

BATHURST STREET NEIGHBOURHOOD INFILL STUDY

<p>STAFREP/SRP98116</p> <p>TOWN OF RICHMOND HILL PLANNING AND DEVELOPMENT DEPARTMENT</p> <p>PREPARED BY: <u>LYNN POOLE</u> TELEPHONE NO.: <u>905-771-8910</u></p>	<p>SPECIAL PLANNING AND DEVELOPMENT COMMITTEE MEETING JUNE 9, 1998</p> <p>STAFF REPORT: SRP.98.116 FILE NO.: D00-NU-BA-SR</p>
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SUBJECT:

Residential Infill Study for the Bathurst Street Neighbourhood.

RECOMMENDATIONS:

1. That Planning and Development Committee receive Staff Report SRP.98.116 and recommend that Council approve the following key principles, prepared by The Planning Partnership, to guide future infill development in the Bathurst Street Neighbourhood:
 - a) create a neighbourhood focus through the establishment of parkland, stormwater management facilities and open space;
 - b) allow for a transition in densities from medium density along the Bathurst Street frontage to predominantly single detached adjacent to the Elmway plan of subdivision; and
 - c) maintain the existing grid system of streets with reduced number of access points to Bathurst Street.
2. That the Demonstration Plan, prepared by The Planning Partnership, and contained in Staff Report SRP.98.116 be endorsed as one possible illustration for achieving redevelopment in accordance with the key principles identified in Recommendation #1 above;
3. That the Design Guidelines prepared by The Planning Partnership and contained in Appendix "B" to Staff Report SRP.98.116 be endorsed and used to guide the detailed planning and design of infill development in the Bathurst Street neighbourhood and the evaluation of future development applications; and

4. That Town Staff be authorized to retain appropriate engineering consultants to undertake a preliminary grading, servicing and road completion study for the lands between Bathurst Street and the Elmway Plan of Subdivision for the purpose of ensuring comprehensive development, prior to the disposal of Town owned lands in this area. The source of funds for the study are to be reserve funds with the costs of the study to be recovered through the development process.

DISCUSSION:

Official Plan Amendment No. 129 designates various infill areas within the existing residential areas of the North Urban Area as shown on Map 1 attached. The infill policies require that Council approve comprehensive concept plans prior to the development and redevelopment of these infill residential areas. Accordingly, in the fall of 1997, The Planning Partnership was retained to prepare an Infill Concept Plan for the Bathurst Street neighbourhood. After an extensive public consultation process which included three residents meetings, use of the workshop format and mail-in surveys, the Infill Study is now completed.

The report by The Planning Partnership, including a Demonstration Plan for the Bathurst Street neighbourhood is attached in Appendix "A". The work by the Planning Partnership 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.

It should be noted that the Demonstration Plan, shown on Map 2 attached, illustrates only one possible scenario for development of the Bathurst Street neighbourhood that achieves the general planning principles and design guidelines set out in the consultant's report. The Demonstration Plan is not intended to serve as a final development concept nor preclude alternative concepts and design solutions that may be proposed as part of an application for development.

Infill Development in the Bathurst Street Neighbourhood

The Bathurst Street area is an older neighbourhood and, in terms of infill redevelopment, contains two distinct development areas, known as the existing neighbourhood and the "vacant lands" area. The existing neighbourhood is comprised of 35 to 50 foot lot single detached houses on dead-end local roads which include Prince Arthur Avenue, Portage Avenue, Laurier Avenue, Madison Avenue and Lowther Avenue. There are vacant residential lots interspersed with existing houses and the Demonstration Plan provides for the development of existing vacant lots to new standards proposed in the Infill Study.

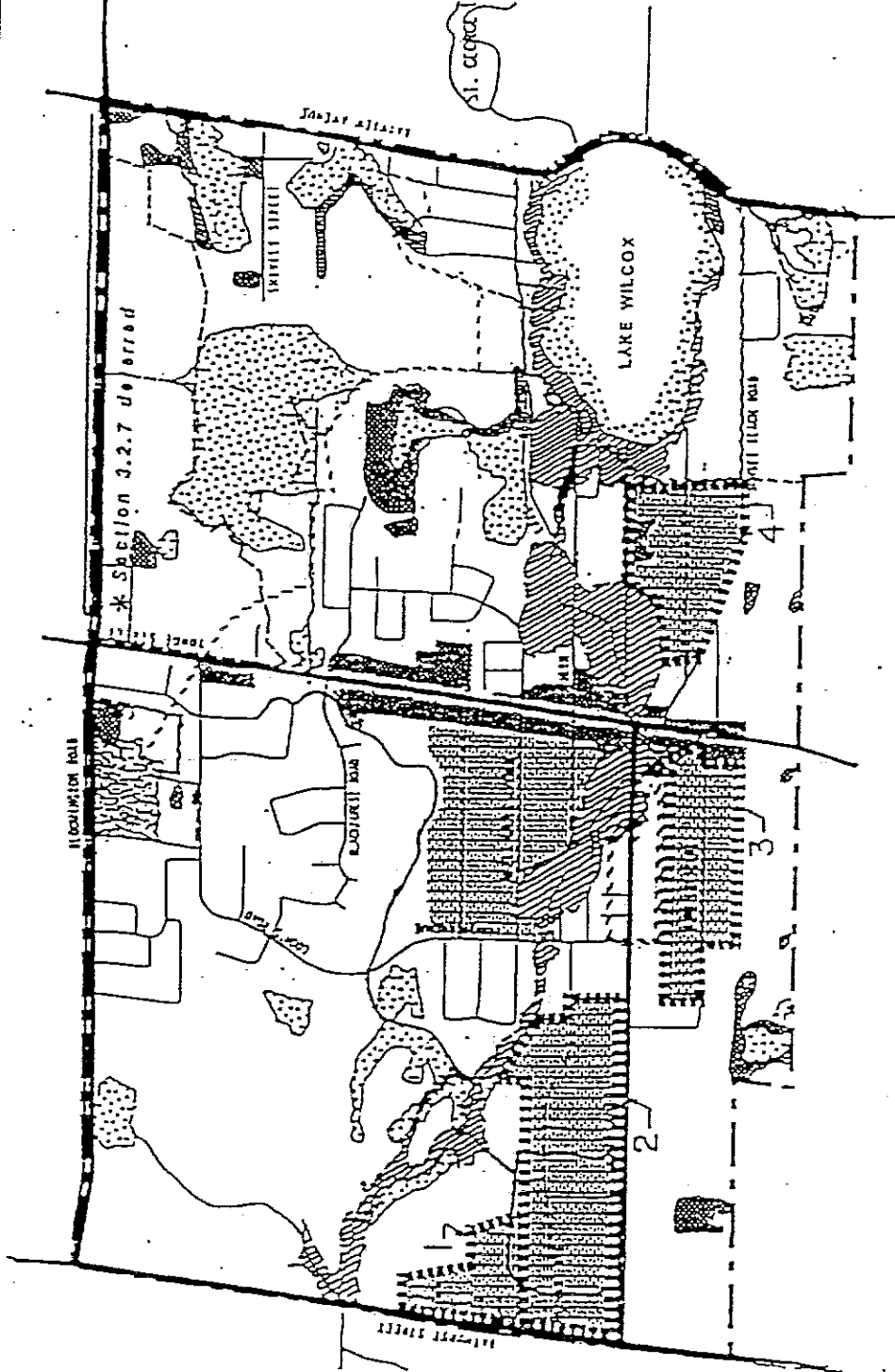
The Elmway subdivision is located further to the east of the Bathurst Street neighbourhood and features small lot singles, wide shallows, quads and townhouses, comprising a total of 226 units. The Elmway subdivision is bounded by the East Humber River tributary which has been preserved as an Environmental Protection Area 1 in the subdivision plan.

