

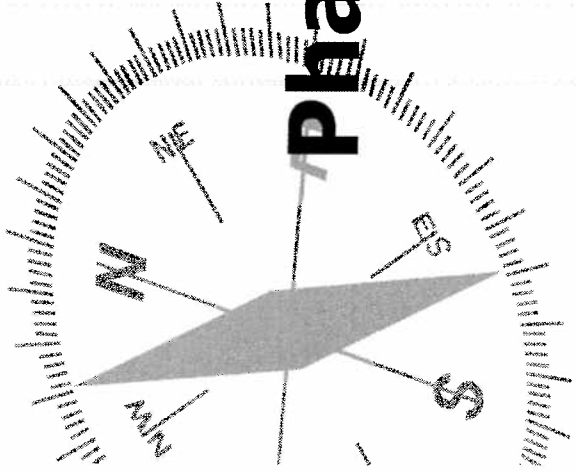
Development Services Committee

June 6, 2006

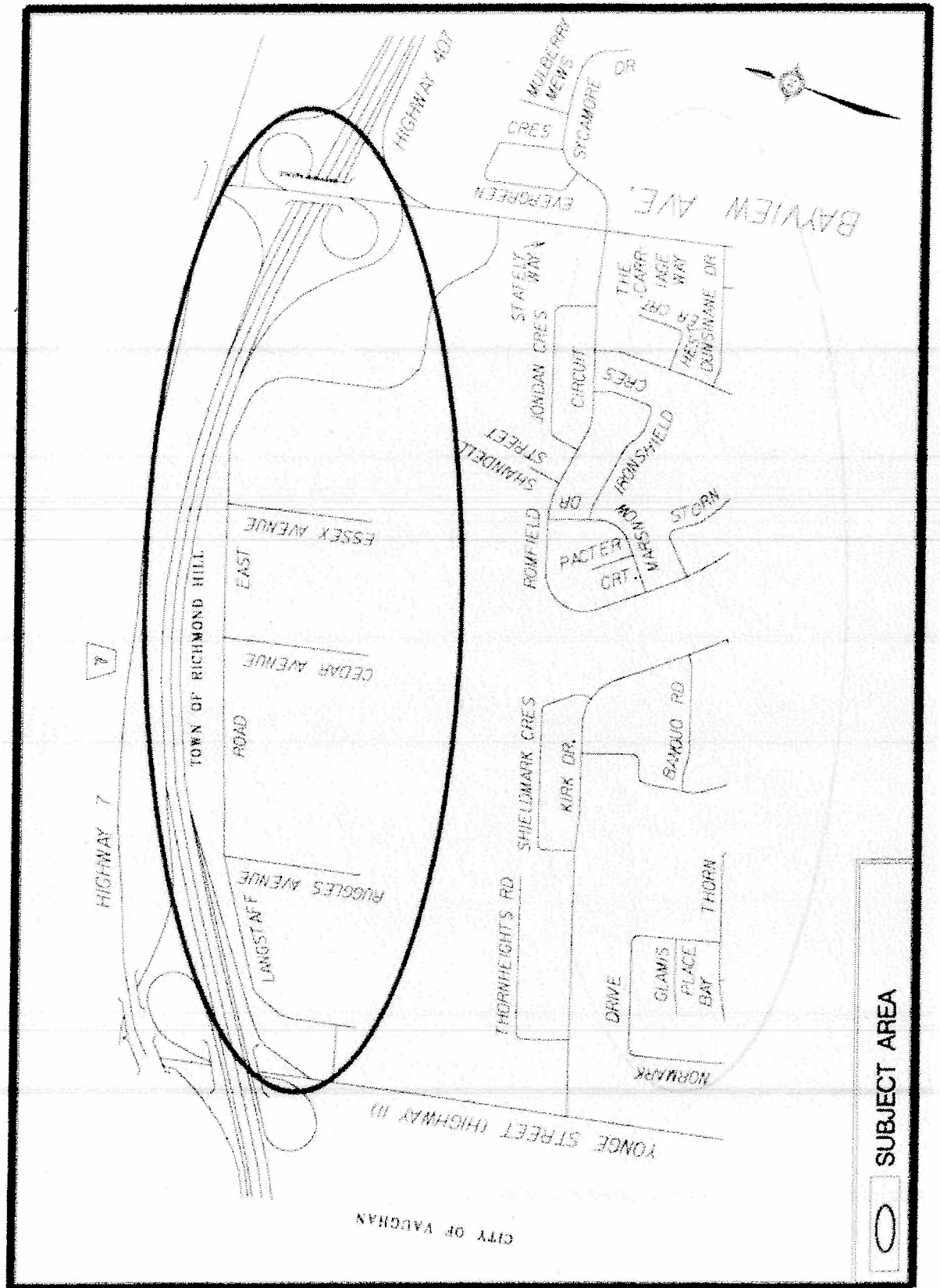
Langstaff

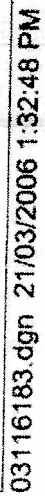
Land Use Study

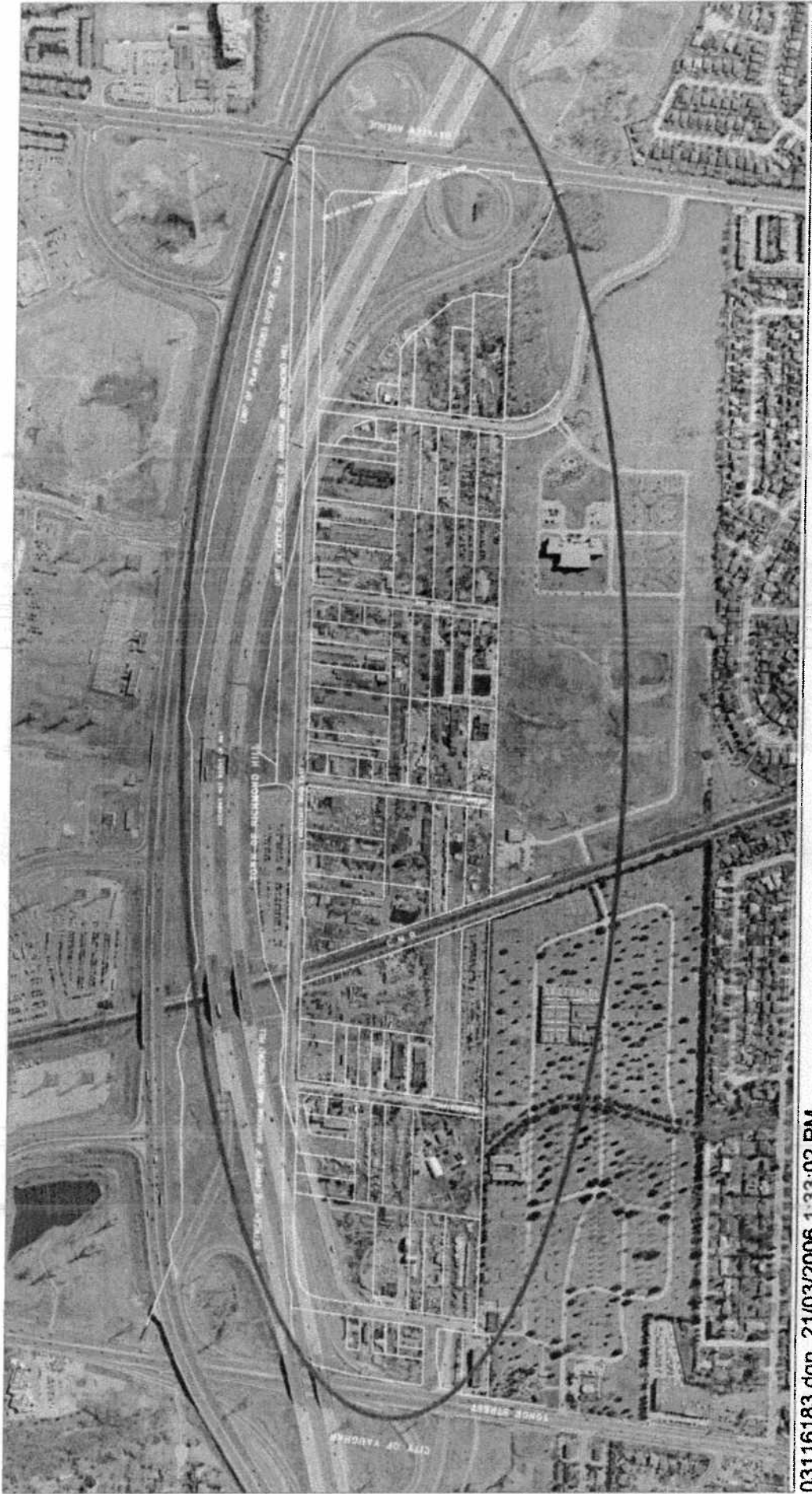
Phase 1 - Land Use Options



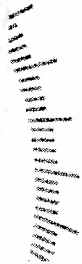
Background







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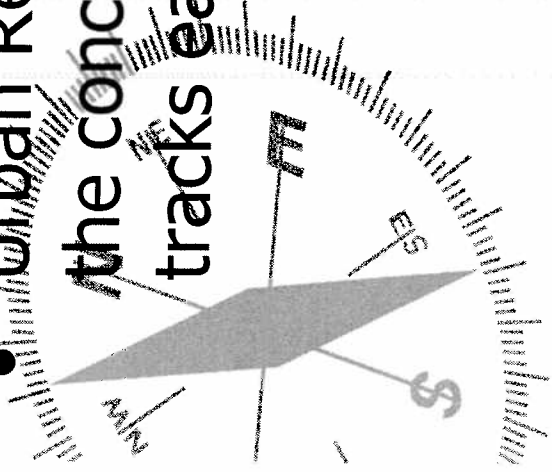
- Thornhill Secondary Plan adopted in 1991;
- March 1992, Council Authorized the Langstaff Development Feasibility & Urban Design Study;
- Study completed in February 1995; and
- The Tertiary Plan recommended by the Study was approved in June of 1997 as an amendment to the Thornhill Secondary Plan.

