

Clause 9 in Report No. 16 of Committee of the Whole was adopted, as amended, by the Council of The Regional Municipality of York at its meeting held on November 16, 2017.

1. Council endorse the principles outlined in Attachment 1 *as amended by the communication from the Commissioner of Transportation Services dated November 15, 2017.*

9

Richmond Hill/Langstaff Gateway Regional Centre - Growth Capacity and Timing

Committee of the Whole recommends that consideration of the following items be deferred to the November 16, 2017 Regional Council meeting to allow for further consultation between Regional and local municipal staff:

1. Deputation by Sam Balsamo, on behalf of Condor Properties.
2. Communication from Andrew Ferancik, Principal, WND Associates, dated November 8, 2017.
3. The following recommendation contained in the report dated October 27, 2017 from the Commissioner of Corporate Services and Commissioner of Transportation Services and Chief Planner:

1. Council endorse the principles outlined in Attachment 1.
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Report dated October 27, 2017 from the Commissioner of Corporate Services and Commissioner of Transportation Services and Chief Planner now follows:

1. Recommendation

It is recommended that:

1. Council endorse the principles outlined in Attachment 1.

2. Purpose

This report provides Council with an information update regarding pre-subway transportation network capacity within the Richmond Hill/Langstaff Gateway Urban Growth Centre, and sets out principles to guide and advance development.

3. Background and Previous Council Direction

Richmond Hill/Langstaff Gateway is a high density Provincial Urban Growth Centre that is planned to accommodate 48,000 people and 31,000 jobs to 2031

The Richmond Hill/Langstaff Gateway area is a designated Provincial Urban Growth Centre under the Growth Plan for the Greater Golden Horseshoe and an identified Regional Centre within the York Region Official Plan. The Centre is a planned high density, mixed use community, a GO rail and intermodal transit hub, and an important component of York Region's growth management strategy. The Centre is planned to accommodate 48,000 people (approximately 23,000 units) and 31,000 jobs by 2031. The Regional Centre is also the terminus of the future Yonge Subway Extension (see Attachment 2 – Map) and key connection hub to the viva rapidways on Highway 7 and Yonge Street, and the first segment of the planned 407 transitway.

A 2011 transportation study recommended that development on both sides of the centre be phased

In May 2011, Regional Council endorsed the Richmond Hill/Langstaff Gateway Centre-Wide Transportation Study. The Transportation Study examined transportation network capacity before subway completion and recommended that development on both sides of the Regional Centre be phased in conjunction with transportation improvements.

The Regional municipal comprehensive review process will consider policies aimed at supporting local planning initiatives and coordinated development within the centre

In 2011, Regional planning staff initiated Regional Official Plan Amendment No. 4 (ROPA 4) to the York Region Official Plan 2010. It was endorsed in principle by Regional Council in September 2011. ROPA 4 includes a policy framework to support local planning initiatives and development of the Regional Centre in a balanced, coordinated and phased approach. ROPA 4 has not been adopted by Regional Council, as a number of transportation and servicing matters required

further analysis. Given a Regional municipal comprehensive review (MCR) is underway, the policies of ROPA 4 will be considered through that process.

4. Analysis and Implications

Regional and local transportation network improvements can provide capacity for up to 7,000 units prior to the Yonge Subway Extension

The 2011 Transportation Study identified that up to 7,000 units may be developed prior to the Yonge Subway extension. However, before development can proceed, 5,000 of the 7,000 units require transportation network improvements in the area (see Table 1). Water and wastewater capacity is available to service pre-subway development within the Regional Centre and will be allocated by the local municipalities based on local municipal allocation policies.

The connection between Cedar Avenue and Red Cedar Avenue is recommended to accommodate development beyond 2000 units

Richmond Hill currently has 2,000 residential units attributed to existing zoning permissions. These units can proceed to development without any additional transportation improvements. Currently, due to transportation network capacity, fewer than 500 units within Markham (Langstaff Gateway) can proceed.

There are only two access points within Langstaff Gateway: Langstaff Road at Yonge Street and Langstaff Road at Bayview Avenue. A review of the 2011 Transportation Study undertaken by Regional staff in 2016 confirmed that the extension of Red Cedar Avenue from its current terminus in Richmond Hill to Cedar Avenue in Markham is required prior to any significant development proceeding within Langstaff Gateway (Attachment 1).

