

<p>STAFREP/SRP98120</p> <p>TOWN OF RICHMOND HILL PLANNING AND DEVELOPMENT DEPARTMENT</p> <p>PREPARED BY: <u>TOWN STAFF</u></p> <p>TELEPHONE NO.: <u>905-771-8910</u></p>	<p>SPECIAL PLANNING AND DEVELOPMENT COMMITTEE MEETING</p> <p>JUNE 16, 1998</p> <p>STAFF REPORT: SRP.98.120</p> <p>FILE NO.: D00-NU-DO-SR</p>
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SUBJECT:

Residential Infill Study for the Douglas Road Neighbourhood.

RECOMMENDATIONS:

1. That Planning and Development Committee receive Staff Report SRP.98.120 and recommend that Council approve the following urban design objectives, prepared by MBTW, to guide future infill development in the Douglas Road neighbourhood:
 - a) Preserve, retain, integrate and manage natural systems;
 - b) Provide for an interconnective open space linkage system;
 - c) Integrate new housing developments into existing neighbourhoods; and,
 - d) Provide a clear street pattern that integrates easily into existing patterns.
2. That the Preferred Infill Redevelopment Plan for Douglas Road, prepared by MBTW as shown on Map 2 contained in Appendix "A" to Staff Report SRP.98.120 be endorsed on the basis that an open space linkage along the rear of the infill properties north of Douglas Road be included in the concept;
3. That with respect to the particular urban design of individual subdivisions, the Preferred Plan be implemented with some flexibility with respect to individual property circumstances; and,
4. That the Design Guidelines prepared by MBTW and contained in Appendix B to Staff Report SRP.98.120 be endorsed and used to guide the detailed planning and design of infill development in the Douglas Road neighbourhood and the evaluation of future development applications.

BACKGROUND:

Official Plan Amendment 129 designates various infill areas within the existing residential areas of the North Urban Area (shown on Map 1). The infill policies require that Council approve comprehensive concept plans prior to the development and redevelopment of these areas. Accordingly, in 1997, MBTW was retained to prepare Infill Concept Plans for the Douglas Road Neighbourhood. After an extensive public consultation process which included three residents meetings and mail-in surveys, the Infill Study is now completed.

During the residents' meetings, it became apparent that some of those in attendance supported infill development. As well, there have been several applications for severance and one informal infill proposal from Mr. Virgilio/Lockwoods at the east end of the neighbourhood. However, many residents also indicated a preference for maintaining their existing lots and do not have an interest in redevelopment at this time. The purpose of a comprehensive concept plan for infill development, as required by OPA 129, is to provide a framework for redevelopment which will ensure that the ability of individual landowners to obtain infill development is not prejudiced by adjacent proposals.

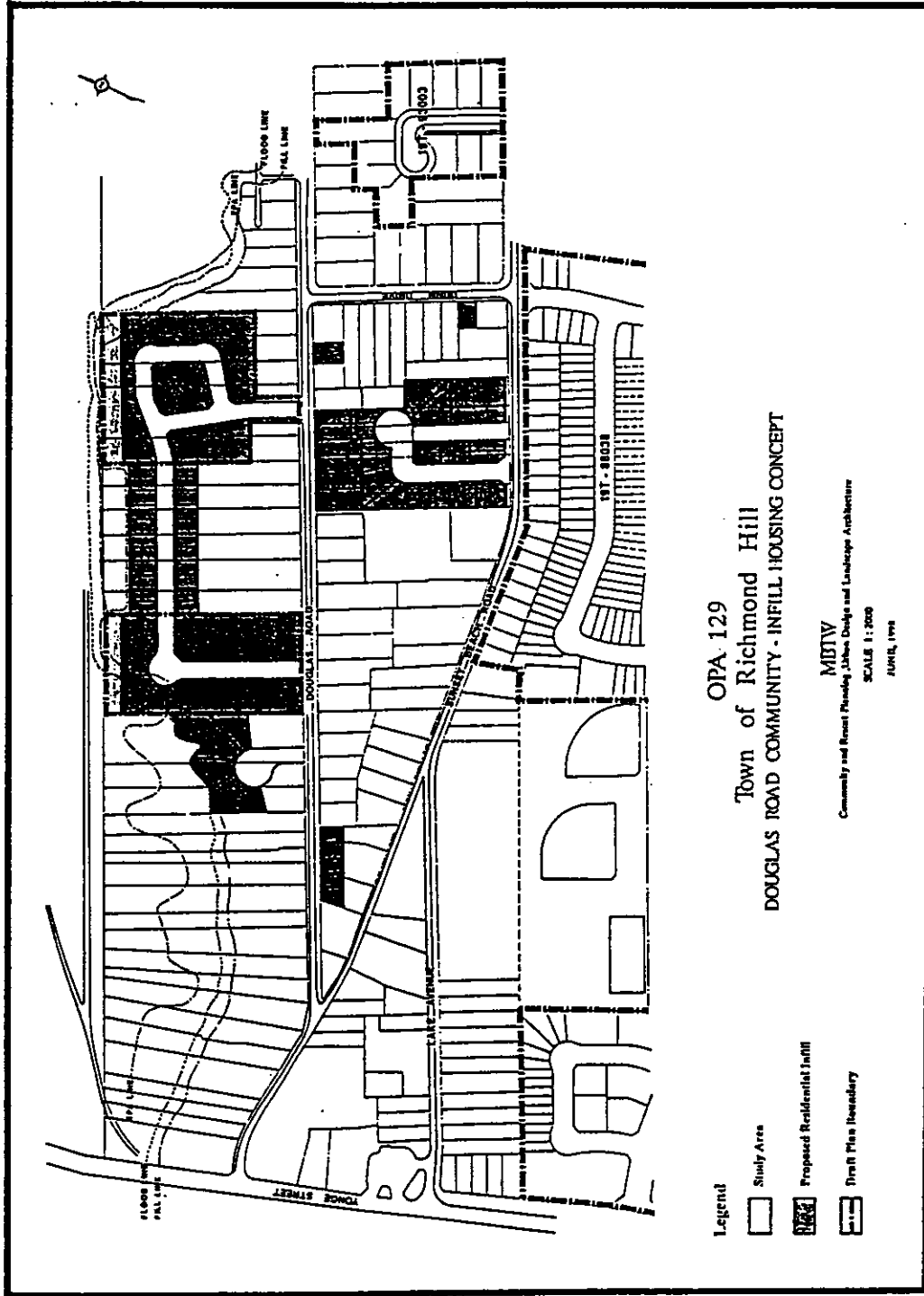
The report by MBTW, including the Preferred Concept for the Douglas Road Neighbourhood is attached in Appendix "A". The work by MBTW meets the requirement in OPA 129 for the preparation of a comprehensive infill plan and, accordingly, applications for zoning amendments, plans of subdivision and severances can be processed.

ISSUES**Environmental Protection Area 2**

The north side of Douglas Road features long deep lots (200 metres) which back onto the Lake Wilcox channel. There is a successional woodlot and mature hedgerows at the rear of many of these lots. The north side of Douglas Road has three development blocks; an application for plan of subdivision by 804336 and 824398 Ontario Ltd. (presented elsewhere on this agenda), a number of individual properties with backlotting potential (136 to 178 Douglas Road) and an informal application at the eastern end of Douglas Road including 186 to 246 Douglas Road by Virgilio/Lockwoods.

The environmental feature at the rear of the properties is designated as Environmental Protection Area 2 (EPA 2) and is an early successional stage forest dominated by poplar, ash and elm trees. The character of the forest types varies with each lot, as the management of the vegetation has varied individually with each owner. It is irregular in shape and is located predominantly on the lands between 144 and 178 Douglas Road. A memorandum dated March 9, 1998, prepared by Dr. Coleman describing the environmental feature is attached in Appendix "C".

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Preferred Infill Redevelopment Plan - Douglas Road Neighbourhood
 Map 2

The past history associated with the identification of the location, extent and size of the EPA2 feature has been the focus of discussions throughout the infill study process. Different maps have shown the feature in different configurations. (refer to Appendix "D") The lack of specificity in this regard was due to the fact that the feature was not staked in the field.

The issue for the residents, especially those at 170 and 178 Douglas Road, is the matter of their ability to achieve some infill lot potential while maintaining their existing homes and mature trees which form a potential boundary between existing and new infill development. The issue for Town Staff and environmental agencies is the principle that an EPA2 does exist in this area and that the protection of this feature over the long term should be secured through dedication of the EPA2 to a public agency such as the Town or Toronto and Region Conservation Authority.

The other outstanding issue is the extent to which a corridor along the Lake Wilcox channel should be secured along the rear of all of the lands included in the infill area north of Douglas Road, to provide opportunities to enhance and restore the character of the EPA 2 and provide a contiguous open space connection to Lake Wilcox. The 804336 and 824398 Ontario Ltd. subdivision and the Virgilio/Lockwood proposal could potentially provide for the corridor, although the depth of the corridor on their lands may vary based on the nature of the trees and vegetation. Providing a continuous EPA2 corridor to the rear of all of these lands, especially if it were owned and managed by the Town or TRCA would, in the view of Town Staff, be an asset to the existing landowners in the development of the infill lots, as well as a benefit to the environment and overall neighbourhood.

