



Bridge Station Master Plan, City of Markham

PLANNING RATIONALE REPORT

Bridge Station Master Plan
Transit-Oriented Communities Program



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1.0 Introduction

This Planning Rationale Report has been prepared by WND Associates Limited (“WND”) on behalf of Markham Gateway LP, the owner of the lands, as part of the Transit-Oriented Communities (“TOC”) program at the proposed Bridge Station on the planned Yonge North Subway Extension (“YNSE”) that will be delivered through a partnership between Markham Gateway LP and Infrastructure Ontario (“IO”). This report is prepared in support of a proposed development of the lands surrounding and adjacent to Bridge Station referred to herein as the Bridge Station Master Plan (“the BSMP”).

The site of the proposed BSMP has a total area of 25.40 hectares (62.76 acres) and is located in the Thornhill community of the City of Markham, situated east of Yonge Street, south of Highway 407, north of the Holy Cross Catholic Cemetery and west of Cedar Avenue (“the Subject Site”). The Subject Site is within an area of lands identified in the existing Langstaff Gateway Secondary Plan as the ‘West Precinct’ and ‘Central Precinct’, and currently mostly vacant with only a small number of remnant low rise industrial and commercial structures. The Subject Site is currently occupied by industrial uses and materials storage facilities, as well as vacant land, and prior to that was the site of the Langstaff “Jail Farm” which was a jail that operated from the early 20th century to the 1950’s and was demolished in the 1990’s.

The BSMP consists of 19 residential and mixed use development blocks with a total of 31 residential towers atop base buildings containing a mix of commercial and civic uses, and three standalone office buildings. The proposed development blocks have been organized to accommodate base buildings within a consistent range of heights for a generally uniform and urban streetwall condition. The development blocks are sufficiently sized to allow for appropriate setbacks and separations for the towers above the base buildings. Building heights within the BSMP range from 15 to 80-storeys and are proposed to contain approximately between 19,715 and 20,490 residential units (between 1,508,953 m² and 1,568,953 m² residential floor area) and a minimum 145,701 m² of office floor area, a minimum 17,350 m² of retail floor area and a minimum 17,522 m² of future civic (community) space, including a future 3,000 m² community centre and library. A 5,250 m² elementary school is also proposed as part of the BSMP along with a future fire station. The BSMP will contribute to the creation of approximately 50,444 m² (5.04 hectares or 12.46 acres) of parkland, representing 29% of net site area. The net overall density within the BSMP is approximately 15.34 times net developable site area.

The BSMP represents an opportunity to increase residential and employment densities, through implementation of transit-oriented development principles, in an area proximate to planned higher-order transit infrastructure, future community facilities, schools and open space. Higher-order transit infrastructure planned for the BSMP includes an urbanization and potential future integration of the existing Langstaff GO Station, a future subway station (known as “Bridge Station”) on the YNSE, and a future bus terminal shared with the High Tech TOC to the north.

The BSMP will contribute to the creation of a highly urbanized, transit-oriented, and livable mixed-use community focused on a robust park and open space system, responding to the dynamic infrastructure, housing and employment growth objectives of the Provincially designated Urban Growth Centre and TOC Program. It will become a vibrant community to live, work and play with animation at all times of the day and will maintain and enhance the fundamental spirit of the original vision for the Langstaff Gateway Community, as further described in this report.

1.1 Purpose

This report is prepared to provide the rationale in support of the implementation of the TOC Program, as endorsed by Infrastructure Ontario, within the Langstaff Gateway Planning District. In summary, the following policy and guideline documents have been reviewed in support of the planning rationale for the implementation of the Bridge Station TOC Master Plan:

- Provincial Policy Statement, 2020;
- Growth Plan for the Greater Golden Horseshoe, 2019, as amended;
- 2041 Regional Transportation Plan, 2018;
- TOC Program Memorandum of Understanding between the Province and York Region, 2020;
- York Region Official Plan, 2010;
- City of Markham Official Plan, 1987;
- City of Markham Official Plan, 2014;
- Langstaff Gateway Secondary Plan, 2011;
- Calthorpe and Associates Langstaff Gateway Master Plan (“Calthorpe Master Plan”), 2009;
- Markham Built Form, Height, and Massing Principles, 2009; and,
- City of Markham Zoning By-law 2551.

1.2 Overview of Report Structure

The purpose and scope of this report is to provide the land use planning rationale for the implementation of the BSMP under the Provincial TOC Program, in collaboration with Infrastructure Ontario and Metrolinx. This Report provides a description of the Subject Site’s existing conditions, a description of the proposed BSMP, a summary of nearby existing and proposed land uses, an overview of Infrastructure Ontario’s TOC Program, a description of the planning principles which informed the Master Plan process, an analysis and rationale for the proposed implementation of the TOC development under the Provincial and Municipal Policy regime, and a summary of the supporting reports and studies prepared by other technical disciplines. This report concludes with an independent opinion on the appropriateness of the proposed BSMP from a land use planning perspective on the basis of the analysis described above.

2.0 Background

2.1 Yonge North Subway Extension (“YNSE”)

This section provides the background necessary to understand the proposed BSMP in the context of the YNSE and the TOC Program, as well as an examination of the existing and emerging context surrounding the Subject Site.

In March of 2021, the Province (Metrolinx/ IO) released an initial Business Case and commitment to construct the YNSE, which is an extension of the existing Line 1 subway, from Finch Station north towards the municipalities of Markham, Vaughan, and Richmond Hill. The YNSE is an approximately eight-kilometre extension of TTC’s Yonge-University Subway Line (Line 1) north from Finch Station to Richmond Hill. The route of the extension crosses from the City of Toronto into York Region, passing along the boundary of Markham and Vaughan before connecting to Richmond Hill. The route curves east of Yonge Street in the northern part of the extension to emerge at the surface north of Langstaff Road to run parallel with the CN/GO Richmond Hill railway corridor. The proposed alignment per the March 2021 Initial Business Case will deliver up to four (4) new stations north of the existing Finch Station. Metrolinx and Infrastructure Ontario are committed to an in-service date of 2029-2030, after the Ontario Line is in service.

Connections will be provided to Highway 407 GO bus service, York Region Viva Highway 7 bus rapid transit, York Region Viva Yonge Street bus rapid transit, Future Highway 407 Transitway service and Local York Region bus service.

Metrolinx forecasts a total of 94,100 daily boardings, granting walking access to 26,000 rapid transit users. Approximately 22,900 jobs are projected to be located within a 10-minute walk from the YNSE. It is anticipated by Metrolinx that as drivers get out from behind the wheel in favour of using the subway, the total distance travelled by cars during morning rush hour will be reduced by 7,700 kilometres which equates to a reduction of approximately 4,800 tonnes of greenhouse gas emissions each year.

Overview

Metrolinx and Infrastructure Ontario are working together to deliver the YNSE rapid transit project in collaboration with nearby landowners at Bridge and High Tech Stations. The Province’s new Transit-Oriented Communities program leverages this imminent investment in transit infrastructure to catalyze the creation of new housing, jobs, and community amenities in both neighbourhoods and Provincially designated urban growth centres across the line. As a result, the YNSE and the TOC Program together represent an important step toward providing transit investment, housing and employment opportunities commensurate with the rate of growth in the Greater Toronto Area (“GTA”).

The TOC Program for the YNSE project is being implemented through an approvals process that balances consideration for the intent of planning policy with the certainty and efficiency required to deliver essential transit, housing and employment faster. This process remains rooted in principles of good planning and involves careful study of the existing and emerging context of the Langstaff Gateway District,

the fundamentals outlined through the City's existing Secondary Plan, and the potential impacts and opportunities of proposed TOC developments.

The TOC Program is part of the Province of Ontario's new approach to transit delivery. Through the program, transit infrastructure across the YNSE will be delivered alongside TOCs, consisting of higher-density, mixed-use developments that will be structurally integrated with or directly adjacent to transit stations on sites required for transit need.

These TOC developments represent a new typology within the GTA context, with significant potential to advance important city-building and complete community objectives. Importantly, by integrating transit delivery with development, this approach also ultimately intends to offset the cost of station construction while placing more housing and jobs at or near transit stations to increase overall transit ridership, reduce traffic congestion and emissions, and support the growth and development of complete communities under the Province's 2019 Growth Plan, as amended.

To that end, the Province is collaborating with key stakeholders from the City and private sector to ensure the coordinated delivery of transit and integrated TOC on time, on budget, and with the efficient use of public and private resources. Development through the TOC Program will be delivered through an approvals process, separate from the transit infrastructure approvals (SPR) process, which is rooted in principles of good planning. This process balances many objectives related to technical, market, and community requirements. Functionally, these developments will be built adjacent to or over top of stations and transit infrastructure, requiring complex structural systems and impact mitigation strategies. TOC development is also required to support positive value capture for the Province to maximize transit investment while reducing infrastructure costs borne by municipalities, requiring a scale and density of development that typically exceeds the municipal planned context of an area.

However, while the approach recognizes that a certain density must be achieved to offset costs, the good planning lens applied to the TOC Program requires that development must be informed by and respond to the surrounding context, be supported by the existing Provincial Planning policy regimes, mitigate impacts and make a positive contribution to the public realm and broader community. Across the YNSE, proposed TOC developments will promote transit-supportive densities by anticipating the appropriate future scale of development for an area given the transformative effects of new higher order transit, and in particular for Bridge Station where several modes of higher-order transit are expected to converge in Langstaff Gateway.

The proposed developments under the TOC Program will catalyze further investment in and around station areas, acting as agents of change that support the continued growth of these areas as complete communities containing the fundamental ingredients of city-life. Importantly, investment in these developments will recognize distinct community needs and contribute to broader, city-wide placemaking objectives TOC Program and contribute to improving the social well-being and economic prosperity of the City of Markham's residents and businesses in the long term.

Memorandum of Understanding

In May of 2020, the Province of Ontario and the Regional Municipality of York entered into a Memorandum of Understanding (the “MOU”) in acknowledgement of the implementation of the Province’s TOC Program for the station sites on the YNSE, including Bridge Station. The “Ontario-Led Transit-Oriented Communities Program (TOCP)” is defined, in the MOU, as a program spearheaded by the Province, which is focused on leveraging opportunities through which the private sector, in cooperation with public sector entities, would deliver some critical elements of station infrastructure, and would intensify development around proposed transit stations. The core outcomes of the TOC Program acknowledged in the MOU are:

- **Exchange of Value:** Creating new investment and revenue opportunities between the public and private sectors, where possible.
- **Increased Transit Ridership:** Developing transit-oriented communities, in which residents choose transit as their first mode of transportation.
- **Improved Customer Experience:** Enhancing station areas to make the interaction with the customer seamless (e.g., through creating desirable commerce and retail concourses, etc.).
- **City/Region Building:** Developing communities that provide residents and workers with new places to live, work and play.

The MOU further outlines the formally structured process of the YNSE TOC Program along with agreed upon commitments from both the Region and the Province to achieve the aforementioned outcomes.

Principles

TOC development proposals are grounded in good planning. Good planning is generally concerned with the physical form of the proposals, the uses within them, and how the proposal fits into the surrounding context, impacts the community, and frames the public realm, among other matters. Rooted in the aspirational objective of building transit-supportive complete communities, TOC development is guided by eight core principles:

1. **Appropriate Mix of Uses:** TOC development will provide for a context appropriate mix of uses that support the achievement of complete communities.
2. **Transit Supportive Density:** TOC development will introduce a critical mass of people and/or jobs in a manner that increases transit ridership thereby reducing reliance on personal automobiles and traffic congestion.
3. **Integration with Surrounding Area:** TOC development will respond to existing context through transitions in scale, building typologies, setbacks and stepbacks and minimize impacts on surrounding sensitive uses while anticipating the future scale of intensification.
4. **Great Public Realm:** TOC development will maximize opportunities to improve pedestrian experience and value for the community with an enhanced public realm, active ground floor uses, direct access to transit stations, and permeable, well-connected sites with a high level of site porosity.

5. **Transit Infrastructure Integration:** TOC development will maximize opportunities to provide direct and convenient multi-modal transit connections (e.g. bus, streetcar, LRT, subway, GO Rail) and number of residents and jobs with direct access to higher order transit.
6. **Natural, Built, and Cultural Heritage:** TOC development will maximize the conservation of existing features and resources that are integral to the economic prosperity, environmental health, and social wellbeing of the surrounding neighbourhoods and communities.
7. **Housing Supply and Jobs:** TOC development will increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.
8. **Community Amenities and Infrastructure:** TOC development will encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote city building and complete communities.

2.2 Bridge Station Area Description

Bridge Station is the second last station on the YNSE, and is located in the City of Markham. Bridge Station, as currently proposed by Metrolinx/IO, is located at the central and northern edge of the Subject Site. Today, these future Subway Station lands are at the intersection of the CN Rail tracks and Langstaff Road East, south of Highway 407, to the west of the existing GO Station and north of the future BSMP North Boulevard. Bridge Station and the related plaza interface has a proposed block area of 4,351 m². Bridge Station's platform is proposed at-grade with the future bus terminal located above. Passenger pick-up and drop-off will be located at the south end of Bridge Station with access provided from North Boulevard.

The central location of Bridge Station within the original Langstaff Gateway Secondary Plan area presents an opportunity to integrate the station area as much as possible (given the limitations of adjacent land uses) with more direct connections to Langstaff GO Station, and a future bus rapid transit terminal.

2.3 Langstaff Gateway Planning Timeline Overview and Key Milestones

Langstaff Gateway, conceptually and physically, is at the crossroads of the Greater Toronto Area, where, for several decades, growth has been carefully planned for and anticipated alongside the anticipation of future municipal and provincial transit investment. In 2006, the Province of Ontario released its first iteration of the Growth Plan, Places to Growth, Growth Plan for the Greater Golden Horseshoe. Under the 2006 Growth Plan the Langstaff Gateway Urban Growth Centre ("UGC") was designated to take advantage of the presence of the existing Langstaff GO Station and the emergence of future rapid transit in the form of the extension of the Yonge subway, and east-west rapid transit along the Highway 7/407 corridor.

The Langstaff Gateway Master Planning process, to provide the framework for development in the newly formed UGC, began in 2008 when the City of Markham retained US-based urban design firm Calthorpe Associates (now HDR) to create a Master Plan for the Langstaff area. At the time (and today), the Langstaff Gateway lands were occupied by a mix of vacant lands, light industrial uses and materials storage yards in sharp contrast to the newly adopted Provincial policy regime.

On June 24, 2008, Markham Council approved Official Plan Amendment 171 to amend the City of Markham 1987 Official Plan and the Thornhill Secondary Plan (PD3-1) to create the “Langstaff Urban Growth Centre Study Area” which led to the development of a Master Plan. Official Plan Amendment 171 includes general development visions and principles that would guide the preparation of the master plan for the Langstaff area.

In 2009, following extensive public, landowner, stakeholder and political consultations, along with precedent research and technical engineering input, Calthorpe Associates/ Ferris + Associates prepared the Langstaff Land Use and Built Form Master Plan. This original Master Plan was grounded in new urbanism design principles of an off-grid street network, multi-modal transit hubs, cyclist and pedestrian inter-connectivity, environmental sustainability and transit-supportive (in fact transit-dependent) levels of density.

Through the iterative review processes and public consultations that followed the Master Planning process, in June of 2010 the Town (City) of Markham proposed an Official Plan Amendment (OPA 183) to implement the Langstaff Gateway Secondary Plan and create a new 47-hectare (116-acre) Planning District under the City’s former 1987 Official Plan. Today, the in-force Secondary Plan contains policies and mapping rooted in the principles of compact, mixed-use and complete communities centered around rapid-transit infrastructure, urban and vertical schools and community facilities, urban parks, greenspace and sustainability. OPA 183 was approved by York Region Council in 2011.

The Secondary Plan, as adopted by Council set out forecasts for future residents, jobs (employment) and residential units at full build out of Langstaff Gateway. The existing Secondary Plan contemplates a community which would support highly urbanized levels of population at approximately 32,000 people (15,000 residential units) and 15,000 jobs based on the original Yonge Street Subway alignment.

Since the Secondary Plan came into force and effect, residential and mixed-use development applications have been submitted for Phase 1 Blocks in the West and East Precincts. These previously approved and surrounding active developments are described in Section 4.3.

The Province’s TOC Program maintains the spirit of both the original 2009 Calthorpe Master Plan and 2011 Secondary Plan, while proposing significant enhancements that will facilitate increased connectivity, better centralized open space opportunities, providing additional transit-dependent housing and employment, and providing for integrated development opportunities that will make Langstaff Gateway an exciting urban place, desirable and viable for the long-term, all of which furthers the Provincial Growth Plan’s fundamental principles of achieving “complete communities” and concentrating the highest levels of intensification where higher-order transit is planned or exists.

An update to the original Master Plan is required to facilitate development surrounding Bridge Station’s relocation to the centre of the Subject Site. The intent of the TOC Program is to facilitate this update. Following the municipal submission of the BSMP there will be a review period from stakeholders and the community.

3.0 Summary of Findings

In summary, the proposed BSMP, and corresponding TOC developments within each block, represents good planning, and:

- Has regard for matters of provincial interest under the Ontario Planning Act;
- Is consistent with the Provincial Policy Statement, 2020 policies related to Development and Land Use Patterns, Housing, Employment Public Spaces, Recreation, Parks, and Long-Term Economic Prosperity, among others;
- Conforms to the 2019 Growth Plan for the Greater Golden Horseshoe, as amended, policies related to development and intensification within Major Transit Station Areas and Urban Growth Centres, Managing Growth, Employment, Housing, and Integrated Planning policies, among others;
- Conforms to the York Region Official Plan policies, and generally implements the direction of the evolving policy context of the York Region Municipal Comprehensive Review;
- Implements a land use vision and proposed built form that supports Metrolinx's 2041 Regional Transportation Master Plan for the Greater Toronto and Hamilton Area;
- Implements the key objectives of the policies set out in both the partially in-force 2014 City of Markham Official Plan and 1987 City of Markham Official Plan;
- Implements and furthers the fundamental vision and objectives of the Langstaff Gateway Secondary Plan (2011);
- Is in keeping with the forward-looking, highly urbanized, transit-dependent and mixed-use vision of the original Calthorpe Master Plan (2009) while recognizing the general evolution of planning and development in the Greater Toronto Area since its conception over a decade ago, including the need to optimize development opportunities around transit to mitigate climate change impacts and meet carbon reduction targets;
- Achieves the objectives of the TOC Memorandum of Understanding between the Province and York Region;
- Addresses and responds appropriately to the City of Markham's Built Form, Height and Massing Principles Guidelines; and,
- Maintains the fundamentals of good planning through implementing the TOC Program in a manner that is logical, achievable, and directly connected to new transit infrastructure delivery.

4.0 Physical Context

4.1 Subject Site

The Subject Site is a 25.40-hectare (62.76-acre) privately owned site located within the original 47-hectare (116-acre) Langstaff Gateway Secondary Plan District. The delivery of future development blocks within the Subject Site will be the responsibility of the private landowner, Markham Gateway LP. The Subject Site is generally located south of Highway 407, east of Yonge Street, west of Cedar Avenue (approximately 950 metres west of Bayview Avenue) and is north of the Holy Cross Catholic Cemetery. The Subject Site straddles and is generally centered around the existing CN Rail tracks up to Cedar Avenue and includes the eastern extent of Langstaff Road East and all of Ruggles Avenue.

The western and central portion of the Subject Site west of the CN Railway tracks is mostly vacant, with some remnant industrial structures and existing early successional trees and shrubs along with areas of both disturbed and moved earth and soil (**Figure 1**).

West of Ruggles Avenue to Yonge Street

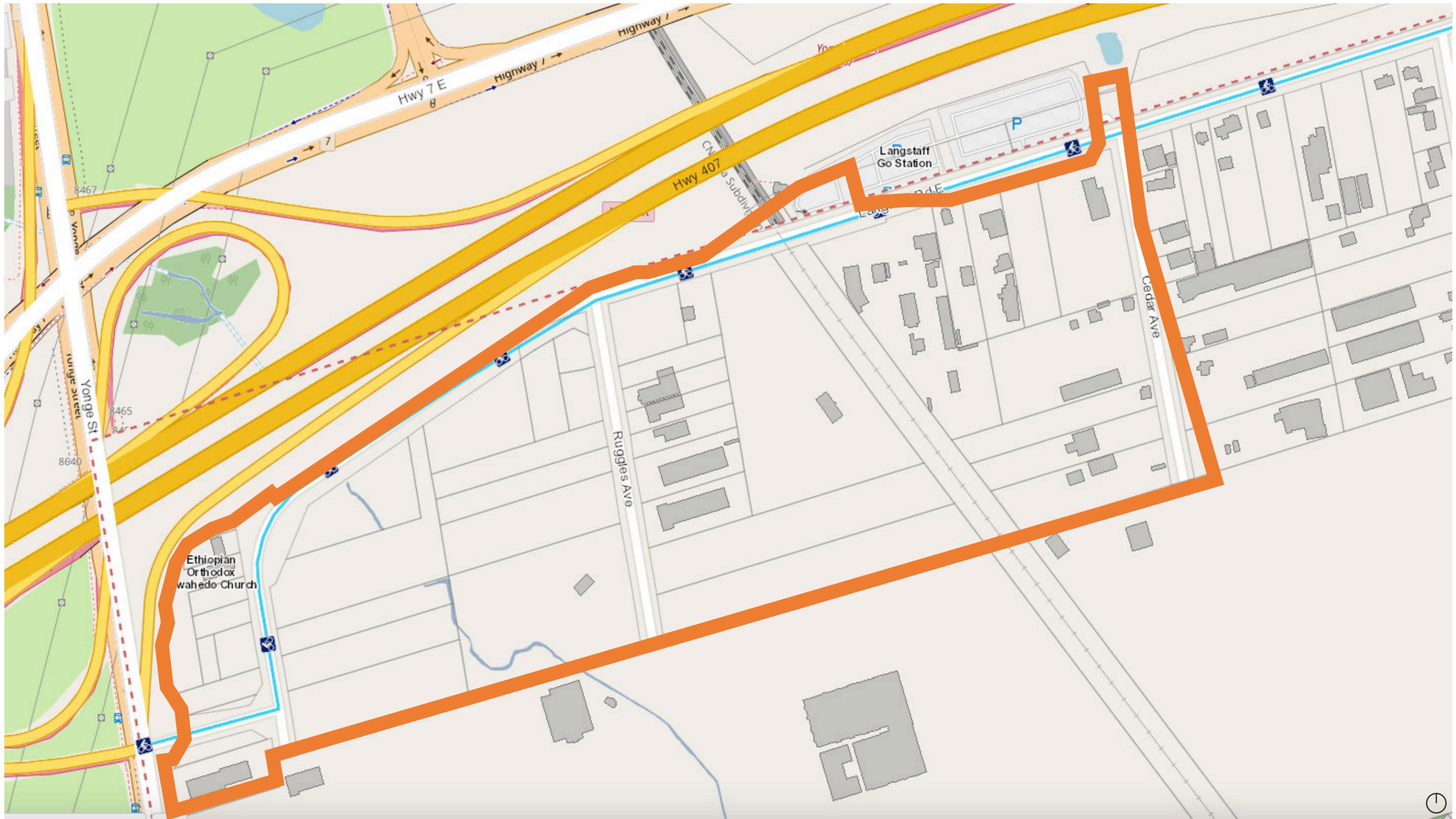
The land west of Ruggles Avenue is vacant and traversed by the existing Pomona Mills Creek (formerly occupied by a materials and aggregates storage yard, which degraded the conditions). The Pomona Mills Creek lands, strictly limited to the portions of Pomona Creek that traverse private lands within the Langstaff Gateway West Precinct area, are proposed to be covered for improved grading and a larger urban park by way of a separate municipal Official Plan Amendment application.

The property known as 26 Langstaff Road East which is located in the northwest portion of the Subject Site, adjacent to the Highway 407 on-ramp, is currently comprised of a vacant building and related surface parking areas formerly occupied by a Place of Worship use. The 26 Langstaff Road East property is currently owned by the Minister of Government Services.

The property known as 28 Langstaff Road East is located in the northwest portion of the Subject Site, adjacent to the Highway 407 on-ramp, and contains a raised bungalow structure and related surface parking areas. The 28 Langstaff Road East property is not owned by Markham Gateway LP and its last known use was as a private methadone clinic.

East of Ruggles Avenue to CN Railway

The land east of Ruggles Avenue and west of the CN Railway tracks contains approximately five remnant industrial buildings containing a range of light industrial type uses including automotive repair, a rental car agency, and open storage. Large portions of this area are vacant and unutilized.



CONTEXT MAP

BRIDGE STATION MASTER PLAN AREA 

Figure 1
Bridge Station Transit Oriented Community, Markham ON

East of CN Railway to Cedar Avenue

The eastern portion of the Subject Site (east of the CN Railway tracks) contains approximately a dozen light industrial buildings and structures along Langstaff Road and Cedar Avenue including workshops, a crane rental supplier, construction safety equipment supplier, and repair shops. Large portions of these lands are vacant of any structures and used for outdoor industrial storage.

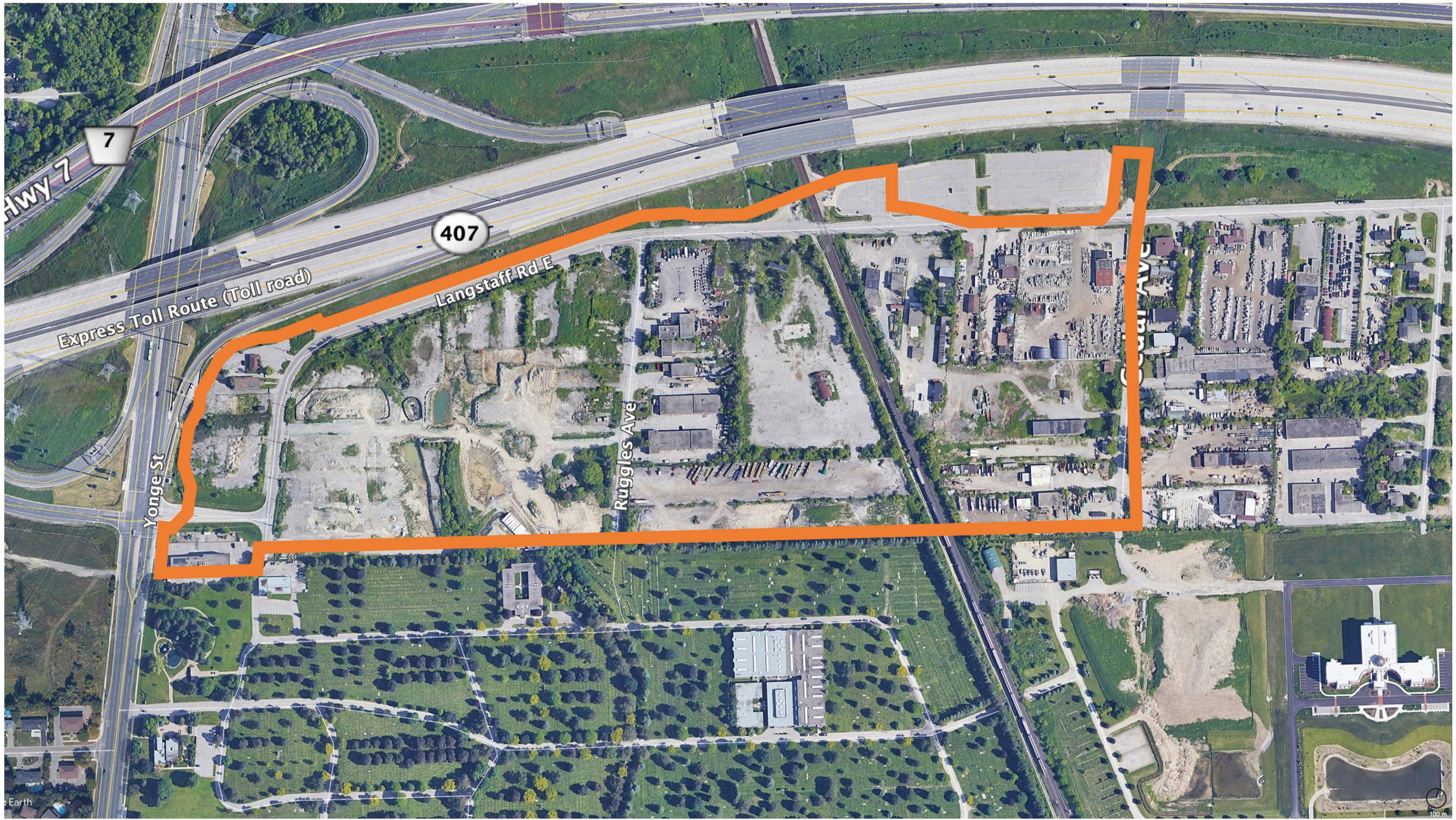
The northern portion of this area, north of the existing Langstaff Road, includes the current location of the Langstaff GO Station and its associated parking area. Immediate redevelopment of the GO Station is not contemplated under the scope of the TOC Program relative to the BSMP. The existing GO Station parking lot has therefore been excluded from the BSMP's overall site area boundary of 25.40 ha. The redevelopment of the GO Station Block was, however, contemplated under the City of Markham's original Secondary Plan and is intended to be developed as a commercial block at some point in the future through a separate process.

The Munshaw House is a historic farmstead located at 10 Ruggles Avenue and designated under Part IV of the Ontario Heritage Act by City of Markham By-law 2014-20.