The Red Cedar-Cedar connection is not in the 2017 10-Year Roads Capital Construction Program but will be considered as part of future budgets which are reviewed annually. York Region and Markham are both currently collecting Development Charges for the shared portion (one-third) of the Red Cedar-Cedar connection. The Red Cedar-Cedar connection is in the Region's current Development Charge Bylaw and is identified as a near-term need in the 2016 Transportation Master Plan.

Richmond Hill/Langstaff Gateway Regional Centre – Growth Capacity and Timing

Shared transportation network capacity will be monitored as part of existing Centres and Corridors Annual Update Report

The 5,000 units available to both municipalities are subject to infrastructure improvements (see Attachment 2). These improvements will be confirmed through transportation studies in support of development applications. It should be noted that the 2,000 units available on the Richmond Hill side is not part of the 5,000 units and therefore do not require infrastructure improvements identified in Attachment 2.

The connection between Cedar Avenue and Red Cedar Avenue is a key component of linking this Regional Centre in the early stages of development. The timing of construction of this connection will be based on further transportation studies prepared to support development proposals, as they are submitted. The need for the connection is to be based on the joint transportation study completed in 2011. Site specific transportation studies will have to consider increases in background traffic since 2011 and consider the Regional Centre as a whole. These 5,000 units will be monitored as development proceeds, and reported to council annually through the annual Centres and Corridors Update Report.

York Region, Markham and Richmond Hill staff generally agree that transportation network capacity is limited under the pre-subway scenario, and should be shared and monitored

Regional planning and transportation staff met with local municipal staff several times, most recently in October 2017. Staff generally agree that transportation network improvements will be required and shared between Richmond Hill and Markham (save for the 2,000 units assigned to Richmond Hill Centre in recognition of existing zoning).

- Localized infrastructure needs are to be confirmed through Transportation Mobility Plan studies prepared in support of development applications. Transportation Mobility Plan studies can identify other measures such as transportation demand management, parking management and alternate travel choices to driving.
- Annual monitoring to be reported to Council (as part of the Centres and Corridors Report).
- It is important to move development forward in this Regional Centre and ensure servicing capacity does not remain unused.

Richmond Hill/Langstaff Gateway Regional Centre – Growth Capacity and Timing

Regional staff have developed principles to guide pre-subway development

Regional planning and transportation staff have determined that within the Regional Centre, development may advance as discussed in this report and based on the principles outlined in Attachment 1.

These principles recognize the transportation capacity limits as noted earlier in this report. As well, the principles outline that water/wastewater capacity will continue to be allocated to developments by the local municipality, based on local municipal allocation policies and within the overall cap assigned by the Region to each municipality. Every effort will be made to complete identified Regional transportation projects to service the Regional Centre in keeping with endorsed and approved transportation plans and studies.

These principles are intended to advance development in this Regional Centre, and promote good communication and understanding between the municipal partners in building a transit oriented Regional Centre.

The Yonge subway extension is required to achieve full development of the Urban Growth Centre

The Province of Ontario and the Government of Canada have committed over \$91 million dollars to advance the design work for the Yonge Subway extension. This is expected to be completed over the next two years. The Region wants to ensure that this important Urban Growth Centre continues to develop by maximizing the available transportation network capacity and further demonstrating the requirement of the Yonge Subway extension.

Staff recommend that all new developments within the Centre participate in the sustainable residential development incentive programs

The Region currently has two sustainable residential development incentive programs through which developments can secure additional Regional water and wastewater servicing capacity assignment by implementing water efficiency and other sustainable measures in their developments:

- Sustainable Development through LEED (high-rise developments)
- Sustainable Home Incentive Programs (low-rise developments)

Although servicing is not a constraint prior to the 7,000 units of development, it is recommended that all new developments within this Urban Growth Centre require participation in both of these programs.

Richmond Hill/Langstaff Gateway Regional Centre – Growth Capacity and Timing

Principles for development support strategic objectives to focus growth and development within the Regional Centres and Corridors

The principles included in Attachment 1 support development activity in Centres and Corridors consistent with the *2015 to 2019 Strategic Plan* objective of “encouraging growth along Regional Centres and Corridors”. Further, the principles support the Region’s urban structure and city building goals of the *Regional Official Plan* and *Vision 2051* by facilitating the development of compact and complete communities.