Therefore, in order to address the residents' concerns, allow infill development on both sides of the infill road and secure a portion of the EPA 2 in the public interest, the Preferred Concept shows an EPA 2 corridor of varying widths along the rear of all the properties from the 804336/824398 Ontario Ltd. subdivision to the Virgilio/Lockwood proposal inclusive. To achieve this corridor, the Preferred Concept plan pushes the internal infill road into the EPA2 and provides a lot depth of 104 metres (340 ft) for the existing dwellings on Douglas Road.

To ensure the greatest protection of the reduced environmental feature, it is recommended that the EPA 2 corridor be dedicated to a public agency. Individual owners between 136 and 178 Douglas Road are currently not part of development proposal and are to file a joint subdivision application in order to implement the infill plan on their properties. A condition of approval of all subdivisions incorporating the EPA 2 corridor will be that it be protected and dedicated to a public agency.

Over the long term it is the intent of the Town to establish a walking trail along the Lake Wilcox channel to provide a link from Lake Wilcox through the new and existing neighbourhoods to the west of the Lake.

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Infill South of Douglas Road/North of Sunset Beach Road

During the process of the infill study, a number of alternative schemes were prepared as shown in Appendix "E". Some of the schemes proposed infill on small cul-de-sacs accessing Sunset Beach Road. However, during the public meetings, some residents from the area indicated that they were not interested in infill. Given the existing configuration of lots at the east end of the block between Douglas Road, Sunset Beach Road and Dunn Drive, the infill, if it occurs at all, will likely only occur when all of the residents are prepared to proceed collectively.

Request for Re-evaluation by Mr. and Mrs. Derin

On April 23, 1990, Mr. and Mrs. Derin wrote to the Town requesting a re-evaluation of the EPA 2 on the back of their property at 170 Douglas Road (see Appendix "F"). The Town's consultant, Dr. Coleman, had already done a site visit of the properties on Douglas Road and the Derin's were writing to request a reconsideration of his conclusions that the feature was located on their property at 170 Douglas Road. The Preferred Concept Plan, by pushing the internal infill road further north into the EPA2 and allowing development on both sides of the new road, appears to address the concerns of Mr. and Mrs. Derin.

Implementation

During the residents meetings, there were questions on implementation of infill development including the need for adjacent property owners to cooperate to achieve a lotting pattern consistent with the lot size recommendations in the Infill Study and the process for proceeding with development approvals, once the Infill Study is approved by Council. There were also questions about the costs associated with development applications such as development charges and parks cash-in-lieu payments and the implications of infill development on property taxes.

Once the comprehensive Infill Plan is approved, applications for zoning amendments, plans of subdivision and consents to sever can be processed. Given the scale and configuration of infill development in the Douglas Road neighbourhood, development will proceed primarily on the basis of subdivision applications in order to ensure the completion of roads and provision of shared services.

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Zoning Standards

Zoning By-law 1703 applies to lands in the Douglas Road neighbourhood and dates from 1962. It reflects the original large lot development pattern on private services. An amendment to the North Urban Area Zoning By-law 313-96, adopted as part of the OPA 129 process, will be required for property owners who proceed either by severance or plan of subdivision.

Owners are encouraged wherever appropriate to co-ordinate and file applications that are comprehensive. All applications are to generally conform to the principle urban design objectives and Design Guidelines for the Douglas Road neighbourhood, contained in Staff Report SRP.98.120 as well as address Regional standards and requirements, where applicable.

The zoning standards for infill development recommended by MBTW include:

- minimum frontage on existing streets is 15 metres (50 feet) with a 1.2 metre (4 foot) sideyard setback and a 6.0 metre (20 foot) front yard setback to the main wall of the dwelling;
- minimum frontage along newly constructed streets (wide shallow lots) is to be 12.2 metres (40 feet); and,
- the principles of small lot development such as the front face of the garage is not to extend beyond the front face of the living area should be implemented.

The Preferred Concept Plan and the Douglas Road Neighbourhood Infill Report, prepared by MBTW and contained in Appendix "A" to this report meets the requirement in OPA 129 for the preparation of a comprehensive infill plan, and, accordingly, applications for zoning amendments, plans of subdivision and severances can be processed.

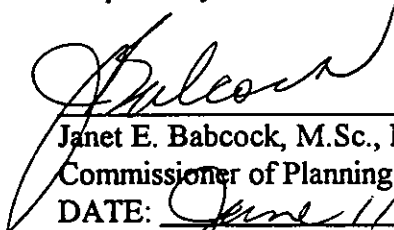
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CONCLUSIONS:

The development of the Infill Study, attached in Appendix "A" was based on extensive consultation and input from interested residents. The process involved discussions between residents as to their vision of the future of their neighbourhood and a resolution of the issue of the EPA 2 on the north side of Douglas Road. The major challenge in evaluating concepts has been to balance the protection of environmental features with the ability to achieve a reasonable and efficient infill plan.

The principles, Preferred Concept and Design Guidelines for the Douglas Road neighbourhood, prepared by MBTW, generally address the concerns of the residents and reflect the general nature of the opinions and views expressed at the resident meetings. It is recommended that Planning and Development Committee recommend to Council, the approval of the principles, Preferred Concept and Design Guidelines attached in Appendices "A" and "B" in order to satisfy the requirements of OPA 129 and further, to provide the basis for the review of development applications within the Douglas Road area.

Respectfully submitted:

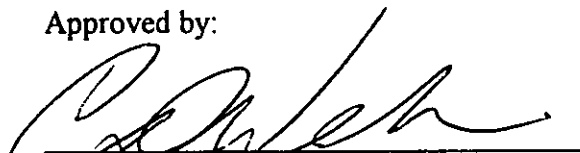


Janet E. Babcock, M.Sc., MCIP,
Commissioner of Planning and Development
DATE: June 11, 1998

JEB:CDW

Attachments

Approved by:



C.B. Weldon,
Chief Administrative Officer

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APPENDIX CONTENTS

- "A"** Douglas Road Neighbourhood Infill Development Report
- "B"** Design Standards for Infill Development for the Douglas Road Neighbourhood
- "C"** Correspondence from Dr. Coleman, Ages Consultants Limited, dated March 9, 1998
- "D"** Historical Depiction of the environmental feature on Douglas Road
- "E"** Alternative infill schemes for the Douglas Road Infill Neighbourhood prepared by MBTW
- "F"** Correspondence from Mr. and Mrs. Derin dated May 4, 1998
- "G"** Correspondence from Ms. V. Stalker dated April 28, 1998

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Appendix "A"
SRP. 98.120
File(s) DDU-NU-DD-SR

OPA 129
Town of Richmond Hill
Douglas Road Neighbourhood Infill Development Report

MBTW
Community and Resort Planners, Urban Designers, Landscape Architects
May, 1998

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1.0 INTRODUCTION

Official Plan Amendment No. 129 (OPA 129) was developed by the Town of Richmond Hill to establish a framework that will aid in the successful integration of new development into the existing community fabric and the complex pattern of the local natural environment. The North Urban Development Area Secondary Plan (OPA 129) designates various existing residential neighbourhoods as "Infill". Policies within this North Urban Development Area Secondary Plan requires that comprehensive concept plans be developed and approved by Town Council prior to proceeding with plans of backlot subdivision for the Infill residential Areas. In July, 1997, the Town of Richmond Hill Council authorized staff to retain MBTW to prepare a comprehensive concept plan for the Douglas Road Infill Study Area as shown in Figure 1.

2.0 BACKGROUND INTO OPA 129

In 1995, MBTW prepared an Urban Design Study that provides a set of primary principles for future development in the area of the Town of Richmond Hill governed by the Official Plan Amendment No.129. The Oak Ridges Secondary Plan study area, with its complex environmental conditions and existing neighbourhoods presents a wide range of opportunities and constraints for development that must be balanced in order to preserve a healthy community with a strong and recognizable "sense of place".