4.2 Surrounding Area Existing Context

The following summarizes the land uses that are proximate to the Subject Site in each direction. Land uses include the following (**Figure 2** and **Figure 3**):

- North: On the north side of Langstaff Road is the Highway 407 right-of-way, the Highway 7 right-of-way, a hydro electric transmission tower corridor, and a commercial area where the future High Tech Station TOC is proposed, presently containing large format “big box” retail stores, large surface parking areas, other auto-oriented uses and the existing Langstaff GO Station.
- East: The lands to the east of the Subject Site boundary are comprised of a mix of vacant, formerly rural industrial and existing low-density, light industrial, and rural industrial land uses. A Phase 1 development application for a medium-to-high-density mixed-use development has been submitted under the existing Secondary Plan for the lands east of Cedar Avenue which is currently undergoing municipal review.
- South: To the south is the right-of-way of future South Boulevard, south of which are the Holy Cross Cemetery lands and an open channel section of Pomona Mills Creek. The Holy Cross Cemetery is not located within the Langstaff Gateway Secondary Plan.
- West: To the west of the Subject Site is Yonge Street, beyond which is a large hydro corridor and associated open space, and ramps associated with Highway 407.



AERIAL PHOTOGRAPH

BRIDGE STATION MASTER PLAN AREA 

Figure 2
Bridge Station Transit Oriented Community, Markham ON



1 BRIDGE STATION TRANSIT ORIENTED COMMUNITIES SITE
LOOKING NORTHEAST



2 LANGSTAFF GO STATION PLATFORM AND PARKING



3 LANGSTAFF ROAD EAST AT CN RAIL TRACKS



4 LANGSTAFF ROAD EAST LOOKING EAST



5 LANGSTAFF ROAD EAST LOOKING WEST



6 RUGGLES AVENUE AT LANGSTAFF ROAD EAST LOOKING
SOUTH

EXISTING SITE PHOTOGRAPHS

Figure 3
Bridge Station Transit Oriented Community, Markham ON

4.3 Surrounding Area Planned Context

The planned and future development context of the area surrounding the Subject Site is described as follows:

North:

To the north of Highway 407, a concurrent TOC implementation process and Municipal Submission is underway to advance a highly urbanized and mixed-use development master plan for the High Tech Station area of 34.93 ha (86.34 acres). In total, 139,942 square metres of commercial and 2,379,176 square metres of residential GFA are proposed respectively for the High Tech TOC, along with a total of 31,408 residential units, a fine-grained urbanized street network, community facilities and grade-related retail with full urban integration and a concourse at High Tech Station. The High Tech TOC is planned for approximately 48,782 residents and 6,032 jobs in future office areas.

East:

A Zoning By-law Amendment and Draft Plan of Subdivision application with respect to the redevelopment of Phase 1 in the East Precinct of the Secondary Plan (east of Essex Avenue) were submitted in January, 2021, and are currently undergoing Municipal, Regional, and agency review. The statutory public meeting for the East Precinct Phase 1 applications was held on June 28th, 2021 by City of Markham Development Services Committee. The Proposed East Precinct Phase 1 application includes three sub-stages of development with six buildings in total ranging from seven to 49 storeys in height. Sub-stage A is a proposed 0.7 ha development site with a total proposed FSI of 8.4 including an 11-storey and a 49-storey mixed use building, each with grade-related podiums for a total of 736 units. Sub-stage B is a 0.59 ha development site comprised of proposed 7- and 41-storey mixed use buildings with a total FSI of 6.9. Sub-stage C is a proposed 0.79 ha development site comprised of one seven storey and one twelve storey mixed-use building with a total FSI of 3.9.

Park Enlargement OPA (West):

The portion of the Pomona Mills Creek corridor which enters the Subject Site, currently designated under the Secondary Plan as Environmental Protection Area (EPA)–Valleylands, is subject to an Official Plan Amendment application submitted to the City of Markham in November of 2020. The purpose of the Amendment to the Secondary Plan is to change the land use designation from EPA – Valleylands to Parks and Open Space which would have the effect of facilitating the covering of portions of Pomona Mills Creek and increasing the size and useable area of the park (proposed to be named and hereinafter referred to as “Romeo Park”) by 267% (1.27 ha of proposed parkland) over the Secondary Plan base case by way of covering the creek and improving related grading conditions. An off-site environmental compensation agreement is currently being prepared in coordination with the Toronto and Region Conservation Authority for downstream improvements along the Pomona Mills Creek Corridor. In May of 2021, a Preliminary Report on the OPA application went before Development Services Committee

and on June 28th, 2021 a Statutory Public Meeting was held by the City of Markham. The Official Plan Amendment only applies to the portions of Pomona Mills Creek which traverse the Subject Site.

Phase 1A (Block W-03) (West):

Phase 1A (Block W-03) is within the western portion of the Subject Site and is comprised of an approved Site-specific Zoning By-law Amendment (By-law 2020-11; Exception 7.647) and Draft Plan of Subdivision, adopted by City of Markham Council in February of 2020. The Draft Plan of Subdivision is approved subject to conditions and the process to obtain clearance letters from the City of Markham, York Region and other commenting agencies is underway. A Site Plan application was submitted concurrently to implement the proposed Site-specific By-law Exception in July of 2021. Block W-03 is a proposed high-density and mixed use development site with two residential towers of 46 and 49 storeys in height inclusive of a base-building ranging from two to 10 storeys in height. In total 1,133 residential units are zoning-approved ranging including a mix of studios, one-bedroom, two-bedroom, and larger grade-related permissive use townhouses. 385 m² of retail GFA is proposed along with 695 m² of future community or civic floor space also at-grade. Phase 1A has a total zoning-approved FSI of 12.78 and will include the construction of interim and final public streets (Creek Street West, South Boulevard and Street C) along with a private condo lane.

5.0 Proposed Bridge Station Master Plan

This section will provide a detailed description of the proposed BSMP including the planning and design principles which informed the design development, the evolution of the design from the fundamental vision contained in the Langstaff Gateway Secondary Plan, and a description of overall and individual development block statistics.

5.1 Objectives

The following objectives of the TOC program have informed the BSMP design development process:

1. **Exchange of Value:** Creating new investment and revenue opportunities between the public and private sectors + Exchange of fair value with development partners.
2. **Increase in Transit Ridership and Reduce Traffic Congestion:** Developing TOCs where residents choose transit as their first mode of transportation.
3. **Improved Customer Experience:** Create desirable concourse areas, unlocking mixed use opportunities + Enhancing station areas to make interaction with the customer seamless.
4. **City Building/Catalyzing Complete Communities:** Developing communities that provide residents and workers with new places to live, work and play, based on good planning principles – where transit is the primary mode of transport.

5.2 Design Evolution

The proposed BSMP responds to the housing, parkland, community, and employment infrastructure needs to support a high-density and transit-oriented urban community in Langstaff Gateway – one which realizes the vision of the original Langstaff Gateway Secondary Plan, though is distinguished by the BSMP’s increased density, broader consolidated parkland offering, and improved transit inter-connectivity. Although the Secondary Plan’s assumption was for an alignment primarily on Yonge Street, Langstaff Gateway must now evolve in response to the dynamic growth and investment-readiness of the newly proposed YNSE Bridge Station alignment and related supporting infrastructure investments, including a future decked park structure over the railway corridor.

The BSMP represents an opportunity for urban growth and change to occur in Langstaff Gateway at new levels of density that would support the long-term viability of the proposed convergence of four modes of transit infrastructure (regional express rail, subway, bus rapid transit and local bus service).

In the design development stages of the BSMP, it remained fundamental to align the TOC program’s principles of **connectivity, density, mixed uses** and **walkability** with the baseline vision of the Secondary Plan for a compact, complete, vertically integrated, and transit-supportive urban community, centered around greenspace, thus ensuring the core values of the extensive consultation that led to the City’s Secondary Plan would be maintained under the BSMP, but not frozen in place.

The TOC Program represents an opportunity for the proposed built form in Langstaff Gateway to be even more responsive to planned transit infrastructure investment. One example is the optimization of the tandem CN and subway rail tracks for the implementation of a landmark elevated urban park referred to herein as “Bridge Park”.

This alignment of visioning between the TOC Program and Markham Gateway LP, builds upon the extensive consultation that led up to the adoption of the City’s original Secondary Plan. The TOC Program represents an opportunity for the future of the Langstaff Gateway Secondary Plan area to be even more responsive to planned transit infrastructure investment.

5.3 Master Plan Description

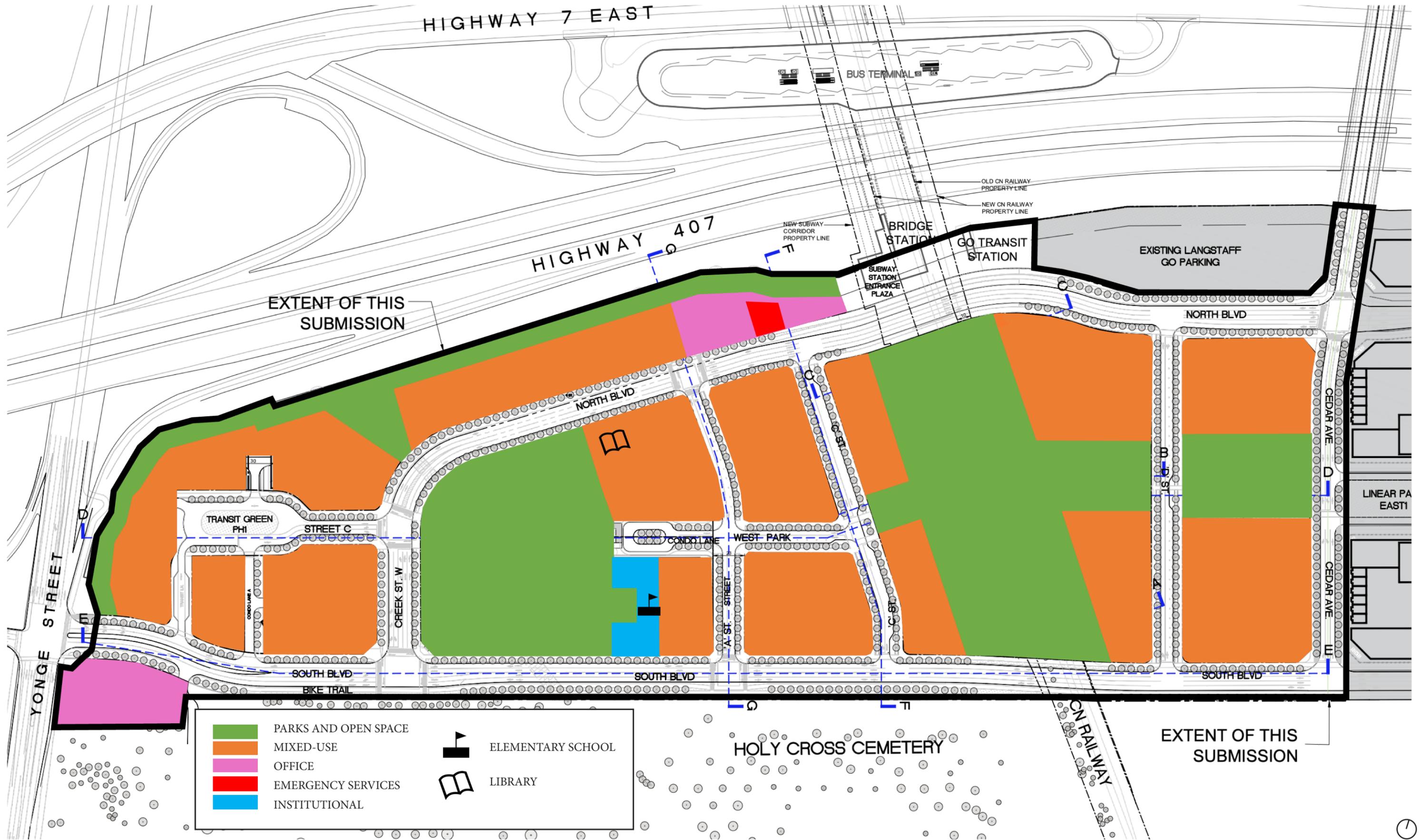
Land Uses and Block Densities

The BSMP is comprised of a total area of 25.40 hectares (62.76 acres). The BSMP provides for the implementation of 19 new development blocks, including Block W-03, which received zoning approval by Council in February 2020. Block E-06, which contains the existing GO Station, is not subject to this TOC submission.

Fourteen of the proposed development blocks are located west of the CN Rail corridor and five development blocks are located east of the CN Rail corridor up to the west side of Cedar Avenue. The development blocks range from just under 2,500 m² to approximately 9,600 m² and are structured around a fine-grained urban street network. The proposed development blocks are woven into the urban fabric of BSMP through a logical hierarchy of public and private streets with multi-modal cross sections, along with a mix of larger central greenspaces and smaller linear urban park blocks (**Figure 4**).

As described in the TOC Program objectives above, and recognizing the original vision of the Secondary Plan, a diverse mix of land uses and vertically mixed uses are proposed and co-located near future employment blocks. The BSMP includes a distribution of residential and commercial mixed-use buildings that puts the highest levels of densities located along the future Bridge Park and adjacent to Bridge Station (**Figure 5, Figure 6, Figure 7, Figure 8, and Figure 9**).

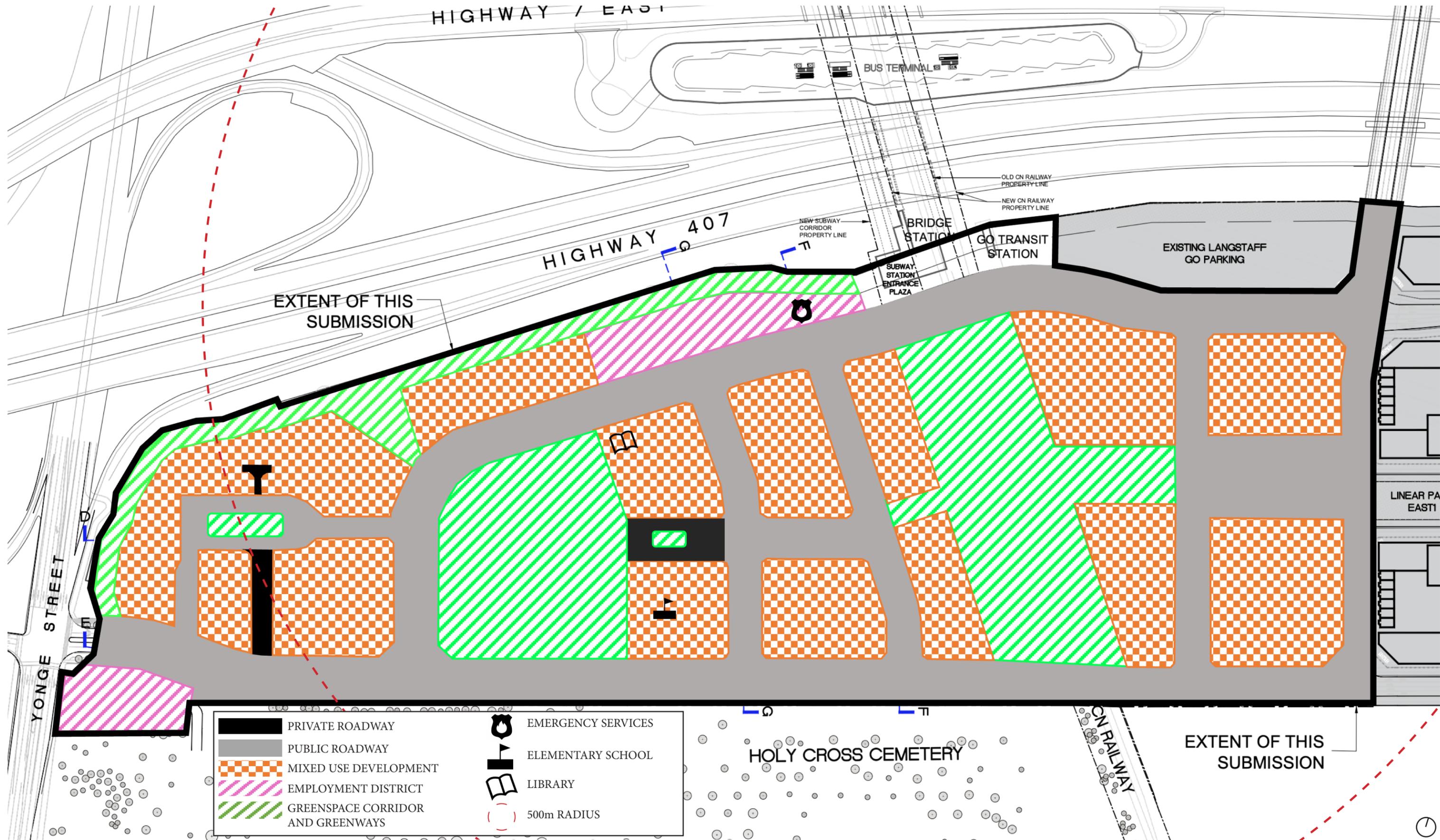
In alignment with the Secondary Plan’s fundamental vision for a compact and complete community in Langstaff Gateway, the BSMP also includes future grade- or podium-related retail space of 17,350 m², along with civic/community use space of approximately 17,522 m². It is envisioned that the proposed retail and civic use space will be implemented in a progressive fashion as residential and employment densities grow and the community matures. The BSMP has a total planned gross floor area (“GFA”) 1,886,357 m² and an overall net floor space index (“FSI”) of 15.34 (total floor area less public roads and encumbered parkland dedication). Full site statistics for each development block are included in **Appendix A**.



PROPOSED MASTER PLAN LAND USE SCHEDULE AA

BRIDGE STATION MASTER PLAN AREA

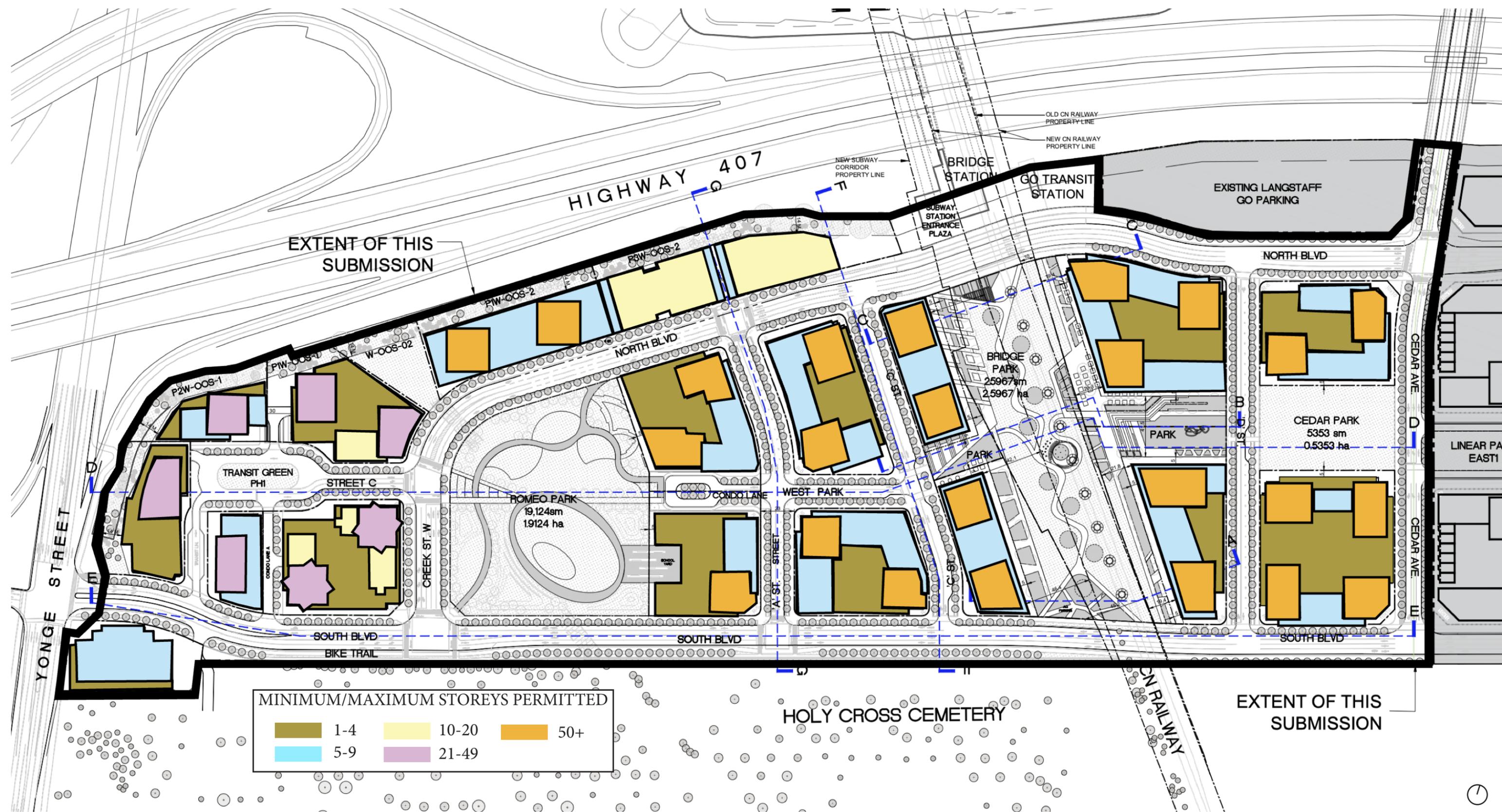
Figure 4
Bridge Station Transit Oriented Community, Markham ON



PROPOSED MASTER PLAN COMMUNITY STRUCTURE SCHEDULE BB

BRIDGE STATION MASTER PLAN AREA

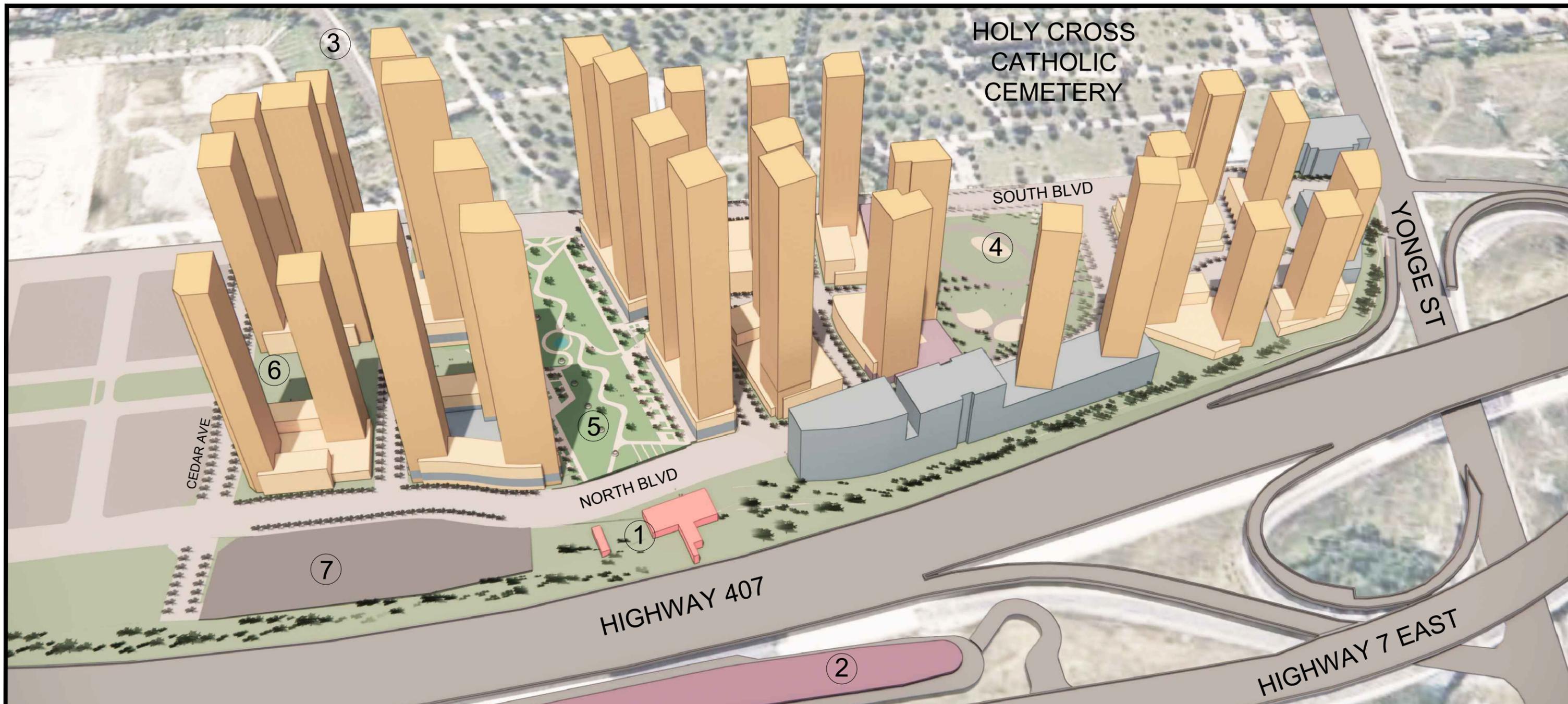
Figure 5
Bridge Station Transit Oriented Community, Markham ON



PROPOSED MASTER PLAN HEIGHT CONTROL SCHEDULE EE

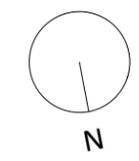
Figure 7
Bridge Station Transit Oriented Community, Markham ON

BRIDGE STATION MASTER PLAN AREA



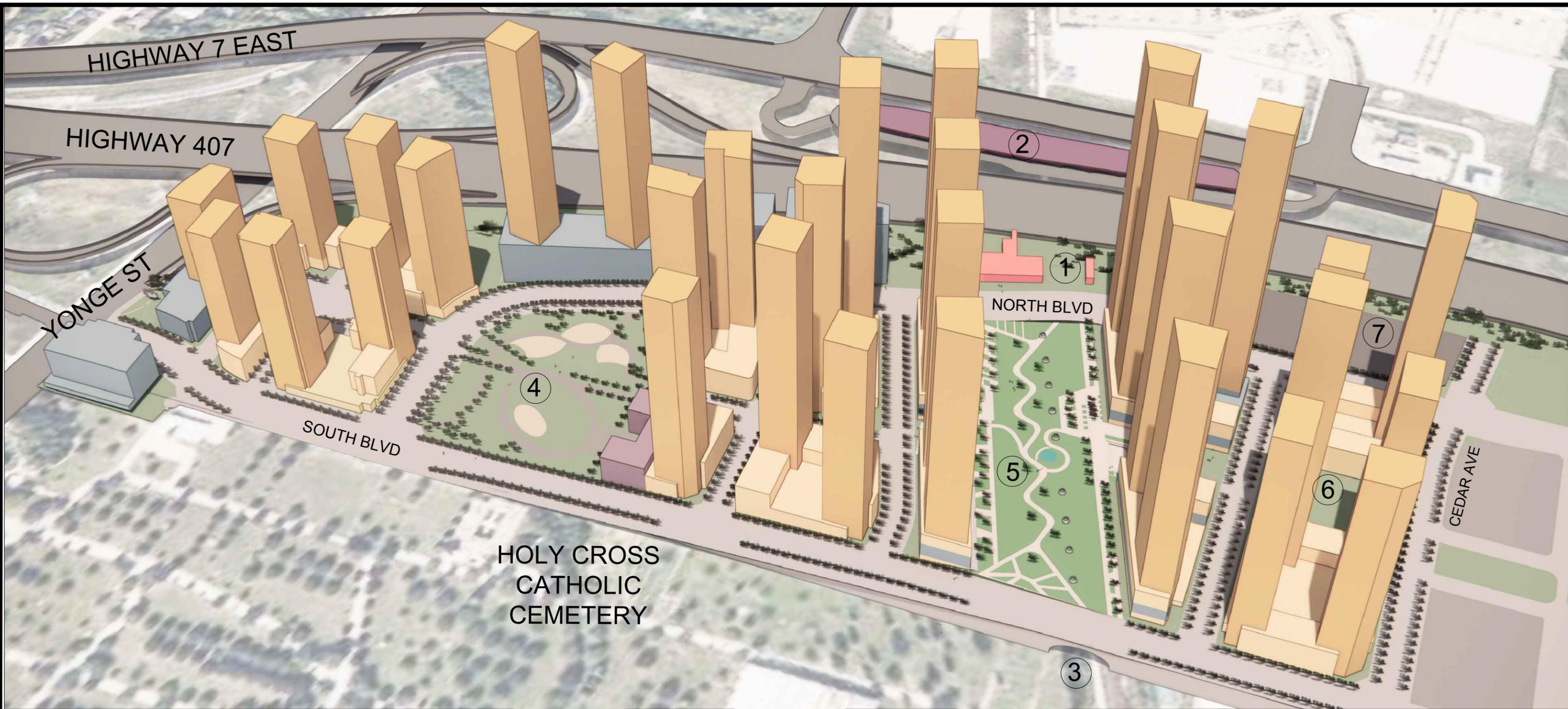
LEGEND

| | |
|---|--|
| MIXED-USE PODIUM | 1) BRIDGE STATION/GO TRANSIT AND SUBWAY STATION ENTRANCE |
| RESIDENTIAL TOWER | 2) BUS TERMINAL |
| SCHOOL, LIBRARY | 3) CN CORRIDOR |
| OFFICE | 4) ROMEO PARK |
| NOT INCLUDED IN SUBMISSION | 5) BRIDGE PARK |
| | 6) CEDAR PARK |
| | 7) EXISTING LANGSTAFF GO PARKING |



PERSPECTIVE RENDERING 1

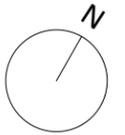
Figure 8
Bridge Station Transit Oriented Community, Markham ON



LEGEND

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

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



PERSPECTIVE RENDERING 2

Figure 9
Bridge Station Transit Oriented Community, Markham ON

Lands West of CN Rail

Block W-01 is a proposed 4,967 m² mixed use development block located west of the CN Rail tracks with frontage on South Boulevard and the future Transit Lane, east of Yonge Street. The Block W-01 use mix will contain residential, retail and office (employment) use. Block W-01 will accommodate a proposed 259 residential dwelling units and a maximum non-residential GFA of 9,828 m² for a total FSI of 6.4. The built-form of Block W-01 is comprised of a 26-storey residential tower above a four-storey office and retail podium for a total height of 30 storeys.

