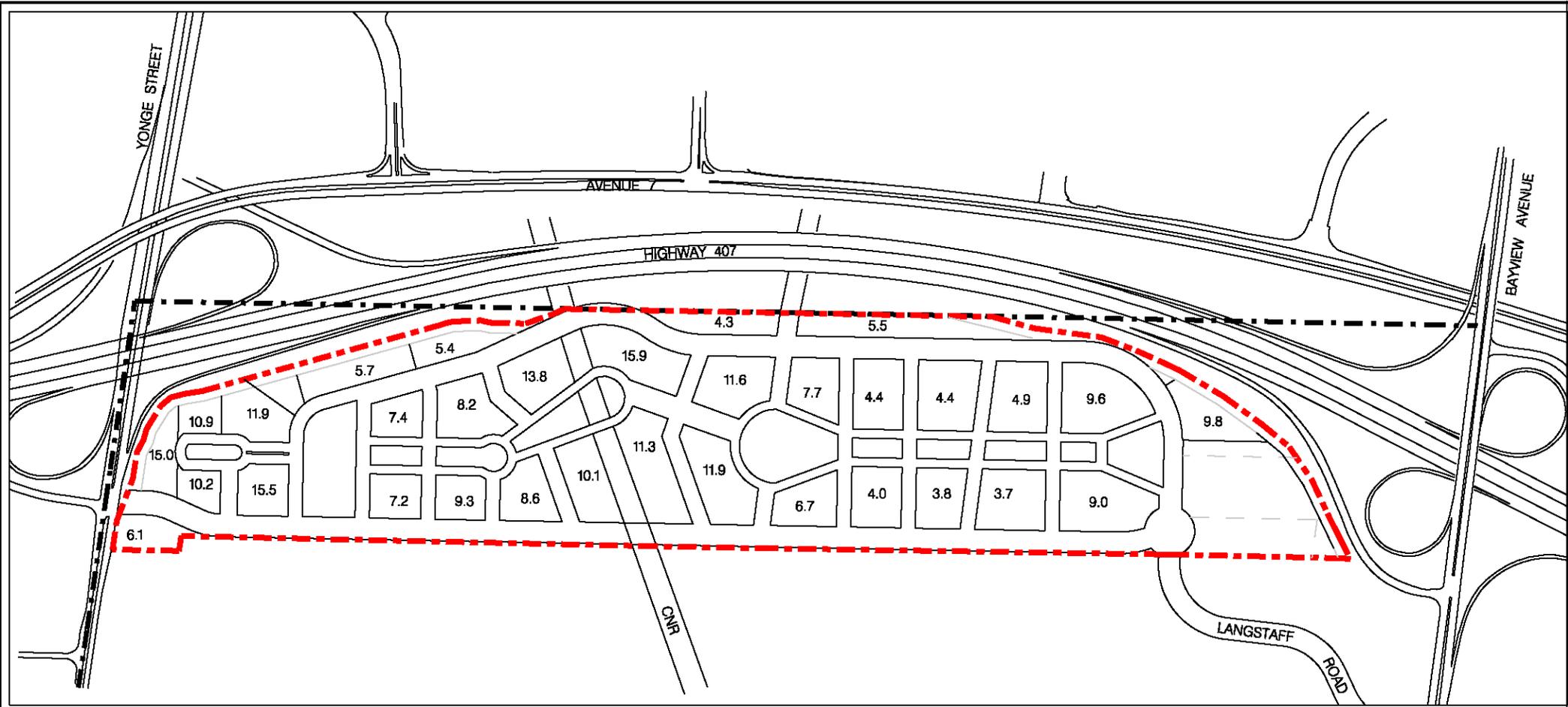
TRANSIT CORRIDOR
— TRANSIT CONCOURSE

S SUBWAY ENTRANCE

|-.....| MIXED USE DEVELOPMENT CORRIDOR AND NODES

500 METRES

RESIDENTIAL NEIGHBOURHOODS



SCHEDULE 'CC'- DEVELOPMENT BLOCKS

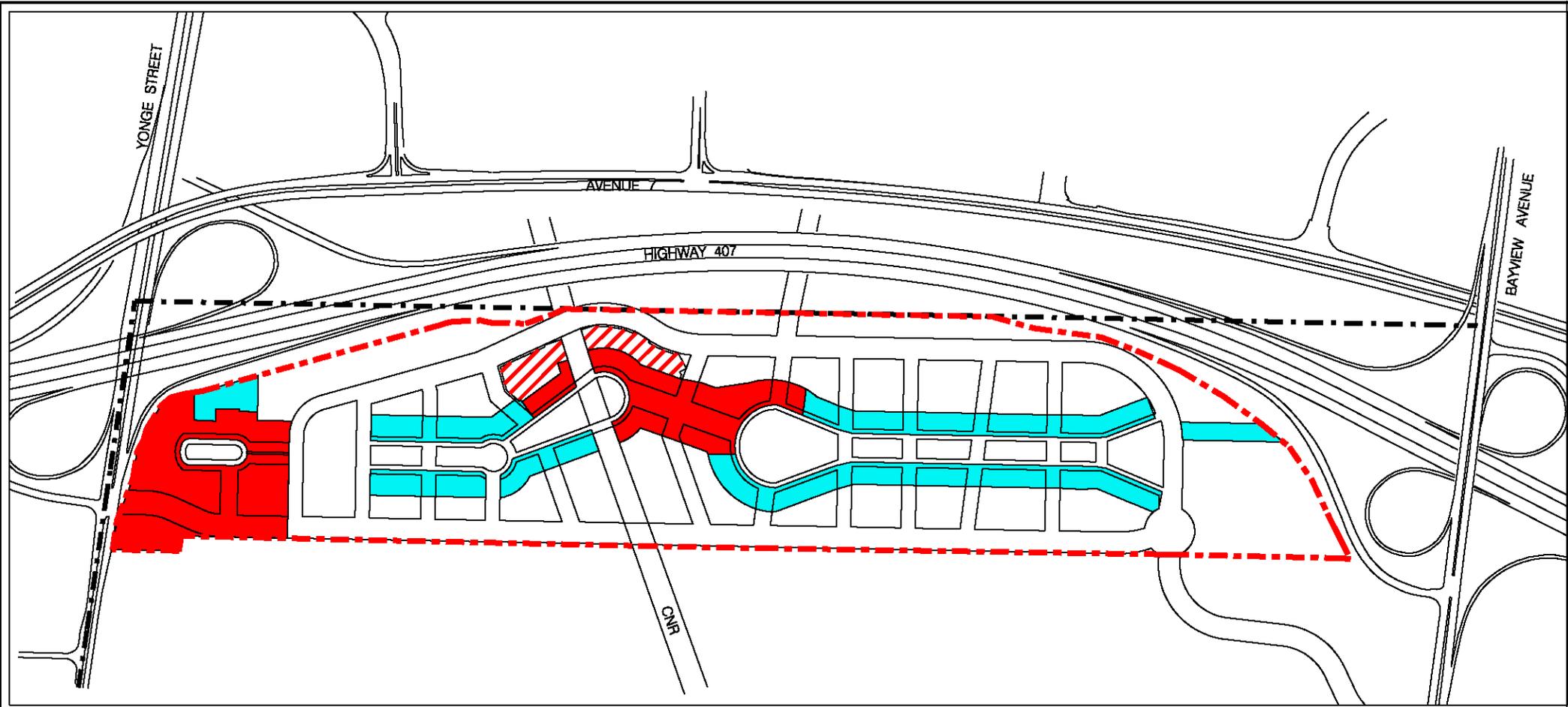
SECONDARY PLAN FOR THE LANGSTAFF GATEWAY PLANNING DISTRICT (P.O. 44-1)