Re-development has not occurred

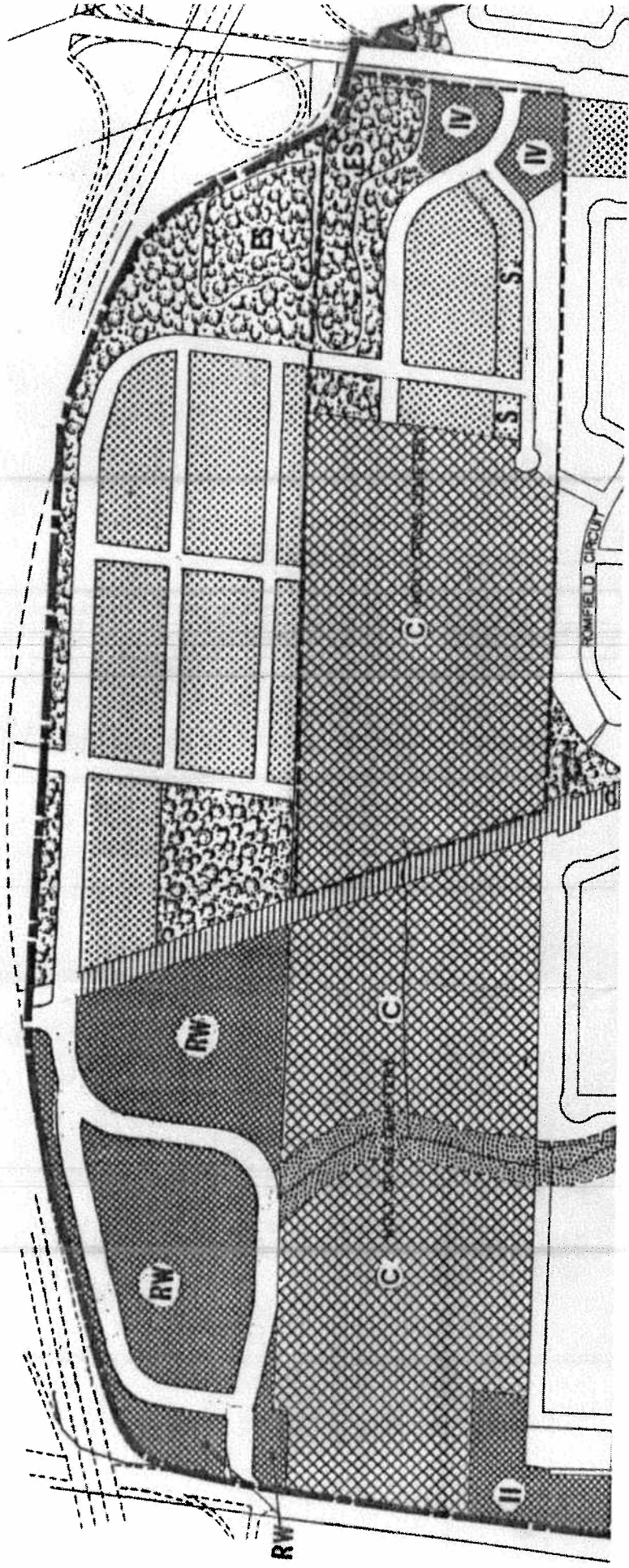
The Secondary Plan designates the Langstaff area:

- Retail Warehouse use between Yonge Street and the CNR tracks; and

- Urban Residential (medium density), based on the concepts of new urbanism, from the CNR tracks east to Bayview Avenue

