

PART IV – THE APPENDICIES

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

**Appendix I - Planning Coordination Principles Richmond Hill
/Langstaff Gateway Centre**

Richmond Hill/Langstaff Urban Growth Centre – Planning Coordination

Goal Statement:

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

Shared Principles:

1.0 Land Use and Urban Design

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

2.0 Building Complete Communities

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

Building Complete Communities (cont.)

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

3.0 Community Integration

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

4.0 Physical Infrastructure

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

Physical Infrastructure (cont.)

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

5.0 Implementation of Community and Servicing Requirements

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

Implementation of Community and Servicing Requirements (cont.)

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

6.0 Financial Principles

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

Appendix II - Properties of Cultural Heritage Value or Interest

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

Rating System

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

The building/property classifications are as follows:

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

GROUP 2 those buildings of significance and worthy of preservation

GROUP 3 those buildings considered noteworthy

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