Principle Urban Design Objectives are:

- Integrate, and manage natural systems
- Enhance views and vistas of natural features
- Provide an interconnective open space linkage system
- Reinforce the role of Yonge Street as a community main street
- Integrate new housing developments and infill projects into existing neighbourhoods in such a way as to complement existing housing stock, streetscape and neighbourhood patterns
- Provide a clear street pattern that integrates easily into existing patterns of development respecting and enhancing environmentally sensitive areas and landforms, while providing multiple routes for travel

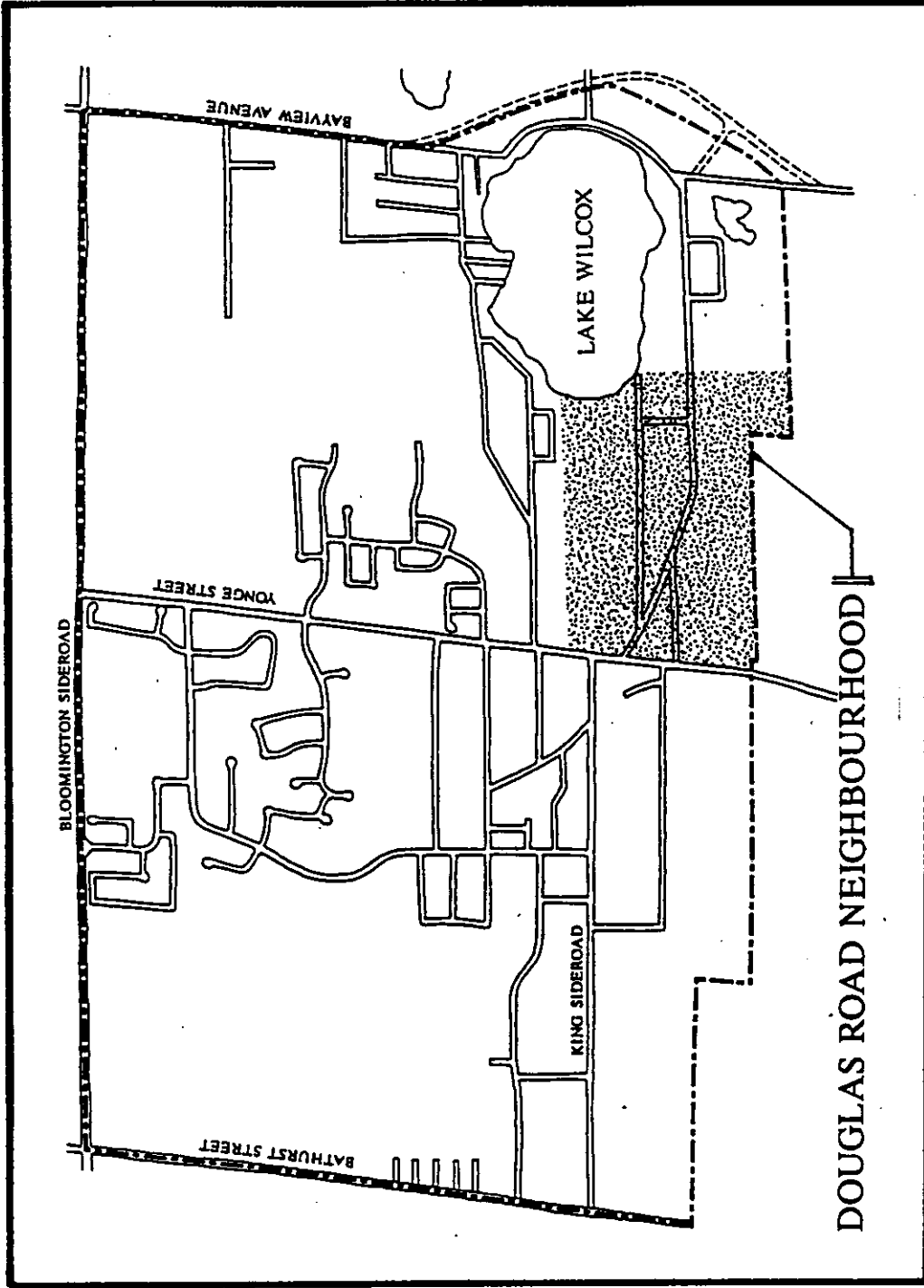


Figure 1 - Neighbourhood Infill Study Area - Douglas Road

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3.0 ENVIRONMENTAL INTEGRATION AND STEWARDSHIP

OPA 129 lies within an area of the Oak Ridges Moraine that contains many significant surface and groundwater systems, aquatic, wetland and terrestrial habitats, dramatic natural landforms and bioregional linkages. It is the intent of OPA 129 to manage change to ensure that any residential development, both infill and greenfield sites, maintain and enhance the natural environment as development occurs. Therefore an "Environment First" approach to community planning has been implemented for the North Urban Development Area.

The goal of environmental sustainability and the special nature of features in this area require the application of site-specific strategies and techniques in both the urban design of neighbourhoods and the integration of servicing infrastructure to successfully promote continued health and well-being of the natural environment. Effective retention, integration and management of these special features must be viewed as a positive environmental, social, and economic asset to existing and future residents of the area.

4.0 THE PUBLIC PARTICIPATION PROCESS

In order to ensure that each homeowner that may be affected by residential infill development was involved in the decision making process, an exhaustive public consultation process was initiated by the Town of Richmond Hill in September of 1997. The iterative approach to public participation ensures that new housing developments are integrated into existing neighbourhoods in such a way as to complement existing housing stock, streetscape and neighbourhood patterns. The following pages outline the dates and purpose of each meeting and perhaps most importantly; summarizes the residents' comments and their vision for the infill development.

Initial Public Meeting

On September 11, 1997, the town held a residents meeting for the Douglas Road Infill Study Neighbourhood. The purpose of this meeting was to introduce MBTW, explain the infill study process as outlined in OPA 129 and to solicit residents' comments and vision for the neighbourhood

Residents from the neighbourhood provided an indication of their interest in infill development, preferred neighbourhood character and minimum lot sizes and lot frontages. A follow-up survey was circulated to residents that allowed them to further

comment on the principles and ideas generated at this meeting. They were asked for a yes/no response to the following questions:

1. Are you in favour of infill development in your neighbourhood?
- 2a) Would you like your property to be part of a plan for infill development?
- 2b) If "yes", do you intend to stay in your present house?

In addition, they were asked to comment on future lot sizes, housing types, environmental issues, neighbourhood character and services.

The majority of respondents supported the concept of infill development, however, it was clear that several issues were of concern to the homeowners. Comments returned from this survey are summarized below:

- compatibility with existing rural neighbourhood character - single detached dwellings
- environmental concerns specifically relating to the E.P.A. 2 area at the backs of the properties north of Douglas Road - minimize impact to local flora and fauna
- concerns regarding increased traffic volumes and speeds, and access to Yonge Street
- maintain large lot frontages

Second Public Meeting

The second residents' meeting for the Douglas Road Infill Study Neighbourhood was held on January 21, 1998. The meeting was well attended by approximately fifty (50) homeowners of the Douglas Road community. Based on initial resident input and staff comments, an infill redevelopment plan as shown in Figure 2 was presented. The infill redevelopment plan incorporated the following design elements:

Design Elements

- protect the environment
- infill housing to be compatible in character with existing and newly approved neighbourhoods
- limit access to arterial roads

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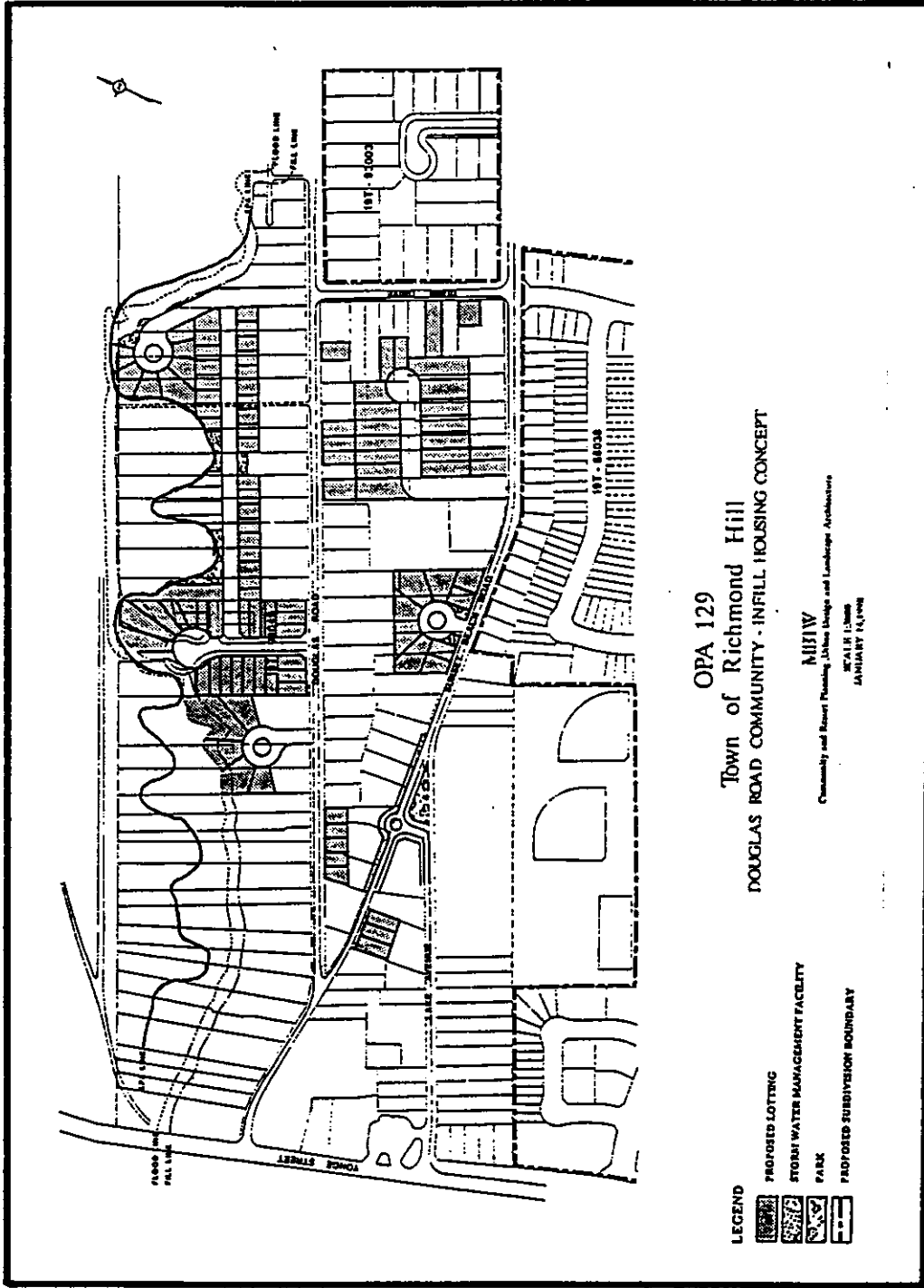