INFILL - RESIDENTIAL STUDY AREAS

LAKE WILCOX - OAK RIDGES

Town of Richmond Hill
Schedule B

Community Structure



Legend

- Community Core
- King Rd. Commercial Area
- Infill
- Development Area
- Hazard Land
- Environmental Protection Area 1
- Environmental Protection Area 2
- Arterial Roads Under Provincial or Regional Jurisdiction
- Land Form Conservation (Subject to Section 3.2.7)
- OPA 129 Boundary

STUDY AREAS

1 BATHURST STREET NEIGHBOURHOOD

2 PUCCINI DRIVE NEIGHBOURHOOD

3 BOND CRESCENT NEIGHBOURHOOD

4 DOUGLAS ROAD NEIGHBOURHOOD

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SRP

MAP 1

BLOCKS 1 & 2

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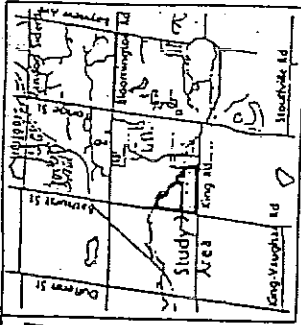
TOWN OF RICHMOND HILL
PLANNING & DEVELOPMENT

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Bathurst Street

Yonge Street

King Side Road



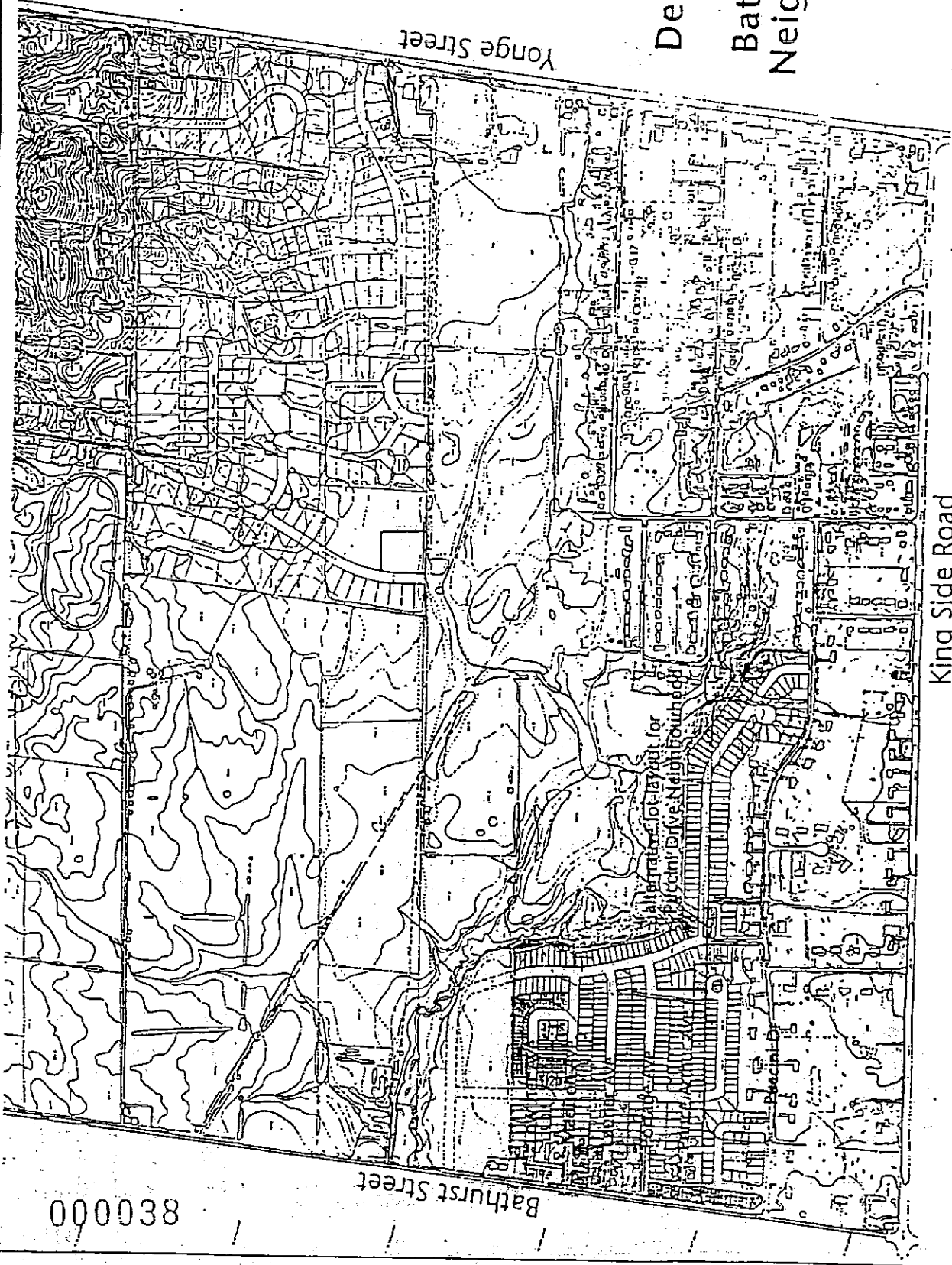
Key Map

LEGEND

- low density residential
- medium density residential
- open space

Demonstration Plan Bathurst Street Neighbourhood

Figure 5



The second infill development area, known as the "vacant lands" area, is located between the existing Bathurst Street neighbourhood and the Elmway subdivision. As a result of a previous subdivision plan for these lands being "deemed" not to be a plan of subdivision under the Planning Act, the Town acquired lands within this area including unopened road allowances. While the lands are predominantly vacant, they are shown as being subdivided into small single detached lots which do not meet the requirements of the Zoning By-law and are held in multiple ownership. One of the distinctive features of this area which will impact redevelopment is the extent of lands owned by the Town. The land ownership pattern is shown on Map 3.

The checkered pattern of ownership of the lands complicates the ability to achieve infill. Eventually, the Town will dispose of its lands but the process for doing so must include consideration of completion of the lotting pattern, construction of the unopened road allowances to Town standards and integration of the grading and drainage systems between Bathurst Street and the Humber River.

There is a significant change in grade between the existing development along Bathurst Street, the Elmway plan of subdivision and the East Humber River tributary, which has implications for the connecting of roads, servicing and stormwater management. The changes in grade will have to be rationalized during the development process in order to ensure the proper connections between the existing and unopened portions of the roads as well as reduce the potential for development dependent upon retaining walls in order to meet grade at the lot lines.

Development of the Elmway subdivision to the east will result in the construction of roads and services which will eventually require connection to the existing road allowances within the Bathurst Street Neighbourhood. As it will be necessary to properly co-ordinate new development occurring within the "vacant lands" area and the Elmway subdivision, all development proposals will have to conform to a comprehensive grading, drainage and servicing plan.

During the infill study process, it became apparent that in order for development of this area to proceed and given the extent of the Town-owned lands, there was a need to undertake an engineering study to identify the grading, drainage and servicing connections which would need to be coordinated between Bathurst Street and the Elmway Plan of subdivision. Recommendation #4 in this report requires that infill development in the Bathurst Street neighbourhood proceed on a comprehensive basis and that an engineering study be initiated by the Town to provide the criteria prior to development related to the following:

1. Plans for construction, reconstruction and connection of the roads within this neighbourhood, including road grades and standards;

2. Plans for interim and long term linkages between the existing community and the Elmway subdivision, including future road closures at Bathurst Street;
3. Lot grading requirements including the identification of lands which should be developed as comprehensive blocks so as to avoid unnecessary interim solutions such as retaining walls;
4. Financial responsibility of property owners with respect to acquisition of Town lands, road construction, lot grading and stormwater management; and
5. Criteria to be satisfied before the Town disposes of its surplus landholdings or unimproved road allowances in the area.

The possibility of providing parkland as a focus for the Bathurst Street community was discussed at residents meetings. At present, a storm water management facility with some additional open space is illustrated in the demonstration plan on Town owned lands. However, with the completion of the comprehensive engineering study, if it becomes apparent that all of the lands should drain to the stormwater management facility approved in the Elmway plan, this area will lack any park or open space areas. The Parks Department, in commenting on the infill study, did not request the dedication of any additional open space.