5. Financial Considerations

The Red Cedar Avenue–Cedar Avenue connection extension will be considered in a future budget when cost sharing arrangements have been finalized

The Red Cedar-Cedar connection is a mid-block crossing under Highway 407. The underpass structure to facilitate the future Red Cedar-Cedar connection was constructed when Highway 407 was built. Accordingly, the majority of the infrastructure for the extension is already in place, with the exception of local road connections on either side of the underpass structure. Currently, the Region is collecting development charges for a portion of the connection. The City of Markham is also collecting development charges for a portion of the Red Cedar-Cedar connection project.

The timing of the Red Cedar-Cedar connection will be considered in a future budget when cost sharing arrangements with the municipalities have been finalized.

6. Local Municipal Impact

Transportation network capacity in the Centre continues to be limited until the extension of the Yonge subway is completed. Until then, transportation network capacity will be shared between Richmond Hill and Markham as the Centre develops. The principles outlined in this report allow both Richmond Hill and Markham to share 5,000 residential units of available transportation network capacity to developments prior to the Yonge Subway Extension. York Region staff has facilitated discussions with planning and transportation staff from Richmond Hill and Markham leading to principles that maximize the available transportation network capacity. Regional staff will continue to work

Richmond Hill/Langstaff Gateway Regional Centre – Growth Capacity and Timing

collaboratively with Richmond Hill and Markham to ensure the coordinated, efficient, and orderly development of the Centre.

7. Conclusion

Development within the Richmond Hill/Langstaff Gateway Urban Growth Centre is limited due to existing transportation network capacity. The extension of the Yonge Subway from its current terminus at Finch Avenue to Richmond Hill/Langstaff Gateway is required in order to realize the full development potential of the Urban Growth Centre. The Provincial and Federal Governments are investing over \$91 million in the two-year design phase of the subway extension.

With localized transportation network improvements, 5,000 residential units will be available to Markham and Richmond Hill prior to the start of subway construction, in addition to the 2,000 units in Richmond Hill (in recognition of existing zoning).

The shared 5,000 units will be reviewed and the available network capacity verified by the Region through transportation studies in support of development applications. Regional staff will report back to Council as part of the annual Centres and Corridors Update Report to ensure regular information sharing and review opportunities between the municipal partners.

This report provides principles to help advance growth and development within both sides of the Centre, consistent with Regional and local objectives to focus growth and support development activity within the Centres and Corridors.

For more information on this report, please contact Jeff Hignett, Senior Planner at 1-877-464-9675 ext. 71515.

The Senior Management Group has reviewed this report.

October 27, 2017

Attachments (3)