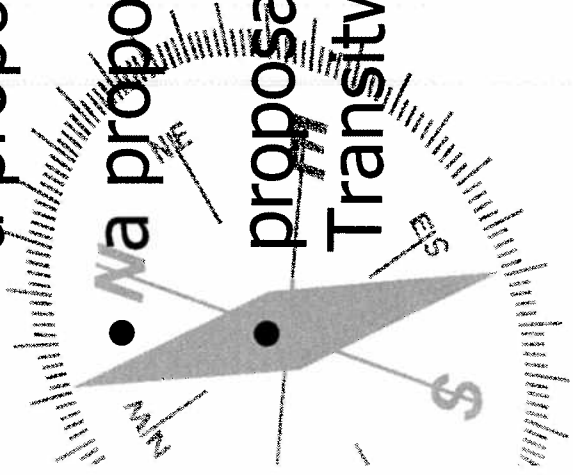


Thornhill Secondary Plan - Langstaff



Area Context has Evolved

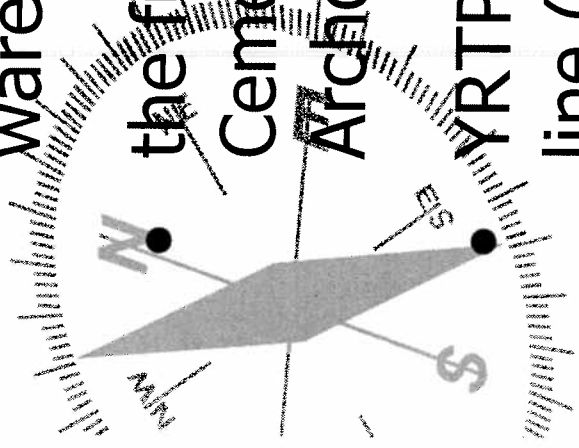
- the construction of Highway 407;
- the partial realignment of Langstaff Road East;
- a proposal by MTO for a Hwy 407 Transitway;
- a proposal to relocate the GO Station north;
- proposals by the YRTP for Yonge Street & Hwy 7 Transitways;



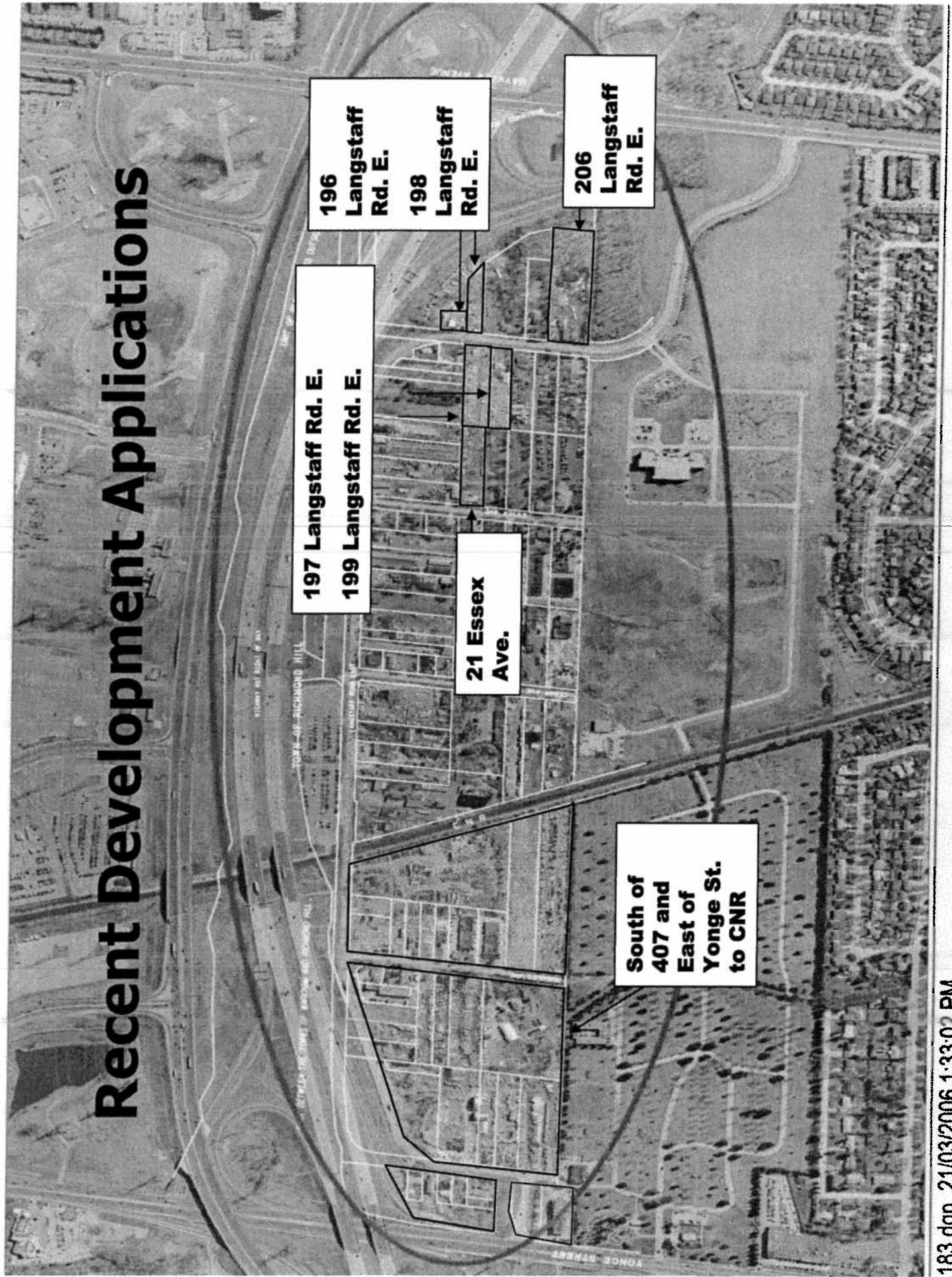
Area Context has Evolved

(continued)

- redevelopment of the former Jail Farm lands in Richmond Hill as a retail warehouse centre;
- the further development of the adjoining Cemetery lands by the Catholic Archdiocese; and
- the further development of the CNR RTP maintenance facility west of the CNR line (E.A. approved May 2006).