Block W-02 is a proposed 6,368 m² mixed use development block located west of the CN Rail tracks with frontage on Street C and the future Transit Green. The proposed use mix will contain residential, retail and civic (community) uses. Block W-02 will accommodate a proposed 994 residential dwelling units and a maximum non-residential GFA of 1,712 m² for a total FSI of 13.2. The built-form of Block W-02 is comprised of two residential towers above a two-to-ten storey base building with tower heights of 45 and 49 storeys.

Block W-03 (“Phase 1A”) is a proposed 7,207 m² mixed use development block located west of the CN Rail tracks with frontage on Creek Street West and South Boulevard. The proposed use mix will contain residential, retail and civic (community) uses. Block W-03 will accommodate a proposed 1,190 residential dwelling units and a maximum non-residential GFA of 930 m² for a total FSI of 13.4. The built-form of Block W-03 is comprised of two residential towers above a two-to-ten storey base building with tower heights of 46 and 49 storeys. Block W-03 has in place an approved site-specific Zoning By-law (By-law 2020-11; Exception No. 7.647) and related Draft Plan of Subdivision as part of a separate February 2020 Municipal approval.

Block W-04 is a proposed 4,030 m² commercial development block located west of the CN Rail tracks with frontage on Yonge Street and South Boulevard. The proposed use mix will contain office (employment) and retail uses. Block W-04 will accommodate a maximum retail GFA of 386 m² and a maximum office floor area of 12,404 m² for a total FSI of 3.4. Block W-04 is comprised of a six-storey built form.

Block W-05 is a proposed 6,630 m² mixed use development block located west of the CN Rail tracks with frontage on North Boulevard. The proposed use mix will contain residential, retail, office (employment) and civic (community) uses. Block W-05 will accommodate a proposed 1,017 residential dwelling units and a maximum non-residential GFA of 18,454 m² for a total FSI of 15.7. The built-form of Block W-05 is comprised of two residential towers above a six-storey base building with total tower heights of 55 and 60 storeys.

Block W-06 is a proposed 7,103 m² mixed use development block located west of the CN Rail tracks with frontage on North Boulevard, future “A” Street and a private condo lane. Block W-06 is also adjacent to the Romeo Park Block. The proposed use mix will contain residential, retail, and civic (community) uses. Block W-06 is proposed to contain a future community centre and library within the base building of approximately 3,000 m². Block W-06 will accommodate a proposed 1,298 residential dwelling units and a maximum non-residential GFA of 3,900 m² for a total FSI of 15.7. The built-form of Block W-06 is comprised of a two-to-six-storey base building with two residential towers above for total heights of 65 and 55 storeys for the north and south towers respectively.

Block W-07 is a proposed 6,449 m² in area mixed use development block located west of the CN Rail tracks with frontage on North Boulevard, “C” Street, West Park Avenue and “A” Street. The proposed use mix will contain residential, retail and civic (community) uses. Block W-07 will accommodate a proposed 1,646 residential dwelling units and a maximum non-residential GFA of 2,180 m² for a total FSI of 21.5. The built-form of Block W-07 is comprised of two residential towers above a two-to-six storey base building with tower heights of 65 to 75 storeys.

Block W-08 is a proposed 6,490 m² in area mixed use development block located west of the CN Rail tracks with frontage on South Boulevard, “A” Street, a private condo lane and a west side yard adjacency with the proposed Romeo Park Block. The proposed use mix will contain residential, retail and the future school site use. The proposed school site of 5,250 m² GFA and exclusive school yard are integrated within the three-to-six storey base building with an offset tower rising above within the same block. The proposed residential tower height is 50 storeys with a total of 564 units. A maximum of 600 m² of future retail GFA is also contemplated for Block W-08. The total FSI of Block W-08 is 8.2. The proposed exclusive school yard will share an interface with Romeo Park presenting an opportunity for blended programming between these two uses.

Block W-09 and W-10 are considered a consolidated development block of 6,414 m² in area. Block W-09 and W-10 has frontage on South Boulevard, West Park Avenue, “A” Street and “C” Street. The proposed use mix will contain residential, retail and civic (community) uses. Block W-09 and W-10 will accommodate a proposed 1,376 residential dwelling units and a maximum non-residential GFA of 2,200 m². Block W-09 and W-10 has a total FSI of 18.1. The built-form is comprised of two residential towers above a two-to-six storey base building with tower heights of 55 to 65 storeys.

Block W-11 is a mixed use development block of 6,896 m². Block W-11 has frontage on South Boulevard and “C” Street with a shared east-west interface with the future elevated Bridge Park. The proposed use mix will contain residential, retail and office (employment) uses. Block W-11 will accommodate a proposed 1,418 residential dwelling units and a maximum non-residential GFA of 19,336 m². Block W-11 has a total FSI of 18.1. The built form is comprised of two residential towers above a six-to-seven storey base building with tower heights of 65 to 75 storeys.

Block W-12 is a mixed use development block of 5,602 m². Block W-12 has frontage on North Boulevard and “C” Street with a shared east-west interface with the future elevated Bridge Park. The proposed use mix will contain residential, retail, civic (community) and office (employment) uses. Block W-12 will accommodate a proposed 1,624 residential dwelling units and a maximum non-residential GFA of 20,986 m². Block W-12 has a total FSI of 25.7. The built form is comprised of two residential towers above a six-to-seven storey base building with tower heights of 75 to 80 storeys.

Block W-13 is a mixed use development block of 2,452 m². Block W-13 has frontage on South Boulevard, Transit Lane, Street C and Condo Lane A. The proposed use mix is comprised of residential and retail uses. Block W-13 will accommodate a proposed 388 residential dwelling units and a maximum non-residential GFA of 295 m². Block W-13 has a total FSI of 13.2. The built form is comprised of a residential tower stepped back above a six-storey base building with a total tower height of 34 storeys.

Block W-14 is a mixed use development block of 3,930 m². Block W-14 has frontage Street C. The proposed use mix is comprised of residential civic (community) and retail uses. Block W-14 will accommodate a proposed 400 residential dwelling units and a maximum non-residential GFA of 619 m². Block W-14 has a

total FSI of 8.6. The built form is comprised of a 38-storey residential tower above a two-to-six storey base building.

Block W-15 is a proposed office (employment) block within the north end of the BSMP adjacent to the future Bridge Station plaza. Block W-15 is 9,660 m² with frontage onto North Boulevard. Block W-15 will be comprised of office (employment) uses and also accommodate a potential fire station at-grade. Block W-15 is planned for a maximum non-residential floor area of 77,060 m² for a total FSI of 8.6. The proposed non-residential floor area will be accommodated within two office towers of 15 and 17 storeys in height rising above a two-to-six storey base building.

Lands East of CN Rail

Block E-01 is located east of the CN Rail tracks and is a proposed mixed use development block of 12,615 m². Block E-01 has frontage on North Boulevard and “D” Street, along with an adjacency condition with the proposed elevated Bridge Park to the west, where a future retail and café promenade is proposed. The proposed use mix is comprised of residential, office (employment) and retail uses. Block E-01 will accommodate a proposed 2,517 residential dwelling units and a maximum non-residential GFA of 35,910 m². Block E-01 has a total FSI of 17.8. The built form is comprised of two 80-storey residential towers and one 75 storey residential tower rising above a six-to-seven storey base building with towers stepped back above the base building.

Block E-02 is located east of the CN Rail tracks and is a proposed mixed use development block of 6,609 m². Block E-02 has frontage on North Boulevard and “D” Street and Cedar Avenue, along with an adjacency condition to the proposed Cedar Park Block to the south. The proposed use mix is comprised of residential and retail uses. Block E-02 will accommodate a proposed 1,594 residential dwelling units and a maximum non-residential GFA of 803 m². Block E-02 has a total FSI of 20.1. The built form is comprised of a two-to-six storey base building with two off-set towers rising above of 65 and 75 storeys each in height.

Block E-03 is a proposed mixed use development block of 9,981 m² located east of the CN Rail tracks. Block E-03 has frontage on South Boulevard and “D” Street, along with an adjacency condition to the proposed elevated Bridge Park to the east. The proposed use mix is comprised of residential, office (employment) and retail uses. Block E-03 will accommodate a proposed 1,594 residential dwelling units and a maximum non-residential GFA of 23,469 m². Block E-02 has a total FSI of 14.4. The built form is comprised of a six to-seven storey base building with two residential towers rising above of 70 and 80 storeys each in height.

Block E-04 is a proposed mixed use development block of 9,647 m² in area located east of the CN Rail tracks. Block E-04 has frontage on South Boulevard, Cedar Avenue, “D” Street, along with a shared interface with the future Cedar Park Block to the north. The proposed use mix is comprised of residential, civic (community) and retail uses. Block E-04 will accommodate a proposed 2,614 residential dwelling units and a maximum non-residential GFA of 3,551 m². Block E-04 has a total FSI of 22.8. The built form is comprised of a six-storey base building with four residential towers rising above at heights of 55, 60, 60, and 75 storeys respectively.

Block E-06 is an office (employment) development block located on the existing GO Station lands with an approximate land area of 12,540 m². Block E-06 will not be developed under this submission, however employment uses were contemplated under the original Langstaff Gateway Secondary Plan.

The overall (aggregate) site statistics for the BSMP are outlined in **Table 1** below.

Table 1: BSMP Site Development Statistic Ranges

| Metric | BSMP Proposed Statistics Ranges | |
|---------------------------------|-----------------------------------|------------------------------|
| Bridge Station Master Plan Area | 254,032 m ² (25.40 ha) | |
| | Lower-bound | Upper-bound |
| Gross Floor Area (GFA)* | 1,886,357 m ² | 1,886,357 m ² |
| Residential GFA | 1,568,953 m ² | 1,508,252 m ² |
| Office GFA | 145,701 m ² | 205,000 m ² |
| Retail GFA | 17,350 m ² | 17,350 m ² |
| Community/ Civic Use GFA | 17,522 m ² | 17,522 m ² |
| Number of Residential Units | 20,490 units | 19,715 units |
| Number of People** | 35,653 people | 35,653 people |
| Jobs*** | 9,405 jobs | 12,322 jobs |
| People + Jobs per ha | 1,774 people and jobs per ha | 1,836 people and jobs per ha |
| Commercial Floor Area | 163,051 m ² | 222,350 m ² |
| Commercial Percentage | 8.6% | 11.8% |
| Average Unit Size | 76.54 m ² | 76.54 m ² |

*Total GFA = Above Grade Area x 108% (Assuming 8% addition for mechanical penthouse & below grade GFA).

**Population assumptions are based on 1.74 people per residential unit.

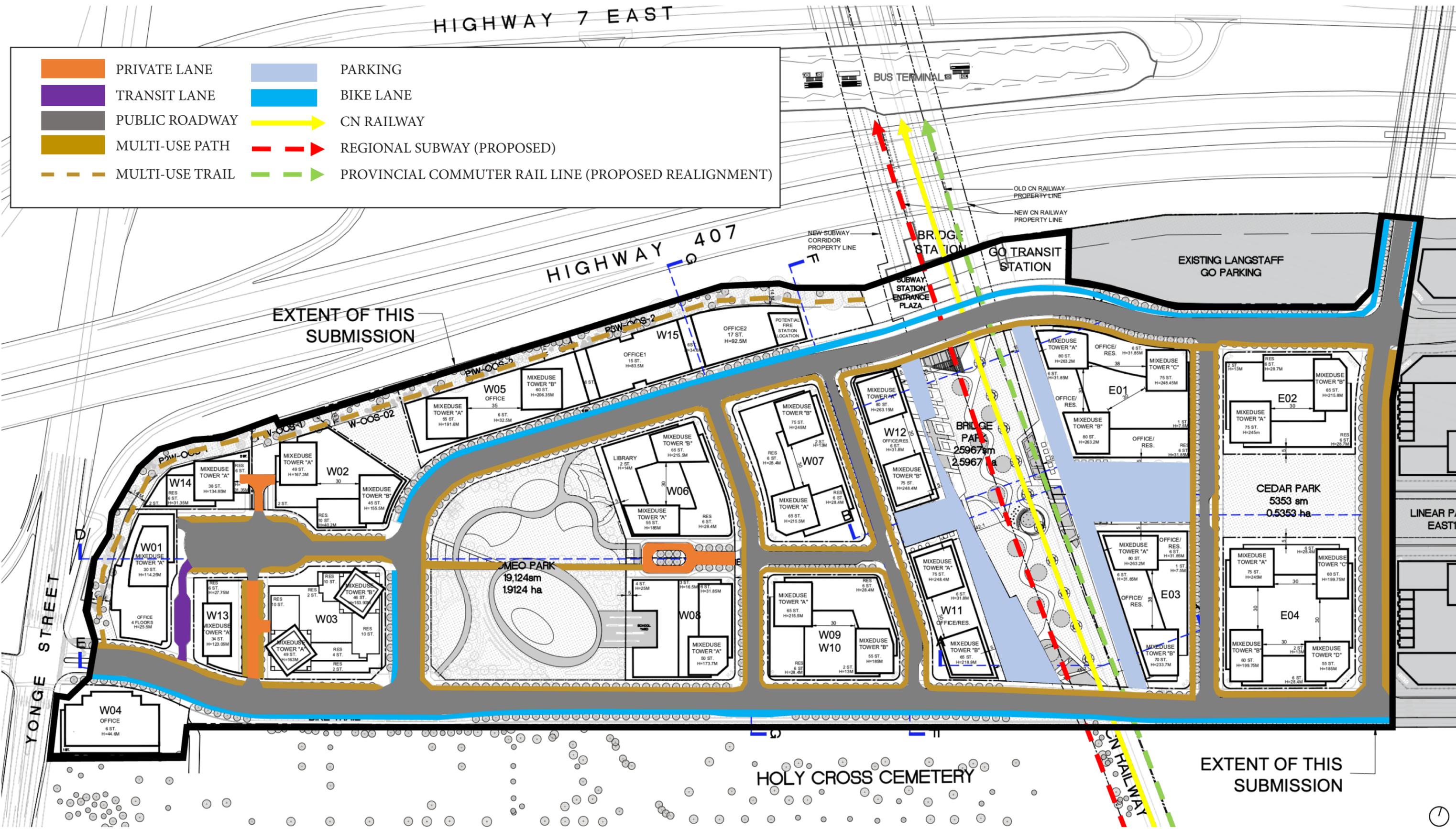
***Employment assumptions are based on one employee per 18 m² of blended commercial floor area.

Transportation

The proposed development blocks are woven into the overall master plan through a street network characterized by highly urbanized cross sections which include multi-use paths, cycle tracks and enlarged sidewalk and boulevard spaces (**Figure 10, Figure 11, and Figure 12**). The proposed North and South Boulevards function as the two Major Collector thoroughfares. These two major streets have been designed according to capacity levels which will support the dominant east and west flows of all transport modes to and from Bayview Avenue and Yonge Street. The primary access to Bridge Subway Station will also be from North Boulevard.

Cedar Avenue is a proposed north-south Primary Collector Street east of the CN Rail corridor and will provide for a future extension north of Highway 407 towards the High Tech Station TOC.

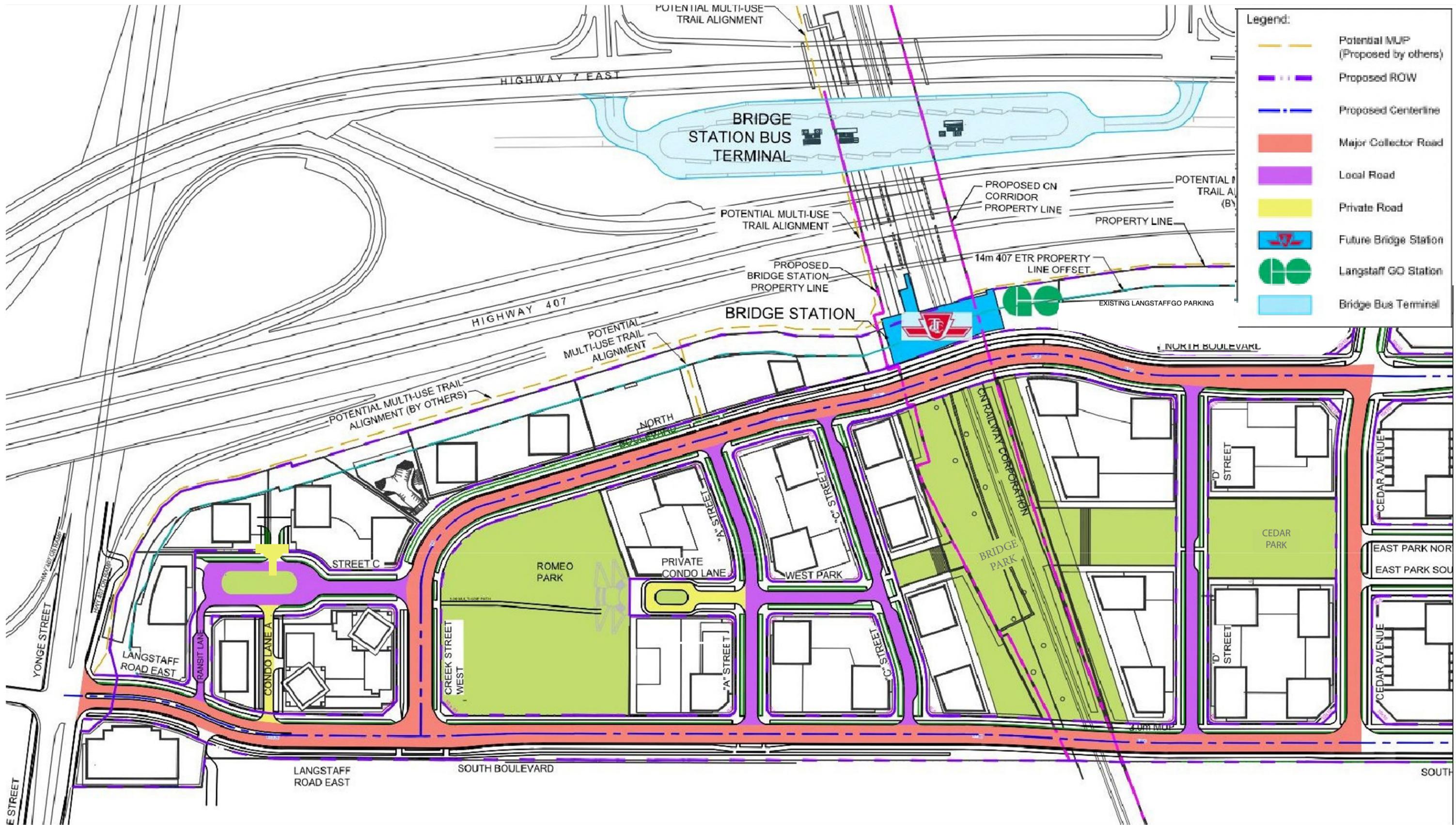
Several Local Streets, sub-dominant in flows to North and South Boulevards, and Cedar Avenue, are also proposed. These Local Streets will contain the narrowest of the public rights-of-way and are designed to serve the immediate needs of inbound and outbound site access for the development blocks, along with on-street parallel parking. Local Streets include: ‘A’ Street, ‘B’ Street, ‘C’ Street, ‘D’ Street and West Park Street. A Transit Priority Lane is also proposed off South Boulevard just east of Yonge Street to facilitate the direct connection of bus transit vehicles to the proposed East Transit Green.



PROPOSED MASTER PLAN TRANSPORTATION PLAN SCHEDULE FF

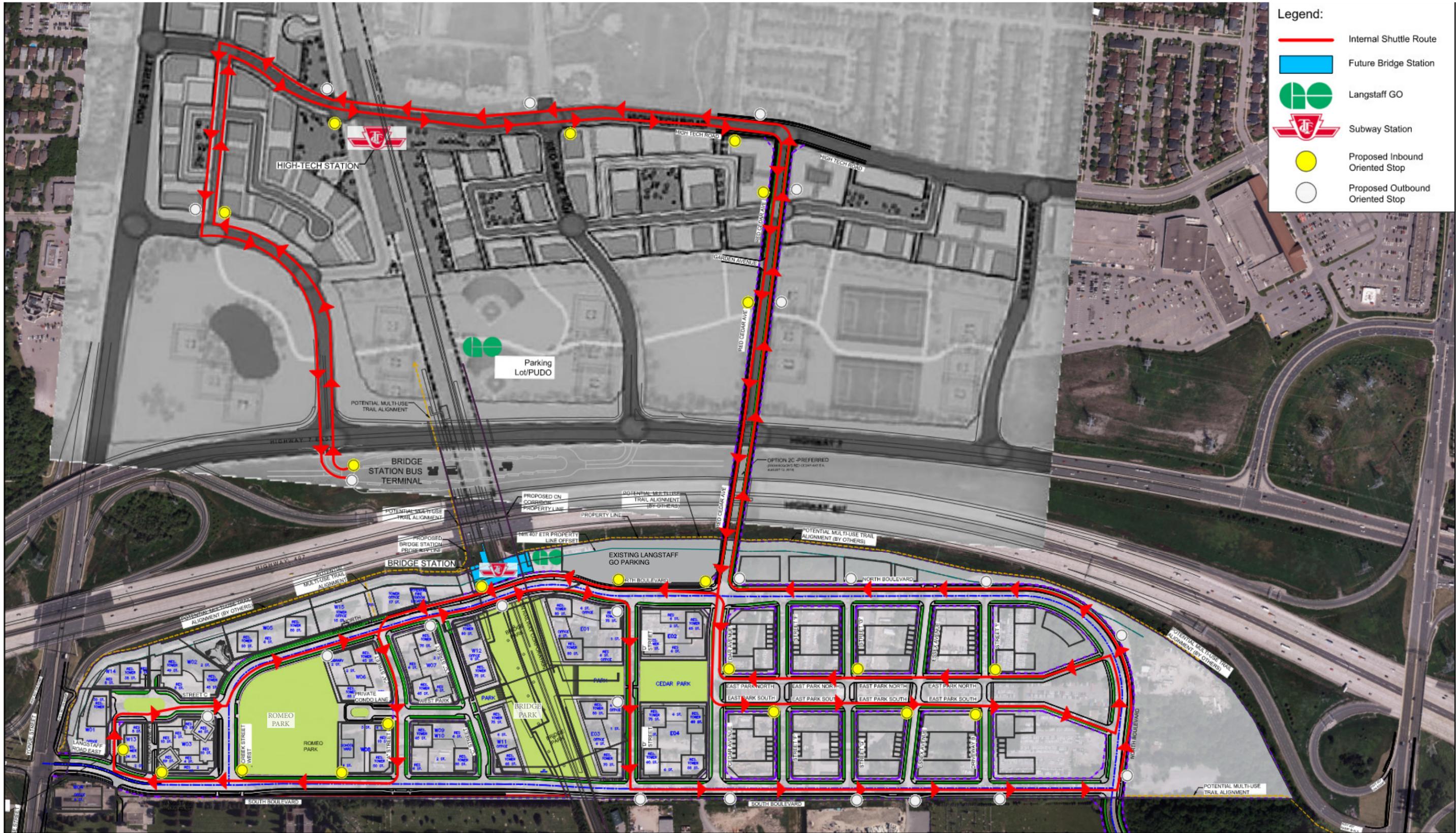
BRIDGE STATION MASTER PLAN AREA

Figure 10
Bridge Station Transit Oriented Community, Markham ON



ROAD NETWORK CLASSIFICATION

Figure 11
Bridge Station Transit Oriented Community, Markham ON



PROPOSED SHUTTLE BUS ROUTES AND STOP PLAN

Figure 12
Bridge Station Transit Oriented Community, Markham ON

At the bottom of the transportation network hierarchy are private condominium lanes and roads which serve the immediate ingress and egress needs of the development blocks. These private condominium roads are generally designed at narrower rights-of-way than the future municipal streets, and also address the need for short-term pick-up/ drop-off, ride hailing, and delivery space for the future development blocks.

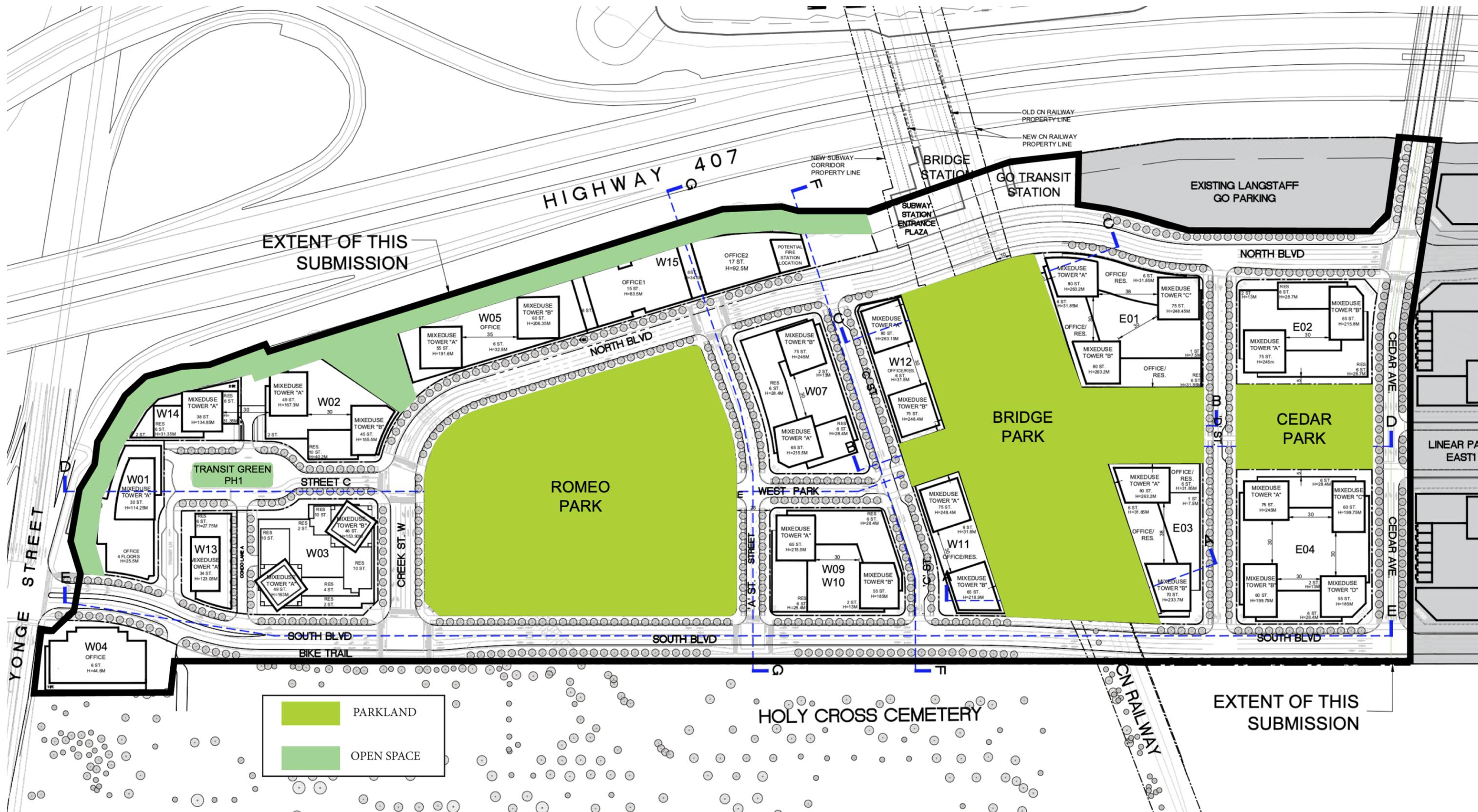
The proposed minimum resident and visitor blended residential parking rate is within the range of 0.31 and 0.56 spaces per unit within the BSMP. Development blocks closest to the future Bridge Subway Station will provide for the lowest blended resident and visitor parking rates of 0.31 spaces per unit, with parking rates increasing generally to a rate of 0.56 blended resident and visitor spaces per unit, block-by-block as distance from the planned location of Bridge Station increases. The BSMP will be planned for approximately 8,628 resident and visitor parking spaces in total at full build out. Creative parking strategies such as unbundling the cost of parking with the sale of residential units and shared parking amongst residential visitor and commercial uses are also proposed to support transit and active transport modes. The non-residential parking cost in the BSMP is assumed by WSP Group to be \$25 per day, a cost in line with downtown Toronto parking cost rates. This daily cost of parking reflects the limited availability of non-residential parking in the BSMP area. Approximately 1,150 non-residential parking spaces will be provided in total within the BSMP. The proposed residential and non-residential parking supply supports the original Secondary Plan’s vision of a transit-dependent and sustainable community.

Back-of-house facilities such as site loading areas, underground parking garage entrances, garbage rooms and other facilities are proposed to be screened from the pedestrian realm to mitigate their impact onto adjacent streetscapes and encourage a well-connected public realm.