Figure 2 - Preliminary Infill Redevelopment Plan - Douglas Road

- establish safe efficient road patterns
- flexibility to provide for individual property circumstances
- promote housing forms that locate habitable rooms facing streets or walkways to support a pedestrian friendly and "eyes to the street" design philosophy
- character of neighbourhood is maintained and enhanced by lot sizes and configurations
- street network designed to minimize traffic volumes, speeds and access points to Douglas Road and Sunset Beach Road

At this meeting an issue regarding the delineation of the Environmental Protection Area 2 (EPA 2) for the properties at 186 and 210 Douglas Road was brought to the attention of Town of Richmond Hill staff. The EPA 2 in the Douglas Road neighbourhood is a treed environmental area adjacent to the Lake Wilcox channel and is contained in a portion of the rear yards of most of the properties that front onto Douglas Road. At this time, town staff recommended that the EPA 2 boundary limits be staked in the field and that the properties at 186 and 210 Douglas Road be included in the infill redevelopment plans for this neighbourhood.

Residents' were again asked to provide any comments/ideas relating to the infill concept plan and future community vision on a similar survey outlined previously. Resident comments subsequent to the January 21, 1998 meeting are summarized as follows:

Neighbourhood Character

- preserve wildlife and maintain existing country-like character
- add parks with play structures
- enhance walking trails
- design streets with sidewalks and mature trees
- preservation of wetlands
- maintain rural streetscape
- incorporate paved bicycle path
- architecture to blend with the existing house styles

Traffic and Road Patterns

- widen Douglas road and add sidewalks for safety
- conduct traffic survey regarding connection to Yonge Street

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- maintain road widths
- sidewalks are not necessary
- add stop signs and reduce speeds on Douglas Road
- Access roads should not connect to Douglas Road

Housing Types and Lot Sizes

- character of the area - semis, townhouses and condos are not appropriate
- only single family detached dwellings
- 40' - 60' frontages, 100' - 160' depths
- bungalows or two storey with garage at the side
- excessive lot coverage detrimental to the neighbourhood character
- deep lots could be severed if access is available

Other Comments

- place utilities underground
- enhance lake quality
- maintain integrity of neighbourhood
- enforce fish sanctuary laws
- preserve wetlands

In addition to homeowner comments, the Town of Richmond Hill planning staff summarized the major issues raised at this meeting and they are as follows:

- the single loaded road north of Douglas Road may not be economical
- a more efficient lot pattern north of Douglas Road was requested even if existing homes in the area potentially would be affected
- protection of the existing homes was emphasized
- opposition to the principle of infill in this area was expressed
- the owners at the east end of the north of Douglas Road have hired a consultant to explore the infill possibilities for their property
- the appropriateness of the EPA 2 line remains an issue

- traffic and traffic calming remains an issue. Some resident's feel that there are not enough exit points and that there is too much traffic on existing roads; truck traffic on Sunset Beach Road which bypasses Yonge Street is a concern
- the location of the road next to the United Church is a concern

February 4, 1998 - Special Planning and Development Committee Meeting

Based on the above comments and issues by homeowners and town staff several considerations evolved. These considerations are as follows:

- respect buffer setbacks to the natural areas to the north and west
- maintain character of Douglas Road and Sunset Beach Road
- focus on back lotting, while allowing for infill along Douglas Road, Dunn Drive and Sunset Beach Road
- back lotting and infill units; single family detached, wide shallow configurations, minimum width 40'
- Reduce traffic speeds and mitigate the impact of increased traffic volumes;
 - traffic calming devices
 - pedestrian linkages to trail system
- enhanced streetscape
 - focal point views
 - animated streetscape with a variety of house types
 - integrated open space system

The infill redevelopment plan was presented to the residents of the Douglas Road neighbourhood as well as the Planning and Development Committee. This meeting focused on establishing a clear direction and vision for the neighbourhood and for the infill redevelopment plan. Along with the design elements listed previously, the infill redevelopment plan demonstrated the following additional site specific design elements:

- turning circles incorporated along Sunset Beach Road and Douglas Road to function as traffic calming elements
- re-align Lake Avenue to intersect with Sunset Beach Road at 90 degrees
- provide views of natural features
- infill / back lotting based on the creation of "enclaves"; cul-de-sacs or crescents

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- individual enclave character may be enhanced through special treatment of entries and cul-de-sac bulb islands

At each stage of the public participation process residents were asked to provide any comments/ideas relating to the infill concept plan and future community vision on a similar survey outlined previously.

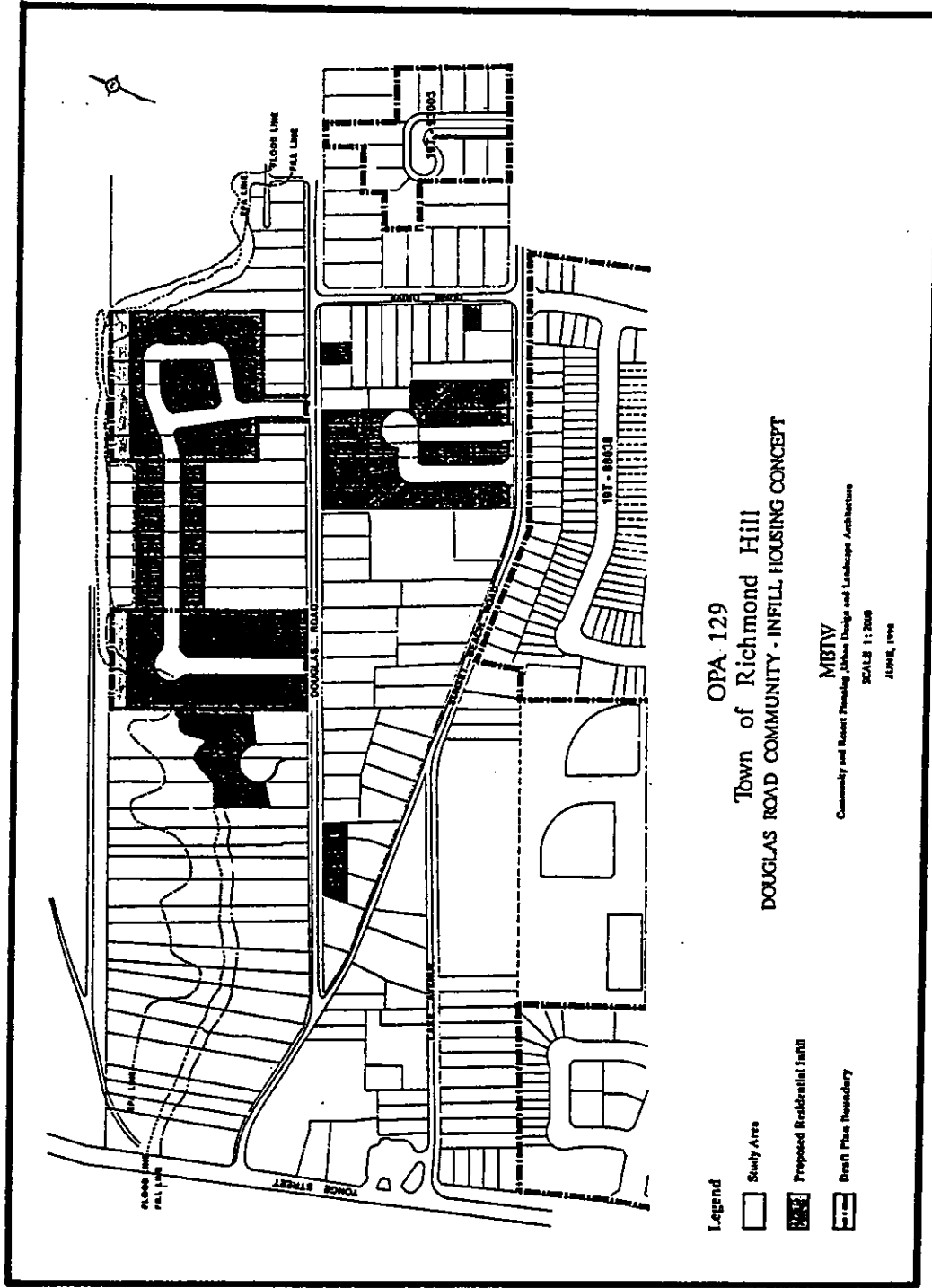
Following the February 4, 1998 Special Planning and Development Committee meeting, a technical review process was held on February 25, 1998 with senior staff of the town.