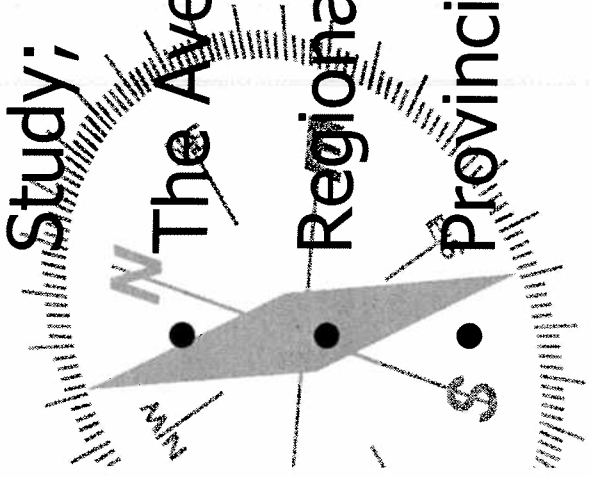


Recent Development Applications



Changes to planning policy, legislation and studies include:

- The Town's Strategic Plan and Corporate Goals;
- Initiation of the Sewer and Watermain Design Study;
- The Avenue Seven Corridor Strategy;
- Regional Official Plan Amendment 43; and
- Provincial Planning Reforms policy.



Re-development has not occurred

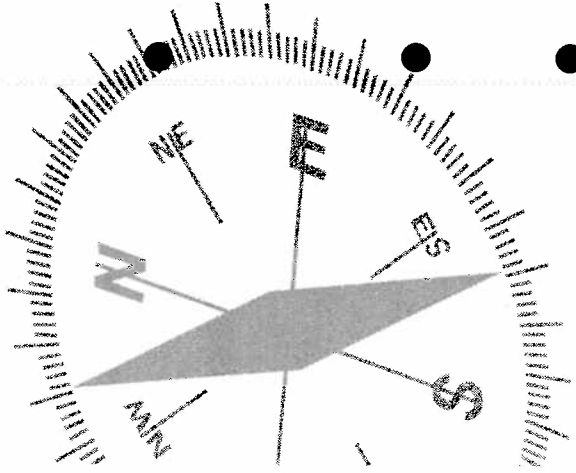
Given the policy context, recent development applications, the evolution of the surrounding area, fractured land ownership, lack of development for 10 years, the Butler Group Consultants Inc. was retained to review the opportunities and constraints facing the Langstaff area

Phase 1 Report

Land Use Options

(The Butler Group Consultants Inc.)

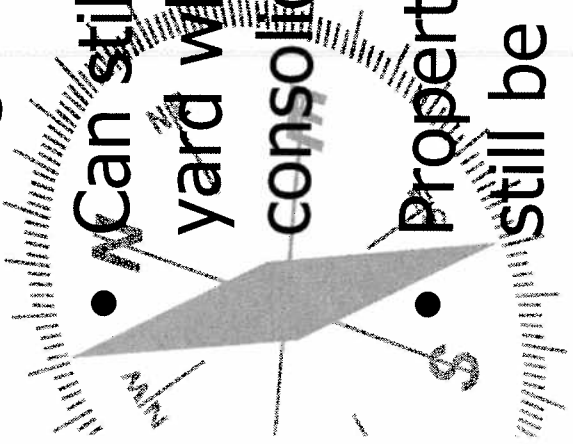
- Status Quo (existing zoning)
- Residential/Commercial (current secondary plan)
- Upgraded Employment
- High Density Residential



Status Quo (Existing Zoning)

Advantages:

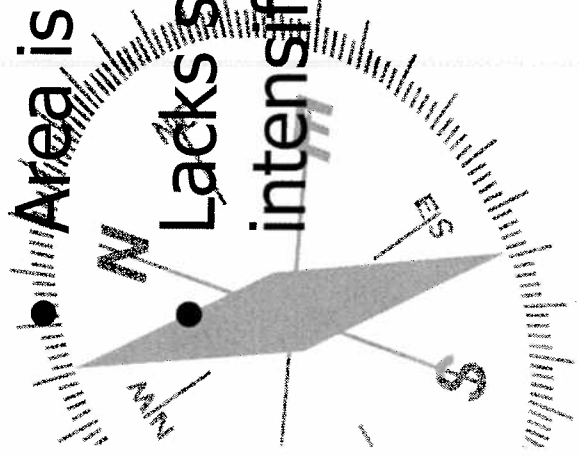
- No municipal expenditures required to upgrade services to promote intensification
- Area provides an employment base for a mix and range of employment lands
- Can still accommodate the proposed maintenance yard which will result in some property consolidation, clean up and future employment
- Property standards and zoning infractions could still be investigated and enforced