Parks and Open Space System

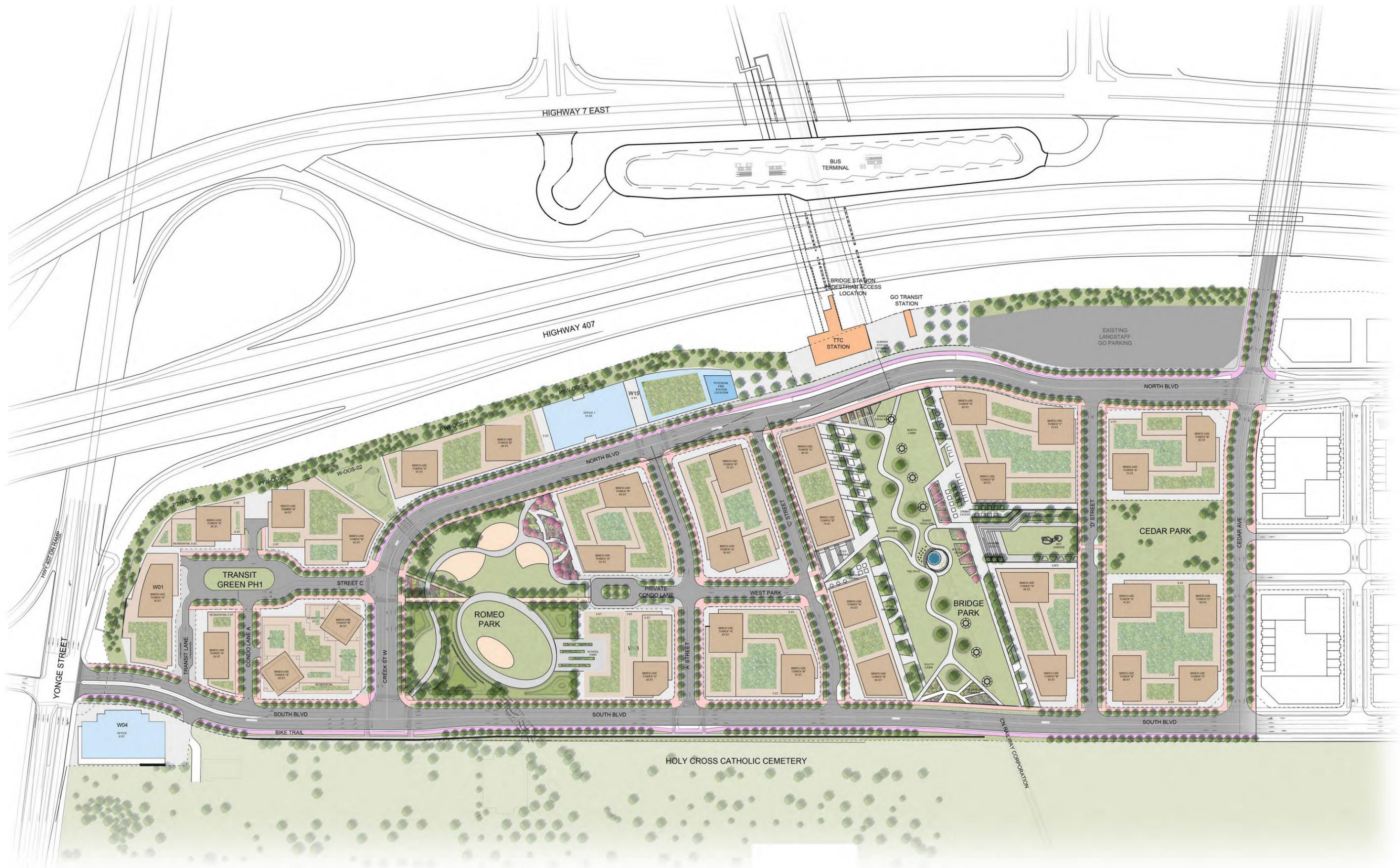
The Public Realm Master Plan will connect the BSMP to its surroundings including providing for a future pedestrian and active transportation connection at Highway 407 integrated with the High Tech Station TOC Master Plan. Generous streetscaping and tree planting is proposed along future public and private streets to provide a green corridor feel and connection to surrounding neighbourhoods. Proposed tree planting along the future South Boulevard will reinforce the landscaped views and green corridor at the interface with the Holy Cross Catholic Cemetery.

The BSMP will provide for approximately 34% of the net developable area (total site area less roads) as future parks and open space (**Figure 13** and **Figure 14**). The proposed parks and open space system is robust and intended to serve the day-to-day needs of residents and employees through interspersed parkettes and smaller-scaled community parks, while also providing larger landmark community and City-wide destination parkland, including Romeo Park and Bridge Park. Bridge Park is the open space focal point of the BSMP fostering strong pedestrian connections in east and west directions across the site and acting as a primary pedestrian connector to Bridge Station’s future entrances. At an approximate total of 2.6 hectares (6.4 acres) in size, it is designed to accommodate the long-term parkland capacity and growth needs of the BSMP, while also serving as a broader- and City-wide economic development feature and future landmark outdoor event space. Bridge Park is proposed as a structural decking above the parallel-running CN Rail tracks and future subway line. The structural design of Bridge Park presented an opportunity for planting and soil volumes which can accommodate trees, shrubs, trail spaces and sodded



PROPOSED MASTER PLAN PARKS AND OPEN SPACE SCHEDULE HH

Figure 13
Bridge Station Transit Oriented Community, Markham ON



LANDSCAPE AND PUBLIC REALM MASTER PLAN

Figure 14
Bridge Station Transit Oriented Community, Markham ON

areas, while also accommodating for adequate ventilation shafts and structural safety features that meet the requirements of both CN Rail and Metrolinx.

Bridge Park is situated among several high-density and mixed use east and west development blocks which will provide for future pedestrian connections. The north end of the park will also provide for safe pedestrian and cyclist crossings over North Boulevard at the Bridge Station Subway entrance. Bridge Park is also flanked to the east and west by two smaller community parks which provide for a direct multi-use path and pedestrian connection to the broader Langstaff Gateway Community development blocks. The original vision of the Secondary Plan was for a smaller landscaped overpass above a portion of the rail corridor. Bridge Park respects this initial visioning and greatly improves on the concept with a highly urbanized decked parkland that will mitigate the negative impacts associated with open rail corridors and therefore further enhance the livability of the community. The conceptual programming for Bridge Park includes an art garden, landscaped steps (Spanish Steps), retail and café promenades, wandering path (multi-use), along with lawns for passive and active recreation.

The 1.9-hectare (4.7-acre) Romeo Park is envisioned as a landmark community gathering place. Romeo Park will be surrounded by residential and commercial/ residential mixed-use development blocks on three frontages, providing direct permeability and accessibility to surrounding Creek Street West, North Boulevard and South Boulevard. Romeo Park is also adjacent to the future urban and vertically integrated school block (W-08), providing additional opportunities to connect people to the school site through cycling and walking. Longer term, Romeo Park would also serve as a complementary green space to the proposed school yard. Romeo Park will accommodate for a future range of active and passive uses such as sports fields and facilities, a creek garden, passive seating areas and children’s play areas. The park will also include a 3.0 metre multi-use path, fostering a connection between the Park’s east and west sides, accommodating future pedestrian and cyclist flows to Bridge Station. Conceptual programming for Romeo Park includes court games, children’s play areas, an oval green, performance stage, tree allée, viewing steps, and pollinator and creek gardens.

Cedar Park is a proposed 0.53-hectare (1.3-acre) community park which is anticipated to serve the immediate, and day-to-day needs of residents east of the CN Rail tracks for primarily passive activities, and some larger active use areas. Cedar Park provides direct pedestrian connections to development blocks E-02 and E-04 along with an additional connection to Bridge Park.

Table 2 below sets out the areas of each of the proposed parks along with a conceptual description of programming opportunities which will be detailed through future discussions.

Table 2: BSMP Parkland Statistics

| Parkland | Area | Conceptual Description |
|--|--|---|
| Romeo Park | 1.91 ha | Community gathering place for development blocks located west of the CN Rail corridor, broad mix of active and passive programming, multi-use path system, and accessible design (grades, children’s play areas). |
| Bridge Park | 2.60 ha | Focal point of the future BSMP Community, supports adjacent subway station and development blocks, future programming space and opportunities for City-wide initiatives, and makes for efficient use of land within its highly urbanized context through decking above rail infrastructure. |
| Cedar Park | 0.53 ha | Community gathering place for development blocks located east of the CN Rail corridor, mix of active and passive uses with a focus on local amenities to serve the immediate needs of adjacent development blocks, multi-use path system, and accessible design. |
| Other (parkettes, enlarged boulevard greenspaces, connectors, multi-use paths) | 1.16 ha | Greenspaces which are immediate to the future building entrances within the development block to serve the day-to-day needs of local residents, such as gathering space, water features, passive seating areas or pet relief spaces. |
| Total Parks and Open Space | 6.20 hectares (15.33 acres) | |
| Parks and Open Space Percentage of Net Development Site Area | 34% of net site area for parks and open space; 29% of net site area for three park blocks only Current Secondary Plan: 24.30% of net site area | |

Urban Schools Strategy

The Secondary Plan sets out a vision for co-location of land uses and school sites with specific objectives for the vertical integration of schools sites with residential uses. The Secondary Plan also envisions smaller school site sizes, multi-storey buildings, and reduced parking to promote an urban school site condition appropriate for the efficient use of land in an Urban Growth Centre.

The BSMP reinforces and implements this long-standing Secondary Plan vision through the proposed school site within Block W-08 at the northwest intersection of ‘A’ Street and South Boulevard. The integrated school site is proposed to be contained within this residential/institutional development block with a total institutional floor area of +/- 5,250 square metres. Block W-08 is comprised of a proposed 50-storey residential tower (8.2 FSI) above a three to six storey base building. The proposed school site would be integrated within the base-building along with providing for grade-related exclusive outdoor space for the school use. As contemplated in the Secondary Plan, the school site will encourage the joint use of parkland through an active school yard also facing onto Romeo Park. Parking for staff will be co-located within the Block W-08 underground parking garage.

Civic Uses and Facilities

The Secondary Plan contemplates self-sufficient neighborhoods encouraging multi-purpose and shared use of facilities among community, cultural and institutional uses. This sentiment is echoed under the TOC program. The proposed civic and community facility spaces will tie together the long-term needs of the BSMP Community as it continues to grow and mature. Fundamental to the Secondary Plan, all civic use space is proposed within the mixed-use residential and commercial development blocks, providing for full vertical and urbanized facilities integration with complementary residential and employment uses.

To mark an initial stake in the development of community facilities, 695 square metres of multi-purpose civic use space is approved as part of Block W-03, which received Zoning By-law Amendment and Draft Plan of Subdivision approval by Markham Council in February of 2020 (Phase 1A applications). The final determination of an end use for the Phase 1A civic use space will be through future consultation with the community stakeholders.

A future library and community centre (+/- 3,000 square metres) is proposed within the base building of Block W-06 adjacent to the future Romeo Park Block, This proposed Block W-06 community hub is well located within the community, less than 500 metres from both Bridge Subway Station and the future Block W-08 school site. The balance of the proposed community space, as part of the minimum implementation of 17,522 square metres, will be determined through future discussions with stakeholder groups as the community continues to develop, and long-term needs of the community become known.

A potential fire station is proposed within the base building of Block W-15 with direct access onto North Boulevard.

Affordable Housing Options

The individual development blocks within the BSMP will provide for a range of housing options and opportunities to support the long-term viability of the Langstaff Gateway Urban Growth Centre. The specific affordable housing component of the BSMP is currently being considered.

The proposed unit mix for a community of this scale is expected to be robust. While final details on unit sizes and layouts will be provided at the site plan application and permit drawing stages, unit typologies are expected to include studio, one-bedroom, two-bedroom, three-bedroom and larger, grade-related townhouse suites. This conceptual mix of unit typologies proposed will provide a much needed mix of higher density residential living options in an area of Markham and the broader north GTA characterized primarily by less affordable single-detached or otherwise grade-related housing typologies.

Within each development block, at the time of future site plan applications, the feasibility of providing larger-sized units on lower tower floors or podium levels will be explored. Additionally, the BSMP will include options for families and larger household sizes by providing the potential for grade-related live-work townhouse units in several blocks, similar to the larger, permissive use retail townhouse units already provided within the approved Phase 1A Block W-03.

Moreover, to achieve the twin objectives of providing housing options and reducing auto-dependency, parking spaces are intended to be unbundled from unit sales, such that the cost of private car use is made

available as a separate line item to future residents, and can be factored into their overall budgeting decisions. The goal of this is to reward future residents who choose a transit and active transportation-centric lifestyle. The proposed Transportation Demand Management Measures are further detailed in the enclosed WSP Transportation Impact Study.

Sustainability

The BSMP will address sustainability principles at a high-level, with details on each specific feature to be refined at the future site plan application and detailed design stages. In terms of planting, a robust tree planting program is proposed for the BSMP along major street frontages and private condo lanes along with planter beds of native and pollinator species in the proposed parks. Regarding building design, where feasible, energy efficient fixture and appliance options will be made available to future buyers or tenants in the community.

As it relates to transportation, active transportation (i.e. walking and cycling) will be promoted as the primary mode of transport in the BSMP as a means to reduce congestion and greenhouse gas emissions towards the achievement of broader Federal and Provincial climate objectives. Reduced parking rate requirements consistent with those of comparable high-density Urban Growth Centers across the GTA. Moreover, active transportation and transit will also be promoted in the community through a proposed Transportation Demand Management Plan included with the enclosed submission.

5.4 Required Approvals

The implementation of the BSMP is proposed through the Province of Ontario's TOC Program. This development represents a partnership between the Province and the landowner, as envisioned by the Province's TOC Program, and will seek the input of York Region and the City of Markham.

6.0 Planning Policy Framework

6.1 Planning Act

Section 2 of the Ontario Planning Act (“The Planning Act”) sets out matters of provincial interest. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:

- a) *“the protection of ecological systems, including natural areas, features and functions;*
- b) *the protection of the agricultural resources of the Province;*
- c) *the conservation and management of natural resources and the mineral resource base;*
- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; (g)*
- g) *the minimization of waste; (h)*
- h) *the orderly development of safe and healthy communities;*
 - i. *(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies; (i)*
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities; (j)*
- j) *the adequate provision of a full range of housing, including affordable housing;*
- k) *the adequate provision of employment opportunities;*
- l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- m) *the co-ordination of planning activities of public bodies; (n)*
- n) *the resolution of planning conflicts involving public and private interests; (o)*
- o) *the protection of public health and safety; (p)*
- p) *the appropriate location of growth and development; (q)*
- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; (r)*
- r) *the promotion of built form that,*
 - i. *(i) is well-designed, (ii)*
 - ii. *encourages a sense of place, and (iii)*
 - iii. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*"

The proposed BSMP will implement a compact and transit supportive form of development at the future intersection of several higher order transit modes within the City of Markham's existing settlement area which is an appropriate location for the level of intensification proposed. The transit supportive forms of development proposed within the BSMP blocks will also contribute to achieving broader provincial climate-based objectives of reducing auto dependency and emissions by co-locating and mixing land uses. The BSMP has regard for the above matters of provincial interest among others.

6.2 Provincial Policy Statement

The Provincial Policy Statement, 2020 ("the PPS") came into effect on May 1, 2020 and provides policy direction on matters of Provincial interest related to land use planning. Section 3(5) of the Ontario Planning Act requires all decisions on land use planning matters be "consistent with" the PPS, 2020. The PPS provides a time horizon of up to 25 years.

Section 1.1.1 of the PPS sets out the Provincial policy direction for managing and directing land use to achieve efficient and resilient development and land use patterns:

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate."*

The BSMP implements Section 1.1.1 of the PPS through the development of a compact, mixed use community accommodating a range of housing options, employment, retail, as well as institutional and community uses. The proposed built-form provides for an efficient use of land and infrastructure through a transit and active transportation supportive built-form integrated with the adjacent pedestrian realm network and within walking distance from significant existing and planned higher-order transit including the new YNSE and integrated GO Train and YRT/ Viva bus terminal.

Section 1.1.3.1 states *“Settlement areas shall be the focus of growth and development”*. The BSMP is located within the City of Markham’s existing *settlement area (delineated built-up area)*.

According to Section 1.1.3.2 of the PPS *“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.”*

The Subject Site is within a *built-up area*. The BSMP represents a highly efficient form of development that will be specifically designed to take advantage of the significant planned transit infrastructure being introduced to the site (YNSE, GO and YRT/Viva bus station integration). This approach will help to minimize negative air quality and climate change impacts by concentrating development where residents and employees can move around easily on foot, bicycle, and other non-motorized means, and also where transit access is readily available and integrated with new development. It will also result in less need to accommodate growth through less efficient forms of development such as urban boundary expansions.

Section 1.1.3.3 provides that *“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

The Subject Site is a brownfield that is within an area planned for substantial growth through intensification by the Province, Region and City. The BSMP directly implements this policy by providing for a transit-supportive form of development that will accommodate a significant amount of housing.

Section 1.1.3.4 provides that *“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

The BSMP is proposed to be implemented through the Province’s TOC program which will establish the appropriate development standards to facilitate the proposed levels of intensification, redevelopment and compact form.

Section 1.6.7.2 provides that *“Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.”* and Section 1.6.7.4 sets out *“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation”*.

The Subject Site is located within an area that will be exceptionally well connected to rapid and local transit services by virtue of the integration of the YNSE, and associated transit infrastructure improvements. These improvements will be integrated with new development within the Subject Site resulting in a highly efficient pattern of land development that will reduce the need or even desirability of personal vehicle travel in favour of more urban-oriented modes of transportation such as walking, cycling, and transit.

Section 1.7.1 provides *“Long-term economic prosperity should be supported by:*

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; ...*
- h) providing opportunities for sustainable tourism development; ...*
- j) promoting energy conservation and providing opportunities for increased energy supply;*

The BMSP is consistent with the policy direction of Section 1.7.1 a) through e), h) and j). It implements a range of housing options and optimizes the use of an existing brownfield site that is centrally located in the Greater Toronto and Hamilton Area’s existing and planned *built-up* area context and provides a compact and efficient built form that minimizes consumption of land and resources in the long-term. It will respond to market-based needs for new housing and jobs in transit-rich areas and promote significant economic development opportunities for the entire region. It will do this by creating a sense of “place” with iconic forms of high-rise development, and innovative parkland strategies including the decking of a railway corridor with a park, thereby turning a barrier to movement into a community amenity.

Section 1.8.1 states “*Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) *maximize vegetation within settlement areas, where feasible.”*

The BSMP represents a transit-supportive, compact and mixed use form of development that is consistent with the Regional and Local municipal policy direction for the Langstaff Gateway community and its designation as a Provincially designated *Urban Growth Centre*. It will provide for a significant amount of new housing and new jobs in a cost-effective format that takes advantage of the significant public investments in rapid transit and other nearby infrastructure.

In summary, the BSMP is consistent with the 2020 Provincial Policy Statement.

6.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe, 2020 (the “Growth Plan”) took effect on August 28, 2020. The Growth Plan was established under and the Places to Grow Act, 2005. All decisions made on or after August 28, 2020 in respect of the exercise of any authority that affects a planning matter must conform with the Growth Plan. Similar to the PPS, the Growth Plan is intended to be “*read in its entirety and the relevant policies are to be applied to each situation*”. The time horizon set out in the Growth Plan is 2051.

The Vision for the Greater Golden Horseshoe described under Section 1.2 of the Growth Plan is centered around the achievement of *complete communities* with access to transit networks, protected employment zones and a variety of housing options, all while maintaining protection of the Province’s Greenbelt.

Section 2.2.1.2 a) sets out that the vast majority of growth will be directed to *settlement areas* that: “*i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities;*”.

Section 2.2.1.2 c) provides “*within settlement areas, growth will be focused in: i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities;*”. Schedule 2: A Place to Grow Concept shows the site as within the City of Markham’s *delineated built-up area*.

The BSMP is located within the City of Markham’s urbanized *settlement area* in a location that has access to existing *higher order transit* (Langstaff GO Station) and the future YNSE and associated improvements. The broader area also includes a significant amount of community amenities including parks, schools and community centres (**Figure 15**).

Section 2.2.1.4 provides that “*Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to: i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.”*

The BSMP implements Section 2.2.1.4 of the Growth Plan through providing a mixed use community of sufficient density to support the substantial amount of existing and planned higher order transit infrastructure for the area.

Strategic Growth Areas are defined as being locations within *settlement areas* that are intended to be a focus for accommodating *intensification and higher-density mixed-uses* in a more *compact built form*. Both *Urban Growth Centres* and *Major Transit Station Areas* are considered *strategic growth areas*.

Section 2.2.3.1 provides “*Urban growth centres will be planned:*

- a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*



GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE - SCHEDULE 2

Figure 15
Bridge Station Transit Oriented Community, Markham ON

- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.”*

Section 2.2.3.2 provides *“Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*

- a) *200 residents and jobs combined per hectare for ... Richmond Hill Centre/Langstaff Gateway.”*

The BSMP is also located within the defined radius of a *Major Transit Station Area (MTSA)* being the Langstaff GO Station and the future Bridge Station on the YNSE. MTSA's are defined in the Growth Plan as *“The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”*.

Section 2.2.4 of the Growth Plan sets out the policy direction for Transit Corridors and Station Areas. Section 2.2.4.3 notes that *“Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- a) *200 residents and jobs combined per hectare for those that are served by subways;”*

Section 2.2.4.8 states: *“All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate”:*

- a) *connections to local and regional transit services to support transit service integration;*
- b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) *commuter pick-up/drop-off areas.”*

Section 2.2.4.9 provides: *“Within all major transit station areas, development will be supported, where appropriate, by:*

- a) *planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels; b)*
- b) *fostering collaboration between public and private sectors, such as joint development projects;*
- c) *providing alternative development standards, such as reduced parking standards; and*
- d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.”*

Section 2.2.4.10 sets out: *“Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”*

The Subject Site is within the Richmond Hill/Langstaff Gateway *Urban Growth Centre* and within the radius of a defined MTSA and will therefore contribute to achieving and exceeding the overall minimum density target of 200 residents and jobs combined per hectare for the Growth Centre, and 200 people and jobs per hectare for the MTSA. It will do this by facilitating a highly integrated mixed use form of development that will reduce car dependency and encourage active transportation while providing a significant amount of new housing and jobs, as well as new community facilities.

Section 2.2.6 of the Growth Plan provides policies related to Housing. Section 2.2.6.1 states: “Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. *establishing targets for affordable ownership housing and rental housing;*
- b) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
- c) *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
- d) *implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.”*

Section 2.2.6.2 sets out: *“Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

Section 2.2.6.3 states: *“To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

The BSMP implements the foregoing Growth Plan policy objectives for housing through the realization of a multi-block master plan that will provide a significant amount of new residential units in an area that is highly transit-accessible, and which will have all the necessary amenities within walking distance as epitomized in the concept of the “15-minute city”. This proposed level of intensification for the Subject Site supports achieving and exceeding the minimum density target of the *Urban Growth Centre* and the Langstaff/Bridge Station MTSA.

In summary, the BSMP will contribute to the creation of a compact and complete community within the Richmond Hill/Langstaff Gateway Urban Growth Centre and conforms to the 2019 Growth Plan for the Greater Golden Horseshoe, as amended.

6.4 2041 Regional Transportation Master Plan (Metrolinx)

The 2041 Regional Transportation Plan (“RTP”) was adopted by the Metrolinx Board of Directors in March, 2018 and represents a common vision for the Region to implement a sustainable transportation system that supports the Province’s land use objectives under the Growth Plan for the creation of complete communities. The 2041 RTP builds on the foundations of the 2008 Big Move Regional Transportation Plan (**Figure 16**).

The RTP is organized around five strategies that drive action within communities. The Fourth Strategy provides objectives related to integration of transportation and land use. Priority Actions for Strategy Four include:

“4.3 Focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan...”

4.5 Plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behaviour, consistent with Ontario’s passenger transportation hierarchy...”

4.6 Develop and implement a Regional Cycling Network (see Map 9), creating new on- and off-road facilities that connect areas with high cycling potential to rapid transit stations and Urban Growth Centres, helping commuter cyclists traverse boundaries and physical barriers...”

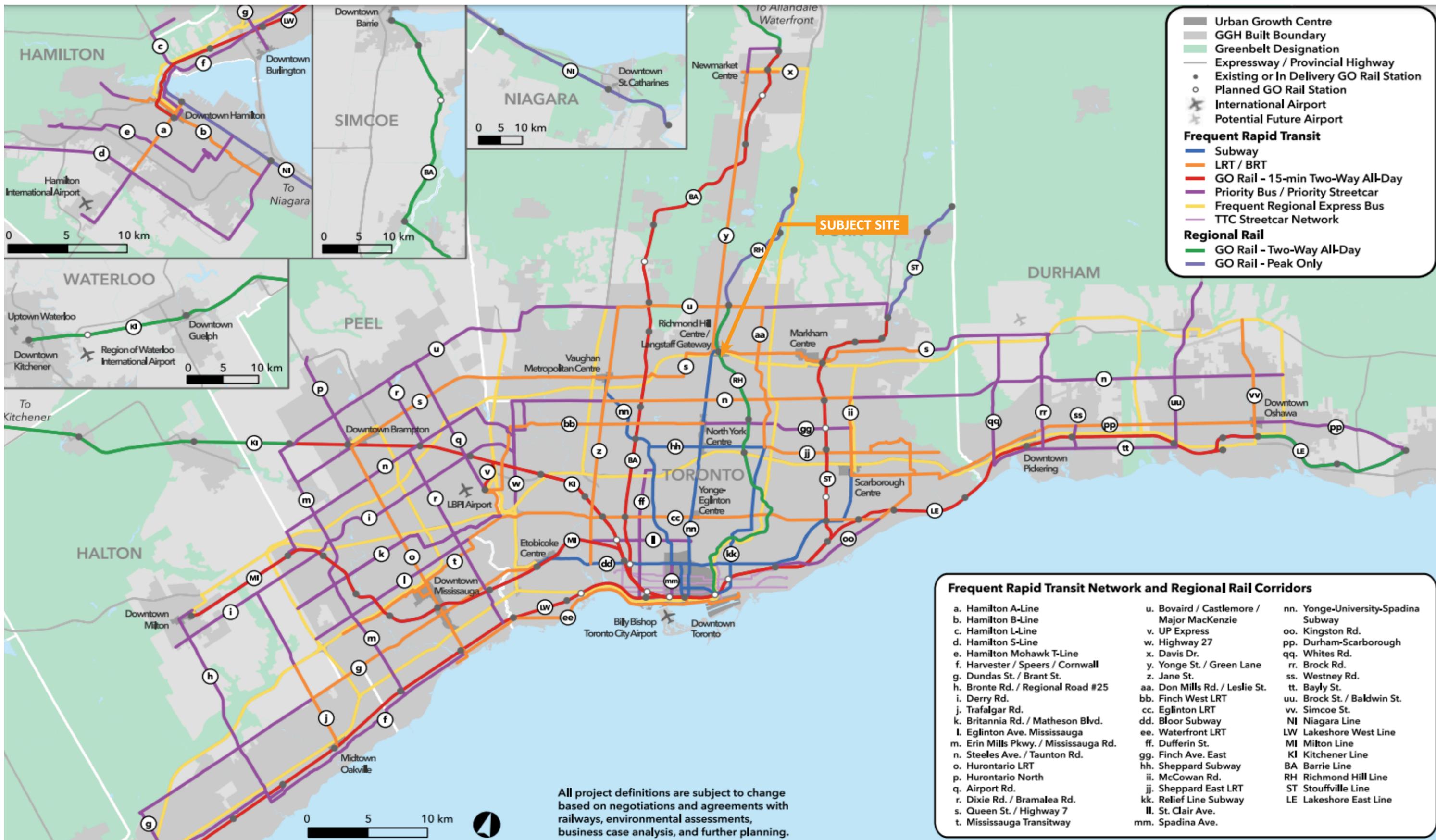
4.7 Embed TDM in land use planning and development...”

4.8 Rethink the future of parking”

The BSMP is highly supportive of the objectives of the RTP with regard to development within Mobility Hubs and Major Transit Station Areas. The BSMP will intensify the area around Langstaff GO Station and the planned Bridge Station and provide seamless connectivity between rapid transit and adjacent buildings helping to shift travel behaviour towards use of transit and active transportation. Bicycle parking, a reduced automobile parking rate, on-site passenger pick-up and drop-off, and a proposed pedestrian-

focused public realm and street grid throughout the BSMP that is integrated with the planning of the station area will contribute to a reduced dependency on private automobiles.

In summary, the BSMP supports the implementation of the priority actions of the 2041 Regional Transportation Plan.



METROLINX REGIONAL TRANSPORTATION PLAN 2041 (MAP 6)

Figure 16
Bridge Station Transit Oriented Community, Markham ON

6.5 York Region Official Plan

York Region Official Plan, 2013 Office Consolidation

The Subject Site is subject to the policies of the York Region Official Plan ('YROP') which was approved by the Minister of Municipal Affairs and Housing on September 7, 2010, and was consolidated on June 20, 2013, as approved by the OMB. The Subject Site is not subject to any of the site or area specific appeals and is therefore fully subject to the policies of the York Region Official Plan.

The Official Plan for the Regional Municipality of York is a strategic structural plan which consists of policies intended to manage growth and to guide economic, environmental, and community planning decisions. The concepts of a sustainable natural environment, economic vitality and healthy communities form the core principals of the Regional Plan and basis for growth management and the proposed regional structure. The Regional Official Plan establishes boundaries of the urban areas accordingly within areas where population growth and employment growth are to occur in accordance with a system of corridors and centres which serve as a focus for residential and employment intensification.

The Regional Official Plan designations which apply to the Subject Site include:

- The Subject Site is part of a designated *Regional Centre* within an *Urban Area* and Yonge Street is identified as a *Regional Corridor* on Map 1 - Regional Structure (**Figure 17**);
- Yonge Street is designated for a *Subway Extension* and Hwy 407 is designated as a *Transit Way* on Map 11- Transit Network;
- Yonge Street is identified as having a Planned Street Width up to 45 metres on Map 12 - Street Network; and
- Yonge Street is identified as a Regional Cycling Corridor on Map 10 - Cycling Facilities on Regional Roads.