E.-.-.i BOUNDARY OF AREA COVERED BY THIS AMENDMENT

F----- TOWN BOUNDARY

4.4 | MAXIMUM FLOOR SPACE INDEX

t



SCHEDULE 'DO'- GROUND FLOOR USES

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

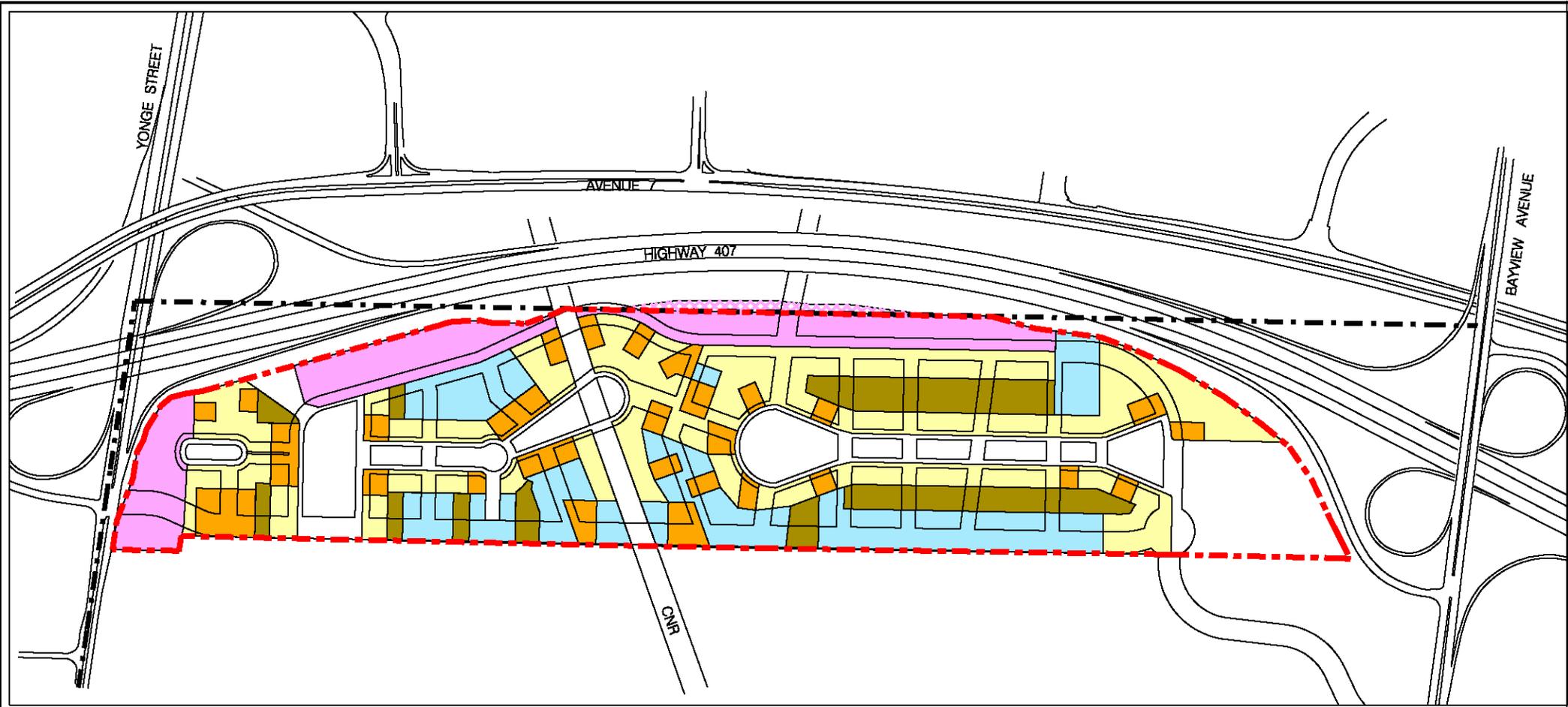
t

E . - . i BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E - - - - 1 TOWN BOUNDARY

GROUND FLOOR NON RESIDENTIAL REQUIRED (SEE SECTION 6.3d)

GROUND FLOOR RETAIL REQUIRED (See Section 8.3d)