An issue arising at the Resident's meetings concerned the proposal for medium density, ground related housing (townhouses) along Bathurst Street. Staff support the recommendation that development adjacent to arterials, in this case Bathurst Street, be used as an acoustic buffer and an opportunity to increase density in the area. Townhouses are an appropriate form of development on these high traffic roads provided that access can be accommodated in rear lanes or service roads abutting the arterial road. Where new medium density development is proposed adjacent to existing low density development, measures to lessen the impact of new development are to be considered. These measures include greater setbacks, buffers and fencing.

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; the need to complete the engineering study in order to assess the grading, stormwater and engineering requirements for completing the neighbourhood; the process by which the Town will dispose of its lands and the process for zoning by-law amendment, subdivision approval or applications for consent to sever, including costs associated with these applications such as development charges and parks cash-in-lieu payments. There were also questions about the implications of infill development on property taxes.

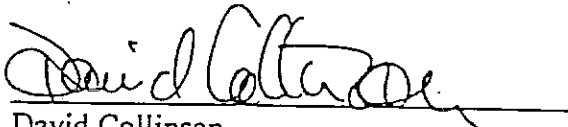
When the Infill Study was commenced, it was thought that all of these lands could be included in one comprehensive amendment to the North Urban Area Zoning By-law 313-96, adopted after the completion of OPA 129. However, given the engineering, grading and urban design requirements, it is now recommended that changes to zoning to accommodate infill development proceed on the basis of comprehensive applications for development. The lands which should be developed as blocks will be identified in the engineering study and the disposal of Town lands should only proceed where the blocks which are linked by servicing, grading and road connections are intended to be developed jointly.

Owners will be required, wherever appropriate, to co-ordinate and file applications that are comprehensive. All applications are to generally conform to the key principles and Design Guidelines for the Bathurst Street neighbourhood contained in Staff Report SRP.98.116. Each application will also be reviewed in accordance with the Planning Act, OPA 129 and Town and Regional standards and requirements.

CONCLUSIONS


The report contained in Appendix "A" attached, outlining the principles, Demonstration Plan and Design Guidelines for the Bathurst Street neighbourhood, as prepared by The Planning Partnership, was developed after extensive consultations with the residents of the area. Unlike other infill areas in Oak Ridges, the future development of this area is somewhat complicated by issues related to the integration of existing development along Bathurst Street, vacant lands and the Elmway plan of subdivision. The Town previously acquired unopened road allowances and other parcels of land which form an integral part of the completion of the neighbourhood. Additional engineering, grading and servicing studies need to be completed in order to ensure that the future development of the area meets Town standards. The Bathurst Infill Study is recommended for approval in order to meet the OPA 129 requirement for the preparation of a comprehensive infill plan.

Reviewed by:



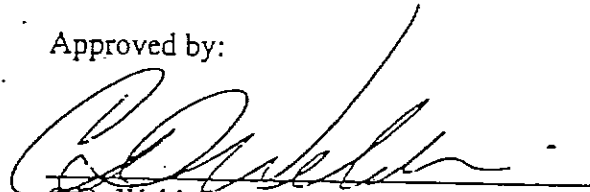
David Collinson,
Director of Planning

Respectfully submitted:



Janet E. Babcock, M.Sc., MCIP,
Commissioner of Planning and Development

Approved by:



C.D. Weldon,
Chief Administrative Officer

DATE: June 3, 1998

LP:DC:JEB:CDW:bf

LP rp

Attachments

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APPENDIX CONTENTS

“A” Final Report by The Planning Partnership, May 1998.

“B” Design Guidelines for the Bathurst Street Neighbourhood, The Planning Partnership.

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1.0 INTRODUCTION.

The Town of Richmond Hill retained The Planning Partnership to provide the technical basis on which plans to redevelop two neighbourhoods in Richmond Hill would be evaluated by Council and Staff. The two neighbourhoods are the Puccini Drive neighbourhood and the Bathurst Street neighbourhood. The extent of both of these neighbourhoods is shown on Figure 1.

2.0 POLICY BASIS

Official Plan Amendment Number 129 (OPA 129) was prepared by the Town of Richmond Hill to respond to development pressures in the north end of the Town. The intent of OPA 129 was to manage change in this area so that the impacts of that change on the natural environment are minimized. As a result, the OPA contains a number of policies that put the 'environment first'. These policies are intended to ensure that the integrity of the natural environment of the Oak Ridges Moraine is maintained and enhanced as development occurs.

In addition to identifying areas where new development on greenfield sites would occur, OPA 129 also encourages infilling and redevelopment within existing built-up areas. The Puccini and Bathurst Street neighbourhoods have been identified as such areas by OPA 129. At the present time, much of this area is the site of single detached homes on large lots on full municipal services. Many of the lots are deep, meaning that new streets could easily be developed at the rear of these lots to access the new development without any change occurring at the front of the lot.

OPA 129 requires that the predominant housing form in infill areas be single detached dwellings. Higher density housing in the form of townhousing and walk-up apartments is permitted on arterial roads such as King Road and Bathurst Street.

Given that there will be continuing pressure to redevelop within the existing built-up areas, OPA 129 recognizes that there is a need to prepare comprehensive plans for the infill areas to provide the basis for future planning decisions. This comprehensive plan is required to ensure that roads and services are developed in an efficient manner and to ensure that development occurs in appropriate locations. Once the comprehensive plan is in place, applications for Plan of Subdivision or consent to sever can be processed, provided, they generally conform to the plan for the neighbourhood.

Although infill development is encouraged by OPA 129, it is also stated, in Section 4.1(a) that "*the density, character and form of new development will be such that the desirable aspects of the existing community are preserved.*" The determination of what is 'desirable' is subjective. To some, it may mean the nature of the house form, to others it may mean lot frontage and front yard depth. These are important considerations in neighbourhoods where a certain uniqueness exists and/or where there is a public interest to protect the

area's character. This public interest is sometimes expressed by identifying an area as a 'Conservation District' in accordance with the Ontario Heritage Act. None of the infill areas has been identified as a 'Conservation District.'

The wishes of the residents also need to be taken into account in determining what elements of a community's character needs to be preserved. In the absence of a clear public interest to protect the character of a neighbourhood, it is the consensus of the community that carries the most weight. As a result, the preparation of an infill plan for a neighbourhood must involve residents and in the end, be supported by the people the infill plan will affect.

3.0 THE PUBLIC PROCESS

Given the nature of the proposed development, an ambitious program of consulting the public in the areas affected was initiated by the Town in September 1997. This public participation program was designed to ensure that all of the stakeholders were given an opportunity to comment on the concepts and design guidelines for the area. The public consultation mechanisms and the results are described below.

First Workshop was held in September 1997

The first workshop was conducted on September 23, 1997 for Puccini Drive residents and September 29, 1997 for Bathurst Street residents to discuss general issues and concerns regarding Infill development. Both workshops were well attended. It was concluded at this workshop that a survey would be distributed requesting specific information on preferences for development.

Survey of residents sent out in October 1997

A survey was subsequently sent to all residents in both study areas asking for a yes/no answer to three questions:

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

In the Bathurst Street infill area, all respondents were in favour of redevelopment except one.

In the Puccini Drive neighbourhood, most residents west of Toscanini Road indicated that they were in favour of infill development. The two opposed to infill were located on the north side of Puccini Drive, one (64 Puccini Drive) is in a critical location for an infill plan as it is directly on the route of a proposed north-south road extension which is part of the approved draft plan of the area to the north.

East of Toscanini Road, many of the residents were opposed to infill development. Four of the seven respondents on the north side of Puccini Drive were opposed to infill. There is a road on an approved draft plan of subdivision immediately adjoining the north side of their properties offering them an opportunity to develop the north end of their property. This area does not have enough depth to accommodate a tier of development between Puccini and the proposed new road.

On the south side of Puccini Drive, opponents of redevelopment are scattered throughout the neighbourhood. Two on Aida Place are key because of the need to extend a road connecting with this cul-de-sac behind existing houses to accommodate infill development.

Figure 2 illustrates all of those in favour of infill development at the time the questionnaire was circulated.