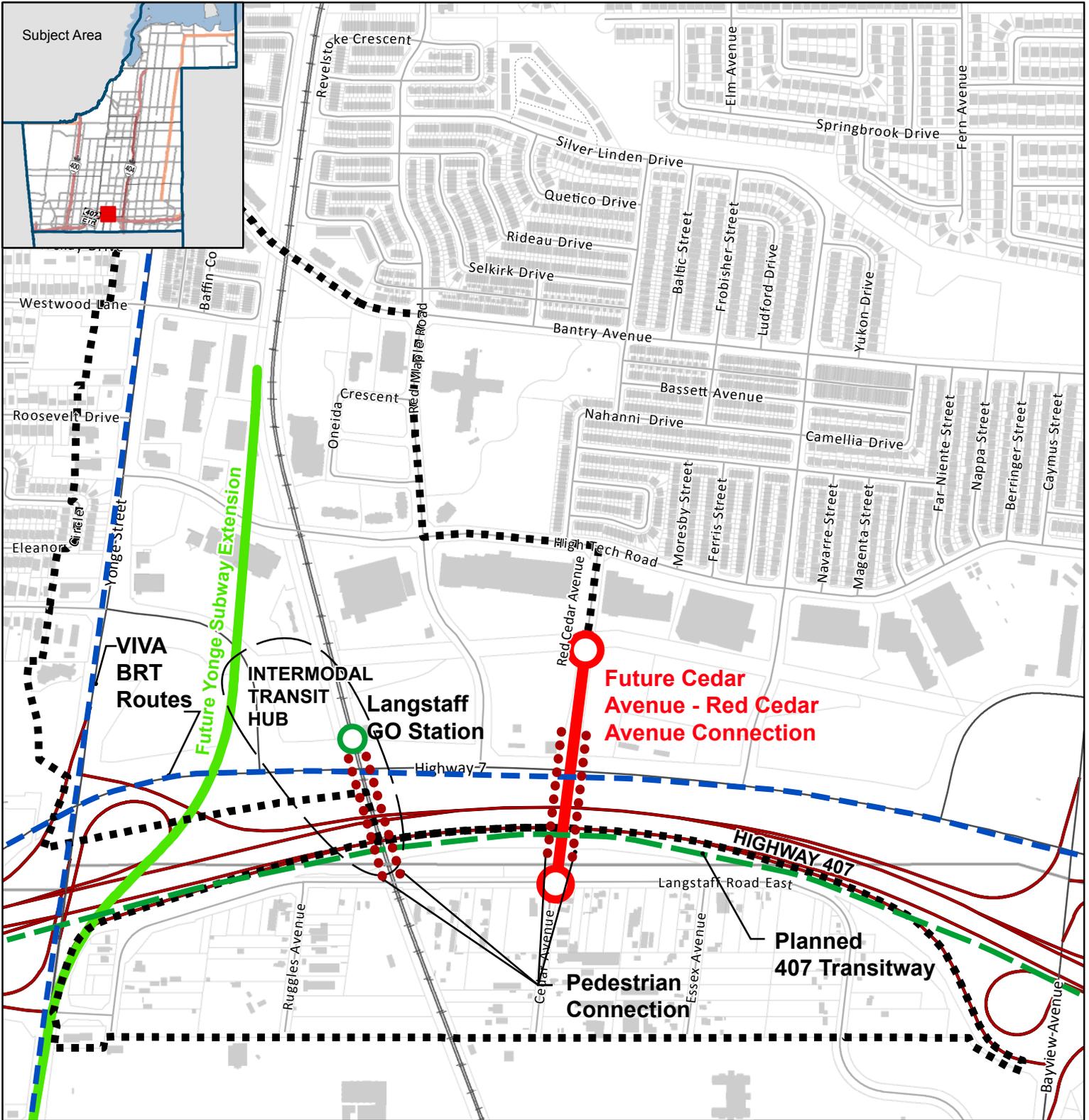
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Accessible formats or communication supports are available upon request

Principles to Advance Yonge Subway-Related Development

Regional planning and transportation staff have determined that within the Regional Centre, development may advance based on the following principles:

- Water/wastewater capacity will continue to be allocated to developments by the local municipality based on local municipal allocation policies and within the overall cap assigned by the Region to each municipality.
- Development maximizes sustainability features through design and participation in Regional and/or local sustainability programs.
- Every reasonable effort will be made to complete identified Regional transportation projects to service the Regional Centre giving consideration to the endorsed 2011 Transportation Study, the approved 2016 Transportation Master Plan and 10 year capital plan, as updated from time to time.
- Transportation capacity in the Regional Centre will be monitored by Regional staff in consultation with local municipalities, as development applications are submitted to verify available network capacity. Regional staff will report back to Council on capacity in the annual Centres and Corridors Update Report.
- The provision of the Red Cedar - Cedar Avenue connection be provided in the initial stages of development in the Langstaff Gateway.
- Mobility Plans or Transportation Impact Studies for developments be built upon the 2011 joint Transportation Study and consider the Regional Centre as a whole.
- Planning instruments such as Holding provisions will be used to ensure implementation of needed infrastructure, phasing and construction timing in order to fully use transportation capacity in advance of the Yonge Subway construction.
- Active transportation and transit be prioritized for infrastructure delivery and built form.
- Regional staff will work with local municipal staff to remove transportation limitations to development along the Yonge Subway Corridor.



Richmond Hill/Langstaff Gateway Regional Centre

November 9, 2017



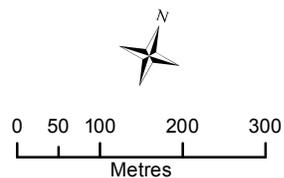
Produced by:
The Regional Municipality of York
Planning and Economic Development, Corporate Services
November, 2017

Data: © Queen's Printer for Ontario 2003-2017

- Richmond Hill/Langstaff Gateway Centre
- Yonge Subway Extension
- Viva Bus Rapid Transit (BRT) Route
- Planned 407 Transitway
- Pedestrian Connection

BASE MAP INFORMATION

- Local Road
- Regional Road
- Freeway
- Building Footprints
- Parcel
- Municipal Boundary
- GO Rail Line