r2/Z1 GROUND FLOOR RETAIL ALLOWED



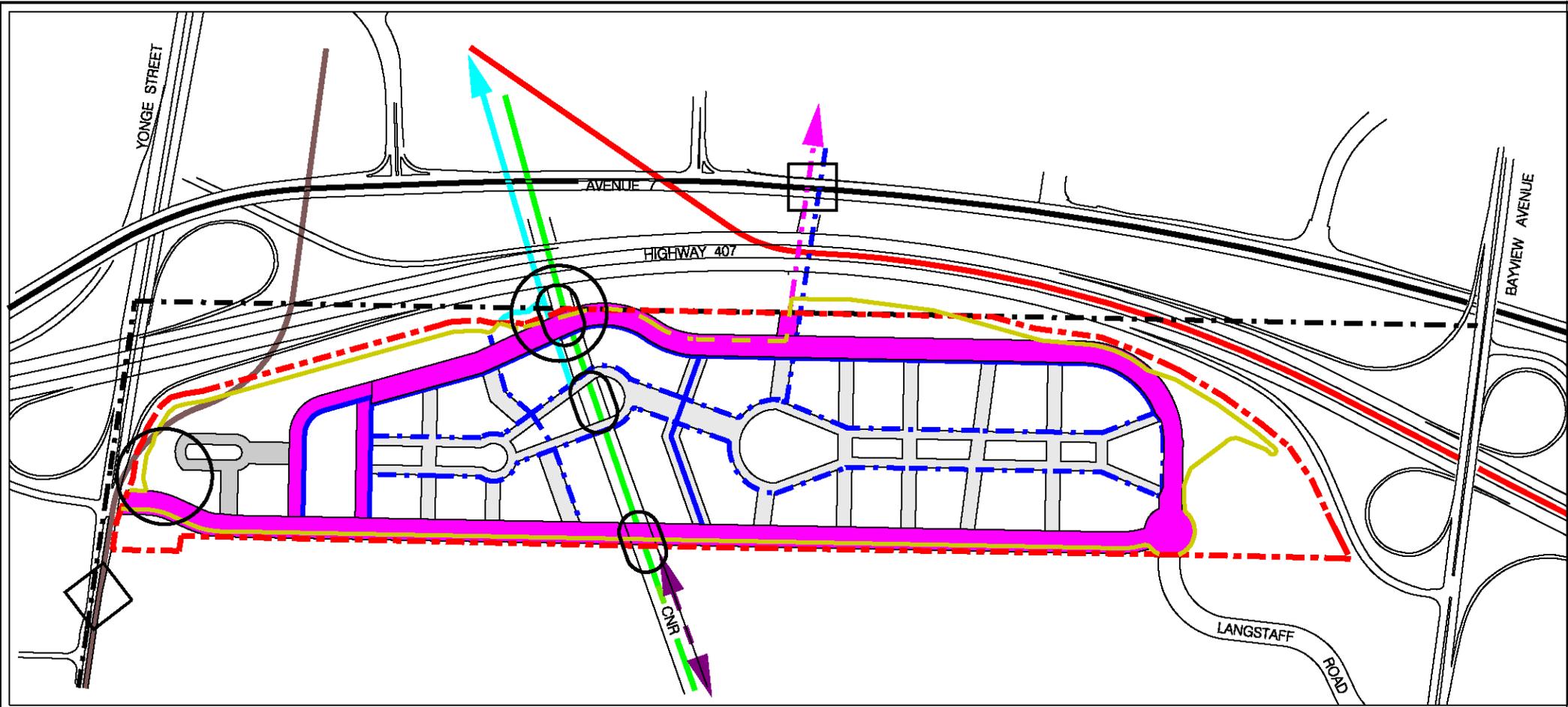
SCHEDULE 'EE'- HEIGHT CONTROL PLAN

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

t

E . . . i BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E - - - - TOWN BOUNDARY

MINIMUM /MAXIMUM STOREYS ALLOWED	
	3-4
	4-10
	18-35
	15-50



SCHEDULE 'FF'- TRANSPORTATION PLAN

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

t