Second Workshop was held In January 1998

A second workshop was conducted on January 29, 1998 to review options for infill development. Residents were divided into three groups:

- Bathurst Street neighbourhood
- Puccini Street neighbourhood west of Toscanini, and,
- Puccini Street neighbourhood east of Toscanini.

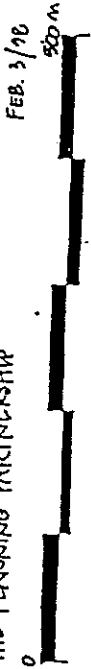
The discussion with the Bathurst Street residents focused on:

- use of the conservation lands for recreation;
- need for trails;
- appropriateness of medium density residential uses on Bathurst Street;
- need to establish a minimum lot width, possibly of 40 feet to enable redevelopment; and
- need to maintain existing trees.

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RICHMOND HILL INFILL SURVEY RESPONSES

THE PLANNING PARTNERSHIP



* SALVA PROPERTIES ASSUMED PRO DEVELOPMENT

QUESTIONS:

1. ARE YOU IN FAVOUR OF INFILL DEVELOPMENT IN YOUR NEIGHBOURHOOD? YES NO
2. WOULD YOU LIKE YOUR PROPERTY TO BE PART OF A PLAN FOR INFILL DEVELOPMENT? ✓ X
3. IF "YES," DO YOU INTEND TO STAY IN YOUR PRESENT HOUSE? ✓ X

NOT IN FAVOUR OF DEVELOPMENT

• SIGNED PETITION IN FAVOUR OF 50' LOTS

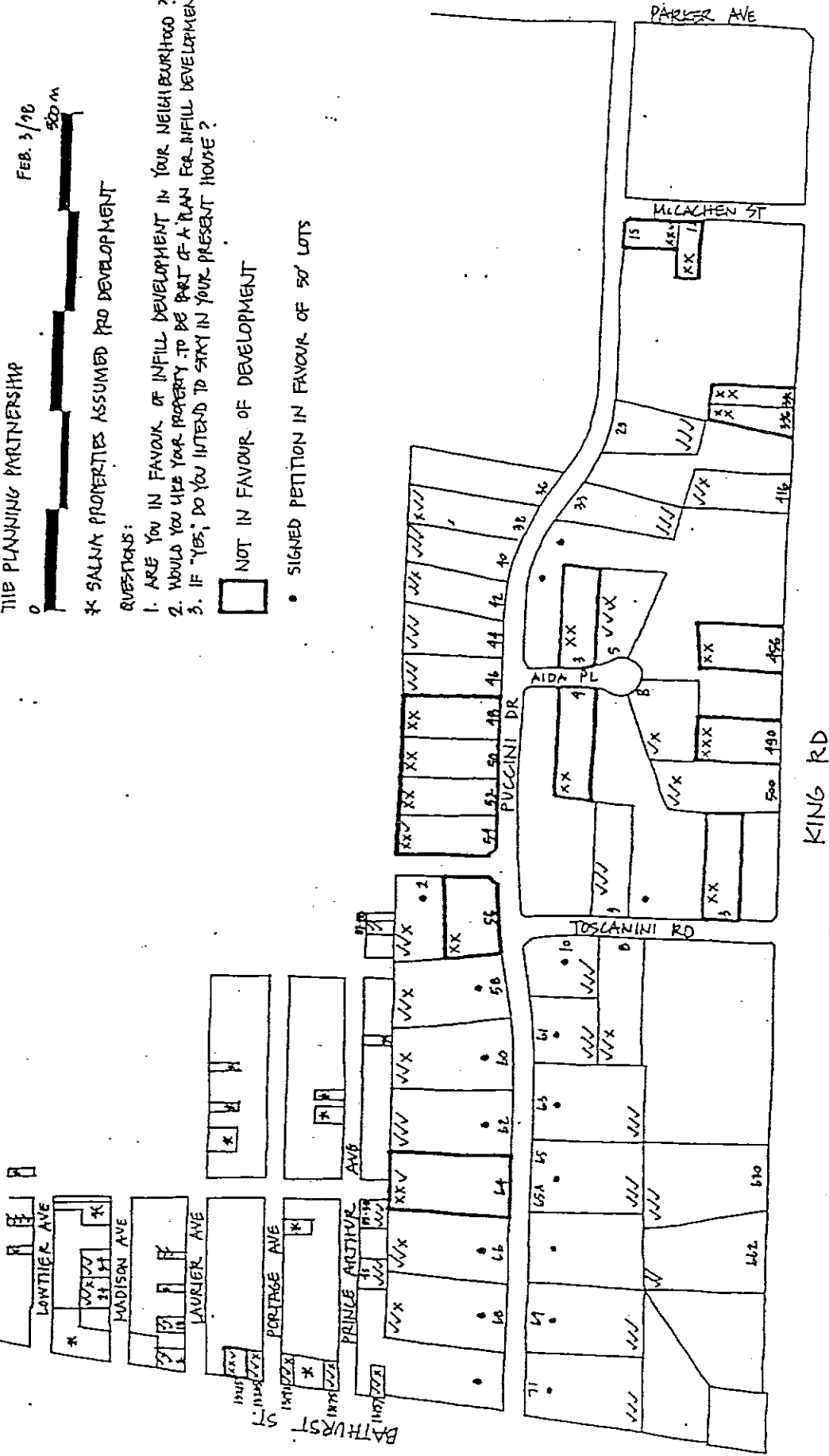


Figure 2'

The discussion with Puccini residents focused on three issues:

- need to establish a minimum lot width on Puccini Drive to facilitate redevelopment;
- appropriateness of higher density residential and a mix of uses along Bathurst and the King Side Road; and,
- need for a minimum lot depth and lot width for rear lot development.

February Council presentation

A presentation was made to Council on February 4, 1998 for information on the options being explored for infill development in both the Puccini and Bathurst Street neighbourhoods. Following the Council presentation, Council was circulated with a petition signed by most residents on Puccini Drive west of Toscanini Road expressing a preference for 50 foot (15 m) lots. Those in favour of 50 foot (15 m) lots are indicated on Figure 2.

Third Workshop was held in April 1998

A final public workshop was conducted on April 18, 1998. The workshop was divided into three sessions: Bathurst neighbourhood, Puccini west (west of Verdi/Toscanini) and Puccini east. The purpose of the workshop was to gain consensus on the demonstration plans and guidelines described in the following chapters.

4.0 PUCCHINI STREET NEIGHBOURHOOD DESIGN PRINCIPLES

The Puccini neighbourhood is characterized by small bungalows on large 2 acre lots, most of which were developed in the 1960's. The roads in the neighbourhood were developed in accordance with a rural standard with no curbs or sidewalks. Storm water is collected in roadside ditches. Mature trees are scattered throughout the neighbourhood. All existing development is now serviced by municipal water and sewer systems.

The character of the neighbourhood is largely the result of the house form, large front and sideyards and the rural road standard (Figure 3 a). Cross sections were prepared to analyse the difference among various frontages. With a 50 foot frontage (Figure 3b), the road will require reconstruction to a 20 m ROW urban street. There are no wide sideyards and houses will not be setback from the street. There were no noticeable changes in the character of the neighbourhood with an increase in frontage to 60 feet (18.3 m) (Figure 3c). Only when frontages were increased to 70 feet (21 m) (Figure 3d) was there wider sideyards and an opportunity for wider front yard setbacks, enhancing a more rural character of the neighbourhood. However, the appeal of 70 foot (21 m) wide lots

to builders, together with the lack of support from residents for larger lots, caused a consideration of the more widely accepted 50 foot (15 m) frontage.

A demonstration plan was prepared for the Puccini Street neighbourhood (Figure 4). It illustrates one scenario for development that achieves the general planning principles described below and the design guidelines set out in Chapter 6. The demonstration plan is not intended to serve as a final development concept and it is not intended to preclude concepts and design solutions that may be created as part of an actual development plan.

The demonstration plan illustrates 50 foot (15 m) frontage development on all properties with owners who petitioned Council, where ever site conditions permit. Wide shallow residential lots are illustrated on the rear lot areas accessed with new 60 foot (18.3 m) municipal roads. Loop road are suggested where ever possible. Drainage courses and areas with steep slopes have been protected in open space. Townhouses are illustrated in some locations along Bathurst Street and the King Side Road with rear access.