With comments provided through this technical review process and the resident comments listed previously, a further design resolution was required. The critical issues to be addressed prior to presenting at the final public meeting included:

- inclusion of the plans of subdivision north of Douglas Road (Pappa and Virgilio)
- reduction of the cul-de-sacs north of Douglas Road
- access road location from sunset Beach Road to cul-de-sac south of Douglas Road and east of Dunn Drive
- elimination of traffic calming measures at the intersection of Sunset beach Road and Lake Avenue
- identify location of the EPA 2 limit in rear yards of properties north of Douglas Road
- access to Oak Ridges recreation Centre to be maintained off of Lake Avenue
- lot sizes - 15m (50') for lots fronting existing streets (Douglas Road, Dunn Drive, and Sunset Beach Road
- 12.2m (40') - 14m (45') lots internal to infill areas
- incorporation of residents at 144, 154, 170, 178, and 238 Douglas Road

Third Public Meeting

A final public meeting was held April 27, 1998. The purpose of the meeting was to gain support and approval of the infill redevelopment plan and guidelines described in the following pages and as shown in Figure 3. The infill redevelopment plan presented at this meeting represents an evolution of the design / planning process which is based in part on all homeowner and Town of Richmond Hill staff comments.



Legend

- Study Area
- Proposed Residential Infill
- Draft Plan Boundary

OPA 129
 Town of Richmond Hill
 DOUGLAS ROAD COMMUNITY - INFILL HOUSING CONCEPT

MBTW
 Community and Recent Planning Jobs, Design and Landscape Architecture
 SCALE: 1:2000
 JUNE, 1998

Figure 3 - Preferred Infill Redevelopment Plan - Douglas Road Neighbourhood

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The following design elements characterize the preferred infill development option:

- Preservation of a natural corridor along the Lake Wilcox channel
- Provide views and access to natural features
- Infill through back lotting based on the creation of "enclaves"; crescents and cul-de-sacs
- Individual enclave character may be enhanced through special treatment of entry features
- Variation of lot sizes - 15m (50') for lots fronting existing streets (Douglas Road, Dunn Drive, and Sunset Beach Road
- 12.2m (40') - 14m (45') lots internal to infill areas
- Integrated open space system

5.0 DOUGLAS ROAD NEIGHBOURHOOD DESIGN OBJECTIVES

The following conditions exist within the Douglas Road Neighbourhood Infill Development area and it is the goal of infill housing to be compatible with, and integrate into the present character of the community.

Douglas Road Neighbourhood Character

- small single family detached dwellings (bungalow and 2 storey)
- more recently constructed 2 - 2 1/2 storey single detached dwellings east of Dunn Drive (immature front yard deciduous tree planting
- rural road standard (no curbs or sidewalks)
- deep front yards and wide sideyards
- lot frontages vary between 15m (50') and 48m (157') / lot depths vary between 38m (125') and 200m (656')
- stormwater collected in roadside ditches and swales
- above ground utilities
- mature deciduous and coniferous trees in both front and rear yards
- serviced by municipal water and sewer systems

The principle urban design objectives illustrated in the preferred infill redevelopment plan for the Douglas Road neighbourhood are summarized as follows:

Urban Design Objective 1 Integrate and manage natural systems

In order to provide for both infill development and to secure a portion of the EPA 2, the preferred concept incorporates an EPA 2 natural corridor along the Lake Wilcox channel. A greenspace connection fronting onto the proposed crescent has been created that will allow for pedestrian access into the existing interconnective pedestrian trail system.

The proposed infill redevelopment plan focuses on back letting through the creation of crescents and cul-de-sacs. This type of infill allows for the preservation of existing vegetation that is integral in creating this rural neighbourhood streetscape.

Urban Design Objective 2 Provide for an interconnective open space linkage system

The preferred infill redevelopment plan creates an interconnective open space linkage system that allows pedestrians to walk to desired locations throughout this community. From Douglas Road, the new infill area will utilize a street related walkway system to allow for a connection to the existing recreational trail system to the north.

Urban Design Objective 3 Integration of new housing developments into existing neighbourhoods

Integration of new housing developments into existing neighbourhoods is critical to ensure that the character of the neighbourhood is preserved. Maintaining the character of the neighbourhood can be achieved in large part through back-lotting instead of increasing the number of units fronting on Douglas Road. It is expected that the change in character of the neighbourhood will be gradual and that the transition may take a decade or more to complete.

Urban Design Objective 4 Provision of a clear street pattern that integrates easily into existing patterns

The preferred infill redevelopment plan is based on the modified street grid pattern which allows for the safe and efficient movement of vehicular traffic with the least amount of disruption to the neighbourhood. New and extended roads are integrated such that efficient access is provided to newly developed neighbourhoods, while not adversely affecting the pattern of existing streets and neighbourhoods. The expansion of the road system is organized so that it does not exert undue strain on

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environmental features by unnecessary intrusions into significant environmental linkages. In order to preserve valuable social qualities of the neighbourhood and to promote safe local alternatives to vehicular transportation, a pedestrian friendly circulation system has been realized.

6.0 DESIGN GUIDELINES

Within the Douglas Road neighbourhood infill development area, there are two (2) distinct zones that require special design guideline consideration. These include the proposed infill development along existing streets (ie: Douglas Road, Dunn Drive and Sunset Beach Road), and the proposed infill along newly constructed streets. The design guidelines for each zone are as follows:

Design Guidelines for Infill Development Along Existing Streets

- Preserve existing vegetation to the extent possible
- Lot frontages should be 15m (50') minimum

Design Guidelines for Infill Development Along Newly Constructed Street

- Construct roads to the Town's standard 18m R.O.W. with curbs, sidewalks and boulevards
- Preserve existing trees to the extent possible
- The frontyard setback shall be 3.0m
- Infill development plans should integrate and manage natural features
- Deciduous street tree planting is encouraged. Trees should be planted in the boulevard spaced at 8 - 12m on centre
- Cluster utility boxes in unobtrusive locations so that they may be easily screened
- Lot frontages should be 12.2m (40') minimum

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7.0 ZONING CRITERIA

Zoning Criteria for Infill Development Along Existing Streets

- single family detached dwellings - bungalows or 2 storey
- frontyard setback - 6.0m
- rear yard setbacks - wide shallow lots - 6.0m
- conventional depth lots- 7.5m
- sideyard setbacks - 1.2m, 1.2m
- 15m (50') lot frontage
- building height 11.5m

Zoning Criteria for Infill Development Along Newly Constructed Streets

- single family detached dwellings - bungalows or 2 storey
- frontyard setback - 3.0m
- rear yard setbacks - wide shallow lots - 6.0m
- conventional depth lots- 7.5m
- sideyard setbacks - 1.2m, 0.6m
- 12.2m (40') lot frontage
- building height - 11.5m
- cul-de-sac diameter - 40m

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Town of Richmond Hill - North Urban Development Area Secondary Plan
(Official Plan Amendment No. 129)
Residential Infill Study - Douglas Road Neighbourhood Survey

PLEASE PRINT

Name of Owner(s):

Address of Subject Property:

Mailing Address
If Not the Same
As Above:

Phone Number:

PLEASE MARK A "X" IN THE BOX NEXT TO YOUR RESPONSE

1. Are you in favour of infill development in your neighbourhood?
Yes [] No []
2. a) Would you like your property to be part of a plan for infill development?
Yes [] No []
b) If "Yes", do you intend to stay in your present house?
Yes [] No []
3. Please provide your comments on future lot sizes, housing types, environmental issues, neighbourhood character and services (roads, sidewalks), as shown in the five plan options presented this evening:

Thank-you for your participation in this survey.