E . - - . **i** BOUNDARY OF AREA COVERED BY THIS AMENDMENT

F - - - - **I** TOWN BOUNDARY

O CNR GRADE SEPERATED CROSSING

I MULTIUSE TRAIL

SIGNED BIKE ROUTE

REGIONAL TRANSIWAY (PROPOSED)

O EAST & WEST TRANSIT NODES

LOCAL STREET

DEDICATED BIKE LANE

REGIONAL SUBWAY (PROPOSED)

D CEDAR AVE / AVENUE 7 RAMP ACCESS

MAJOR COLLECTOR ROAD

PLANNED LINK (TRANSIT PEDESTRIAN CONCOURSE)

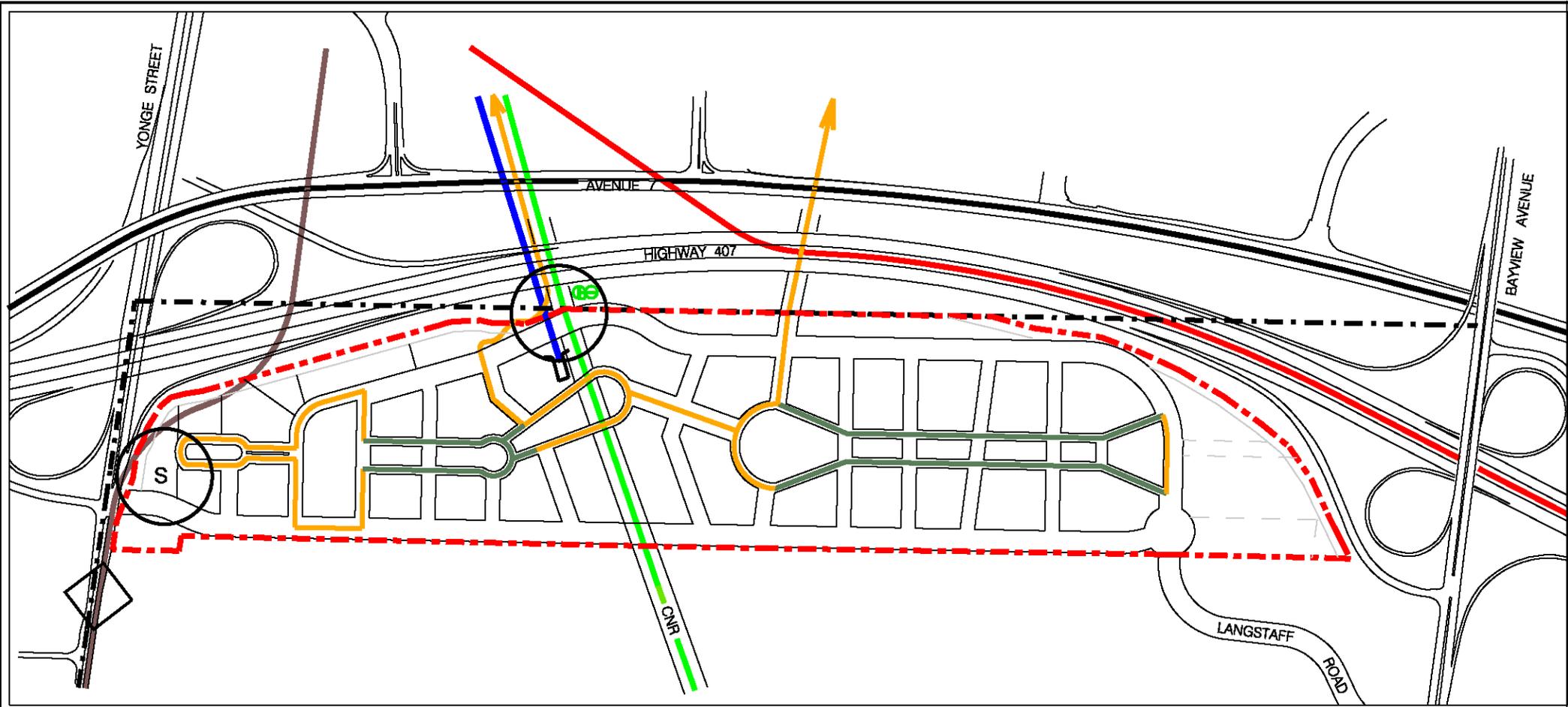
PROVINCIAL TRANSIWAY (PROPOSED)