The key principles illustrated on the demonstration plan are summarized as follows:

Principle 1 The edges of the neighbourhood should be developed with higher density housing

The Bathurst Street and King Road frontages should be developed with higher density housing in the form of townhousing and walk-up apartments to serve as a buffer between the lower density housing and the major arterial roads. This form of housing is more feasible to develop since additional individual accesses to either road will not be granted by the Region of York.

Principles 2 The lot frontages on the existing streets should be no less than 15 metres

Although the vast majority of the residents on the existing streets strongly indicated that they wished to move and redevelop their lands, a minority wish to remain in the neighborhood. On this basis, it is recommended that the lot frontages be no less than 50 feet (15 metres) to assist in lessening the impact of developing more housing in the area on the existing neighbourhood. It is recognized that change in the neighborhood will take between 10 and 15 years, given the fragmented nature of the ownership in the area and the cost of developing land. As a result, the change in the character of the neighbourhood is expected to be gradual.

Principle 3 Traffic on Puccini Drive should be calmed

With new development in the area, traffic on Puccini Drive will increase and it will be used to by-pass the King Road/Bathurst Street intersection. As a result, traffic calming measures such as traffic circles and/or flow-through traffic restrictions should be considered.

Principle 4 Natural features should be protected

The existing watercourses in the area should be protected by ensuring that new development is sufficiently set back from the top of bank. Areas of significant slopes should also be protected from development.

5.0 BATHURST STREET NEIGHBOURHOOD DESIGN PRINCIPLES

The Bathurst Street neighbourhood consists of:

- the lands on the edge of the watercourse which cannot be developed and are proposed for storm water management and environmental protection in an approved draft plan. This plan provides very limited visibility and access to the valley;
- the lands which constitute the Draft Plan approval itself which are small lot singles, wide shallows, quads and townhouses, comprising a total of 226 units;
- the lands between the approved Draft Plan and the existing sparse development on the east side of Bathurst; and,
- existing undeveloped lands south of the watercourse.

These last 2 areas are the subject of infill considerations. A demonstration plan has been prepared for the Bathurst Street neighbourhood (Figure 5). It includes the draft plan that has already been approved with small lot singles, wide shallows, quads and townhouses, comprising a total of 226 units. The street pattern is extended, leaving only Madison and Portage open to Bathurst Street. Townhouses are illustrated along Bathurst Street as a buffer to the interior lower density residential neighbourhoods. A storm water management facility is illustrated with some additional open space to create a focus for the neighbourhood. The Town's engineering department is currently confirming the best location of stormwater management facilities.

The following are the key principles illustrated on the demonstration plan:

Principle 1 There is a need to create a neighbourhood focus

There is a greater need for some parkland in this intensely developed neighborhood, than is warranted in the Puccini Drive neighbourhood, especially because of limited access to the valleylands to the east. However, engineering considerations may make it

necessary to provide for storm water solutions behind the fringe development on Bathurst Street. This stormwater facility may be augmented with some additional usable space adjoining the facility to provide for a neighbourhood focus.

Principle 2 There should be a transition in density

The density of the Infill site is proposed as a transition to the approved Draft Plan and the existing development. Any proposals for the Bathurst Street frontage would be similar to those proposed on the Bathurst frontage in the Puccini neighbourhood.

Principle 3 Maintain the existing grid system of streets

The development of the area between Lowther and the watercourse would require a limit of development to be established in consultation with the Conservation Authority. This has not been done and would be carried out by the future developer of these lands. We would assume that no further access is provided out to Bathurst Street for these lands, that this future development would be in a similar east west grid form, at similar densities to those approved in the Draft Plan, and that this development would be connected to the approved plan on the extensions of Verdi Road and Rideau Street. We would also expect that the street system would provide a much greater visibility and access to the valley.

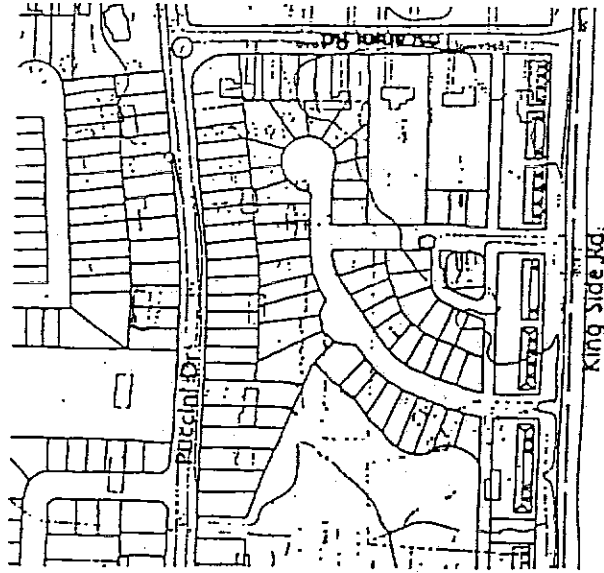
6.0 DESIGN GUIDELINES

The infill study areas have been divided into the following four precincts depicting areas of similar existing conditions and opportunities for infill development (Figure 6):

1. King Side Road and Bathurst Street frontage
2. Puccini/Verdi/Toscanini frontage
3. Backlot areas
4. Bathurst Street neighbourhood

The Town will receive detailed concepts and draft plans for redevelopment of groups of residential properties. No scheme should be approved which imposes the continuation of a road system on adjoining properties which are not part of the submission. There should be an equal opportunity to select the form and character of redevelopment through the design process. The following guidelines should direct the detailed planning and design in each precinct.

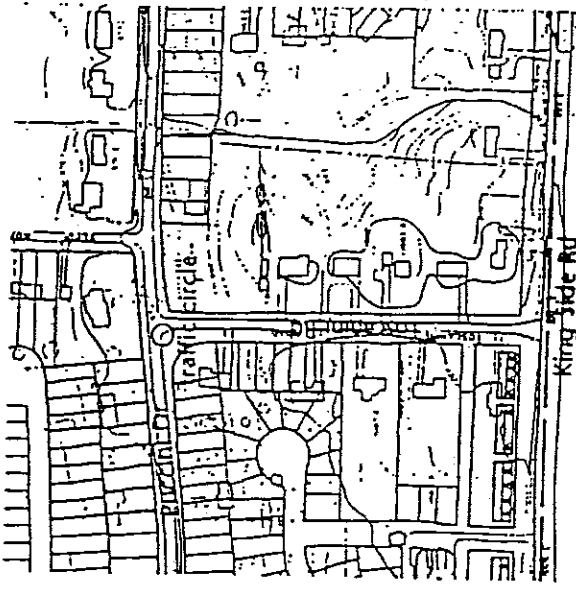
- a) King Side Road and Bathurst Street frontage
 - A1 Residential uses should be predominantly medium density, ground-related housing.
 - A2 Townhouses should be developed with a typical lot frontage of 20 feet (6 m).
 - A3 No additional driveways from King Side Road and Bathurst Street will be permitted. New development is required to group access points or to consider shared access from rear lanes.
 - A4 All development should be oriented to King Side Road and Bathurst Street.
 - A5 Where new medium density development is proposed near existing low density development, measures to lessen the impact of new development should be considered. These measures include greater setbacks, landscape buffers and fencing.
- b). Puccini/Verdi/Toscanini frontage
 - P1 In order to accommodate redevelopment, Puccini, Verdi and Toscanini will be reconstructed to the Town's standard 66 foot (20 m) ROW with curbs, grass boulevard and sidewalks.
 - P2 Existing trees should be preserved where ever possible.