Appendix 'A' - Douglas Road Neighbourhood Survey

Appendix	"B"
SRP.	98.120
File(s)	DOO-NU-DO-SR

APPENDIX "B"

DESIGN GUIDELINES FOR THE DOUGLAS ROAD NEIGHBOURHOOD

Within the Douglas Road neighbourhood infill development area, there are two (2) distinct zones that require special design guideline consideration. These include the proposed infill development along existing streets (i.e. Douglas Road, Dunn Drive and Sunset Beach Road), and the proposed infill along newly constructed streets. The design guidelines for each zone are as follows:

Design Guidelines for Infill Development Along Existing Streets

- Preserve existing vegetation to the extent possible
- Lot frontages should be 15m (50') minimum

Design Guidelines for Infill Development Along Newly Constructed Street

- Construct roads to the Town's standard 18m R.O.W. with curbs, sidewalks and boulevards
- Preserve existing trees wherever possible
- The frontyard setback shall be 3.0m
- Infill development plans should preserve natural features to the extent possible
- Deciduous street tree planting is encouraged. Trees should be planted in the boulevard spaced at 8 - 12m on centre
- Cluster utility boxes in unobtrusive locations so that they may be easily screened
- Lot frontages should be 12.2m (40') minimum

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Appendix	"C"
SRP.	98.120
File(s)	000-NU-00-SR

memorandum **Ages Consultants Limited**

155 Glenforest Road
 Cambridge, Ontario
 N3C 1V6
 (519) 658-6085
 FAX (519) 658-6037

To: Lynn Poole,
 Richmond Hill

Date: March 9, 1998

DRAFT

From: Derek Coleman, PhD., R.P.P.

Cc:

RE: Douglas Road, EPA Considerations

This memo is to document my observations and conclusions on the Douglas Road EPA designation and boundaries following our field visit on March 5, 1998.

1. The area we looked at is described and discussed in the two Gore and Storrie reports that I authored (Natural Environmental Planning and Development Guidelines, March 1993/ Phase II Environmental Studies, Final Report, September 1993) as part of the Douglas Road to North Lake Road Wetlands. This area is generally lower lying lands along the Humber River floodway channel that are in early stages of succession with marsh, grass and forest types of communities. On the south side of the channel there is a fringe of forest communities that are dominated by poplar, ash and elm trees. The character of the forest types varies with each lot as the management of the vegetation has varied individually with each owner (clearing, mowing, etc.). In general, our inventories found this area to be of relatively lower quality than the larger blocks of natural areas in the NUDA. Bird and plant species numbers were low and there were no rarities and species on Douglas Road were all common throughout other parts of the community.
2. We did identify that the green space along the channel should serve as a linkage between the higher quality environments in the NUDA. This was done by designating a 30 metre corridor along the floodway channel as EPA 1 to serve as a green linkage. The adjacent patches of forest were shown as EPA 2 which were desirable to preserve, but could be crossed by roads or services and could become part of the development area subject to justification and a satisfactory EIS and mitigation. In developing the OPA 129, we reviewed submissions and the property of one of the effected lot owners (Lockwood, 186 Douglas) and removed that lot and the adjacent 210 Douglas from the initial EPA 2 designation. This still leaves the development on the those lots as subject to a tree conservation plan - this was viewed as being sufficient to achieving the environmental objectives for the Humber River corridor through here.
3. In the field last week, I observed conditions that were consistent with my recollections of the area from 5 years previously. We started at 144 Douglas Road and on the first two lots, the conditions were similar to those on Lots 186 and 210. There is a tree cover, but the understory herbaceous vegetation has been cleared in large part by the lot owner over the years - leaving a few patches where the soil seemed wetter. On these lots, I differed with the TRCA and MNR representatives about whether this should be EPA 2 - as with the two lots at the other end, I would delete them from the EPA if the designation were viewed as precluding development. The question was not resolved. However, if the lots are kept as EPA 2, then, the line as originally

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drawn is in approximately the right location.

The central four lots contain a more substantial early successional forest that is wetter than the adjacent lots. It appears to have grown in from the two hedgerows that at either end and there is a "V" shaped indentation in the forest on the middle two lots as was shown on the original mapping. We did agree in the field with the TRCA and MNR on the location of the edge of the unit which would be EPA 2.

4. We also had a look at the four lots that are east of the walkway next two lot 210 with the consultant who has proposed a cul-de-sac on the lots with a fringe of EPA 2 adjacent to the start of the floodway channel which contains several open poplars. The 15 metre setback to the channel greenway seemed to contain most of the natural environment features and the EPA zones could be reduced to this limit without any significant losses while requiring a tree conservation plan for the fringe.

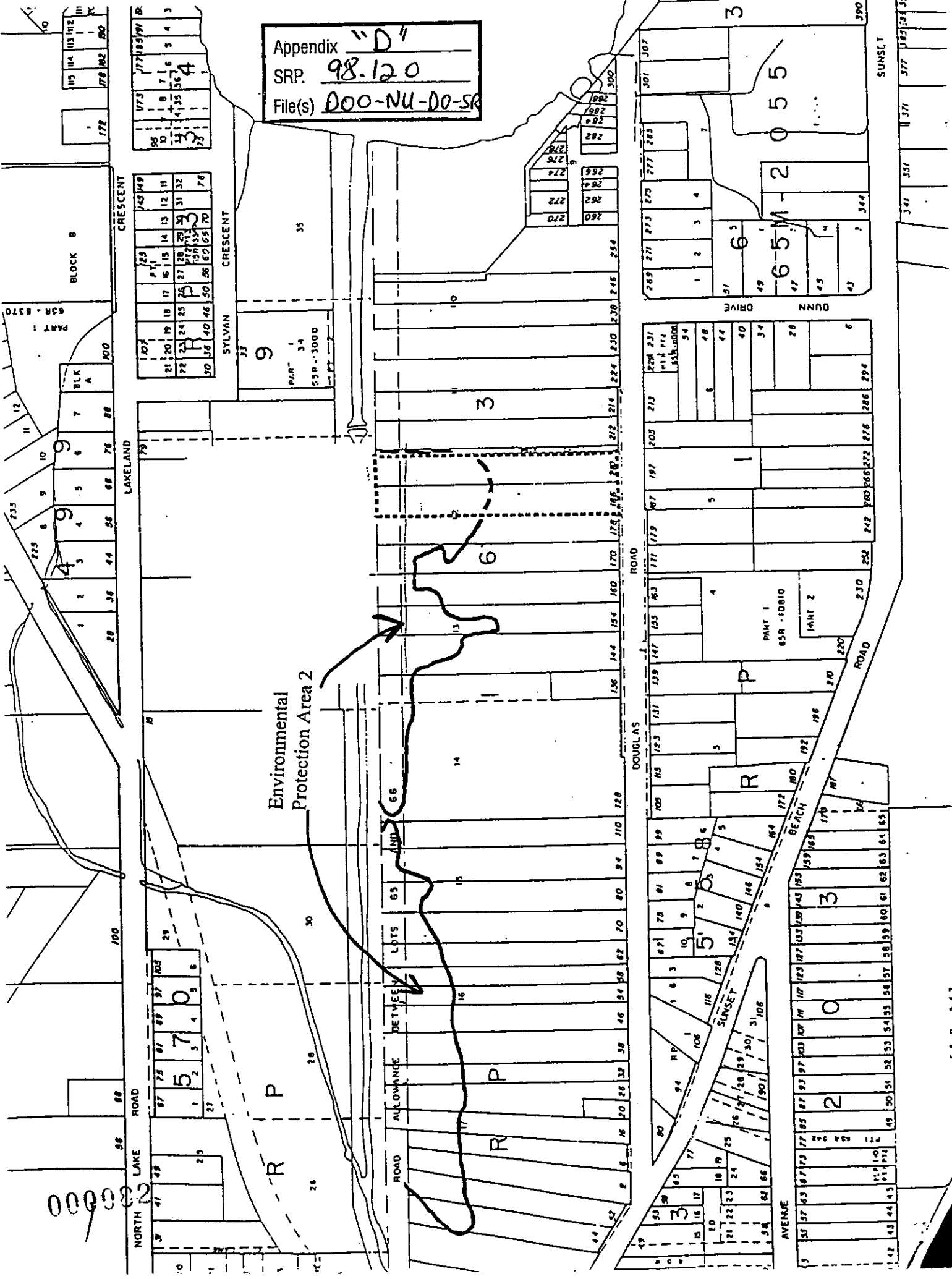
5. As you can sense from this memo and our discussions, I feel that orderly redevelopment of this area should occur while retaining a green corridor along the floodway. So long as the corridor is protected, the trees on the lots provide some additional benefit, but the values are not high enough nor the losses from development likely sufficient to warrant its exclusion. The EPA 2 designation was intended to provide a measure of protection to such features by requiring study and mitigation. In this case, there is little flexibility due to the existing development and lot pattern. I would encourage the property owners to bring forward a reasonable proposal retaining as much of the EPA 2 trees as possible adjacent to EPA 1 corridor.