CEDAR AVE EXTENSION

POSSIBLE FUTURE PEDESRIAN LINKS

PROVINCIAL COMMUTER RAIL LINE

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



SCHEDULE 'GG'- TRANSIT PLAN

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

E. - . 3 BOUNDARY OF AREA COVERED BY THIS AMENDMENT

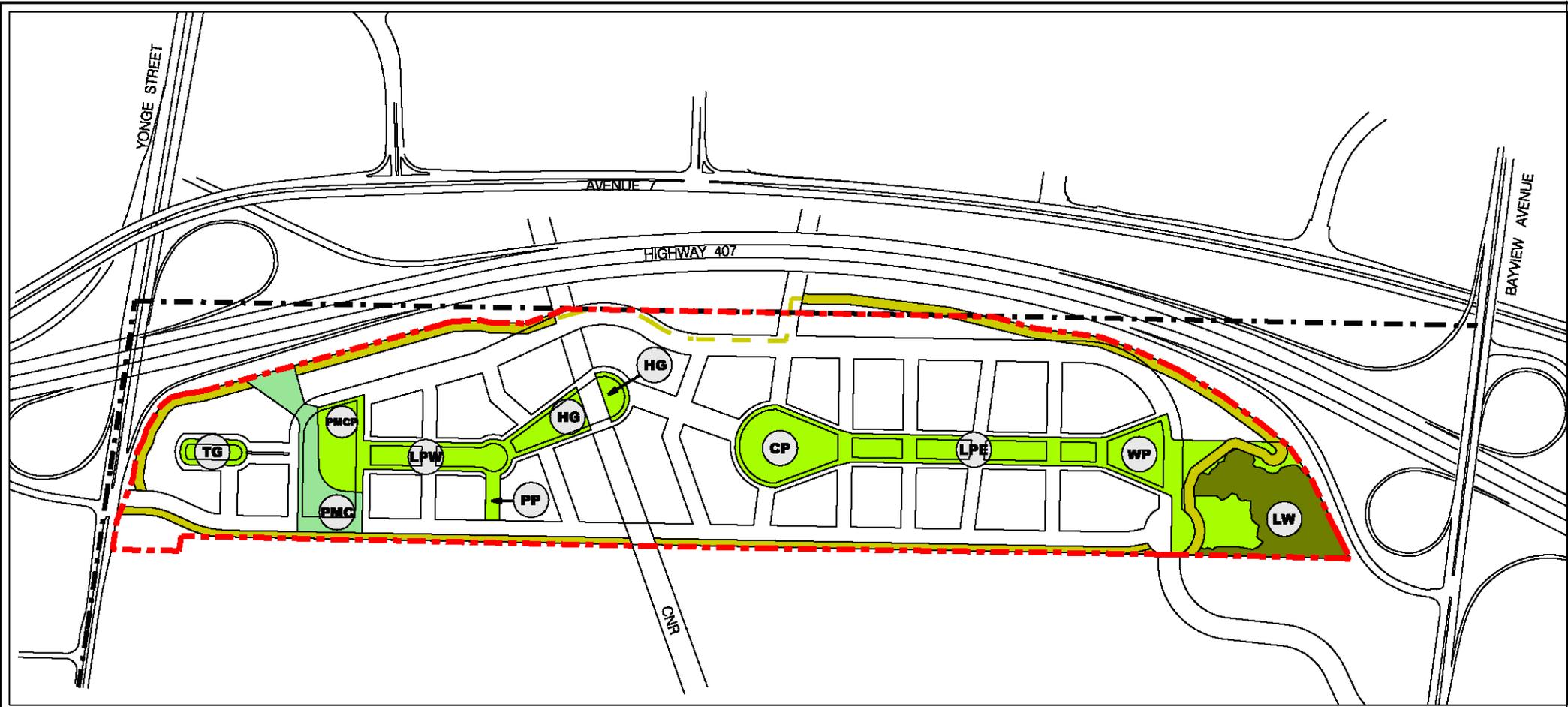
E. - . i TOWN BOUNDARY

— TRANSIT SPINE (DEDICATED LANE)
— TRANSIT ONLY