Status Quo (Existing Zoning)

Disadvantages:

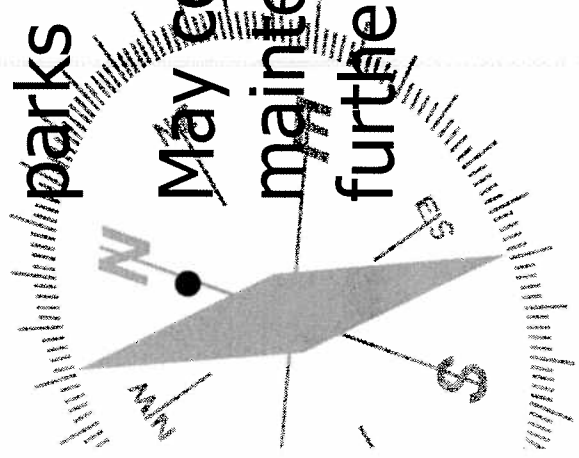
- No significant upgrade;
- Generates minimal employment/assessment;
- Area is unsightly with uncontrolled open storage;
- Lacks services required for land use intensification;



Status Quo (Existing Zoning)

Disadvantages (continued):

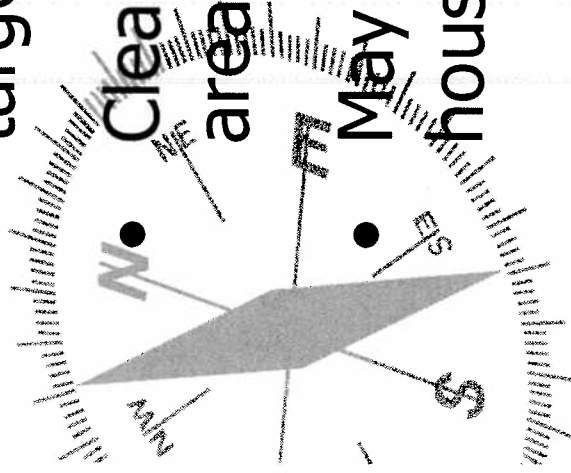
- Not in keeping with the prestigious and high quality character of contemporary business parks and employment areas; and
- May conflict with the proposed transit maintenance facility if the area deteriorates further.



Residential/Commercial

Advantages:

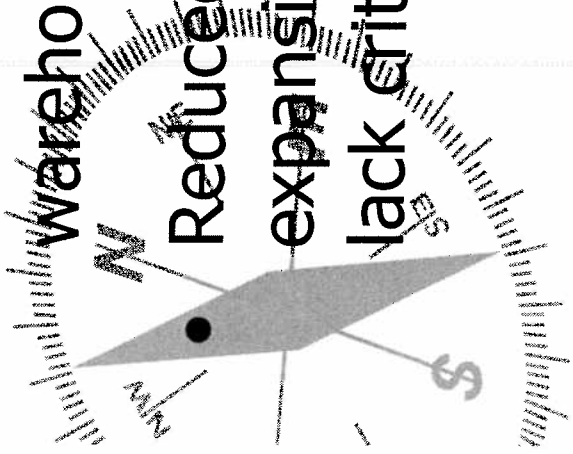
- Provides residential and commercial intensification, which may assist in meeting Provincial 40% intensification targets;
- Cleans up an industrial remnant of land area that was inadequately serviced;
- May provide opportunities for affordable housing in a central location; and
- Provides for some employment uses



Residential/Commercial

Disadvantages:

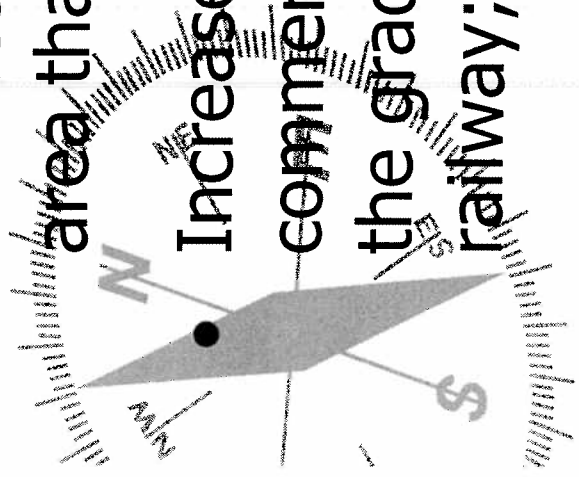
- Loss of lands for businesses that may be difficult to relocate;
- Diminished market opportunity for retail warehousing;
- Reduced land available with the cemetery expansion and maintenance yard, therefore may lack critical mass for cohesive development;