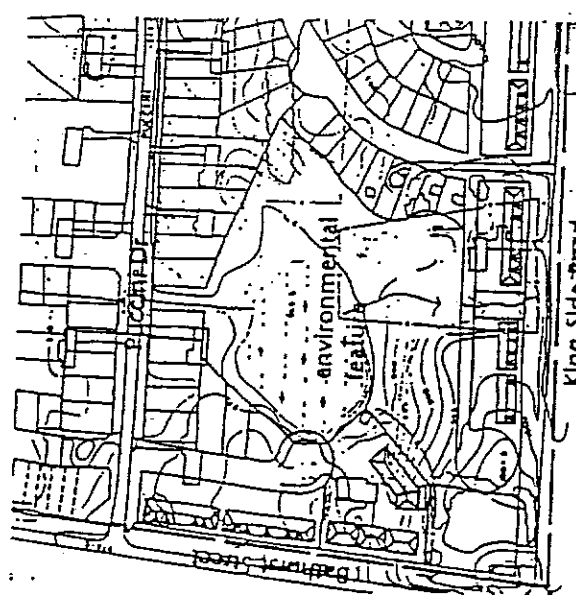
Townhouses on King Side Road

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- P3 Deciduous trees should be planted along the street edge to form a continuous canopy at maturity.
- P4 Poles, lights, signs, transformers and other services should be located along the street tree planting line wherever feasible, to minimize clutter and disruption of the street's character.
- P5 Utilities, including transformers and other "box" servicing should be located unobtrusively in areas where they can be screened with planting, in flankage locations or within the boulevard.
- P6 The minimum frontage of residential lots on Puccini, Verdi and Toscanini shall be 50 feet (15 m) with a 5 foot (1.5 m) sideyard setback.
- P7 The front yard setback shall be 15 feet (4.5 m) to the main wall of dwelling.
- P8 Buildings shall have front walls parallel to the street with front doors, windows and porches on the street to create a consistent street wall;
- P9 New houses should be oriented to existing streets on flankage streets. The main entrance should be on the existing street, not the new flankage street.
- P10 The front face of the garage shall not extend beyond the front face of the living area.
- P11 Urban open space/roundabouts could be used to calm traffic on Puccini Drive and direct traffic flows without necessarily requiring stop signs at intersections and, above all, to create a space or "sense of place" out of what would otherwise simply be the intersection of two roads. It is the intention that whenever these elements are used they should be significant landscape features, as well as traffic controls.
- P12 Environmental features including steep slopes, poorly drained areas, water courses and vegetation, shall be protected in redevelopment plans.



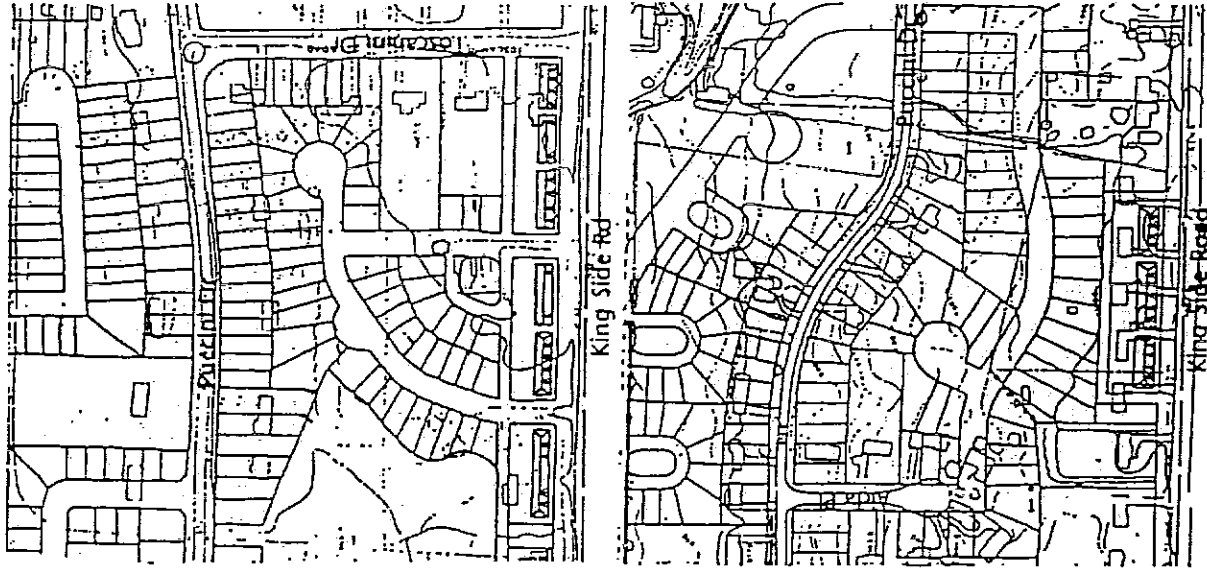
Traffic calming circle on Puccini Drive



Environmental features protected in concept plan

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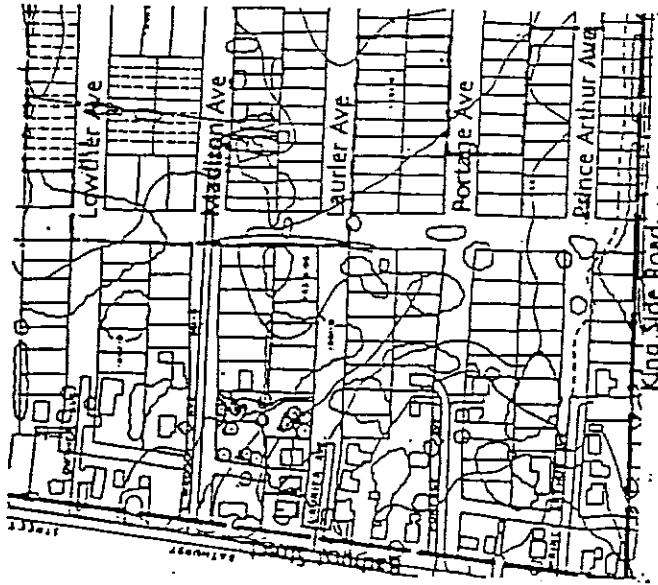
- c) Rear lot areas
- R1 In order to accommodate redevelopment, in the rear lot areas, new roads shall have a 60-66 foot (18-20m) ROW.
- R2 Houses should face both sides of the street.
- R3 New roads should have a variety of deciduous street trees planted 26 - 32 feet (8 to 10 m) on-centre.
- R4 Poles, lights, signs, transformers and other services should be located along the street tree planting line wherever feasible, to minimize clutter and disruption of the street's character.
- R5 Utilities, including transformers and other "box" servicing should be located unobtrusively in areas where they can be screened with planting, in flankage locations, in open space, laneways and on private property or within the boulevard.
- R6 Shallow wide lots with a 82 feet (25 m) depth and 40 foot (12 m) frontage are acceptable.
- R7 In no case, for wide shallow lots, shall the front face of the garage extend beyond the front face of the living area.



Shallow wide lots on 18.5m roads in rear lots

d) Bathurst Street neighbourhood

- B1 The road grid should be maintained.
- B2 Minimum lot width can be 35 to 40 feet (10.6 - 12m) in this area due to the sparse nature of the existing development. Larger lot widths could be considered adjacent to existing developed lots.
- B3 Buildings shall have front walls parallel to the street with front doors, windows and porches on the street to create a consistent street wall;
- B4 Reduced setbacks should be considered with 10 feet (3m) to the front face of the living area and 20 feet (6m) to the garage.
- B5 Porches, stairs, canopies and other entrance features shall be permitted in the front yard setback;
- B6 If the location for the storm water management pond is changed, then alternative municipally owned lands central to the neighbourhood are suggested for parkland purposes.
- B7 The stormwater management pond should be designed as a significant and integral feature of the landscape.
- B8 The grading of the stormwater management pond should ensure natural and variable side slopes and sinuous contours.
- B9 Planting around the stormwater management pond should be comprised of native species and flood tolerant water's edge plants to stabilize banks.



Road grid maintained in Infill development

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7.0 ZONING PROGRAM

7.1 King Side Road and Bathurst Street frontage

These lands would be placed in a site-specific RM1 Zone. All of the provision of By-law 313-96 that deal with RM1 Zone are appropriate, except that:

1. Parking areas and individual driveways should not be permitted in the yard abutting either King Side Road or Bathurst Street.
2. No less than 70% of the main wall facing King Side Road or Bathurst Street shall be located any farther than 20 feet (6m) from the edge of the ROW.