E REGIONAL TRANSITWAY (PROPOSED)
E REGIONAL SUBWAY (PROPOSED)
E PROVINCIAL TRANSITWAY (PROPOSED)
E PROVINCIAL COMMUTER RAIL LINE

GO GO STATION
S SUBWAY ENTRANCE
U CONCOURSE ENTRANCE
O PROPOSED SUBWAY STATION (LOCATION IN ACCORDANCE WITH APPROVED ENVIRONMENTAL ASSESSMENTS)

TRANSIT CONCOURSE
 EAST & WEST TRANSIT NODES



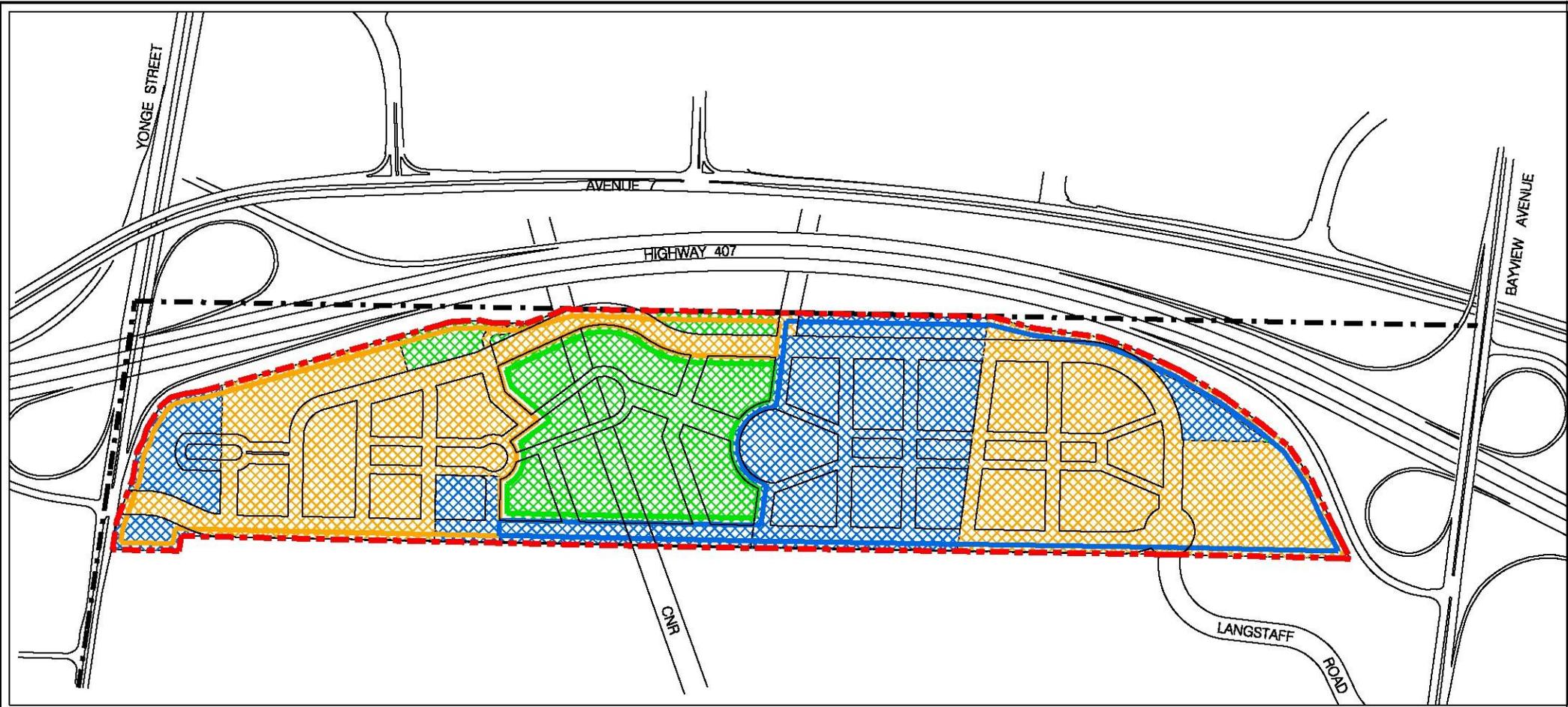
SCHEDULE 'HH'- PARKS AND OPEN SPACE SYSTEM