**List of Transportation Improvements Prior to
Yonge Subway Extension Construction Start
(as Identified in the 2011 Centre-Wide Transportation Study)**

Location	Transportation Improvements
Bayview Avenue / Langstaff Road	Add new branch of Bayview bus (15 minute headway) connecting Richmond Hill Centre Terminal and Finch Station via Cedar, Langstaff, and Bayview. Results in increased service on Bayview Avenue south of Langstaff Road.
Langstaff Development	Add internal road network at eastern end of development, including sidewalks on all streets, pedestrian path east of Langstaff Road, bicycle lanes on Street I and multi-use trail along south side of South Boulevard.
Richmond Hill Centre Development	Add internal road network north of High Tech Road and east of CNR, including bicycle lanes on Oneida Drive.
Red Cedar Avenue and High Tech Road	Signalized control.
Cedar Avenue	Connected to Red Cedar Avenue with four lanes, two of which are HOV/transit lanes, plus bicycle lanes and sidewalks. The Cedar Avenue – Red Cedar Avenue connection will be an important transit connection between the two centres and the transit lanes will improve the transit service by reducing delay to transit and enhance its connection to the Transitway in Langstaff.
Langstaff Road / North Boulevard	Widen to be a four-lane collector east of Cedar Avenue. Include bicycle lanes south of Main Street.
Cedar Avenue and Langstaff Road / North Boulevard	Signalized control. Provide southbound left, eastbound left and westbound left-turn lanes.
Yonge Street and multi-use Corridor	Construct Viva Yonge rapidway north of Richmond Hill Centre Terminal, using multi-use corridor to Sunnywood (south of Beresford Drive).
Highway 7	Construct Viva Highway 7 rapidway.
Internal Circulator	Add internal circulator Route A (15 minute headway) from west Langstaff to Richmond Hill Centre Terminal.
Richmond Hill, external to UGC	Complete Bantry Avenue bicycle lanes from west of Yonge to Bayview; create signed bicycle routes on various streets feeding into the UGC.
Bayview Avenue from 16th Avenue to Steeles Avenue	Implement transit priority lanes. Widen the roadway to add one bicycle lane in each direction. The existing six-lane section will see conversion of two travel lanes to transit priority. In the four-lane section, two new transit priority lanes will be added.

Location	Transportation Improvements
Bayview Avenue and Bayview Avenue Ramp	Add a connection between the Bayview Avenue Ramp and High Tech Road aligning with Far Niente Street. Realign the east-west leg of the ramp to create a signalized T intersection. Explore the opportunity to provide additional reconfiguration to relieve this intersection.
Yonge Street from Garden Avenue to Steeles Avenue	Implement additional transit priority measures.
Bathurst Street from 16th Avenue to Steeles Avenue	Implement transit priority measures.
Bayview Avenue / Multi-use Corridor	Relocate Bayview Avenue branch bus to multi-use corridor.
Langstaff Development	Add bike/ped trail along 407 ROW east of CNR to Bayview Avenue and connect with South Boulevard trail.
Sunnywood Extension (east-west street south of Beresford Drive)	Construct bike/ped grade separation across CNR.
Langstaff Development	Add internal road network at western end of development, including sidewalks on all streets, bicycle lanes on Main Street and Langstaff Road, a pedestrian path along the 407 ROW west of CNR, and a multi-use trail along the south side of South Boulevard.
Multi-use Corridor	Construct multi-use corridor with separate busway and bike/ped trail from Sunnywood Extension (south of Beresford Drive) to Langstaff Road (RHC Terminal to Sunnywood included in Viva Yonge rapidway).
Langstaff Road / North Boulevard	Widen to be a four-lane collector west of Cedar Avenue. Construct grade separation over CNR.
Bayview Avenue / Langstaff Road	Improve service on Bayview branch bus to 12-minute headways.
Yonge Street and Langstaff Road	Add a second exclusive westbound left-turn lane (exit from Langstaff development; no through movement).
Bayview Avenue and Bayview Avenue Ramp	Continue exploring the opportunity to provide additional reconfiguration to relieve this intersection.
Entire UGC	Ensure non-auto mode split has reached target.

Source: June 2011, The Regional Municipality of York Centre-Wide Transportation Study, Richmond Hill-Langstaff Urban Growth Centre, Exhibits 6, 7, 9, 10 and 12.