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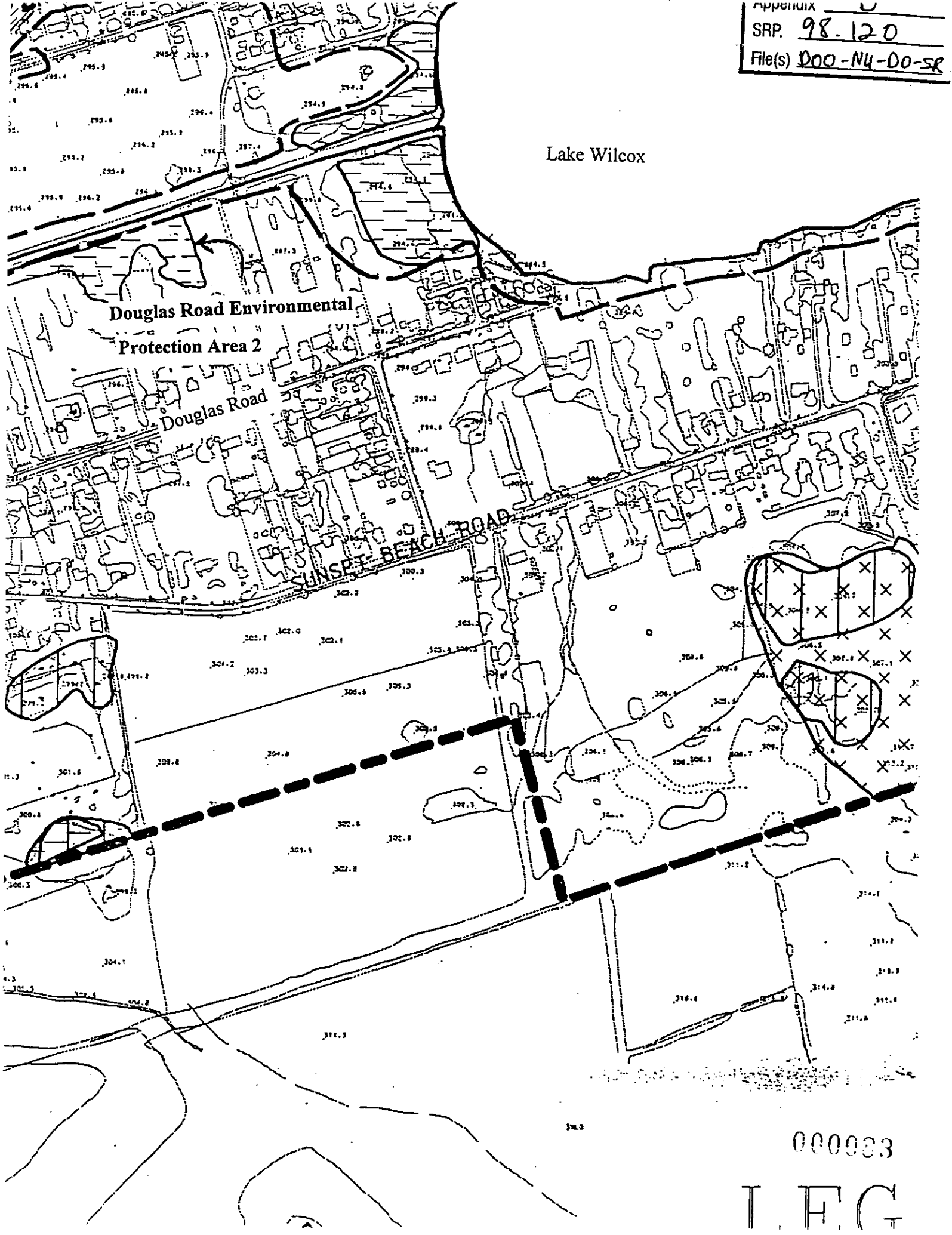
DJC