Section 3.0 defines healthy communities as *"places where people can live, work, play and learn in an accessible and safe environment. Communities that provide a strong sense of belonging and identity contribute to a high-quality of life, health and well-being."* Healthy communities are intended to *"offer affordable housing choices and access to transit, a range of quality human services, schools, public spaces, and local amenities."*

Section 3.1.1 aims to ensure *"high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs."* The BSMP advances these policies as it provides residents in this immediate area with an expanded range of housing choices accessible to existing transit within a pedestrian-friendly community consisting of a variety of employment and retail uses.

Section 4.2 identifies the Subject Site as being within the *Richmond Hill/Langstaff Regional Centre* and Yonge Street as a *Regional Corridor*. This section notes that *"Regional Centres and Corridors are a focal point of commerce, business and cultural activities in the Region. The Region and local municipalities will continue to support the development of Regional Centres and Corridors by encouraging attractive, compact community design and the clustering of economic activities."*



YORK REGION OFFICIAL PLAN MAP 1 – REGIONAL STRUCTURE

Figure 17
Bridge Station Transit Oriented Community, Markham ON

This section also contains numerous policies promoting intensification, density, and the establishment of pedestrian-friendly and transit-oriented complete communities in regional centres and corridors. The YROP sets out that it is the policy of regional council:

- *To recognize Regional Centres and Corridors as hubs of commerce, business and entertainment activities (4.2.1);*
- *To require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation (4.2.4);*
- *That government, educational, institutional, major office, cultural, entertainment and other commercial uses be located and designed to support the Regional Centres and Corridors structure of this Plan (4.2.5); and,*
- *To work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail (4.2.6).*

Policy 5.3 describes York Region's desired pattern of development as being primarily intensification-based, with a hierarchy of development areas. It states that *"York Region's urban structure will intensify into a new generation of sustainable and quality compact areas, with a focus on the Region's Centres and Corridors. These areas will provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods"*.

Furthermore, this section notes that *"Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors... Planning and design in intensification areas will provide well-designed public open spaces that create attractive and vibrant places; support walking, cycling and transit for everyday activities; and achieve an appropriate transition of built form to adjacent areas. It is also essential that human services and affordable housing locate in intensification areas."*

Policy 5.3.1 states that, after the year 2015, a minimum of 40% of development in York Region is to take place in the built-up area as defined by the Province. In Table 2 of policy 5.3.3.b, Markham is identified as needing to accommodate the greatest number of residential units of any municipality in the Region, at 31,590 by 2031, the majority of which are to be accommodated in Regional Centres and Corridors. The BSMP supports and augments the minimum intensification targets, affordable housing targets, sustainable building targets, and overall population and employment targets.

Policy 5.3.13 also encourages the redevelopment of brownfield and industrial sites, stating that it is policy *"to encourage the redevelopment of brownfield sites to revitalize lands that may be contaminated, underutilized, derelict or vacant."* The BSMP will transform an underutilized brownfield site into a vibrant, mixed-use community.

Section 5.4.20 states that *"the planning and implementation of Regional Centres will provide:*

- a) *the greatest intensity of development within the Region;*
- b) *a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping and entertainment opportunities;*
- c) *mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan;*
- d) *the construction of a fine-grained street grid that facilitates the flexible and efficient movement of people and goods;*
- e) *accessible human services and related facilities, identified by and delivered through a community and human services plan to ensure integration with development;*
- f) *sequencing of development that is co-ordinated with infrastructure availability, including transportation, water and wastewater, and human services; and,*
- g) *a long term resident-to-employee target ratio of 1:1."*

Policy 5.4.23 identifies *"that the Regional Centres contain the highest development densities and greatest mix of uses in the Region," and shall achieve a minimum density of:*

- a) *2.5 floor space index per development block. This requirement meets and exceeds the Places to Grow: Growth Plan for the Greater Golden Horseshoe gross minimum density requirement of 200 residents and jobs combined per hectare; and*
- b) *3.5 floor space index per development block at, and adjacent to, the Vaughan Metropolitan Centre Station on the Spadina Subway Extension, and the Langstaff/Gateway and Richmond Hill Centre Stations on the Yonge Subway Extension."*

The BSMP meets and exceeds the minimum density target of 3.5 FSI per development block and contributes greatly to meeting regional density targets.

Section 5.4.28 states that "Regional Corridors are planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form." Section 5.4.31 directs that "the most intensive and widest range of uses within the Regional Corridors be directed to specific intensification areas, identified by local municipalities as key development areas. These areas shall include the following segments of the Regional Corridor:

- a) *lands within a reasonable and direct walking distance from all planned subway stations, and select rapid transit stations as identified by local municipalities;...*
- c) *large and/or contiguous properties that are under-utilized, and are appropriate and desirable locations for redevelopment or intensification..."*

The YROP contains policies designed to integrate all forms of transportation with land use planning in order to make the best possible use of existing infrastructure. A particular focus is transit. Policy 7.2.23 states that it is policy to *"ensure communities are planned with the early integration of transit"*.

Furthermore, policy 7.2.26 outlines a goal of *“achiev[ing] an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031.”*

The BSMP will be located central to multiple forms of higher-order transit of local and regional scale. This includes access to GO Train and Bus service across the GTA, York Region Transit via YRT/ Viva bus routes, both rapid and local, as well as a integration with the subway into Toronto.

The BSMP will contribute to fulfilling the goals of the YROP by locating an intense form of mixed-use development within a Regional Centre, and along a Regional Corridor. It will help meet provincial density targets, as well as specific targets set out for specific development blocks in the Regional OP and contribute to York Region meeting targets surrounding growth in built-up areas.

The BSMP conforms to the policies of the York Region Official Plan.

Regional Official Plan Amendment 4

In September, 2011, York Region council approved Regional Official Plan Amendment 4 (ROPA 4) in “principle.” The purpose of ROPA 4 is to advance the Province’s goals as set out in the Provincial Policy Statement and Growth Plan 2006. ROPA 4 has not been adopted by Council, as it has only been approved “in principle.” York Region will consider the principles of ROPA 4 as part of the larger Municipal Comprehensive Review. ROPA 4 has not been brought forward to Regional Council for formal adoption due in part to the ongoing transportation servicing challenges within the Regional Centre which the Region is currently addressing. York Region intends to review development applications within the Regional Centre, to ensure that these activities reflect the intent of ROPA 4.

Given that a portion of the Regional Centre and the Richmond Hill/Langstaff Gateway Urban Growth Centre are in the Town of Richmond Hill (also in York Region), ROPA 4 also integrates the planning, phasing, and development processes across the municipal boundary. The intent of the policies set out in ROPA 4 is to make the Regional Centre a reality, and to advance the Province’s city-building goals as set out in the Provincial Policy Statement and Growth Plan. Further to this, ROPA 4 initiates specific policies to *“identify the specific Regional interests in the Regional Centre, including the extension of the Yonge Subway; recognize multijurisdictional coordination; direct and reinforce development phasing requirements; ensure continual monitoring, and; support the implementation of secondary plan policies by requiring Regional approval for development that is not consistent.”*

The BSMP responds to the objectives of ROPA 4 by providing for the realization of the Regional Centre not only within the Langstaff Gateway, but also through coordination with landowners in Richmond Hill, and the Province under the TOC Program, it represents an integrated approach to achieving the coordinated development of a large portion of the Richmond Hill/Langstaff Gateway Urban Growth Centre as a whole. This approach is directly responsive to the policies of ROPA 4 which encourages such collaboration to make the Centre a reality.

Policy 5.4.28 states that it is policy “that the development of the Richmond Hill/Langstaff Gateway Centre shall proceed according to comprehensive phasing and sequencing plans, as established in the Secondary Plans for the Centre, that include the following at each phase:

- a) *“the specific amount of residential and non-residential development (e.g. number of residential units and gross floor area of non-residential uses);*
- b) *a range and mix of uses including residential, office, retail, cultural and civic uses including human services;*
- c) *the necessary services and infrastructure including community facilities, human services, streets and transit...”*

The BSMP will provide for a phased approach to the development of the Centre block by block over time which will lead to the creation of an increasingly dynamic urban place as development unfolds with a range of uses in an urban, mixed use format.

The BSMP will deliver a mixed-use community that will provide opportunities for access to retail amenities alongside residential units. Coupled with the access to amenity space, the BSMP will allow residents to meet basic daily needs within the neighbourhood, minimizing the need for long trips out of the Regional Centre and facilitating active transportation as opposed to private vehicle ownership.

In summary, the BSMP conforms with the overall intent of ROPA 4 despite it not yet being in force.

York Region Municipal Comprehensive Review

In 2019, York Region commenced the Municipal Comprehensive Review (“MCR”) process. The purpose of the MCR is to review the status of current Regional Official Plan (“ROP”) policies, review regional population and employment forecasts and to prepare a new ROP based significant updates to Provincial plans and policies. The new ROP must be consistent with/ conform to Provincial policies and plans. The Region is forecast to accommodate a targeted 2.02 million people and 990,000 jobs by 2051.

Extensive community consultation, research and City Staff reporting has been undertaken since the commencement of the MCR in 2019. Currently, a Draft Official Plan is targeted for release to the public and Council in Q4 2021 with an additional period of consultation into 2022. York Region is required by the Province to update the ROP by July 2022.

While a full draft is pending public release in Q4 2021, York Region Planning Staff have been, and continue to, provide, policy direction reports on a quarterly basis to Regional Council. The Policy direction reports contain recommendations, analysis and a review of specific policy areas including employment, housing, transportation, land needs, MTSAs, natural systems, mapping, and phasing of urban expansion, among other matters.

The BSMP will accommodate significant future population and employment within a designated Provincial Urban Growth Centre where future transportation and civic services and amenities are planned. The proposed BSMP will assist with the achievement of meeting the Region’s growth and intensification targets by directing growth towards the City of Markham’s existing settlement area (Regional Centre) and mitigating the need for low-density, land and resource intensive sprawl to accommodate the forecasted Regional growth estimates. The BSMP has appropriate regard for the Region’s ongoing MCR process.

6.6 City of Markham Official Plan

The new Markham Official Plan ('new Official Plan') was adopted on December 10, 2013, and subsequently approved by York Region, with modifications on June 12, 2014. On October 30, 2015, the Area and Site-Specific Policies for the Langstaff Gateway District in the City of Markham came into force. On April 21, 2017, the Ontario Municipal Board (now the Ontario Land Tribunal [OLT]) issued a Partial Approval Order bringing parts of this Plan into force. Implementation Policy Section 9.11.3 of the new Official Plan is currently in force and effect and sets out that the current Secondary Plan document for Langstaff Gateway shall be revised to conform with the land use designations and policies of the new Official Plan and that "*Major changes in land use are not contemplated through this conformity process*". Furthermore, Policy Section 9.11.4 of the new Official Plan sets out that until a revised Secondary Plan is approved for the Regional Centre, the provisions of the 1987 Official Plan shall apply to the Langstaff Gateway lands, including the current version of the Secondary Plan implemented under OPA 183.

One of the Official Plan's objectives is to build Complete Communities "to develop sustainable, compact and complete communities incorporating healthy active living, excellence in community design, efficient infrastructure, housing choices for all, and facilities and services meeting community needs, including a range of travel choices." Subsequently, Section 2.2.2.1 states the strategic objective of providing for an appropriate mix and density of land uses within walking distance of transit..." Markham has incorporated an intensification strategy "that targets 60 percent or greater of all residential development and approximately two-thirds of new jobs added in Markham before 2031 being located within the built-up area shown on Map 12 – Urban Area," which applies to the Subject Site.

The City of Markham Official Plan designations which apply to the Subject Site include the following:

- Designated Mixed Use Neighbourhood Area on Map 1 – Markham Structure (**Figure 18**);
- Designated as being within a Regional Centre and Intensification Area on Map 2 – Centres and Corridors and Transit Network;
- Designated as Mixed Use High Rise on Map 3 – Land Use (**Figure 19**);
- Langstaff Road East is identified as a Major Collector Road as having a 30.5 metre right-of-way width on Map 10 – Road Network;
- The Subject Site is within the designated Provincial Urban *Growth Centre* boundary on Map 12 – Urban Area and Built-Up Area; and,
- The Subject Site is within the *Langstaff Gateway District Boundary* on Map 15 – Area and Site Specific Policies.

YONGE STREET

Langstaff Gateway

BAYVIEW AVENUE

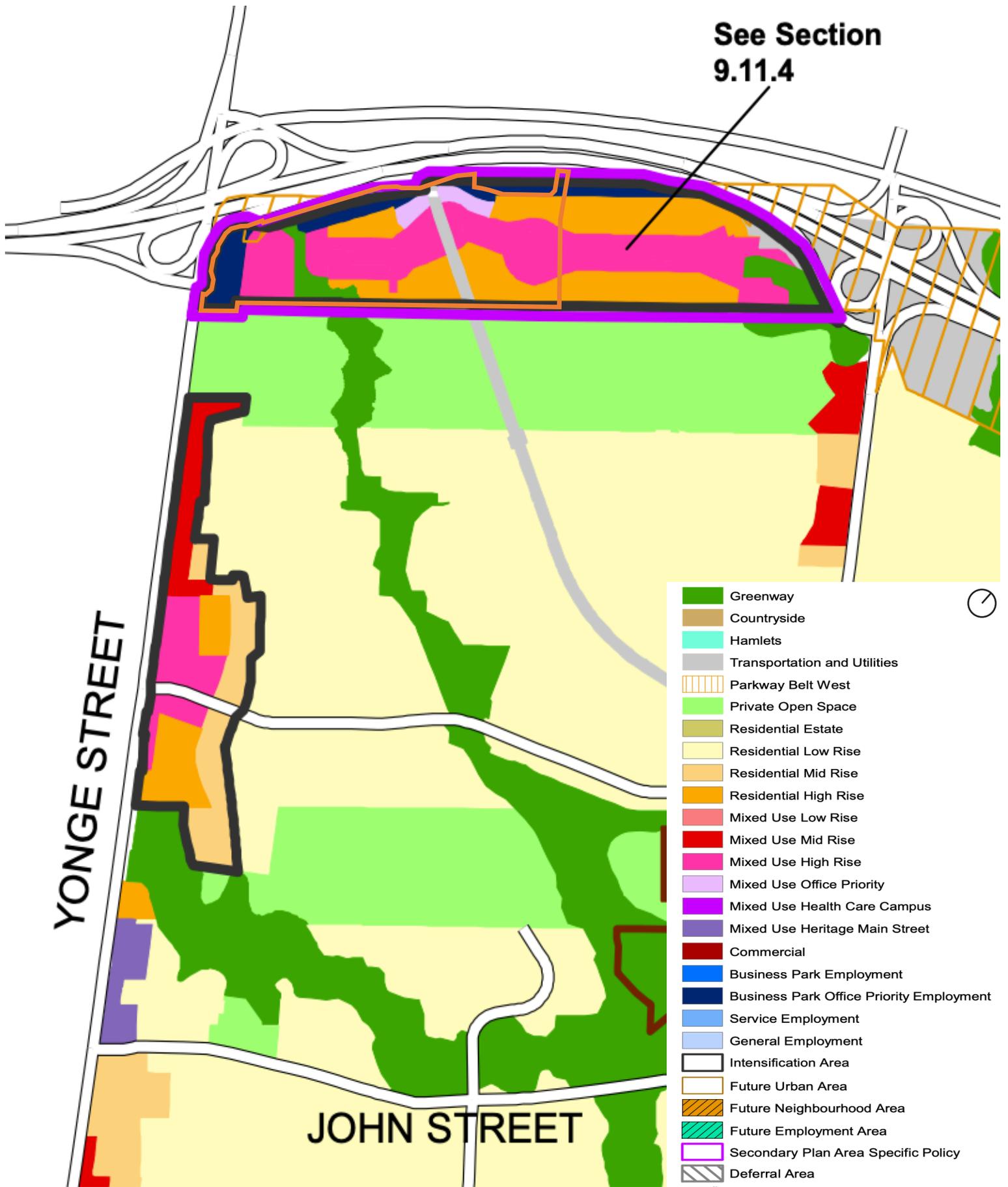


2014 MARKHAM OFFICIAL PLAN M1

BRIDGE STATION MASTER PLAN AREA 

Figure 18
Bridge Station Transit Oriented Community, Markham ON

NTS | WND File No 05705.05 | JULY 2021



2014 MARKHAM OFFICIAL PLAN M3

BRIDGE STATION MASTER PLAN AREA 

Figure 19
Bridge Station Transit Oriented Community, Markham ON

NTS | WND File No 05705.05 | JULY 2021

Mixed Use Neighbourhood Designation

Policy 8.3 sets out the policy framework for Mixed Use Neighbourhood designations. Lands designated as 'Mixed Use Neighbourhood' are located within intensification areas which are intended to become the main focus for intensification in the City of Markham, while retaining their current function as retail and service centres serving nearby populations. These areas are generally well-served by transit where existing commercial functions required by residents are combined with housing and office-employment, as integrated elements of new, attractive, street-related, complete communities where people have the option and are encouraged to use non-automobile modes of transportation to move around and access services. The intent of Mixed Use Neighbourhood areas is to:

- i. "provide for a mix of residential, retail, restaurant and service uses that contribute to the creation of complete communities;*
- ii. create attractive multi-storey street related building environments;*
- iii. ensure that new development is compatible with the character and pattern of adjacent and surrounding development;*
- iv. ensure that adequate park space and community services exist or will be provided to serve residents;*
- v. encourage a high quality of urban design;*
- vi. promote sustainable development practices;*
- vii. improve the pedestrian experience; and*
- viii. improve access to transit services."*

The BSMP addresses all the policy objectives for Mixed Use Neighbourhoods. Lands designated Mixed Use Neighbourhoods in the City Structure are priority locations for development where the greatest levels of intensification are intended to take place. The BSMP will provide for a mix of uses in multi-storey buildings in a manner that is compatible with the surrounding area and its planned context. It will provide adequate park space and community services, as the area evolves. It will provide the framework for good urban design and sustainable forms of development, especially through its significant orientation to transit.

Mixed Use - High Rise Designation

Policy 8.3.4 outlines policies related to areas designated as "Mixed Use High Rise" and provides that redevelopment of these *"will be based on achieving complete communities with priority for active transportation opportunities. New buildings on lands designated 'Mixed Use High Rise' will generally be aligned along public streets with consistent setbacks and designed to respect transitions in height to adjacent low and mid-rise areas. New buildings will generally be street-related and integrate attractive open spaces and community infrastructure, as appropriate, to serve Markham residents. Buildings will be designed to respect sunlight, view and privacy of adjacent buildings."*

The policy also states that *"Mixed Use High Rise areas will provide retail and service functions for large populations intermixed with high density residential and office uses. In addition to accommodating*

significant amounts of residential intensification, these areas have the potential to provide major opportunities for office employment by virtue of their high levels of existing or planned transit access. The redevelopment of these areas will be based on achieving complete communities with priority for active transportation opportunities.”

The BSMP is designed to be street related and integrate attractive open space and community infrastructure, and designed to respect sunlight, views and privacy of adjacent buildings. The intent of Mixed Use High Rise designations is to:

- a) “provide for the highest level of residential intensification in Markham;*
- b) provide for significant opportunities for office employment development;*
- c) provide for retail and service functions to address the needs of the local population and the wider area;*
- d) ensure a mix of uses on large sites by not allowing a site to be developed or redeveloped exclusively with residential or nonresidential development;*
- e) ensure development responds to the provision of transportation infrastructure in accordance with Section 7.1.1.6;*
- f) provide for a phased pattern of development on sites with existing retail services, where required, to allow for needed retail services to continue to be provided as redevelopment proceeds.”*

The BSMP conforms to the policies of the Mixed Use High Rise designation. It will support the principle of Mixed Use High Rise areas being where significant mixed use growth occurs, including residential, retail, office, and institutional uses. It will support the development of transit infrastructure, such as the YNSE, and will be developed in a phased manner over time.

Langstaff Gateway Area and Site-Specific Policy

The BSMP is subject to Policy 9.11 known as the Langstaff Gateway Area and Site Specific policies. Policy 9.11.2 provides that:

“The land use objectives for the Langstaff Gateway district will:

- a) provide for a mixed-use Regional Centre that:
 - i. functions as an urban growth centre; and*
 - ii. integrates a balance and diversity of residential, retail, office and public uses, at transit-supportive densities within a Regional Rapid Transit Corridor; and**
- b) 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 are transit dependent.”*

The BSMP conforms to this area and site-specific policy by introducing a block structure, development densities and overall pattern of development that will provide for a balanced mix of retail, employment, institutional and residential uses, introduce a compact and highly urban form that will implement the intended functions of an urban growth centre in a manner that is “transit-dependent”.

In summary, the BSMP directly implements the policies and objectives set out in the City of Markham Official Plan.

6.7 City of Markham Official Plan 1987

The policies of the 1987 Official Plan have been effectively superseded by OPA 183, known as the Langstaff Gateway Secondary Plan (see discussion in section 6.6. The 1987 Official Plan’s land use designations designate the BSMP areas as *Urban Residential* and *Commercial* which generally permits mixed use forms of development (**Figure 20**).

Section 3.3.2 “Housing Categories” of the 1987 Official Plan sets out the following relevant policy direction for lands under the Urban Residential designation:

“a) The following housing categories are intended for incorporation into Secondary Plans but they may be modified or refined in such Plans without the necessity of an amendment to this section:

...iv) High Density I Housing High Density I Housing shall consist of apartments and other forms of multiple housing at a net site density of 64 to 96 units per hectare (26 to 39 units per acre).

v) High Density II Housing High Density II Housing shall consist of apartments and other forms of multiple housing at a net site density of 99 to 148 units per hectare (40 to 60 units per acre).

b) The locations of Medium Density I, Medium Density II, High Density I and High Density II Housing categories shall be indicated on the map schedules of the Secondary Plans. In general, the medium density and high density housing shall only be permitted:

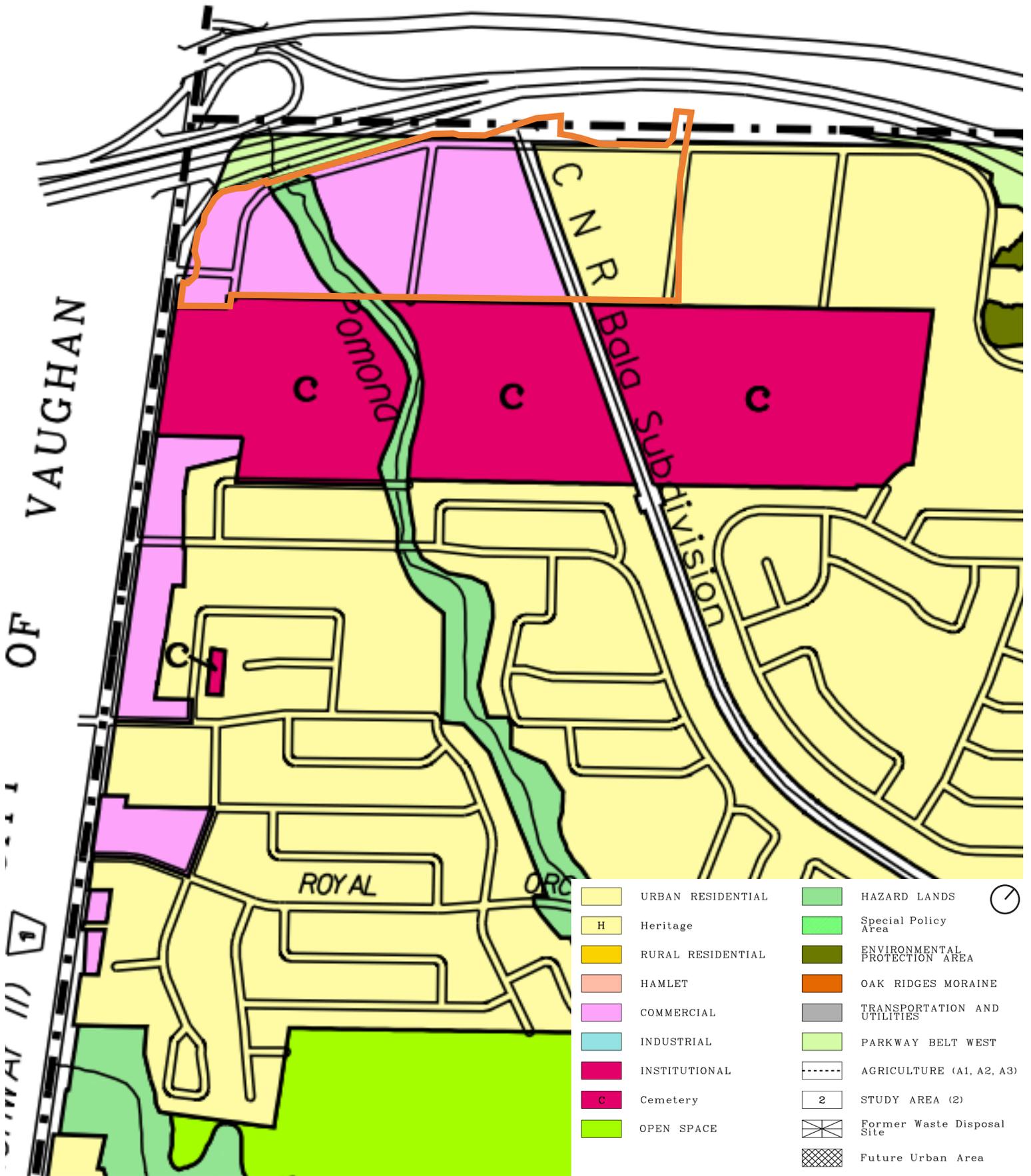
i) in proximity to major shopping districts, commercial areas or centres; or,

ii) in proximity to major open space areas and areas of natural amenity or other community and recreation services and facilities; or,

iii) adjacent to arterial roads or highways or public transit routes to which access is readily available; and,

iv) where it is has been established that the schools, parks, roads, sewers, and watermains, and other municipal services are adequate to accommodate the proposed medium or high density development; and,

v) where it has been established that the traffic generated by the proposed medium or high density development can be adequately and safely handled by the road system and can be directed away from adjacent local streets; and,



1987 MARKHAM OFFICIAL PLAN SCHEDULE A

BRIDGE STATION MASTER PLAN AREA

Figure 20
Bridge Station Transit Oriented Community, Markham ON

vi) where it has been established that the proposed site is of a suitable size and shape to provide adequate landscaping and amenity features, space for vehicular movement and parking and setbacks internal to and appropriate to the proposed density of development. “

Policy Section 3.3.3 General Urban Residential Policies provides:

“a) The Town shall seek to maintain and improve the quality of the existing residential development in areas which are designated for continued residential use in this Plan.

b) Where feasible, places of worship, commercial areas, schools and other similar permitted facilities serving residential communities shall be grouped together to serve as focal points for the communities and to encourage the integration of open space, parking and other facilities. Places of worship shall be subject to the provisions of Section 2.17.

c) Lands designated as URBAN RESIDENTIAL shall develop on the basis of full municipal services; piped water supply, storm drainage and sanitary sewer systems shall be available at the time of completion of the development.

d) Residential development will not be permitted in areas where pollution from noise, air or water exceeds Provincially recommended limits, unless appropriate mitigating measures can be incorporated into the proposed development. In determining the appropriate spatial separation and mitigating measures between land uses that may be incompatible, the Town shall have regard for the guidelines of the Ministry of the Environment and the comments of authorized agencies.

e) Gradation of densities will be used, where feasible, in order to avoid possible conflicts between residential development of different densities. Where medium or high density residential uses abut residential development of a lower density, all necessary measures shall be provided to protect the amenities of the lower density residential development. Where residential areas, existing at the time of adoption of this Plan, are extended into new contiguous areas, the proposed dwellings in the new areas immediately adjoining the existing residences shall be of a compatible character and type. Departures from this policy may be permitted, where appropriate, for “infill” locations in residential areas within the urban area of the Town, existing at the time of adoption of this Plan.

f) All low density URBAN RESIDENTIAL uses located adjacent to arterial roads and Provincial highways will be required to develop in a manner that will not require frontage, or direct access to, such roads or highways. Direct access from medium and high density urban residential uses to arterial roads or Provincial highways shall be 3-9 restricted, and shall only be permitted subject to the approval of the Town of Markham, the Regional Municipality of York or the Ministry of Transportation, as appropriate.

g) Standards and regulations relating to building height and setbacks, lot size, landscaping and parking, etc. will be set forth in the Town’s Zoning By-laws. However, such standards and regulations shall be designed to permit development of a range of housing in accordance with the policies of Section 2.13 Housing of this Plan.

h) A range of housing which is adequate and appropriate to the existing and anticipated housing needs in Markham shall be provided on lands designated URBAN RESIDENTIAL. The actual proportions of housing by density category will be established in conformity with the policies of this Section and of Section 2.13 Housing and will be shown in Secondary Plans.

l) Major concentrations of medium and high density housing projects shall be avoided, and where feasible, provision of mixed density developments shall be encouraged to reduce the potential for such concentrations to occur.

j) The Town will support private and non-profit housing developments designed to provide a variety of housing options for seniors including small ownership dwellings, higher density condominium dwellings, permit “aging in place” and “garden suites” while recognizing the Town’s inability to establish occupancy restrictions.

k) Monotonous uniformity of residential areas is to be avoided by the introduction of distinctive architectural design and variety in subdivision design to suit the particular physical and natural features of an area.

l) Residential lots backing on to, or flanking upon, arterial roads, or exposed to railway or freeway facilities or adjacent to industrial or commercial uses shall have ample depth or width to provide for buffering and beaming to minimize possible adverse environmental effects on the residential properties.

m) Appropriate fencing, landscaping and beaming shall be provided on residential properties backing on to or flanking upon arterial or collector roads, highways and railways to provide an attractive appearance along such transportation routes.

n) Development approvals for residential uses in areas adjacent to freeways, major arterial roads or railway facilities shall not be granted until the Town, in consultation with the Ministry of the Environment and, where appropriate, the Canadian National Railway, GO Transit or Canadian Pacific Railway and any other concerned public agencies, has determined that the proposed residential development will provide an appropriate and satisfactory residential environment. Having particular regard to conditions of noise, odor, dust and vibration, appropriate mitigative measures will be provided as a condition of development approval.”