Site-specific zoning at intersections to permit non-residential development and mixed use would be implemented as the need arises. The provisions of the RM1 Zone are attached.

7.2 Puccini/Verdi/Toscanini frontage

These lands would be placed in a site-specific R8 Zone. All of the provision applying to the R8 Zone in By-law 313-96 are appropriate. There should also be provision that states that no driveway shall cross an exterior side lot line and that any lot line abutting Puccini is deemed to be the front lot line for the purpose of this By-law.

7.3 Backlot areas

These lands would be placed in a site-specific RWS1 Zone. All of the provision applying to the RWS1 Zone in By-law 313-96 are appropriate, except that:

1. The minimum lot frontage on interior lots should be decreased to 40 feet (12 m).
2. The minimum lot frontage on corner lots should be decreased to 43 feet (13.2 m) and in no case shall the front of the garage extend closer to the street than the front of the living area or porch.

7.4 Bathurst Street neighbourhood

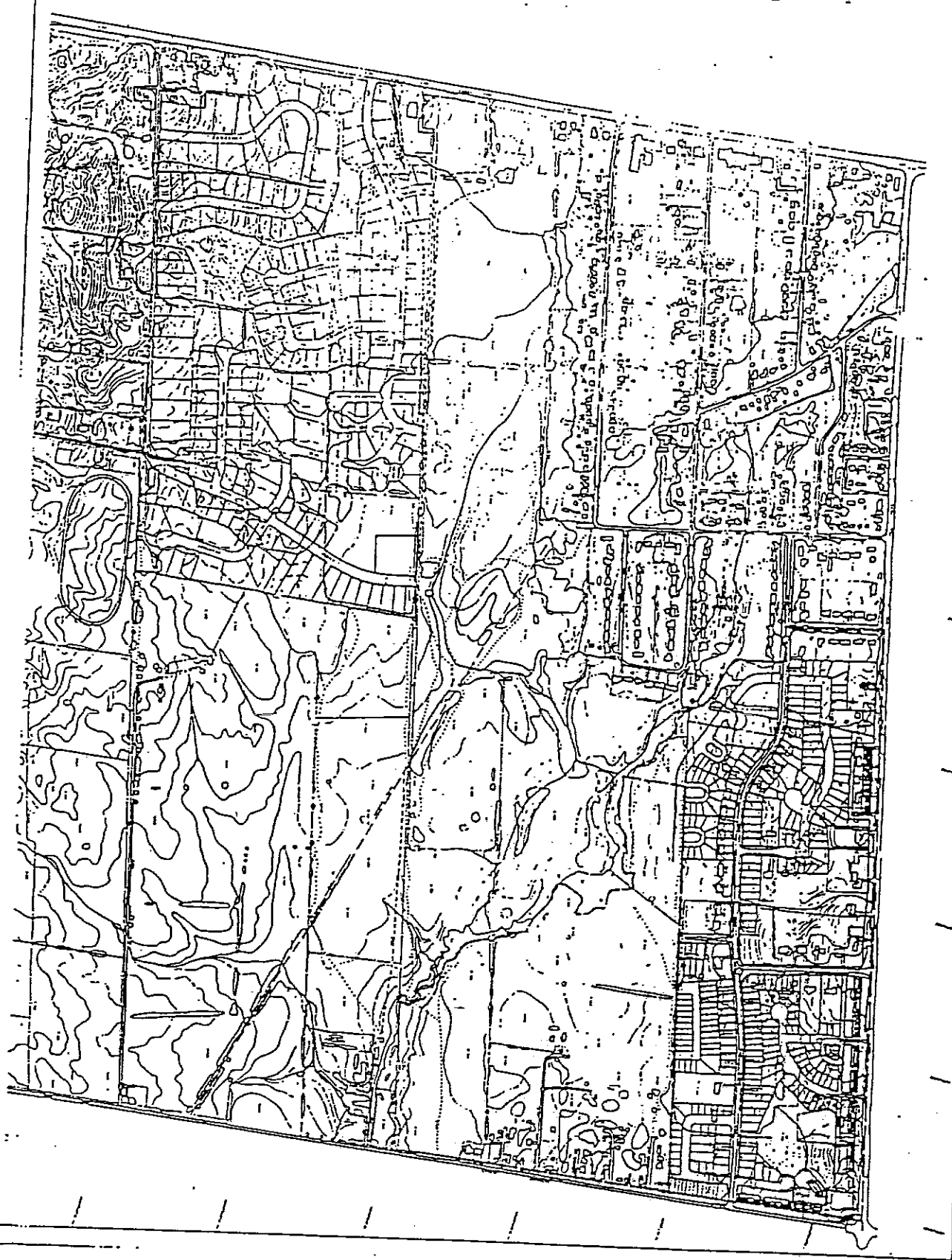
These lands would be placed in the R3 Zone. No changes to the R3 Zone standards are required. These standards are attached.

Demonstration Plan
Area 1
Puccini West

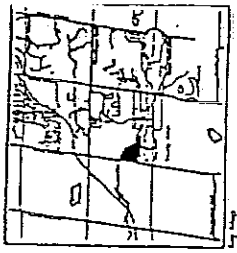
Town of Richmond Hill

Residential Infill
Bathurst Street
Neighbourhood

Map Drawing: 1/2000



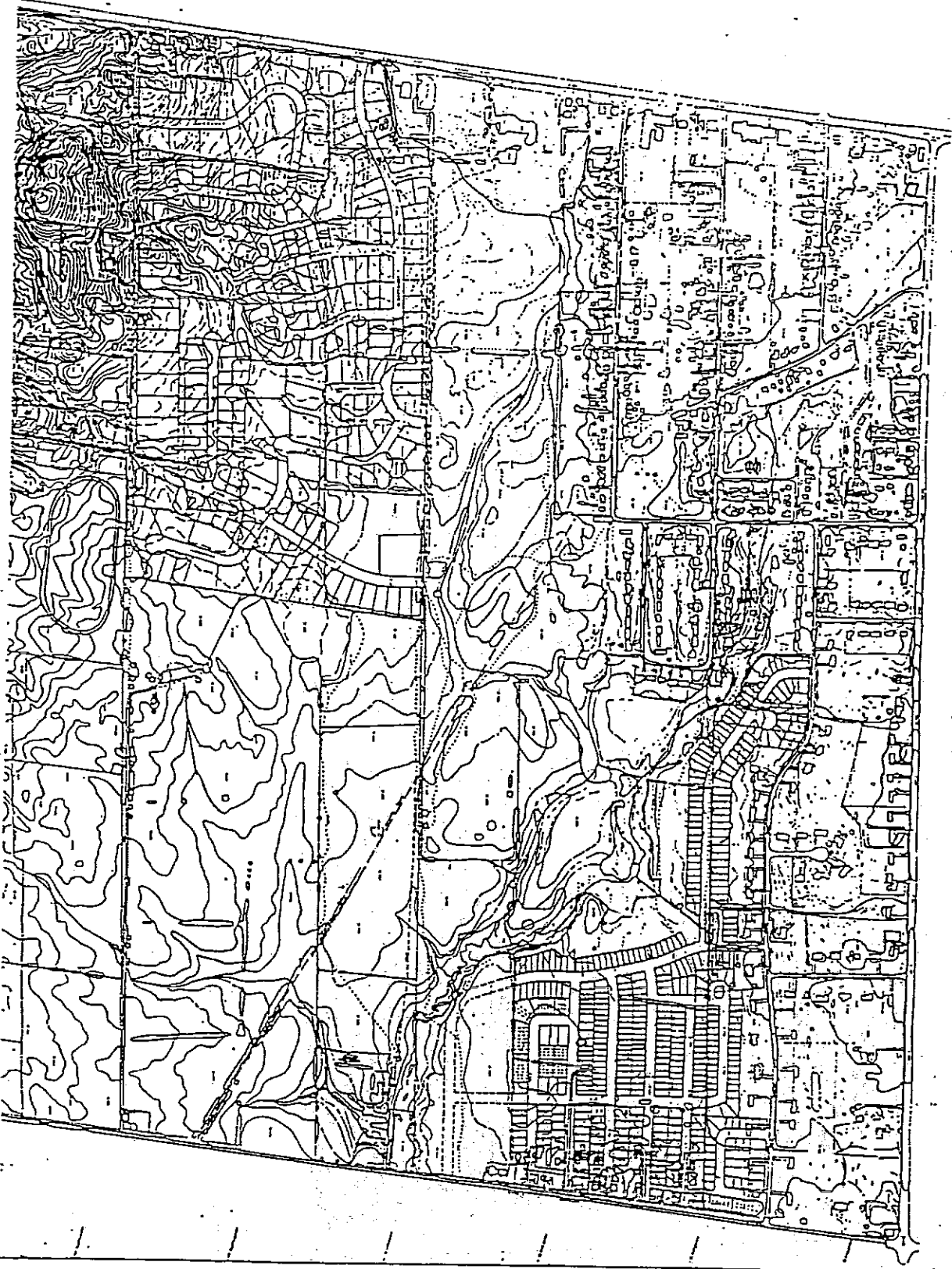
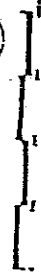
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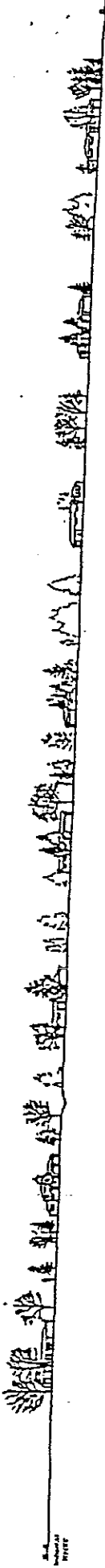
Town of Richmond Hill