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

E.-.i BOUNDARY OF AREA COVERED BY THIS AMENDMENT
E-----1 TOWN BOUNDARY

- | | | | |
|--|-------------------------|--|--------------------|
| | TRANSIT GREEN PARK | | CEDAR PARK |
| | POMONA MILLS CREEK PARK | | WOOD LOT PARK |
| | UNEAR PARK EAST | | LANGSTAFF WOODLOT |
| | UNEAR PARK WEST | | HUB GREEN |
| | PROMENADE PARK | | POMONA MIULS CREEK |

* PARKS NAMED IN ACCORDANCE WITH THE LAND USE AND BUILT FORM MASTER PLAN.
 THE PARK NAMES CAN BE CHANGED BY COUNCIL WITHOUT AMENDMENT TO THIS PLAN.



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

-  BOUNDARY OF AREA COVERED BY THIS AMENDMENT
-  TOWN BOUNDARY
-  WEST PRECINCT
-  EAST PRECINCT
-  CENTRAL PRECINCT
-  PHASE 1
-  PHASE 2
-  PHASE 3



t

PART IV – THE APPENDICIES

(This is not an operative part of Official Plan Amendment No. 183

Appendix ■ - Planning Coordination Principles Richmond Hill
/Langstaff Gateway Centre

Richmond Hill/langstaff Urban Growth Centre- Planning Coordination

Goal Statement:

To achieve a complete, diverse, compact, vibrant, integrated, sustainable and well-designed Centre, to serve as a focal point in the Region for housing, employment, cultural/community facilities, and transit connections.

Shared Principles:

1.0 Land Use and Urban Design

- 1.1 Planning will be comprehensive and achieve the implementation of a cohesive, integrated and complete community
- 1.2 The initial phases of development will include lands at and adjacent to the planned subway stations
- 1.3 Development densities will be concentrated at the planned higher order transit facilities, achieve a minimum of 3.5 Floor Space Index (FSI), and decrease with distance from the those facilities
- 1.4 A diverse mix of uses will be accommodated to create complete and active precincts or neighbourhoods within the Regional Centre, which will include the assignment of supportive resident-to-employee ratios
- 1.5 Built form and design will set a high standard, and contribute to a sense-of-place and community identity for each precinct or neighbourhood, and for the Regional Centre as a whole
- 1.6 Implementation tools, including the use of Section 37 of the Planning Act, will be incorporated into the respective secondary plans to achieve bona fide community benefits, which shall be described in the plans, that serve the residents and businesses of the Regional Centre

2.0 Building Complete Communities

- 2.1 Neighbourhoods or precincts will be complete and self-sufficient communities within an integrated Regional Centre, to the extent possible and recognizing physical constraints
- 2.2 Land uses will provide live-work-shop-play opportunities for all residents within the Regional Centre, taking into account a wide range of income levels and demographics
- 2.3 The Regional Centre will be a complete community with on-site community facilities and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others

Building Complete Communities (cont.)

- 2.4 Community facilities including squares, parks, natural recreation areas, and pedestrian and cycling paths, will be integrated into the community and contribute to a sense of place for residents and employees within Centre
- 2.5 Facilities and services will coincide with each phase of development, and will be provided through the development approvals process, including the application of Section 37 of the Planning Act
- 2.6 Access to the facilities and services by area residents and employees will be convenient, safe, and available through a short walk or cycling trip
- 2.7 Amenity space, including parks and active recreation areas, will be accessible to the public, as opposed to being enclosed within privately owned buildings

3.0 Community Integration

- 3.1 Connectivity and integration across the Centre will be optimized, working to manage potential constraints posed by physical barriers and multi municipal jurisdictions
- 3.2 Coordinate, through agreements and related tools, the operations of and funding for community services (e.g. libraries, recreation programs, etc.) and infrastructure (e.g. street grid, sidewalks, etc.) across the Regional Centre
- 3.3 Ongoing liaison between among the Region, Markham, Richmond Hill and Vaughan to enhance community integration and planning, leading up to and following the finalization and approvals of the secondary plans, and continue to the development approvals and implementation stages (e.g. formal municipal working group or planning advisory group)

4.0 Physical Infrastructure

- 4.1 The provincially-designated Mobility Hub is the central and most important destination, origin and transfer point for transit trips within the Centre, and has a Region-wide significance. Development will therefore serve to enhance access to and support the efficient functioning of this facility
- 4.2 Development and related phases will proceed on the basis of transit-priority and non-auto travel modes such as walking and cycling, and the demonstration of sufficient transportation capacity to, from and within the Regional Centre
- 4.3 A transportation study/master plan will include a comprehensive review of wide-area (e.g. including lands north to 16th Avenue) transportation facilities, and include current conditions, identify short, medium and long-term transportation improvements, related development thresholds, and triggers

Physical Infrastructure (cont.)