Section 3.4.1 sets out the goals for the Commercial land use designation as follows:

“a) To plan for a pattern of commercial development that provides for a full range of commercial goods and services, at appropriate locations, to meet the needs of the Town’s residents, employees and businesses.

b) To anticipate and accommodate emerging trends in the commercial sector, consistent with the Town’s goals and objectives for development.

c) To encourage transit and pedestrian supportive commercial development wherever possible, while also providing for auto-oriented commercial development at certain appropriate locations.

- d) To preserve and enhance the unique character and distinctive commercial role of the Heritage Main Street Areas.*
- e) To encourage the mixing of compatible commercial, residential and other land uses at appropriate locations.*
- f) To ensure that the built form of commercial development is consistent with the Town's urban design objectives and policies."*

Section 3.4.2 provides for the objectives of the Commercial land use designation as follows:

- "a) To identify locations, and to establish policies, to guide commercial development resulting from growth within the Town and the surrounding region, and from emerging trends in the commercial sector.*
- b) To provide opportunities for comprehensively planned, mixed-use developments incorporating complementary and compatible commercial and non-commercial uses.*
- c) To develop and implement urban design guidelines to guide commercial development.*
- d) To establish a harmonious interface between commercial and other land uses.*
- e) To facilitate the safe and efficient movement of pedestrians and vehicles within commercial areas, and on adjacent roads.*
- f) To promote and maintain high aesthetic, urban design and functional standards for commercial development.*
- g) To encourage aesthetic and functional improvements in the Heritage Main Street Commercial Areas in accordance with Heritage District Plans. h) To encourage pedestrian-oriented, transit-supportive commercial development and/or redevelopment, and in particular at nodes and along corridors."*

Although the detailed block-by-block land use designations and policies of the Langstaff Gateway Secondary Plan supersede the *Commercial* and *Urban Residential* land use designations of the 1987 Official Plan, the underlying vision and objectives of these land use designations, as outlined through the above policy excerpts, has informed the development of the BSMP's land use mix. The proposed BSMP supports the development of a range of housing and commercial options, at transit-supportive density levels. A servicing and stormwater management report has also been prepared as part of this submission to demonstrate adequate levels of municipal civil servicing, ensuring the long-term economic viability of the Master Plan area for the City.

The 1987 Official Plan was further amended to define the Regional Centers in accordance with the in-force Growth Plan at the time it was passed. Policy 3.16.2 of the Markham Official Plan, as amended by OPA 183, describes Regional Centres as being 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 coordinated 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.

The BSMP contributes to meeting the goals and objectives of the 1987 Markham Official Plan. It delivers an intense, high-density, and transit-dependent pattern of development that will provide the opportunity for a significant new residential and employment population, and new retail and service amenities and employment.

6.8 Langstaff Gateway Secondary Plan (OPA 183)

In May 2008, the City of Markham embarked on a process to create a new Master Plan for the Langstaff Gateway area. In December 2009, Development Services Committee received and endorsed the Langstaff Land Use & Built Form Master Plan, prepared by Calthorpe Associates and Ferris + Associates dated October 2009, as the basis for amendments to the Official Plan and a new Secondary Plan for the Langstaff Gateway area. The Langstaff Gateway area is identified as an important urban infill redevelopment opportunity by Municipal, Regional and Provincial governments.

In June 2010, Markham council amended the 1987 Official Plan under Official Plan Amendment 183 to establish a Secondary Plan for the Langstaff Gateway Planning District (No. 44). The Langstaff Gateway Secondary Plan (the “Secondary Plan”) remains in-force following the adoption of the new 2014 Official Plan.

Langstaff Gateway is one of two Regional Centres in Markham which are planned to function as the primary focal points for intensive development in Markham, with the greatest concentration of residential, employment, live-work, mobility, investment, cultural, entrainment and government functions. The Mixed Use designation within intensification areas is intended to be the main focus for intensification in Markham in the form of mixed-use complete communities which create opportunities for active transportation. Height and density is to be directed to frontages along arterial and major collector roads, in proximity to transit.

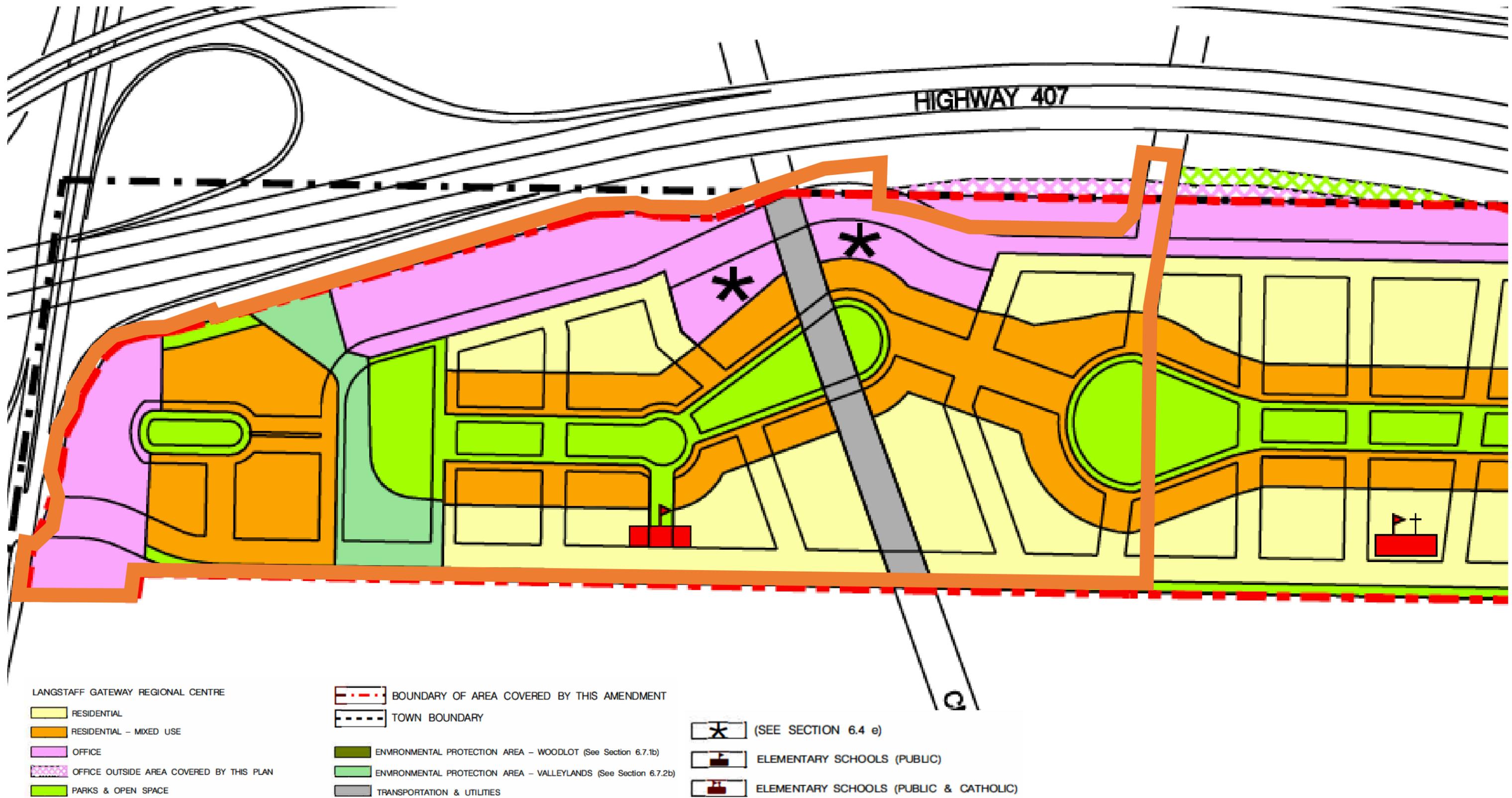
The Secondary Plan designations and overlays that apply to the Subject Site include the following:

- On Schedule ‘AA’ - Detailed Land Use Plan (**Figure 21**) the Subject Site is designated as follows:
 - Residential;
 - Residential – Mixed Use;
 - Office;

- Parks and Open Space;
 - Environmental Protection Area – Valleylands; and,
 - a conceptual overlay for an elementary school;
- On Schedule ‘BB’ – Community Structure (**Figure 22**) the Subject Site contains the following urban structure elements:
 - Mixed Use Development Corridor and Nodes (along the central east-west portion of the Subject Site);
 - Residential Neighbourhoods generally extending across the entirety of the Subject Site;
 - Employment Districts along Yonge Street and the Highway 407 frontage;
 - Green Space Corridor and Greenways, generally forming a linear string of east-west oriented open spaces;
 - a Subway Entrance on Yonge Street;
 - a Transit Node around the Langstaff GO Station;
 - On Schedule ‘CC’ – Development Blocks the Subject Site contains a range of densities varying from a low of 5.4 FSI to a maximum of 15.9 FSI (**Figure 23**)

On Schedule ‘DD’ – Ground Floor Uses (**Figure 24**), identified as requiring Ground Floor Retail fronting certain streets;

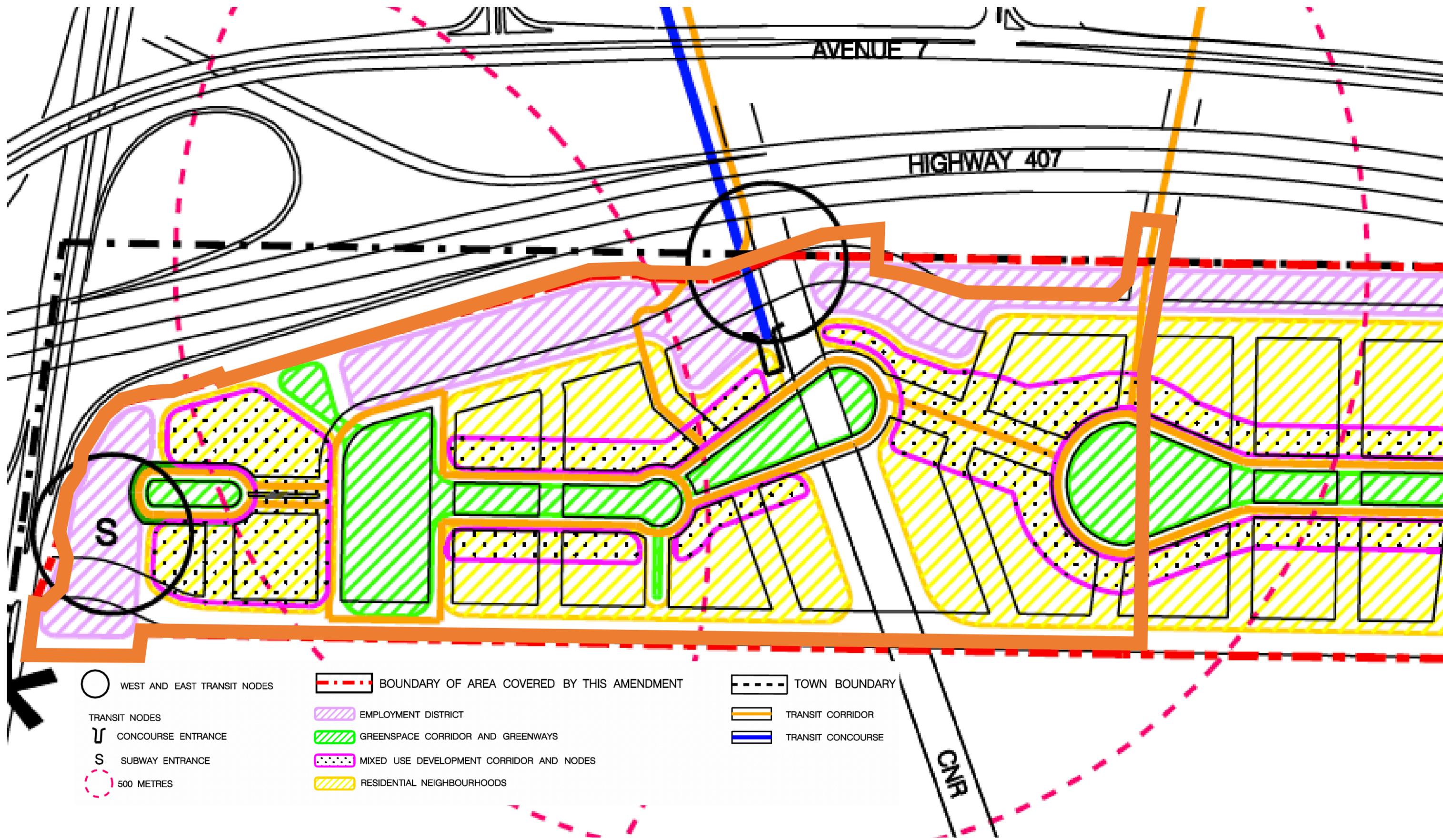
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- On Schedule ‘EE’ – Height Control Plan (**Figure 25**) identified as having Maximum Height permissions for each development block ranging from a low of 3-4 storeys to a maximum of 50 Storeys;
- On Schedule ‘FF’ – Transportation Plan (**Figure 26**) the Subject Site is planned to contain two Major Collector Roads and a grid of Local Streets;
- On Schedule HH – Parks and Open Space System (**Figure 27**) the Subject Site is planned to include a parks and open space system that generally forms a linear green spine from west to east including over a portion of the CN railway tracks.
- On Schedule ‘II’ – Development Phasing and Precinct Plan (**Figure 28**) the Subject Site is identified as being within both the West and Central Precincts, including a small portion of the East Precinct;



EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE AA – LAND USE

BRIDGE STATION MASTER PLAN AREA

Figure 21
Bridge Station Transit Oriented Community, Markham ON

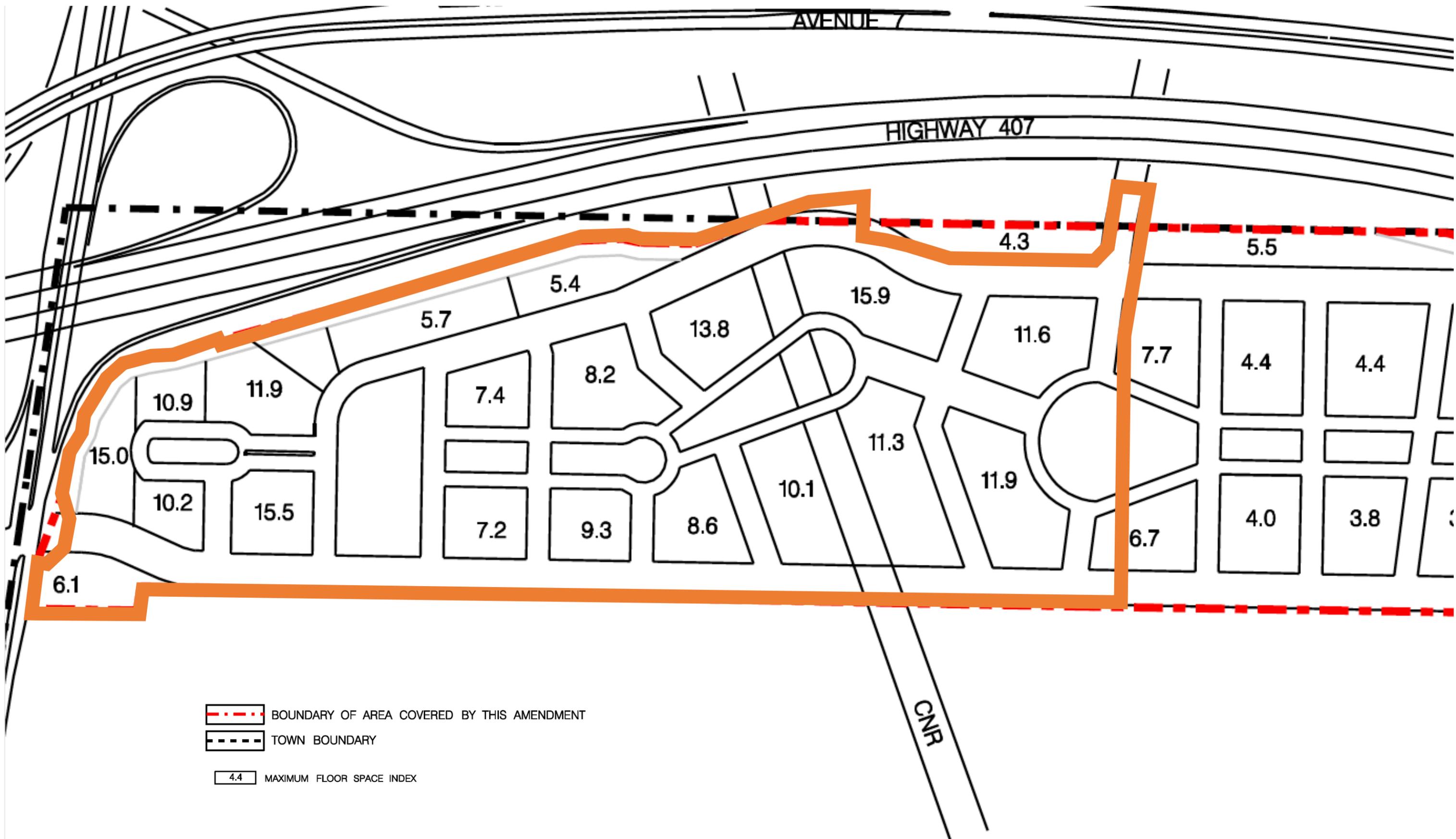


- | | | |
|-----------------------------|--|-------------------|
| WEST AND EAST TRANSIT NODES | BOUNDARY OF AREA COVERED BY THIS AMENDMENT | TOWN BOUNDARY |
| TRANSIT NODES | EMPLOYMENT DISTRICT | TRANSIT CORRIDOR |
| CONCOURSE ENTRANCE | GREENSPACE CORRIDOR AND GREENWAYS | TRANSIT CONCOURSE |
| SUBWAY ENTRANCE | MIXED USE DEVELOPMENT CORRIDOR AND NODES | |
| 500 METRES | RESIDENTIAL NEIGHBOURHOODS | |

EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE BB – COMMUNITY STRUCTURE

BRIDGE STATION MASTER PLAN AREA

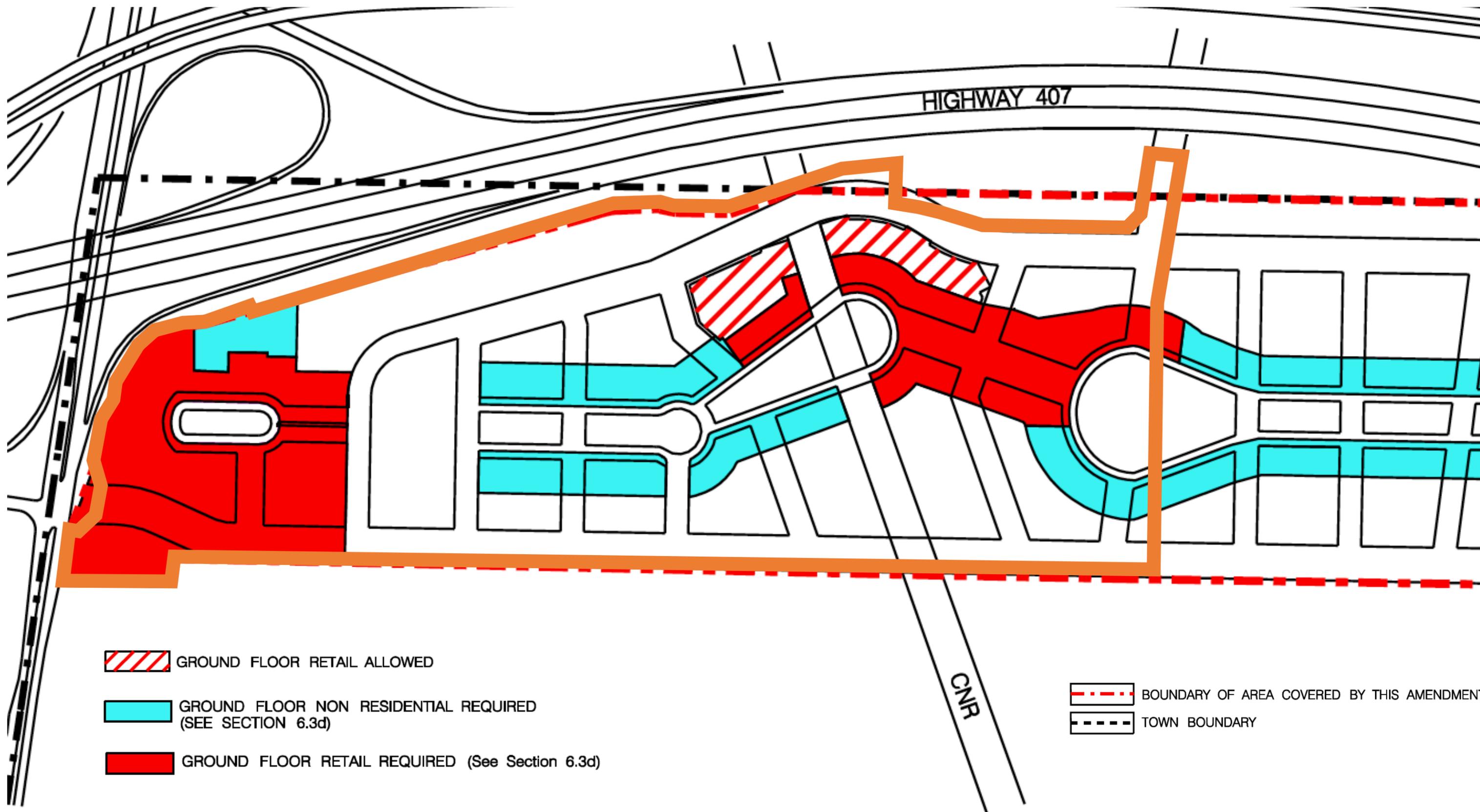
Figure 22
Bridge Station Transit Oriented Community, Markham ON



EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE CC – DEVELOPMENT BLOCKS

BRIDGE STATION MASTER PLAN AREA

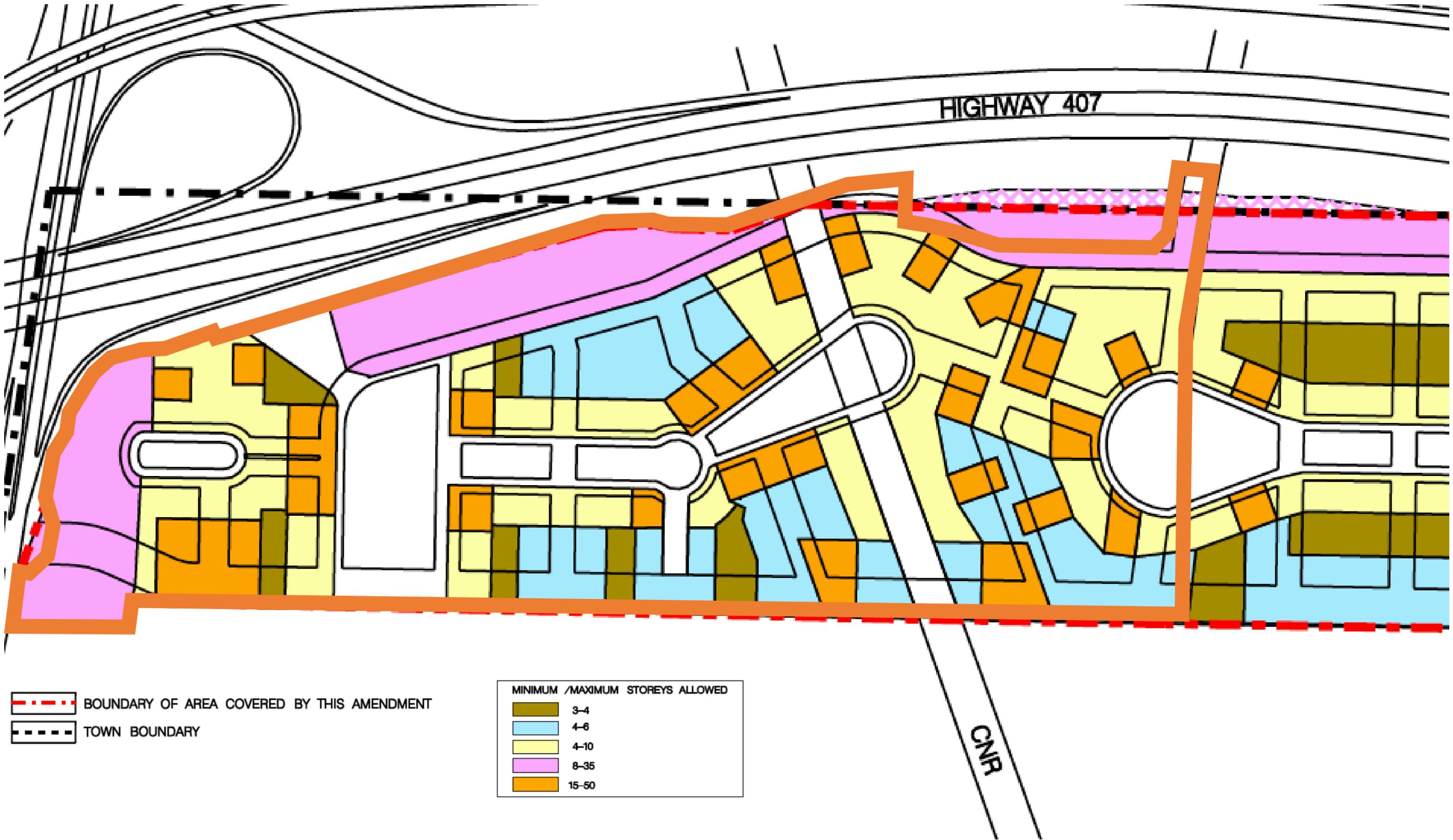
Figure 23
Bridge Station Transit Oriented Community, Markham ON



EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE DD – GROUND FLOOR USES

BRIDGE STATION MASTER PLAN AREA

Figure 24
Bridge Station Transit Oriented Community, Markham ON



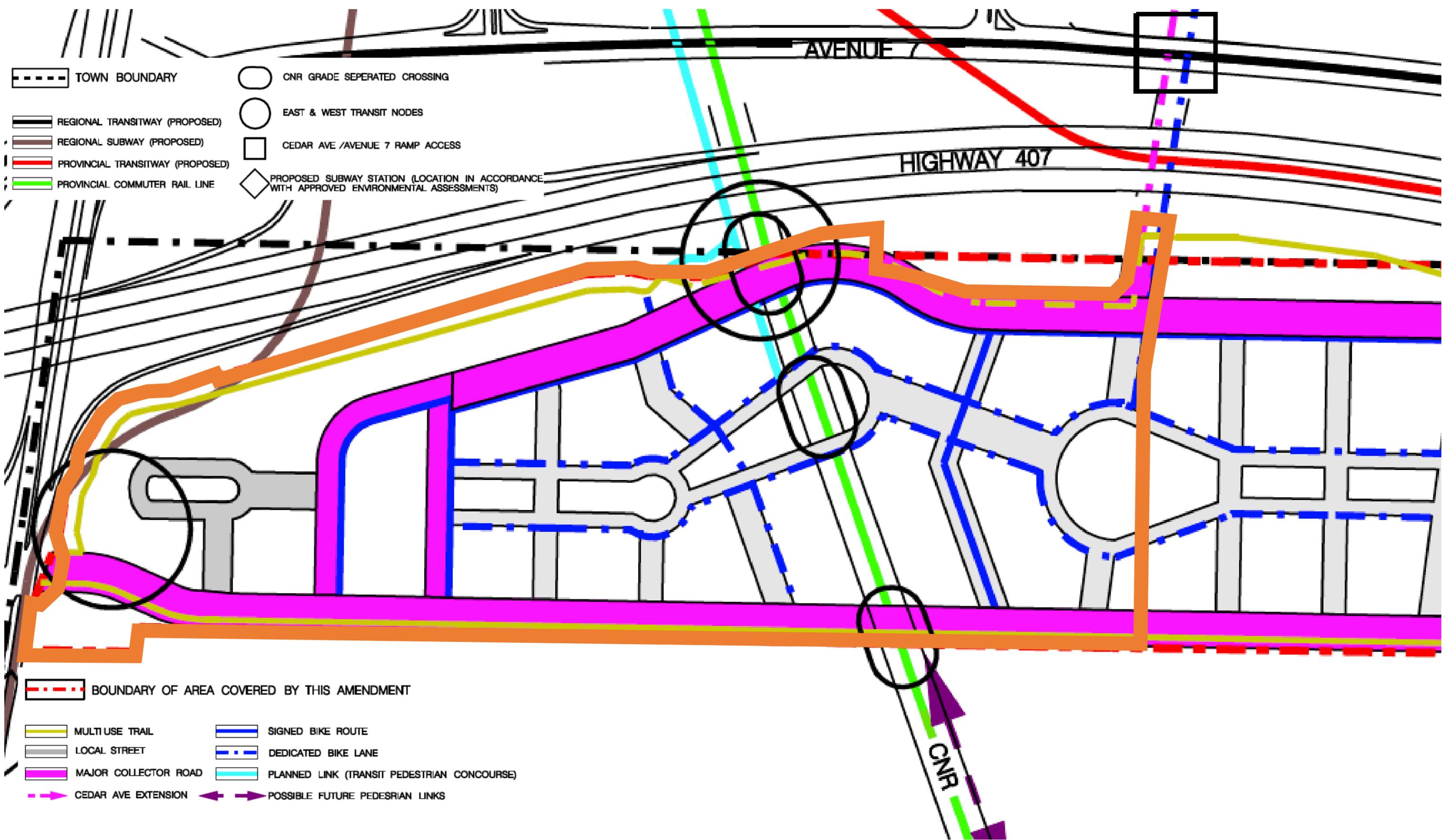
 BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