Residential/Commercial

Disadvantages (continued):

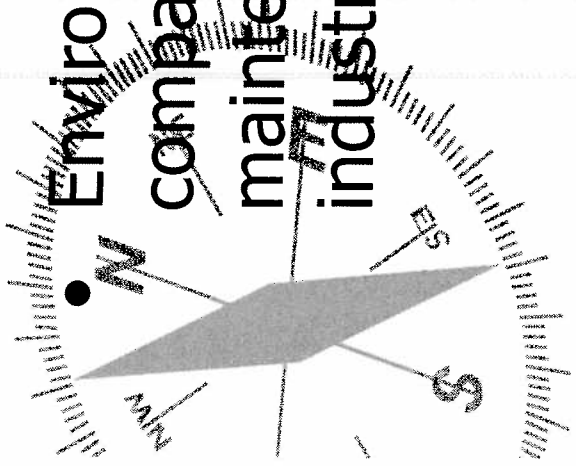
- Increased isolation/detachment from adjacent neighbourhoods and supporting community services with a smaller developable residential area that no longer extends to Bayview;
- Increased traffic and mixing of residential and commercial/industrial traffic may necessitate the grade separation of Langstaff and the CN railway;



Residential/Commercial

Disadvantages (continued):

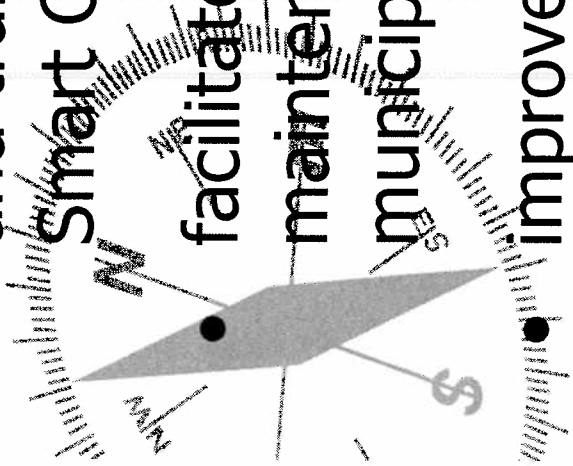
- Requires significant land consolidation and servicing costs; and
- Environmental constraints/land use compatibility issues with the proposed maintenance yard, Highway 407, interim industrial uses and new residential.



Upgraded Employment

Advantages:

- Attract new assessment and employment opportunities to high visibility/accessible location;
- intensification in proximity to a transportation hub and transit corridors supporting the principles of Smart Growth;
- facilitate the reinvestment and private property maintenance in the area and upgrade/expand municipal infrastructure;
- improve the physical and visual quality of the area;



Upgraded Employment

Advantages (continued):

- improve environmental health and safety in the area;
- removed from low density residential neighbourhoods so as not to result in any negative off-site effects through employment revitalization and intensification; and
- provides an improved inventory, range and mix of employment lands in keeping with provincial policy.

Upgraded Employment

Disadvantages:

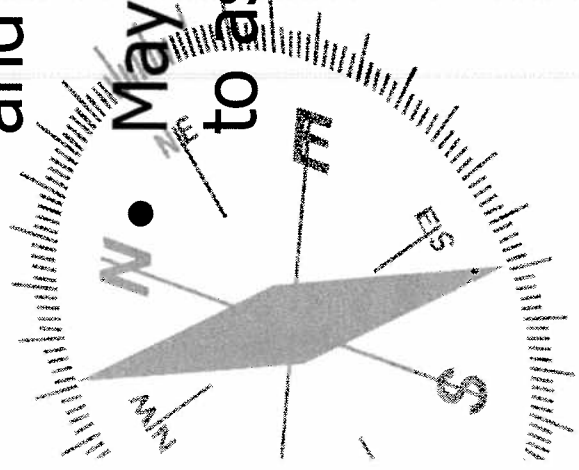
- Land assembly may be slow due to property fragmentation;
- Capital works investment needed to upgrade the area to full urban services and to possibly advance the road expansion of Cedar Avenue northerly to Richmond Hill; and



Upgraded Employment

Disadvantages (continued):

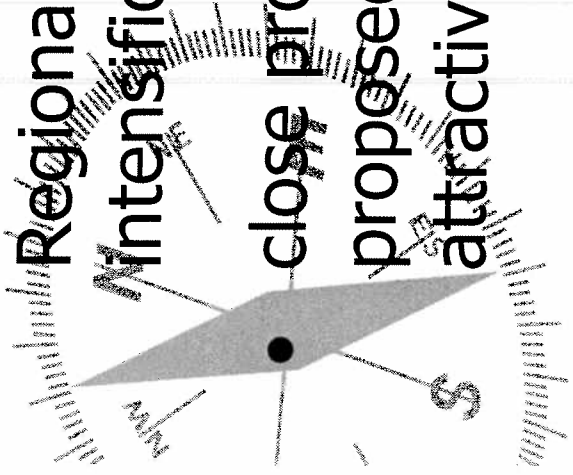
- Town may also need to assist with other improvements, such as community facade and landscaping; and
- May need to develop a marketing strategy to assist with revitalization efforts.