Appendix "D"
 SRP. 98.120
 File(s) D00-NU-DO-SR

Environmental Protection Area 2



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LEG

LAKE WILCOX - OAK RIDGES












Town of Richmond Hill

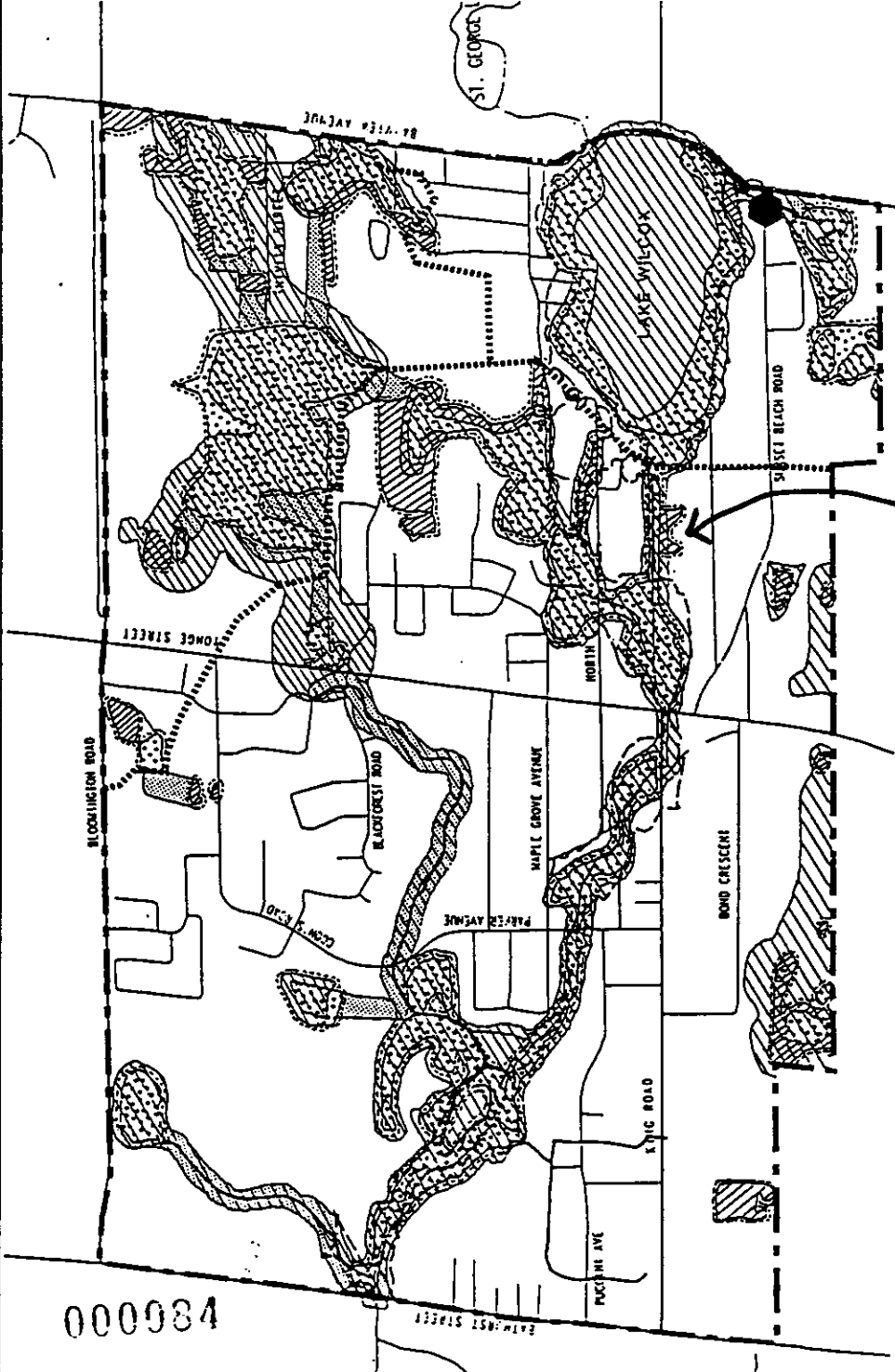
Schedule D

Environment Plan

LEGEND

ENVIRONMENTAL PROTECTION

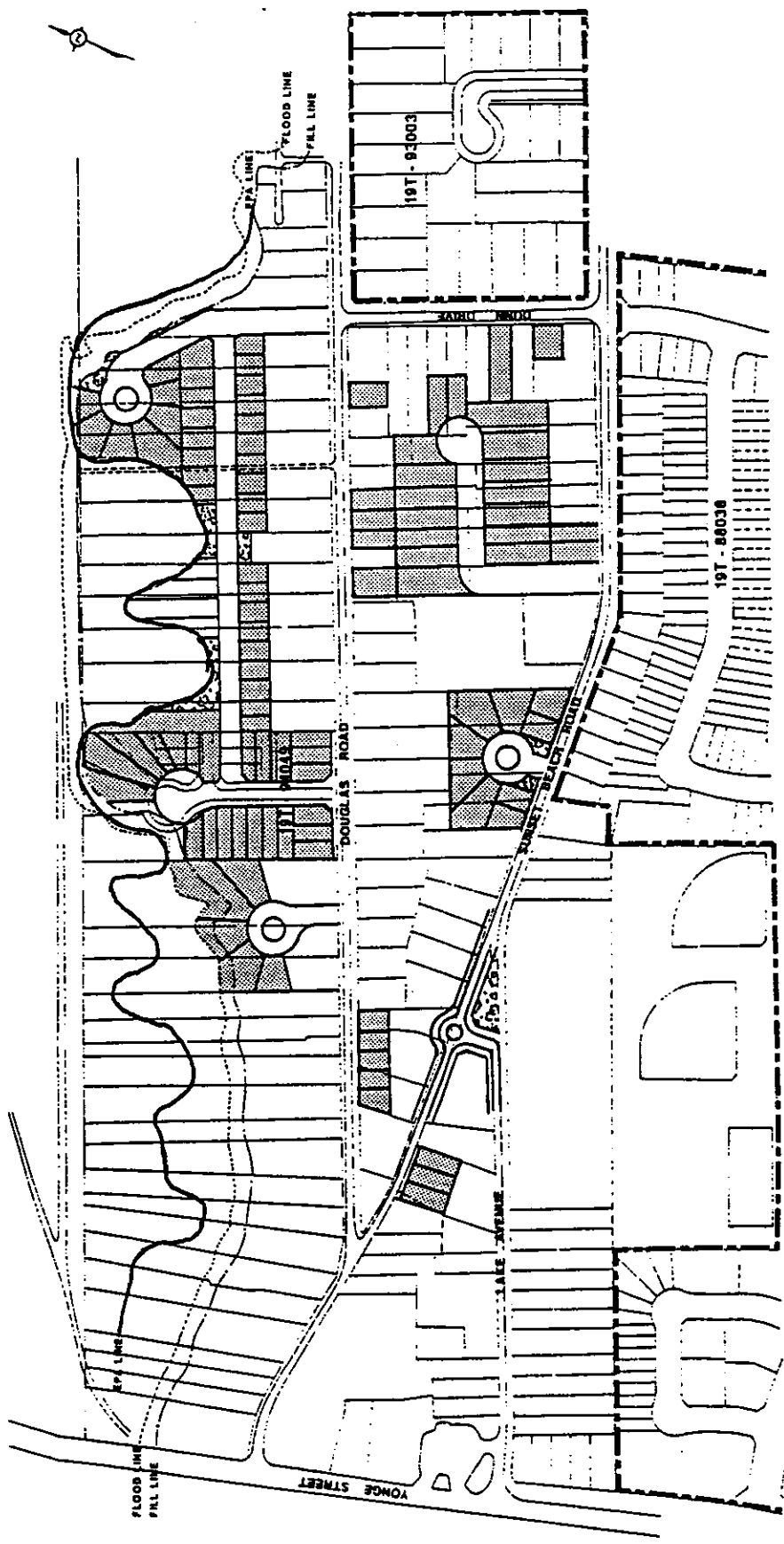
-  Environmental Protection Area 1
-  Environmental Protection Area 2
-  Zones of Influence
-  Ecological Restoration
-  Regulatory Floodlines
-  Watercourses
-  Watershed Zones
-  Open Space
-  Old Waste Disposal Site
-  Buffer Zones
-  OPA 129 Boundary



Douglas Road Environmental Protection Area 2





Appendix "D"
SRP. 98.120
File(s) 000-NU-00-SR

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LEGEND

-  PROPOSED LOTTING
-  STORM WATER MANAGEMENT FACILITY
-  PARK
-  PROPOSED SUBDIVISION BOUNDARY

OPA 129
 Town of Richmond Hill
 DOUGLAS ROAD COMMUNITY - INFILL HOUSING CONCEPT

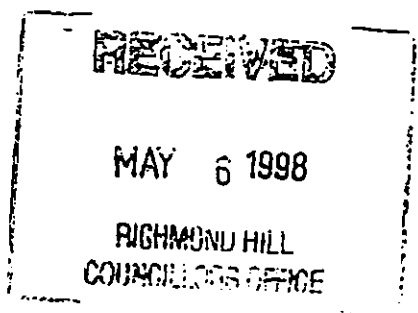
MBIW
 Community and Rural Planning, Urban Design and Landscape Architecture
 SCALE: 1:5000
 JANUARY 18, 1998

Appendix "F"
SRP. 98.120
File(s) 000-NU-00-SR

Mr. & Mrs. Derin
170 Douglas Road
Richmond Hill, Ontario L4C 3H5
Tel: Home 905-773-1593
Work 416-869-3600 ext. 5339

May 4, 1998

Vito Spatafora
Councillor, Ward 1
Town of Richmond Hill
P.O. Box 300
225 East Beaver Creek Road
Richmond Hill, Ontario L4C 4Y5



Dear Mr. Spatafora:

I am a homeowner at #170 on the north side of Douglas Rd. In Oak Ridges. After the April 27th Douglas Rd. Resident's meeting I spoke to you about a letter I had sent to the town back in 1990. You asked me to send you a copy of the letter and I am doing so now. In 1990 when the Lockwoods and Torlones had their property reassessed I sent a letter to Lynn Poole asking for environmental reassessment of my property as well. Shortly afterwards, Dr. Coleman visited us and my husband took him on a walk-through of our property. He told my husband and several others in attendance that the environmental value of our property is the same as the Lockwood's and Torlone's. We did not get him to put it in writing, but I assumed that the designation on our property would be changed (as was the Lockwood's and Torlone's) whenever development was considered. I also assumed it was the town who sent Dr. Coleman and that this was the town's response to my letter. I still don't know if this is the case, because although I gave another copy of my letter to Lynn Poole in March, I have not received any response from the town. I need to have an explanation for what went on in 1990. Why has the designation been removed from Lockwood/Torlone and not us? This is not equitable or fair.

Janet Babcock reiterated at last week's meeting that no development could proceed until all properties have been staked, however, I cannot accept that a staking done today is a fair representation of the EPA designation because it does not take into account the clearing that some owners have been doing since 1990. Half the area that was staked out on our property in March is poplars that have grown in since we bought the property. If you tell all the residents on Douglas Rd. they can't mow their lawn for 10 years, it will look the same as ours! I need to have a detailed account of why EPA sections have been removed from some areas and not others. What exactly is the environmental value of this land and how will it be impacted if development carries on as planned?

If, as I suspect, the resource is primarily seen as aesthetic, then I really don't think that is any kind of an argument to allow the town to take control of it. Because although green space is all very nice and everyone likes to enjoy it, who pays for it? These developments to the east and west of us can now advertise desirable housing backing onto protected lands that I have to pay

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Mr. & Mrs. Derin
170 Douglas Rd.
Richmond Hill, Ontario
L4C 3H5

Telephone:

Home 773-1593
Work 963-2191

April 23, 1990

Town of Richmond Hill
Planning Department
P.O. Box 300
Richmond Hill, Ontario
L4C 4Y5

Attn: Lynn Poole,
Senior Planner

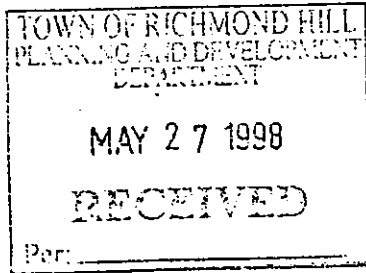
This letter is in regard to Official Plan Amendment # 71, as it affects our property at 170 Douglas Rd., in Oak Ridges. We understand that this amendment has designated the back area of our property as "Priority 2 - minor intrusions only" for future development.

We would like to request a re-evaluation of this assessment. We may be contacted at the above address and phone numbers. Your attention in this matter is greatly appreciated.

Sincerely yours,

Allison Derin

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Appendix "G"
SRP: 98.120
File(s) 000-NY-00-SR

April 28, 1998

**RE: Residential Infill Study -
OPA129 - Douglas Road
Neighbourhood Meeting
- April 27, 1998**

To whom it may concern:

I came away from the meeting last night with a feeling of total disgust. I have been attending these meetings since last year and my worst fears have been confirmed. As we come down to the crunch, more and more people seem to be showing up at these meetings, ranging anywhere from those directly affected such as myself, to residents indirectly affected, to vulturous real estate agents looking for an opportunity to swoop in for the kill.

After extensive house hunting from Claremont to Pottageville, we finally found what we were looking for - a decent sized house with above average property. This was in 1983. In the early nineties and two children later, we realized that we needed a larger home and the hunt was on again. Coming within days of putting an offer in on a house in King City I realized that I really didn't want to leave Oak Ridges with its' unique character and atmosphere, so instead we opted to enlarge our present home enabling us to continue to enjoy all the area had to offer i.e. mature trees, lots of room, quiet street, close to all amenities etc. All this came to a grinding halt at the April 27th meeting. I now face the prospect of going from a very private lot to being stuck in the middle of busy intersection on a corner lot with a proposed street running parallel to my house and another one directly across from my living room complete with headlights shining directly in my living room window, not to mention the safety factor of increased traffic, exhaust fumes, lack of privacy and the general destruction of the present neighbourhood!!!

As I'm sure you have deduced, I find this latest plan totally deplorable and unacceptable and I will do everything in my power to stop it.

One solution to this dilemma is for me to move, but I will advise you that in no uncertain terms I have no intention of moving or altering the size of my lot in any way shape or form although I do have another suggestion ...LEAVE THINGS THE WAY THEY ARE!!! IF IT AIN'T BROKE, DON'T FIX IT!

Yours truly,

Val Stalker
Val Stalker
205 Douglas Rd.
905-773-0619

/vas
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