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

EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE EE – HEIGHT CONTROL

BRIDGE STATION MASTER PLAN AREA 

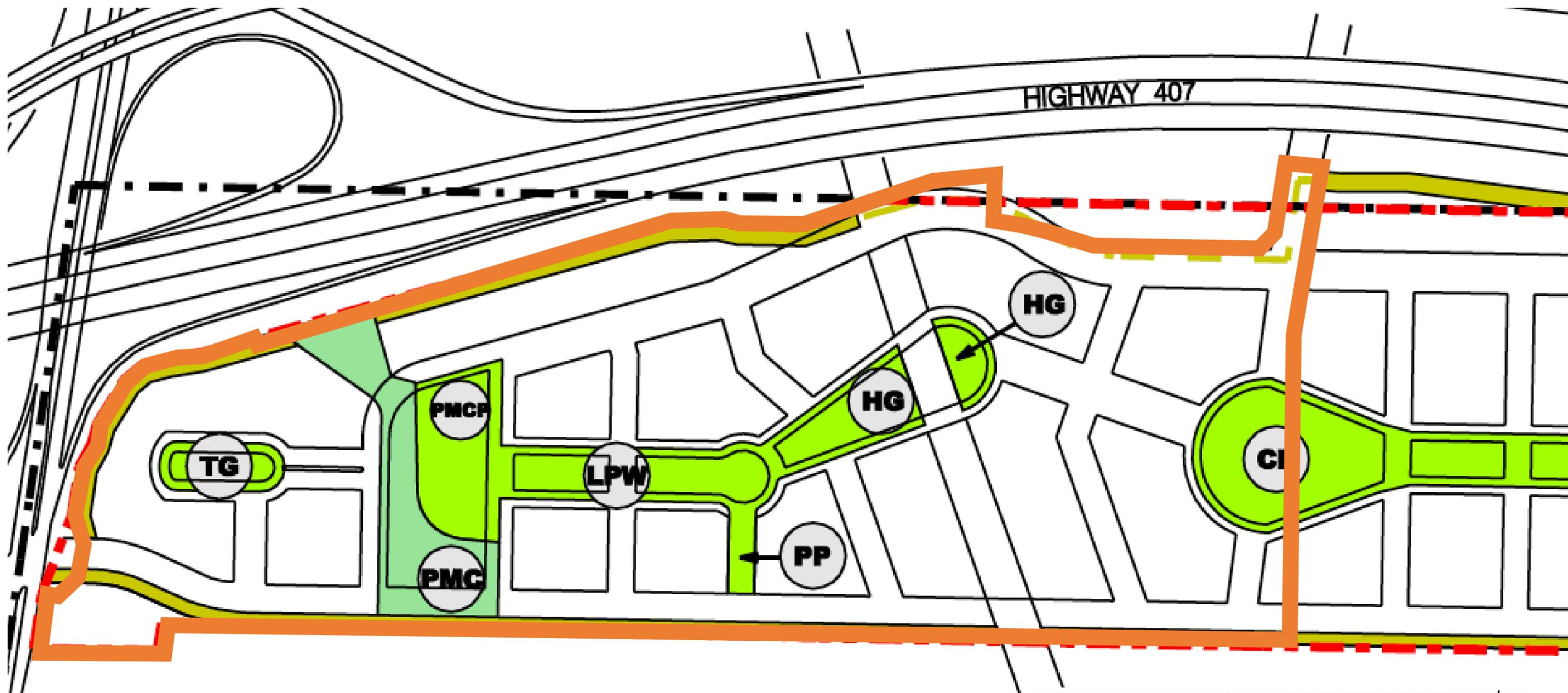
Figure 25
Bridge Station Transit Oriented Community, Markham ON



EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE FF – TRANSPORTATION

BRIDGE STATION MASTER PLAN AREA

Figure 26
Bridge Station Transit Oriented Community, Markham ON



BOUNDARY OF AREA COVERED BY THIS AMENDMENT
 TOWN BOUNDARY

PARKS & OPEN SPACE
 ENVIRONMENTAL PROTECTION AREA - VALLEYLANDS
 MULTI USE TRAIL
 ENVIRONMENTAL PROTECTION AREA - WOODLOT

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

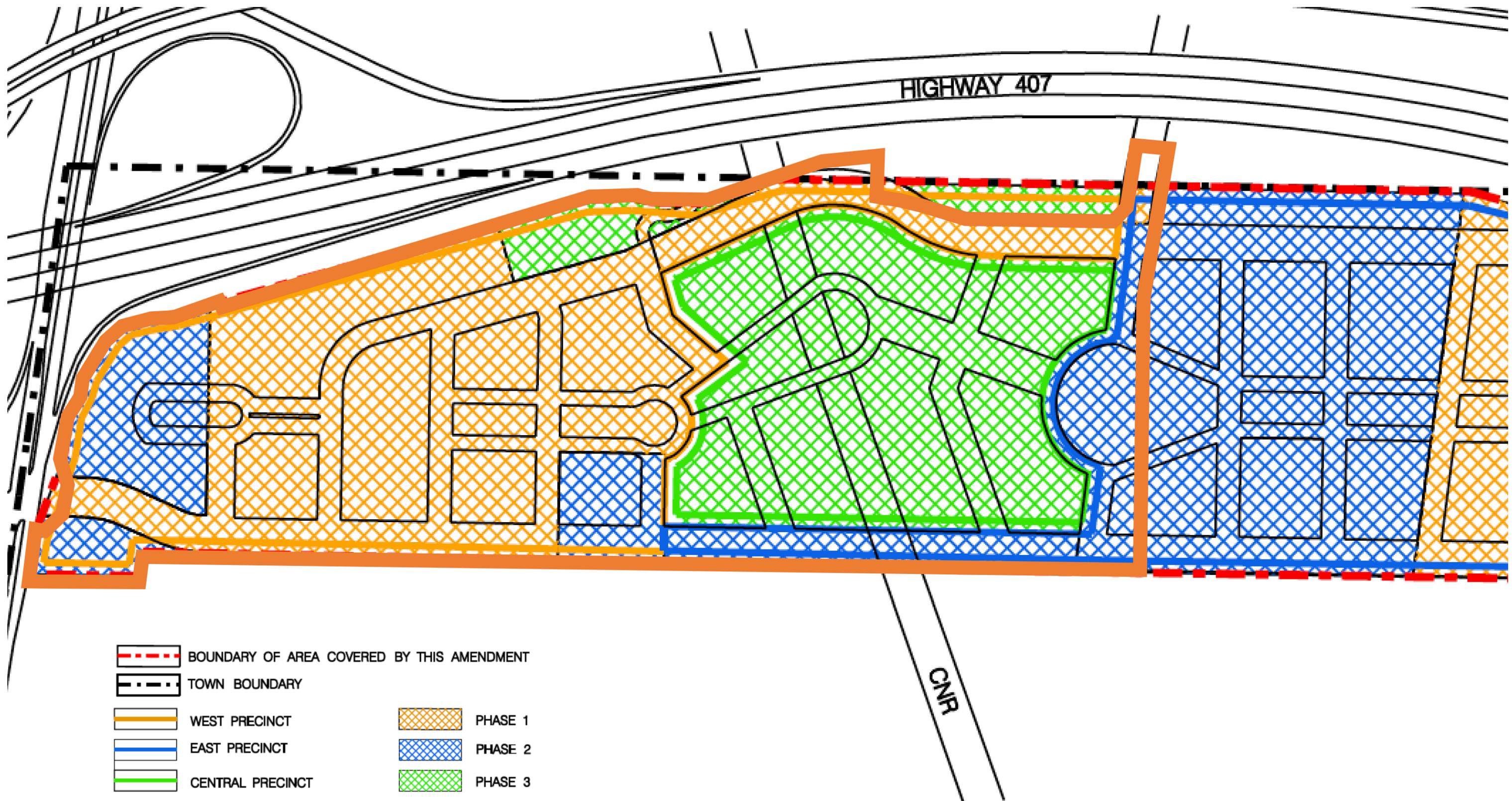
| | |
|-------------------------|--------------------|
| TRANSIT GREEN PARK | CEDAR PARK |
| POMONA MILLS CREEK PARK | WOOD LOT PARK |
| LINEAR PARK EAST | LANGSTAFF WOODLOT |
| LINEAR PARK WEST | HUB GREEN |
| PROMENADE PARK | POMONA MILLS CREEK |

* 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.

EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE HH – PARKS AND OPEN SPACE SYSTEM

BRIDGE STATION MASTER PLAN AREA

Figure 27
Bridge Station Transit Oriented Community, Markham ON



EXISTING LANGSTAFF GATEWAY SECONDARY PLAN SCHEDULE II – DEVELOPMENT PHASING AND PRECINCT PLAN

BRIDGE STATION MASTER PLAN AREA 

Figure 28
Bridge Station Transit Oriented Community, Markham ON

Objectives

Section 4.4 contains the Objectives for the development of Langstaff Gateway, which are “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”.

Section 4.4.3 provides the Mixed Use Centre policies which “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.”

The BSMP is highly responsive to these policies. The BSMP will support and promote transit use by providing an approximate range of 19,715 to 20,490 new housing units and between 9,405 and 12,332 jobs within a pedestrian-oriented street network with parks and open spaces, public amenities, and institutions such as schools. It will contribute to an attractive, safe and comfortable pedestrian environment within the Langstaff Gateway area by providing consistent building façades that address the street and provide for active grade level uses. The BSMP will fulfill the policy objective of the Secondary Plan to create a “complete community” that is integrated with transit, as exemplified in the YNSE Bridge Station design planning process which will ensure the new station is integrated with development from “day one” to provide maximum convenience and accessibility for area residents and workers. In this way the Subject Site will evolve to become an integrated Regional Centre and will ultimately function the way that more mature transit interchange nodes in the broader region currently do, such as Union Station, Bloor-Yonge, Yonge-Eglinton, and Yonge-Sheppard. In these areas, transit connectivity is interwoven with the adjacent high-rise development and provides seamless ability to transfer between lines and transit modes; this is the approach that is proposed with the BSMP.

Secondary Plan policy 4.4.4 outlines the goals for residential development in the Langstaff Gateway Secondary Plan to provide:

- *“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.”*

The BSMP introduces intense housing forms in close proximity to planned and existing rapid transit. Additionally, it provides a variety of housing forms by spreading out unit types, including family sized units. This provides much-needed multi-family housing in an area where, broadly, the housing stock is currently predominantly ground-related housing, as well as the opportunity for generally more affordable unit types including studio and one-bedroom apartments.

Section 4.4.5 describes the goals of the Secondary Plan relative to retail and commercial opportunities. It particularly emphasizes siting retail within walking distance of residential areas and, ideally, within the same building. Policy 4.4.5.c states that it is policy “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”.

The BSMP provides the opportunity for a variety of retail uses on the ground floor. This provides shopping and employment opportunities for residents in proximity, potentially reducing or eliminating some commutes and shopping trips for certain residents. In addition, the BSMP provides the framework for attractive street-oriented façades for storefronts, thus creating desirable and attractive streetscapes, improving the neighbourhood’s walkability, and providing for the viability of independent, small-scale retail.

Section 4.4.6 describes the goals for creating a live-work balance within Langstaff Gateway by providing for employment at strategic locations with access to transit, and permitting employment uses across the majority of the area.

The BSMP provides for employment uses with excellent walkability to transit and integration with residential uses to maximize the potential for live-work arrangements.

Section 4.4.8 speaks to the creation of a linked open space system to collectively function as a central linear spine within the community. The BSMP will provide for a linear park network and will in fact increase permeability and usability of its parks system by way of the enclosure of Pomona Mills Creek to allow for the expansion of programmable open space in Romeo Park and better permeability through the block.

Section 4.4.11 contains the Secondary Plan’s transportation policies which are closely linked with its land use policies, particularly insofar as they relate to ensuring that intense development is strategically located to maximize transit use. Policies in Section 4.4.11 state that it is City policy:

- 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 Hill/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;*
- 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 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.”*

The BSMP is located fully within the Major Transit Station Area and Anchor Mobility Hub surrounding the existing Langstaff GO Train Station and future Bridge Station and is designed to include densities that will give high priority to transit use.

Land Use Policies and Designations

The Subject Site contains a range of land use designations as noted above, in order to create a dynamic mixed use urban node. Policy 6.2 sets out policies for development in Residential areas and Policy 6.3 sets out policies for development in Residential Mixed Use areas. Generally, these areas are both intended to accommodate high density, high rise forms of development, with the main differentiation being the focus of the uses at grade within otherwise residential towers. The Residential areas are intended to be more focused on residential uses and complementary uses such as schools, daycares, places of worship and other such neighbourhood focused amenities at grade, while the Residential – Mixed Use areas are intended to be more focused on having non-residential uses at grade with a focus on retail and civic uses, services and offices.

The BSMP provides the framework for achieving the vision for these land use designations by facilitating high density residential-focused development that will have non-residential use opportunities at grade to take advantage of the high pedestrian volumes anticipated by the accessibility to transit.

Section 6.4 contains policies relative to the Office designation. These areas are intended to provide high density office employment at highly transit focused points within the community, and permit a wide range of uses. The BSMP provides for blocks of employment use along Highway 407 in order to capitalize on exposure to the highway and proximity to the future Bridge Station transit node.

Section 6.5 contains policies relative to Institutional uses such as schools, libraries, community facilities, and places of worship. The BSMP facilitates these uses through use permissions at the lower portions of each block, while also planning for a new urban elementary school within Block W-08 and a new library and community centre in Block W-06. These will be located in shared facilities in order to achieve capital and operating cost efficiencies.

Urban Design Policies

Section 7 contains the urban design policies for the Langstaff Gateway Secondary Plan Area, acknowledging that there should be sufficient flexibility of uses to create the opportunity for development to occur over an extended period of time, beyond 2031.

Section 7.1.1 – Street Pattern, notes that “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.” The BSMP provides for a grid structure of Minor Arterial and local public streets that will provide the overall block structure for a phased approach to the development of the area over time. This structure will provide significant pedestrian permeability especially when coupled with the new decked park over the railway corridor which will enhance connectivity between the east and west sides of the Subject Site.

Section 7.3 contains policies relative to the built form within the Langstaff Gateway District with the intent 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. Key elements to achieving this include providing for an appropriate degree of continuity and enclosure; maximizing views into parks and open space; avoiding blank walls; providing entrances from the public sidewalk through appropriate building setbacks; providing for below grade parking; and locating loading areas away from the public street. The BSMP adheres to these urban design objectives.

Height and Density

Section 7.3.2 contains policies related to density and height and refers to Schedules CC and EE with respect to maximum heights and densities permitted within the area. However, it also provides for significant flexibility and notes that “maximum densities are established as *guiding principles [emphasis added]* to ensure desirable urban form is achieved [and that] building heights will be *generally* consistent with the provisions of Schedule EE.” It further notes that “Council may deem it appropriate for a building or buildings to exceed the general maximum heights set out in Schedule EE without amendment to this Secondary Plan provided the purpose and intent of this Secondary Plan ... are met.”

The BSMP proposes heights and densities that exceed the ranges anticipated on Schedules CC and EE, however this variation is proposed in the context of significant and wide-ranging changes that have occurred since the approval of the Secondary Plan in 2010. These changes to the physical, policy and social context since 2010 include:

- the proposed YNSE realignment and relocation of the former Longbridge Station to the currently proposed Bridge Station, which is centrally located within the Subject Site;
- the enhanced integration of Bridge Station with the Langstaff GO station and a new bus terminal;
- the Province’s TOC Program which seeks to capitalize on the potential for transit-oriented development to off-set the cost of transit expansion and provide for creation of transit-oriented communities;
- the approval of the PPS 2020, which increased the focus on intensification in transit-oriented locations, as well as the emphasis on market based housing creation;
- the approval of the Growth Plan 2019 (amended 2020) which increased the focus on intensification within Urban Growth Centres and particularly Major Transit Station Areas, such as Bridge Station/Langstaff GO;

- an increased region-wide shift towards taller and more urban forms of development especially within Urban Growth Centres, including those outside the City of Toronto such as Vaughan Metropolitan Centre with heights of up to 70 storeys under construction; Markham Centre, with heights of up to 40 storeys per the current City-initiated Secondary Plan review process; and Downtown Mississauga, with heights of up to 65 storeys per the Square One District proposal;
- record new immigration levels planned for the upcoming years at the Federal level;
- the declaration by the Federal Government of a Climate Emergency and the City of Markham's ongoing Council-endorsed preparation of its first green standards requirements list for new development to meet certain climate and sustainability objectives;
- the housing crisis in the Greater Toronto region which has been exacerbated by the COVID-19 Pandemic, including in terms of housing availability and affordability; and,
- the desire for walkable and accessible neighbourhoods that are connected to open space (the 15-minute neighbourhood concept), as heightened by the COVID-19 Pandemic.

In summary, the increased height and density of the BSMP relative to the Secondary Plan permissions is appropriate given the considerations noted above. The Subject Site is uniquely positioned in the geographic heart of the Greater Toronto region and is emerging as an important inter-regional transit node. It is favourably situated (both in terms of its immediate and regional context) for accommodating major new development that will help to achieve and further the original vision of the Secondary Plan as well as respond to considerations that have emerged since the Secondary Plan was approved.

Implementation

Section 11 contains policies related to implementation of the Secondary Plan including preparation of Precinct Plans to accompany development proposals. The BSMP represents the comprehensive plan for the entirety of the West and Central Precincts and therefore represents an accelerated implementation of the overall goals and objectives of the Secondary Plan in light of the significant new infrastructure delivery program being undertaken by Metrolinx and the Province's TOC Program, which is coordinating new development with transit infrastructure delivery.

In summary, the BSMP, as implemented through the Province's TOC Program, achieves the overall objectives of the Langstaff Gateway Secondary Plan. It will deliver a transit dependent mixed use community that is oriented around a new public street network and a linear park network. It will provide for the delivery of a significant amount of new housing and jobs, as well as new community services and facilities. It will facilitate the realization of a significant portion of the Richmond Hill/Langstaff Gateway Urban Growth Centre in an accelerated fashion consistent with the Province's goal of coordinating new development with transit expansion.

6.9 Markham Built Form, Height, and Massing Principles (Urban Design Guidelines)

The Markham Built Form, Height and Massing Principles design guidelines document was prepared in 2009 by the City of Markham in consultation with Sweeny, Sterling, Finlayson and Co Architects Inc. The document assembles a number of best practices for transition, massing, built form and public realm among other matters and is intended to be a tool to help guide how Markham will develop in the future.

Public Realm

Public Realm refers to urban areas which are publicly accessible including streets, sidewalks, parks, open spaces, courtyards and plazas. Guidelines PR.01 to PR 23 provide for the public realm design guidance for new developments in Markham under the following Key Concepts:

- Microclimate
- Relationship of new open space to existing natural resources
- Delineation of open space boundaries
- Landscape architecture
- Street planting & amenity
- Building-to-open-space relationship
- Privacy thresholds for at-grade units
- Connectivity of pedestrian pathways
- Shared uses of open space
- Environmentally sustainable practices & urban agriculture

The proposed BSMP implements both a well-designed and high-quality public realm. As it relates to microclimate and comfort, tall buildings will be located at proposed tower separation distances appropriate for a high-density context, adequately limiting shadow impact onto parks and the public realm and maintaining sky views from the streetscape. The BSMP also includes a robust tree planting plan along most major public streets in the future road network further detailed on the enclosed Landscape Master Plan prepared by NAK Design Strategies.

The BSMP addresses the open and park space design principles of guidelines PR.02 to PR. 08 through providing a hierarchy of parkland ranging from larger landmark parks such as Romeo Park and Bridge Park to the smaller and community focused Cedar Park, along with interspersed multi-use trails and passive open spaces to meet the day-to-day needs of employees and residents. Together, the proposed park blocks act as neighborhood focal points with accessibility from all four street frontages and adjacent buildings at each park block and opportunities for sidewalk cafes and passive seating along the edges of each park. Views from each park block will also be maintained through the framing of street edges with base-buildings appropriate for a highly urbanized context, encouraging passive surveillance. The proposed

parkland and open space will provide for a range of active and passive programming and flexibility of uses for users of all ages and abilities further detailed on the enclosed Parkland Concept Plans for Romeo and Bridge parks

In terms of streetscape design, building facades are proposed to vary in materials, fenestration and articulation block-by-block across the BSMP. Urban planter beds and street trees are also proposed to provide pedestrians with a sense of enclosure and shelter. The overall scale of development is proposed to be brought down to a human level when considering the planned pedestrian-level landscape streetscape treatments. Canopies and awnings are also encouraged throughout the design of individual blocks at the detailed design stage to provide for pedestrian shelter and protection from harsh weather conditions. Sidewalk and multi-use trails are also provided at wider widths to promote active transportation and use even at peak demand or high traffic periods. The widest 3.0 metre multi-use trails will connect users to and from the proposed Bridge Station.

Streets and Blocks

Street pattern is the backbone of any neighbourhood or City. Key concepts of street design in the guideline document are set out under recommendations SB.01 to SB.09 and include:

- Street pattern
- Street hierarchy
- Coordination of scales of traffic
- Planting and amenity zones
- Utilities
- Parking

The BSMP implements a pattern and grain of urban streets and blocks drawing upon inspiration from the street and block pattern of the Secondary Plan which calls for a new urbanist modified grid network and defined hierarchy of roads. The proposed road hierarchy allows for the safe and efficient movement of all users from heavy vehicles, passenger vehicles, surface transit (bus), cyclists and pedestrians, among other evolving urban transport forms. Major collector streets (North and South Boulevard) are the highest capacity streets and intended to absorb the majority of east-west vehicle flows, while Cedar Avenue (Major Collector) will provide for north-south flows between the Bridge and High Tech Station TOC's. Local roads are interspersed with development blocks at a finer scale in the east and west of CN areas intended for localized traffic and active transportation volumes, while private condo lanes will act primarily as site access, passenger pick-up and drop off, along with service vehicle access areas.

The street network is designed and principled on the premise of improving the pedestrian and active transportation user experience to encourage transit use. To achieve this outcome a robust street tree planting program is proposed, along with bike lanes and a network of multi-use trails through open spaces to move active users across the site in the most efficient, safe and convenient ways possible.

Block dimensions as described by the Built Form, Height and Massing Principles, relate to the intensity, scale, accessibility and type of use. Key concepts of block design and development outlined in the design guidelines include:

- Block dimensions for different land uses
- Subdivision of large blocks with mid-block pedestrian connections
- Irregular street and block conditions

The proposed block layout and block sizes within the street network is fine-grained and provides for appropriate block depths and dimensions for tall buildings and other mid-rise built forms within a highly urbanized context. Mid-block connections are proposed through private condo lanes and the larger park blocks to provide permeability and move active users across the site in a safe and convenient manner. The general block design proposed also draws upon and is a refinement of the conceptual block layouts of the original Secondary Plan through an irregular block and street pattern which emphasizes pedestrian connectivity at the larger Bridge Park Block between adjacent development blocks. The proposed block pattern also reinforces park edges and uses the proposed park blocks as a transition tool from dense urban pedestrian streetscape environments to open spaces which allow for greater sky views and openness.

Building Location

Building location is key component in the design of desirable streets and neighborhoods. Key design guideline concepts of building location are outlined under Guidelines BL.01 to BL.10 and include:

- Building-to-street relationship
- Street frontage and address
- Building-to-open-space relationship
- Privacy thresholds for at-grade units
- Barrier-free access
- Relationship to existing single-family neighbourhoods
- Building on site

The proposed BSMP will provide for uniform street walls framed by base-buildings of tall and mid-rise built forms of consistent height for a sense of pedestrian enclosure and to encourage ground floor retail animation of the public realm. Entrances are proposed at each block at corner or central locations where they are highly visible from the street and building corners are proposed to animate the streetscape through material cues and façade articulation. Ground floor heights, where retail is proposed will support a range of retail tenants and uses and where feasible following the guideline recommendation of 4.5 metres.

Community facilities and schools are proposed at corner locations and in prominent community focal points. Blocks W-06 (3,000 square metre community centre) and W-08 (5,250 square metre school) are both proposed adjacent to the proposed Romeo Park all within 500 metres of the future Bridge Subway

Station. Community facility and school blocks are also proposed with adjacencies to employment and residential mixed-use development blocks to foster co-location and compact development fundamentals envisioned under the original Secondary Plan.

Built Form

Under the Markham Built Form, Height and Massing Principles, built form encompasses building height, massing and setbacks, among other form related matters. Built form guidelines ensure buildings are located in ways appropriate to their context. Key concepts of built form guidelines BF.01 to BF.12 include:

- Influence of transit investment
- Building-to-street relationship
- Human scale in urban environments
- Flexible design
- Architectural variety
- Sustainable construction

Guideline BF.01 sets out: “Transit as catalyst: Support transit hubs by surrounding them with highest densities, a mixture of uses and pedestrian amenities. Ensure appropriate transitions to existing residential development are provided” and Guideline BF.02 provides: “Intensify Major Streets: Locate higher levels of intensity and height along major arterial roads and highways. Beyond transit hubs, these should be the recipients of major intensification efforts. The BSMP is centered around the future Bridge Subway Station along with future bus rapid transit and Langstaff GO Station. The proposed built forms within the BSMP support nearby higher-order transit investment by providing a mixture of uses and tower and podium built forms ranging from the highest levels of density nearest transition and transitioning down in height with increasing distance from Bridge Station. Higher-density development blocks are also located along the Major Collector roads within the BSMP.

The proposed built form provides a build-to-line condition along public street frontages to frame the urban street edge, provide a sense of animation, passive surveillance and pedestrian enclosure while also reinforcing the highly urbanized context of the BSMP.

Architectural variety on a block-by-block basis is also encouraged at the site plan and detailed design stage to break down building massing and to promote a vibrant public realm.

Tall Building Design

Guidelines TB.01 to TB.04 sets out Markham’s tall building design guidelines, and while these guidelines do not provide for policy statements for which development must be consistent with or conform to, they provide general direction and dimensions to consider in the design of tall buildings City-wide. Guidelines TB.01 to TB.04 are summarized as follows:

- Guideline TB.01 sets out: *“In residential developments, set back tall buildings from the street edge. Locate low-rise building edges and/or podiums along streets.”*
- Guideline TB.02 provides: *“Within the general approach to block dimensions described in SB.10, SB.11, SB.12, generally limit the distribution of tall buildings to one tower per block to allow views and sunlight onto adjacent open spaces and streets, and to support a comfortable pedestrian realm.”*
- Guideline TB.03 states: *“Minimize shadows cast by tall buildings on public open spaces and private amenities. Applications involving tall buildings should include shadow studies and analysis by the applicant.”*
- Guideline TB.04 provides: *“Tall buildings should be spaced sufficiently far apart to prevent overcrowding of skyviews and skylines. The separation distance between towers should be a minimum of 40m. This distance should also be considered where towers are located on adjacent blocks.”*
- Guideline TB.05 states: *“Design tall residential buildings above any podium with a maximum floorplate of 800 m² to minimize shadow impacts on surrounding streets, sidewalks neighbouring buildings and private amenities.”*

The proposed tall buildings within the BSMP have been designed with step-backs above base buildings, off-set tower separation conditions, façade articulation, and setbacks to adequately limit shadows cast onto the public realm and park blocks. Tower floorplates are proposed with slender design characteristics and differentiated materiality on a block-by-block basis to allow for adequate sun and sky views between blocks and tower forms, while also balancing the site’s context within a highly urbanized Urban Growth Centre and Provincially defined MTSA where tall buildings are anticipated under the foregoing provincial and municipal policy framework.

The BSMP includes proposed tower separation distances of 30 metres to over 40 metres within most blocks. Development blocks closer to Yonge Street, proposed with a similar developed built form to the original Secondary Plan, provide for tower separation distances in the range of 25 to 30 metres, consistent with the overall direction of the Secondary Plan, however in no case are tower separation distances of less than 25 metres proposed, which is widely considered to be a relevant threshold metric for determining appropriate tower separation distances in Greater Toronto Area municipalities.

Parking and Loading

Design guidelines PL.01 to PL.09 provides guidance on designing urban environments to accommodate parking and loading in a transit supportive manner. New developments are expected not to accommodate parking in surface lots and instead concentrate parking into underground facilities and some on-street parallel spaces.