Residential Infill
Bathurst Street
Neighbourhood

The Planning Commission



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3a ELEVATION
 NORTH SIDE OF RICHMOND ST.
 EXISTING



3b ELEVATION
 NORTH SIDE OF RICHMOND ST.
 75' FRONTAGES



3c ELEVATION
 NORTH SIDE OF RICHMOND ST.
 60' FRONTAGES



3d ELEVATION
 NORTH SIDE OF RICHMOND ST.
 50' FRONTAGES

Figure 3

APPENDIX "B"

DESIGN GUIDELINES FOR THE BATHURST STREET NEIGHBOURHOOD

The following guidelines should guide the detailed planning and design in the Bathurst Street neighbourhood:

a) Bathurst Street frontage

- A1 Medium density residential development is encouraged on Bathurst Street.
- A2 Medium density is to be ground-related housing.
- A3 Townhouses should be developed with a 6 metre frontage.
- A4 No additional driveways from King Side Road and Bathurst Street will be permitted. New development is required to group access points or to consider shared access from rear lanes.
- A5 All development should be oriented to King Side Road and Bathurst Street.
- A6 Where new medium density development is proposed near existing low density development, measures to lessen the impact of new development are to be considered. These measures include greater setbacks, buffers and fencing.

b) Bathurst Street neighbourhood

- B1 The road grid should be maintained.
- B2 Minimum lot width can be 35 to 40 feet (10.6 - 12 metres) in this area due to the sparse nature of the existing development in the area. Larger lot widths could be considered adjacent to existing developed lots.
- B3 Reduced setbacks should be considered with 10 feet (3 metres) to the front face of the living area and 20 feet (6 metres) to the garage.
- B4 If the location for the stormwater management pond is changed, then alternative municipal owned lands central to the neighbourhood area suggested for parkland purposes.
- B5 The stormwater management pond should be designed as a significant and integral feature of the landscape.

- B6 The grading of the stormwater management pond should ensure natural and variable side slopes and sinuous contours.
- B7 Planting around the stormwater management pond should be comprised of native species and flood tolerant water's edge plants to stabilize banks.

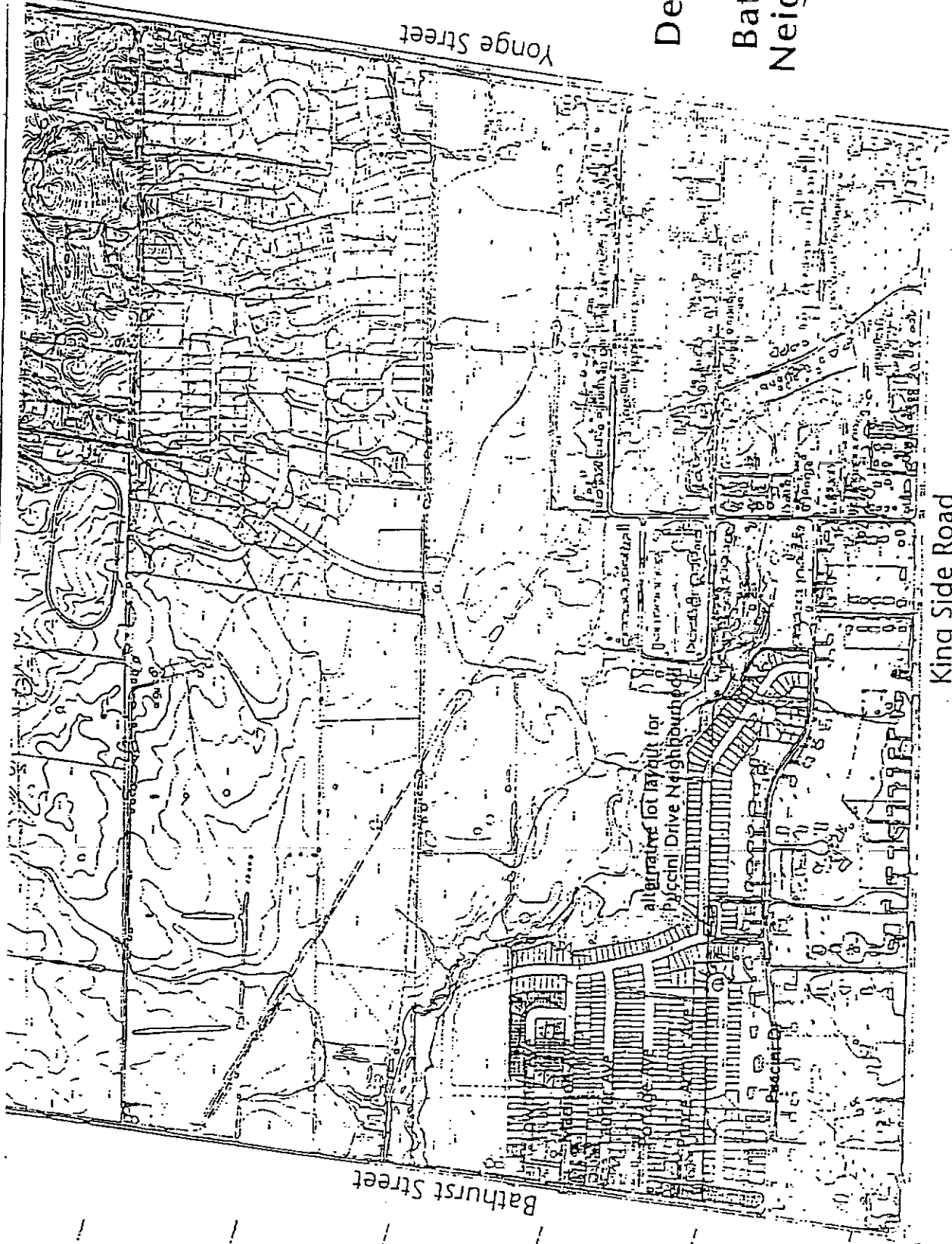
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Demonstration Plan Bathurst Street Neighbourhood

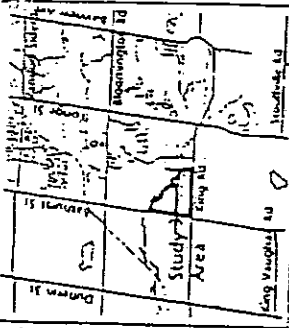
Figure 5

King Side Road

(A)



Key Map



LEGEND

- low density residential
- medium density residential
- open space