- 4.4 Transportation capacity will be assessed on the basis of congestion management
- 4.5 A comprehensive and integrated mobility plan and strategy- addressing all modes of transportation with an emphasis on non-auto modes- will be prepared by the applicants as a condition of development approvals, consistent with the findings of the wide-area transportation study/master plan
- 4.6 A fine-grained street grid network will be planned and implemented through the development approvals and phasing process, including the identification of additional road, pedestrian, cycling and transit linkages
- 4.7 Transportation Demand Management (TDM) measures, including ride-sharing programs for residents/employees and transit pass incentives, will be required by the municipalities as a condition of development approvals for each phase
- 4.8 Parking supply and design will reflect and support the transit-priority of the Regional Centre, and shall include parking management approaches that include the establishment of consistent and low maximum parking standards, and on-street parking in appropriate areas
- 4.9 Development triggers (e.g. opening of subway, TDM measures, etc.) for each phase of development will include performance-based standards that are tied to mode shares for transit and other non-auto modes
- 4.10 Transportation capacity, including transit mode shares and non-auto measures, will be monitored for and throughout each phase of development
- 4.11 Traffic congestion will be managed throughout the build-out of the Regional Centre in a manner that supports transit, walking and cycling as the primary travel modes, and that takes advantage of state-of-the-art technologies
- 4.12 The "walk-to" catchment areas for the transit stations will be not be uniform, and will be based on pedestrian and cycling connectivity and associated travel times, generally based on a maximum 15-20 minute walk for the majority of people

5.0 Implementation of Community and Servicing Requirements

- 5.1 The Regional Centre will integrate complete and self-sufficient neighbourhoods or precincts, that have on-site community facilities and essential services, including emergency medical services (EMS), fire, police, schools, libraries, arenas, playgrounds and others
- 5.2 Facilities and services will coincide with each phase of development, and will be provided through the development approvals process, based on an inventory of community needs in the short, medium and long term.

Implementation of Community and Servicing Requirements (cont.)

- 5.3 Phasing plans will be developed, which will prescribe the phasing and staging at the precinct or neighbourhood level, to ensure the orderly, sequential and integrated implementation of secondary plans
- 5.4 Community services and facilities (e.g. EMS stations, libraries, etc.) will be integrated into development sites, projects and buildings within each phase of development. This includes the implementation of shared facilities and related programs among service providers (e.g. school boards) and through developer-municipal agreements
- 5.5 Phasing and staging of development within each precinct or neighbourhood will be tied to triggers related to infrastructure capacity, including community and social services and facilities, transportation, on-site energy generation (e.g. district energy), and water and waste water
- 5.6 Equitable distribution of, and financial contributions to, community facilities and services (e.g. parks, libraries etc.) across the Regional Centre
- 5.7 Natural features (e.g. streams, woodlots, etc.), related linkages, and stormwater management will be planned for and implemented in a comprehensive manner across the Regional Centre

6.0 Financial Principles

- 6.1 A comprehensive fiscal analysis, funded by development, will be undertaken collaboratively by the municipalities as a condition of phase 1 development approvals, and subsequent phases, to determine the costs of common infrastructure required to service the Centre over the short, medium and long-term.
- 6.2 The costs of required Infrastructure and services, as determined by the municipalities to support each development phase, will be borne by the developers
- 6.3 Development charges, and other development and planning approval-related fees, will be consistent across the Regional Centre and will be based on the principle of cost-recovery
- 6.4 Park land dedication and parking standards, including cash in-lieu provisions, will be uniform across the Centre to ensure a level playing field in the development application and approvals process
- 6.5 The use of Section 37 of the Planning Act will be applied only to achieve those bona fide community benefits which would not be required as a condition of development approvals

Appendix II - Properties of Cultural Heritage Value or Interest

Address	Identifier or Historic Name	Date	Rating
26 Langstaff Road	Church Building	c.1938	Not rated
75 Langstaff Road	Harry LeMasurier House	c.1931	Group 2
77 Langstaff Road	Henry LeMasurier House	c.1935	Group 2
139 Langstaff Road	Armand Robineau Bungalow	c.1928	Group 2
10 Ruggles Avenue	Munshaw Homestead	c.1854	Group 1 Designation in progress
20 Ruggles Avenue	Walter Inkpen House	c.1870	Group 2
24 Ruggles Avenue	Henson-Pettingill House	c.1934	Group 2

Rating System

Properties were evaluated using the Town of Markham's "Evaluating Heritage Resources in the Town of Markham".

The building/property classifications are as follows:

GROUP 1 those buildings of major significance and importance to the Town and worthy of designation under the Ontario Heritage Act

GROUP 2 those buildings of significance and worthy of preservation

GROUP 3 those buildings considered noteworthy

A number of properties were classified as Group 3 and were not included in the Secondary Plan.