Parking in the BSMP is anticipated to be accommodated primarily through underground garage facilities at rates consistent with parking demand experienced and anticipated across other GTA Urban Growth Centres. While parking facilities will be further designed at the future site plan approval and detailed

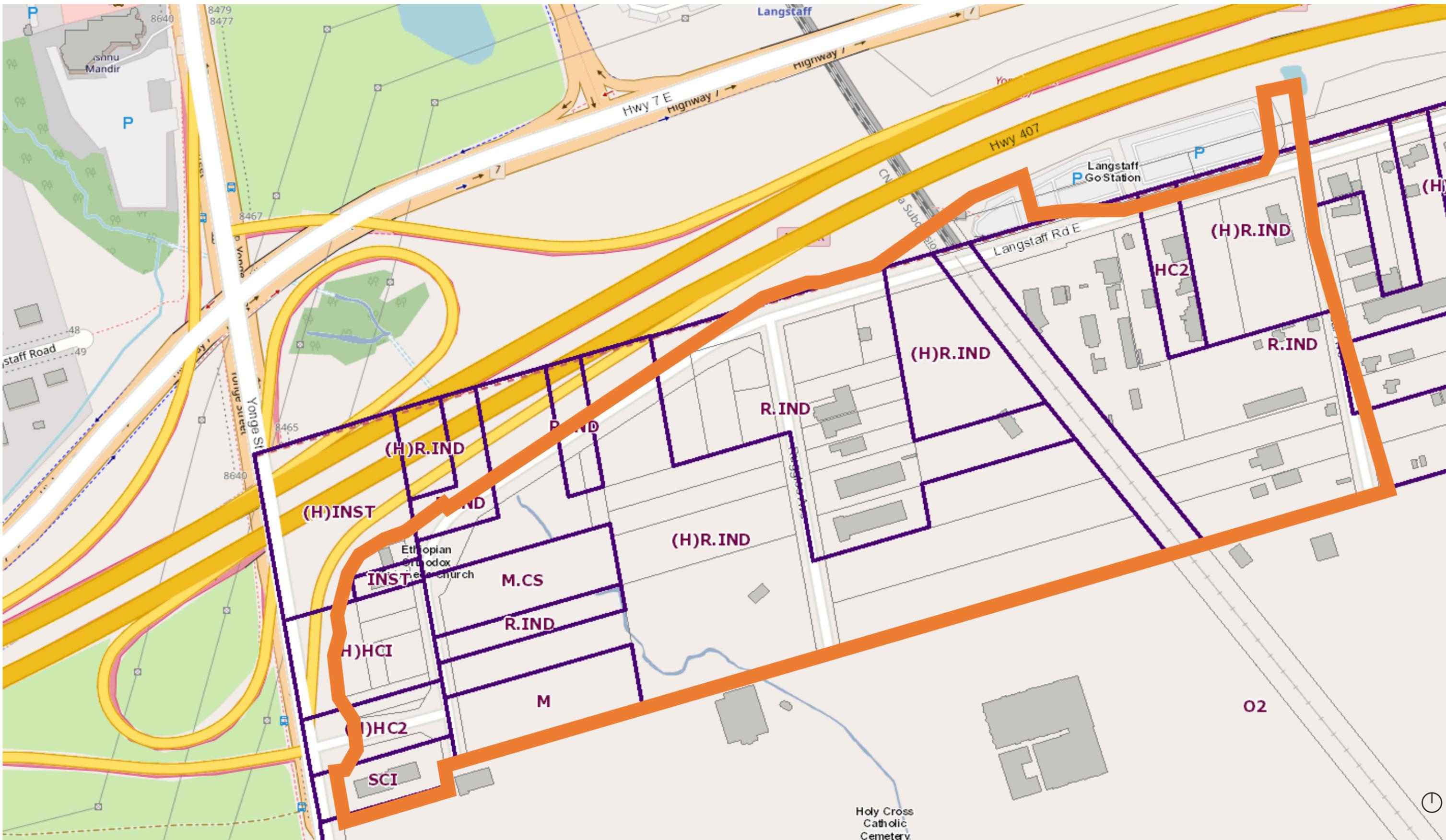
design stages, parking and loading facility entrances will generally be located within blocks such that curb cuts and pedestrian realm crossings are minimized and facilities are screened by overhead doors or landscape features. Shared parking between uses will also be encouraged through the implementation of the TOC Program along with loading access and facility arrangements that allow for access from local roads and private condo lanes to minimize conflicts along the major collectors. Please refer to the enclosed Bridge Station Transit-Oriented Community Transportation Plan prepared by WSP for further discussion and analysis of parking and loading.

6.10 City of Markham Zoning By-law 2551

The Subject Site is subject to Markham Zoning By-law 2551 and is mostly zoned (H) Rural Industrial (R.Ind.), with the “H” symbol representing a holding provision on the lands. The Rural Industrial Zone allows for a range of industrial uses including “wholesaling, manufacturing, processing, packaging, bottling, printing, repairing or warehousing” as well as associated retail, offices, and showrooms (**Figure 29**).

Given that the Subject Site is located within an approved Secondary Plan area (“OPA 183”) with implementation policies for development to take place within the Secondary by way of site-specific Zoning By-law Amendments, the underlying zoning permissions no longer implement the policy aspirations of any level of government for the Subject Site. Accordingly, zoning amendments that secure and implement the BSMP block structure, proposed mix of uses, and heights and densities, among other appropriate standards, would align with the policy framework for the Subject Site and represent good planning.

In February, 2020, Council approved amendment 2020-11 to the Zoning By-law to facilitate the development of Phase 1A of the Langstaff Gateway community which is located within western portion of the BSMP Site, and which is proceeding by way of a Site Plan Application. This approval represents the first zoning-approved phase of development within the BSMP.



CITY OF MARKHAM ZONING BY-LAW 2551

BRIDGE STATION MASTER PLAN AREA

Figure 29
Bridge Station Transit Oriented Community, Markham ON

7.0 Rationale Summary

7.1 Planning Rationale and Urban Design

In summary, the proposed BSMP, and corresponding TOC developments within each block, represents good planning, and:

- Has regard for matters of provincial interest under the Ontario Planning Act;
- Is consistent with the Provincial Policy Statement, 2020 policies related to Development and Land Use Patterns, Housing, Employment Public Spaces, Recreation, Parks, and Long-Term Economic Prosperity, among others;
- Conforms to the 2019 Growth Plan for the Greater Golden Horseshoe, as amended, policies related to development and intensification within Major Transit Station Areas and Urban Growth Centres, Managing Growth, Employment, Housing, and Integrated Planning policies, among others;
- Conforms to the York Region Official Plan policies, and generally implements the direction of the evolving policy context of the York Region Municipal Comprehensive Review;
- Implements a land use vision and proposed built form that supports Metrolinx's 2041 Regional Transportation Master Plan for the Greater Toronto and Hamilton Area;
- Implements the key objectives of the policies set out in both the partially in-force 2014 City of Markham Official Plan and 1987 City of Markham Official Plan;
- Implements and furthers the fundamental vision and objectives of the Langstaff Gateway Secondary Plan (2011);
- Is in keeping with the forward-looking, highly urbanized, transit-dependent and mixed-use vision of the original Calthorpe Master Plan (2009) while recognizing the general evolution of planning and development in the Greater Toronto Area since its conception over a decade ago, including the need to optimize development opportunities around transit to mitigate climate change impacts and meet carbon reduction targets;
- Achieves the objectives of the TOC Memorandum of Understanding between the Province and York Region;
- Addresses and responds appropriately to the City of Markham's Built Form, Height and Massing Principles Guidelines; and,
- Maintains the fundamentals of good planning through implementing the TOC Program in a manner that is logical, achievable, and directly connected to new transit infrastructure delivery.

7.2 Community Services and Facilities Strategy

The original Langstaff Gateway Secondary Plan envisioned a range of community services and facilities at full build-out of the community. Under the Secondary Plan (Policy Section 11.5.2) community services and facilities were intended to be phased in as the community matures and other infrastructure milestones, such as subway completion, are reached. The fundamental objective of community services and facilities under the Secondary Plan was to integrate community facilities within the future neighborhood, both vertically and laterally, and to co-locate community uses with residential, employment, retail and broader institutional uses with the same block (Policy Section 4.4.7).

The proposed BSMP reinforces and improves upon this vision through a future co-located library and community centre within the base -building of block W-06 with residential towers above supporting full vertical integration. Block W-06 is also located strategically within the BSMP where it is walking distance (approximately 250 metres) from the future Bridge Station entrance and also adjacent to the proposed Romeo Park Block – a highly visible context along a dominant pedestrian and surface (bus) transit flows route. It is the vision of the BSMP for Block W-06 to function as a community services hub.

Interspersed amongst several west and east blocks are other smaller community and civic uses which may include daycares where feasible. These smaller community uses are also located within the base-buildings of high-density blocks where they are readily accessible to future residential and office/ employment users. The clustering of the community hub civic uses along with the dispersion of smaller and locally focused facilities within the balance of the community reinforces and builds upon the original Secondary Plan’s vision for co-located and urban community facilities.

7.3 Urban Schools Strategy

As York Region and Markham underwent its first wave of urbanization, school sites were traditionally developed as part of outward urban expansion largely based on automobile centric patterns of development. As a result, these school sites are often land and infrastructure intensive. Today, School Boards across the Greater Golden Horseshoe have inherited legacy policy and funding models that support these traditional suburban school site forms, despite the current provincial policy direction for compact, and complete communities.

The Growth Plan, as applied to the Langstaff Gateway Urban Growth Centre, provides an overall vision for complete communities to be implemented within Urban Growth Centres. Complete communities are places that offer and support opportunities for people of all ages and may take many shapes or forms appropriate to their contexts.

The original Secondary Plan further envisioned an urban school site model in Langstaff Gateway. Policy Section 6.5.1 pioneered the notion of an urban school site model in Langstaff calling for potential vertical integration of school sites with residential uses within the same block, co-location of school sites with parkland and other community facilities, promoting smaller school site sizes and joint use of parkland, reduced parking standards for schools and multi-storey school uses.

The BSMP both responds to, and implements, this Provincial and Secondary Plan policy direction through a proposed vertically integrated school site of approximately 5,250 m² within Block W-08. This proposed urban school model will be co-located within the base-building of Block W-08 which is planned as a future high-density institutional and residential mixed-use block. Block W-08 will be located within 500 metres to the future YNSE Bridge Station along with the GO Station to provide direct and convenient transit access to staff and students arriving by transit. The future school site yard will provide for a co-located interface with the proposed Romeo Park with along with an exclusive use school yard.

The proposed BSMP’s implementation of an urban school site policy regime conforms to the Growth Plan, makes for efficient use of land and infrastructure in the UGC and Provincially defined MTSA, supports future higher-order transit infrastructure, capitalizes on the forward-looking opportunity to integrate

schools vertically with other uses in areas nearest major transit investment, and fosters the creation of a complete community for the long-term.

7.4 Parkland Strategy

The parkland policies of the original Secondary Plan stemmed from the land use percentage allocations by the Calthorpe Master Plan for the Langstaff Gateway community. The Calthorpe Master Plan and resulting current Secondary Plan call for approximately 24.30% of the net developable area in Langstaff to be contributed as parkland. Under the original Secondary Plan parkland was envisioned to be provided in locations which maximizes use by residents and employees and is open to views from as many sides as possible for safety and access (Policy Section 6.6.2).

The BSMP will provide for a range parkland options for future residents that responds appropriately to the highly urbanized context of the community and reinforces the original Secondary Plan, while also providing for more parkland as a percentage of net developable than the Calthorpe Master Plan and comparable highly urbanized contexts in the City of Toronto such as Yonge-Eglinton Centre and Downtown Toronto.

In total 50,444 square metres (5.044 ha) of parkland will be provided within the BSMP area broken down as Bridge Park at 25,967 square metres in size, Romeo Park at 19,124 square metres and Cedar Park in the east at 5,353 square metres. In addition, 11,582 square metres of passive open space and multi-use trail space will be provided in the BSMP.

In total, the proposed 50,044 square metres of parkland represents a dedication rate of 29% of the net developable site area (excluding roads). The dedication rate increases to 34% of net site area if multi-use trails and other passive open spaces are included. This provides for a greater dedication rate over net developable site area than several comparables studied including:

- 1) The original Secondary Plan (24.30% of net developable site area);

The City of Toronto which applies a 20% net developable site area cap on parkland dedication for comprehensive development sites greater than five (5) hectares;

- 2) The Planning Act Section 42 standard rates which have a combined, weighted (residential and non-residential) dedication requirement of approximately 4% of site area at the current levels of residential and commercial density proposed;

The level of parkland proposed under this new policy regime for the BSMP area is appropriate and adequate to serve the long-term needs of future residents within a high-density and compact urban context, making the most efficient use of land and infrastructure through a landmark Bridge Park, a highly central and programmable Romeo Park, and localized Cedar Park (please refer to parkland schematics prepared by NAK Design Strategies for further programming details).

The parkland shown on the Master Plan drawings and described above is intended to fulfil the parkland dedication requirements for the BSMP area in order to provide a robust system of parks and open space in a manner that aligns with the goals and objectives of the TOC Program.

7.5 Range and Mix of Housing Options

The Provincial, Regional, and Municipal planning framework calls for a range and mix of housing options within the BSMP. This is further reinforced by the Secondary Plan which had the shared objective for a broad range of compact housing forms, a range and mix of unit sizes, and varying ownership options in Langstaff Gateway. The BSMP will achieve this broad range of housing policy objectives through providing a range of both rental and ownership forms of residential tenure, unbundling the cost of parking spaces with individual unit sales, providing a range and mix of grade-related townhouses and larger two- and three-bedroom units in addition to one-bedrooms, and locating, where feasible, larger units on the lower floors of buildings.

The BSMP will also contribute to providing a range of much needed multi-family housing forms within an area of Markham and the broader North GTA that presently contains low-density single-detached housing on large suburban lots.

7.6 Summary of Supporting Consultant Reports and Plans

Shadow Study

IBI Group have included a Shadow Study within the architectural Municipal Submission package. The Shadow Study has been prepared to provide an overview of the shadow impact of the proposed BSMP built forms during daytime hours (on an hourly basis) on each of March 21, June 21 and September 21.

During the morning hours of all three periods, some shadow is cast westward onto the proposed parkland blocks, however off-set tower conditions, tower siting, and the proposed tower separation distances at 30 to 40 metres adequately limit and mitigate shadow onto the proposed parks in an urbanized context.

Mid-day and peak use times of 11:18am to 1:18pm provide for durations of time with limited shadowing onto both Bridge and Romeo Parks and high-levels of sun exposure. Significant sunlight is experienced on the parks during the mid-day to early afternoon periods. In the late afternoon and evening time blocks, more shadow is experienced within the parks than morning or mid-day, however there are still some aspects of sun exposure maintained during all daylight hours.

Overall, the shadow impact onto the surrounding area is minor with limited shadowing cast onto a small landscaped portion of the Cemetery from Block W-04 during a limited time period and only after 4:18pm. Most net new shadows are cast onto the Yonge Street right-of-way, Highway 407, and eastward onto other additional future high-density development lands within the original Secondary Plan area. There is limited to no shadowing of any nearby municipal parks or low-rise neighbourhoods from the BSMP.

Transportation Plan

WSP Group have been retained by Markham Gateway LP to prepare a Transportation Plan to implement the BSMP. WSP's report includes traffic modeling, recommendations for road network design, a proposed parking strategy and a transportation demand management ("TDM") plan.

Improvements required to the external road network to the BSMP include increasing signal lengths at several intersections along Bayview Avenue and Yonge Street and some additional lanes along these existing rights-of-way.

The internal road network will accommodate the following proposed signalized intersections:

- Langstaff Road East and Creek Street West;
- Creek Street West / North Boulevard and Street C;
- North Boulevard and "A" Street;
- North Boulevard and Cedar Avenue;
- South Boulevard and Cedar Avenue; and,
- South Boulevard and North Boulevard (in East Precinct).

Transit priority signals are recommended at:

- Street C and Creek Street West, where buses exit from the bus layover at Transit Lane; and,
- North Boulevard and "A" Street to accommodate buses destined to the layover on "C" Street adjacent to a secondary entry to Bridge Subway Station.

Pedestrian crossovers will be installed at the following intersections:

- South Boulevard and "A" Street;
- North Boulevard and "A" Street;
- North Boulevard and Essex Avenue;
- South Boulevard and Essex Avenue; and,
- Midblock on "D" Street between North Boulevard and South Boulevard connecting the parks on either side.

In terms of the proposed surface transit network, an internal shuttle service is proposed with connections from individual development blocks to the subway station, bus terminal and GO Station. Suggested peak-period headways are 10 minutes during the weekday morning and afternoon periods, with off-peak headways of 20-minutes.

The proposed active transportation network will include multi-use paths and cycle tracks built into the future street sections, short and long term bicycle parking facilities, multi-use trail connections to surrounding area developments as part of the York South Greenway project and intersection pedestrian signals.

The proposed BSMP parking strategy includes the following recommendations:

- The unbundling of residential parking spaces from residential units;
- No minimum parking and the adoption of maximum parking requirements;
- Pooled/Shared parking should be permitted for residential visitors, office, retail, and civic uses;
- On-street parking should be provided where feasible, targeted for short-term users and reserving off street spaces for longer-term users;
- Paid parking should be implemented, and parking pricing should encourage high turnover and discourage excess demand and over-utilization;
- Consideration of dynamic pricing at pooled parking lots to better utilize the parking capacity;
- Employees should be required to pay for parking;
- Pooled parking revenue may be used for sustainable modes of transportation, such as subsidized transit passes, subsidized transit shuttle service, car- and bike-share programs, and additional bike parking facilities to further reduce the automobile use;
- Usage of Intelligent Transportation System technologies that direct motorists to available parking spaces and pay for parking; and,
- Parking garages built to be future-ready for land uses other than parking.

The following TDM measures are recommended within the BSMP:

- Transit Shuttle Service;
- School Special- Shuttle service;
- Transit Incentive Program:
 - Residents and employee; and,
 - Discounted monthly Presto pass.
- Car-Share Program:
 - Five vehicles; and,
 - Membership.
- Carpool facilities;
- Bicycle Parking and Amenities;
- Regional Bike Share System;
- Bicycle Voucher;
- Paid Employee Parking;
- Peak Spreading;
- Live-Work and Telework;
- Transportation Information Packages and Portal; and,
- Communication and Education sessions.

All boundary area road intersections are expected to operate within overall capacity with acceptable delays, expect for Yonge Street and Highway 407 Eastbound off-ramp/ Langstaff Road East. The proposed signal and road improvements at the Yonge Street and Highway 407 Eastbound off-ramp/ Langstaff Road East intersection will improve the operations, however westbound left and southbound left movements are expected to operate over capacity due to high demand and long cycle length. The dynamic microsimulation model simulates lower turning volumes and shorter queue lengths indicating traffic may choose less congested routes. The balance of the Highway 407 on/ off-ramp intersections within the study area will operate at a level of service of “D” or better.

Servicing and Stormwater Management Report

Schaeffers Consulting Engineers have been retained to prepare a Functional Servicing and Stormwater Management Report for the proposed BSMP.

As it relates to water supply and servicing, connections to PD-5 and PD-6 will service the site. This will be facilitated by a connection to the 300 mmØ watermain on Yonge Street, as well as connections to the existing 1050mmØ PD-6 transmission main. Results of the WaterCAD analysis for the proposed water supply scheme suggest that there is sufficient pressure within the system to service the Subject Site. Hydrant testing is recommended to verify the available pressure in the existing system.

On sanitary servicing, the BSMP is proposed to be serviced through the Pomona Creek Collector on the southern boundary of the BSMP. York Region has confirmed that a capacity of 9,000 additional units is available. Based on the proposed unit counts the existing Pomona Creek Collector will not be sufficient to provide servicing to the site. York Region is working on the final design of the east-west diversion sewer across Highway 7 to the Richmond Hill collector, the Region should confirm the ultimate capacity of the Pomona Creek Collector and Highway 7 diversion. Schaeffers further concludes that if the diversion/by-pass sewer is appropriately sized for the full Langstaff Gateway Development, no capacity constraints are anticipated.

Four separate storm sewer systems are proposed by Schaeffers for storm servicing. First, a CWC system conveying clean water from the site plan block W-05 directly to the creek. Second, a CWC system conveying clean water from site plan blocks W-01, W-02, W-03, W-04, W-05, W-13, and W-14 directly to the creek. Third, a storm sewer system to convey road drainage on the west side to the west SWM tank. Fourth, a storm sewer system to convey roadway, remaining site plan blocks, the Station Block, and park blocks to the east SWM tank. The 2000mmØ culvert will be re-aligned to convey external flows under Creek Street.

Stormwater management storage for the roadways in the BSMP will be achieved using an east and a west SWM tank. Site plans and the east and west SWM tanks shall have release rates based on the Don River Unit Flows for the respective post-development drainage areas. The quality control for the road drainage tributary to the west tank will be achieved by a permanent pool system designed to remove 60% Total Suspended Solids (TSS), and an Oil Grit Separator at the outlet for the remaining 50% TSS removal to achieve the “Enhanced Level” (80% TSS Removal). The quality control for the road drainage tributary to the east tank will be achieved by a permanent pool system designed to remove 60% TSS, and an OGS at the outlet for the remaining 50% TSS removal to achieve the “Enhanced Level” (80% TSS Removal).

Additional treatment will be achieved by tree pits. Erosion control for the east and west SWM tanks will be achieved by the retention of a 25mm event over 48 hours. Site plans shall utilize a best management approach to retain 5mm of rainfall likely with water re-use and infiltration where possible. A pre-post water balance is not required for the Subject Site, although it will be achieved through the retention of 5mm.

Landscape Master Plan

NAK Design Strategies have been retained to prepare conceptual Landscape and Public Realm Master Plan drawings as part of the enclosed Municipal Submission package. This package includes both an overall Public Realm Plan which envisions street-planting across the majority of public and private street network, opportunities for street cafes and passive seating along raised planters within the urban street sections.

The conceptual drawings provided for Bridge Park provide inspirational precedents for the range of programming proposed which includes café seating, passing and active lawns for seating and play areas, a retail promenade, Spanish Steps, an art garden, outdoor dining/ eating, a butterfly garden and grass mounds.

The conceptual drawings provided for Romeo Park provide inspirational precedents for a range of active and passive programming including: a tree allée, creek garden, pollinator garden, court games, a basketball court, kids play areas, oval green and viewing amphitheater steps.

8.0 Conclusion

The proposed BSMP, as implemented under the TOC Program, has regard for matters of provincial interest under the Planning Act, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe by implementing an appropriate level of density, mix of housing options, employment, parkland and community services and facilities within the Langstaff Gateway Urban Growth Centre.

The BSMP contributes to meeting the goals and objectives of the York Region Official Plan, City of Markham (1987) Official Plan and the City of Markham (2014) Official Plan. The BSMP further reinforces and responds to the vision of the Langstaff Gateway Secondary Plan for a vertically integrated, transit-oriented, and highly urbanized and mixed use community in Langstaff. The BSMP also responds appropriately to the City of Markham’s Built Form. Height and Massing Principles along with Infrastructure Ontario’s Transit-Oriented Communities Guidelines, and reinforces the implementation of the 2041 RTMP.

In closing, The BSMP will provide a transit-supportive level of density, fostering the creation of a compact, complete community in Langstaff Gateway. The BSMP respects and reinforces the fundamental planning and urban design principles and vision of the original Langstaff Gateway Secondary Plan while also planning for a transit-supportive level of density given the emerging transit infrastructure context of Bridge Station and the YNSE project as a whole. The BSMP will provide for a substantial amount of new housing and employment in the Urban Growth Centre and planned MTSA which will be focused on transit accessibility and will support the financial viability of the Province for the long-term.

For the many reasons outlined in this report, the redevelopment of the Subject Site in line with the BSMP represents good planning and warrants approval through the Province’s TOC Program.

WND associates

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Principal

Appendix A: Development Statistics Summary

Table 1: Development Statistics West of CN Rail Tracks per Architectural Submission

| Parcel Number | Parcel Size (m ²) | Primary Use | Maximum Dwelling Units (DU) | Total GFA (m ²) | FSI (GFA/Parcel Size) | Residential Area Max. (m ²) | Non-Residential | | | | | |
|-----------------|-------------------------------|-------------|-----------------------------|-----------------------------|-----------------------|---|--|----------------|-----------------------------------|--------------|----------------------------------|---------------|
| | | | | | | | Employment/Office Area (m ²) | | Retail Required (m ²) | | Civic Required (m ²) | |
| | | | | | | | Max. | Min. | Max. | Min. | Max. | Min. |
| Block W01 | 4,967 | Resi+office | 259 | 31,998 | 6.4 | 19,800 | 9,273 | 9,273 | 555 | 555 | 0 | 0 |
| Block W02 | 6,368 | Resi | 994 | 84,013 | 13.2 | 76,078 | 0 | 0 | 685 | 685 | 1,027 | 1,027 |
| Block W03 | 7,207 | Resi | 1,190 | 96,910 | 13.4 | 91,000 | 0 | 0 | 235 | 235 | 695 | 695 |
| Block W04 | 4,030 | Office | n/a | 13,813 | 3.4 | 0 | 12,404 | 12,404 | 386 | 386 | 0 | 0 |
| Block W05 | 6,630 | Resi+office | 1,017 | 104,008 | 15.7 | 77,850 | 17,490 | 17,490 | 385 | 385 | 579 | 579 |
| Block W06** | 7,103 | Resi | 1,298 | 111,514 | 15.7 | 99,354 | 0 | 0 | 900 | 900 | 3,000 | 3,000 |
| Block W07 | 6,449 | Resi | 1,646 | 138,425 | 21.5 | 125,991 | 0 | 0 | 872 | 872 | 1,308 | 1,308 |
| Block W08*** | 6,490 | Resi | 564 | 52,901 | 8.2 | 43,132 | 0 | 0 | 600 | 600 | 5,250 | 5,250 |
| Block W09 & W10 | 6,414 | Resi | 1,376 | 116,106 | 18.1 | 105,306 | 0 | 0 | 880 | 880 | 1,320 | 1,320 |
| Block W11 | 6,896 | Resi+office | 1,418 | 125,061 | 18.1 | 108,501 | 18,060 | 6,020 | 1,276 | 1,276 | 0 | 0 |
| Block W12 | 5,602 | Resi+office | 1,624 | 143,881 | 25.7 | 124,277 | 18,060 | 6,020 | 1,084 | 1,084 | 1,842 | 1,842 |
| Block W13 | 2,452 | Resi | 388 | 32,355 | 13.2 | 29,663 | 0 | 0 | 295 | 295 | 0 | 0 |
| Block W14 | 3,930 | Resi | 400 | 33,725 | 8.6 | 30,608 | 0 | 0 | 248 | 248 | 371 | 371 |
| Block W15 | 9,660 | Office | n/a | 83,225 | 8.6 | 0 | 76,486 | 76,486 | 574 | 574 | 0 | 0 |
| Total | 84,198 | | 12,172 | 1,167,936 | 13.9 | 931,560 | 151,773 | 127,693 | 8,975 | 8,975 | 15,392 | 15,392 |

Notes:* Total GFA = Above Grade Area x 108% (Assuming 8% addition for mechanical penthouse & below grade GFA as defined by the City of Markham's Zoning By-law). ** A library combined with community centre (±3,000 m²) is proposed within parcel W06. *** A school of ±5,250 m² is proposed within parcel W08.

Table 2: Development Statistics East of CN Rail Tracks per Architectural Submission

| Parcel Number | Parcel Size (m ²) | Primary Use | Maximum Dwelling Units (DU) | Total GFA* (m ²) | FSI (GFA/Parcel Size) | Residential Area Max. (m ²) | Non-Residential | | | | | |
|---------------|-------------------------------|-------------|-----------------------------|------------------------------|-----------------------|---|--|---------------|-----------------------------------|--------------|----------------------------------|--------------|
| | | | | | | | Employment/Office Area (m ²) | | Retail Required (m ²) | | Civic Required (m ²) | |
| | | | | | | | Max. | Min. | Max. | Min. | Max. | Min. |
| Block E01 | 12,615 | Resi+office | 2,517 | 223,922 | 17.8 | 192,640 | 32,221 | 11,006 | 3,689 | 3,689 | 0 | 0 |
| Block E02 | 6,609 | Resi | 1,594 | 132,619 | 20.1 | 121,992 | 0 | 0 | 803 | 803 | 0 | 0 |
| Block E03 | 9,881 | Resi+office | 1,594 | 141,981 | 14.4 | 121,999 | 21,006 | 7,002 | 2,463 | 2,463 | 0 | 0 |
| Block E04 | 9,647 | Resi | 2,614 | 219,900 | 22.8 | 200,061 | 0 | 0 | 1,420 | 1,420 | 2,130 | 2,130 |
| Total | 38,752 | | 8,318 | 718,421 | 18.5 | 636,692 | 53,227 | 18,008 | 8,375 | 8,375 | 2,130 | 2,130 |

Table 3: Overall Development Statistics per Architectural Submission

| | Total Parcel Size (m ²) | Maximum Dwelling Units (DU) | Residential Area (m ²) | | Residential Area (m ²) | | Total GFA (m ²) |
|----------------------|-------------------------------------|-----------------------------|------------------------------------|------------------|------------------------------------|----------------|-----------------------------|
| | | | Min. | Max. | Min. | Max. | |
| West Side of CN Rail | 84,198 | 12,172 | 907,480 | 931,560 | 152,060 | 176,140 | 1,167,936 |
| East Side of CN Rail | 38,752 | 8,318 | 601,473 | 636,692 | 28,513 | 63,732 | 718,421 |
| Total | 122,950 | 20,490 | 1,508,953 | 1,568,252 | 180,573 | 239,872 | 1,886,357 |

Notes: *GFA as defined under the City of Markham's Zoning By-law.

Table 4: Parkland Statistics per Architectural Submission

| | Proposed Area in m ² | Proposed Area in Ha | Proposed Area in Acre |
|--|---------------------------------|---------------------|-----------------------|
| Total Parkland Area | 50,444 | 5.044 | 12.465 |
| Total Open Space | 11,582 | 1.158 | 2.862 |
| <i>Overall Total (Parkland and Open Space)</i> | 62,026 | 6.203 | 15.327 |