Memorandum

TO: Members of Council
FROM: Paul Jankowski
DATE: November 15, 2017
RE: **Amended Attachment Material for November 16, 2017 Council Meeting Richmond Hill/Langstaff Gateway Regional Centre – Growth Capacity and Timing
Item 9 of Report 16 of Committee of the Whole – November 9, 2017**

The above-noted report was considered by Committee of the Whole on Thursday, November 9, 2017. The report recommended endorsement of principles outlined in Attachment 1 to the report. Following discussion of the report, Committee of the Whole deferred the report to the November 16, 2017 Council meeting to allow for further consultation between Regional and local municipal staff.

On Monday, November 13, 2017, senior staff from the Region, Markham, Richmond Hill and Vaughan met to discuss the report and better understand local concerns with the principles, as presented. Local staff in attendance at the meeting agreed the principles could be supported, as amended.

The amended principles are attached to this memo.

It is recommended that Council endorse these principles.

Paul Jankowski
Commissioner

Attachment 1

#7975244



November 8, 2017

The Regional Municipality of York
Committee of the Whole
17250 Yonge Street
Newmarket, Ontario
L3Y 4W5

Attention: Committee Members c/o Mr. Christopher Raynor, Regional Clerk

Dear Committee Members,

**RE: Committee of the Whole, November 9, 2017,
Agenda Item E.2.6 – Richmond Hill/Langstaff Gateway Regional Centre –
Growth Capacity and Timing**

Our File: 05.705.01

We are the planning consultants retained by Markham Gateway Inc. (“Markham Gateway”) with respect to the master planning of its significant land holdings in the Langstaff Gateway area of the City of Markham, which land holdings are generally located south of Highway 407, east of Yonge Street, west of the CN railway corridor, and north of the Holy Cross Cemetery. The Langstaff Gateway is the southern portion of the Richmond Hill /Langstaff Gateway Regional Centre, which is identified as an Urban Growth Centre in the Growth Plan for the Greater Golden Horseshoe, 2017, and is intended to accommodate a minimum of 200 people and jobs per hectare by 2031.

Since 2005, our firm has been engaged by Markham Gateway in the master planning of the Langstaff Gateway area, which exercise culminated in a master plan and Secondary Plan implemented by Official Plan Amendment 183 to the former Town of Markham Official Plan (now the City of Markham Official Plan). As per OPA 183, the Langstaff Gateway is intended to accommodate 48,000 people and 31,000 jobs by 2031, subject to meeting specific benchmarks as identified in OPA 183.

Markham Gateway is actively working to implement the policy objectives of OPA 183 through the first phase of its development which will include the development of a major mixed-use block, new roadway connections, and the rehabilitation of Pomona Mills Creek for the purpose of creating a major new public park.

We have reviewed the staff report dated October 27, 2017, prepared by the Commissioner of Corporate Services, Transportation Services and the Chief Planner, entitled Richmond Hill/Langstaff Gateway – Growth Capacity and Timing, which includes a recommendation that Council endorse certain “Principles” pertaining to advancing pre-subway development. **We wish to advise that Markham Gateway is in general agreement with the Principles in Attachment 1 to the report and in particular the commitment**

to extending Cedar Avenue to Highway 7; that being said, Markham Gateway would like to comment on a reference made on page 3, paragraph 1, of the report, which notes as follows:

“Richmond Hill currently has 2,000 residential units attributed to existing zoning permissions. These units can proceed to development without any additional transportation improvements. Currently, due to transportation network capacity, fewer than 500 units within Markham (Langstaff Gateway) can proceed.”

Markham Gateway wishes to advise that **the 500 units referenced in the report is not intended to be a “cap”**; rather, OPA 183, as approved by the Region, provides for the development of up to 5,000 residential units prior to the development of the Yonge Subway extension. There is no reference to 500 units in OPA 183; rather, any future development will require the preparation of a detailed transportation study that will accompany a future Planning Act application submission to implement the first phase of development within Langstaff Gateway which is in line with the Principles within Attachment 1 of the report.

We trust that the foregoing is sufficiently clear. Should you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

WND associates

planning + urban design



PP

Principal

CC: Michael Montgomery, Angus Glen
Biju Karumanchery, City of Markham
Sean Hertel

Principles to Advance Yonge Subway-Related Development

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- Development maximizes sustainability features through design and participation in Regional and/or local sustainability programs.
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- Regional staff will work with local municipal staff to remove transportation limitations to development along the Yonge Subway Corridor.