High Density Residential

Advantages:

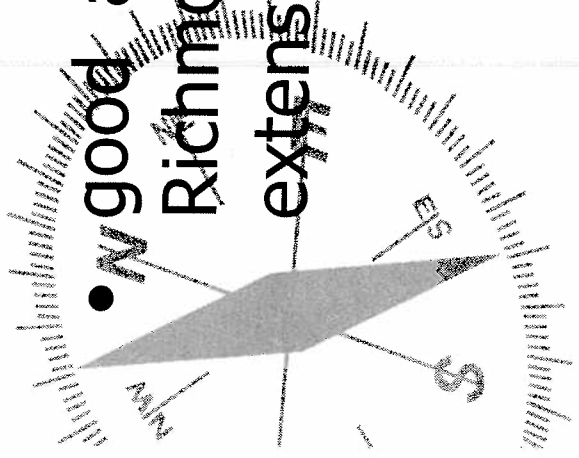
- May stimulate further private sector land assembly;
- could assist in implementing Provincial, Regional and Town goals for housing intensification;
- close proximity of the existing GO Station and proposed transit improvements make the area attractive for certain types of apartment units;



High Density Residential

Advantages (continued):

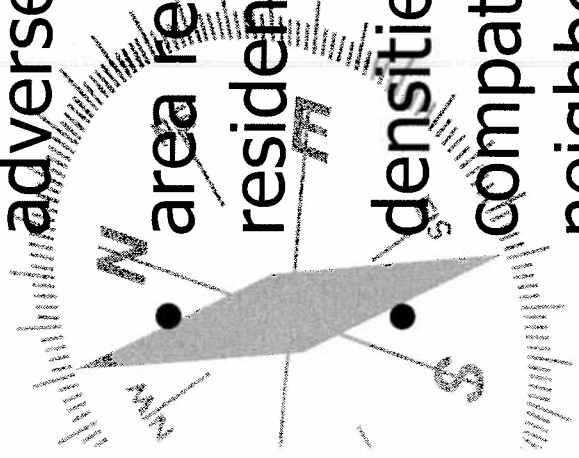
- good transportation access to Highway 407, Highway 7 and arterial roads; and
- good access to retail commercial facilities in Richmond Hill, particularly once Cedar Avenue extension is completed.



High Density Residential

Disadvantages:

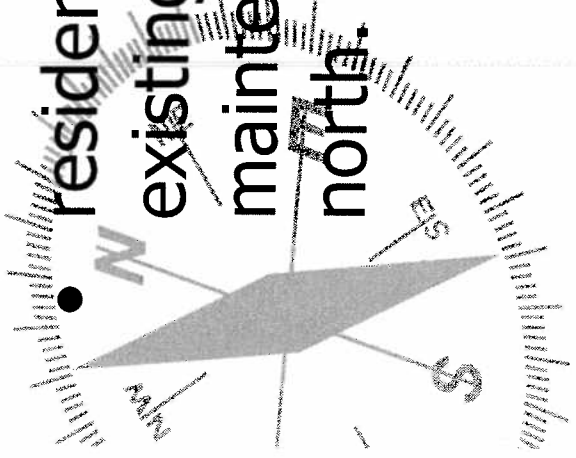
- May require significant expenditures for additional community services;
- traffic noise from Highway 407 may cause adverse impacts;
- area requires significant clean-up before residential can be introduced;
- densities and height must demonstrate compatibility with near by lower density neighbourhoods;



High Density Residential

Disadvantages (continued):

- neighbourhood is physically separated from other residential communities; and
- residential uses may not be marketable given existing hydro facilities, proposed bus maintenance facility, and Highway 407 to the north.



Conclusions:

- Market forces have not responded positively to current industrial zoning nor to the 1997 Secondary Plan (mixed commercial/residential);
- The most significant new factor that has emerged is the Regional interest in establishing a transit maintenance yard, in the area between Yonge Street and the CN railway ; and
- The status quo will likely prevail for the mid to long term, unless municipal servicing is brought to the area and a road connection via Cedar Avenue to Richmond Hill is constructed.

Next steps:

- Public consultation regarding the possible land use options as outlined in the Phase 1 report be held in the fall of 2006
- Staff will coordinate the dates for public consultation with the Thornhill Subcommittee
- Staff will report back to Development Services Committee with an overview of the comments and input received from the public and recommendations regarding next steps
- Anticipate Implementation Documents to be prepared in 2007

