

BOND CRESCENT NEIGHBOURHOOD INFILL DEVELOPMENT REPORT **UPDATE**

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Prepared: March 2016





CONTENTS

1.0 Introduction	4
2.0 Description of Study Area	12
3.0 Policy, Regulation and Guidelines	30
4.0 Concept Options	36
5.0 Consultation	42
6.0 Recommended Update	46
7.0 Design Criteria, Guidelines and Zoning	52
APPENDIX A - Public Meeting Presentation Boards	
APPENDIX B - Public Meeting Presentation	
APPENDIX C - Design Criteria and Guidelines	

1.0

INTRODUCTION

1.1 Introduction


MHBC was retained by the Town of Richmond Hill to undertake an update to the Council approved Bond Crescent Neighbourhood Infill Development Area. The purpose of the update is to guide future growth and development in the Bond Crescent neighbourhood through an update of the Council approved Infill Study for the Bond Crescent Neighbourhood and the development of a preferred land use concept and development design guidelines within the study area. The Bond Crescent Neighbourhood Infill Development Area Boundary is illustrated in **Figure 1**.

The update builds on the Neighbourhood policies of the Official Plan, the approved Infill Study, the Town-wide urban design guidelines, the Town's Sustainability Metrics and the comments received through the public consultation process.

FIGURE 1 - STUDY AREA



LEGEND

 Infill Study Area Boundary



1.2 Background

The Infill Study was approved by Council on June 16, 1998. The purpose of this report was to guide future infill development in the Bond Crescent neighbourhood. This report provided guidance for evaluating development applications based on a proposed lotting framework and street network. The Report divided the Bond Crescent neighbourhood into three focus areas;

Area 1: the lands on the south side of King Road, to the north and west sides of Bond Crescent. The existing lotting in this area is generally comprised of lots with approximately 17.0 metre (55.8 feet) frontages, and depths of approximately 130.0 metres (426.5 feet). The existing character of Area 1 is generally comprised of low density residential uses with lots supporting single-storey, post-war bungalows, interspersed with larger, two-storey homes of various architectural styles.

Area 2: the lands on the south side of Bond Crescent to the rear of the lots on the south side of Timber Valley Avenue. The majority of these lands have been redeveloped in

accordance with the recommendations of the Infill Study. These lands are characterized by low density residential uses, having frontages between 12.0 to 15.0 metres, and a stable lotting pattern.

Area 3: the lands mid-block (east-side) on the north side of Bond Crescent extending to the west side of Bostwick Crescent. This area is generally comprised of low density residential uses on irregularly shaped lots of varying frontages and area, but with similar post-war style bungalows.

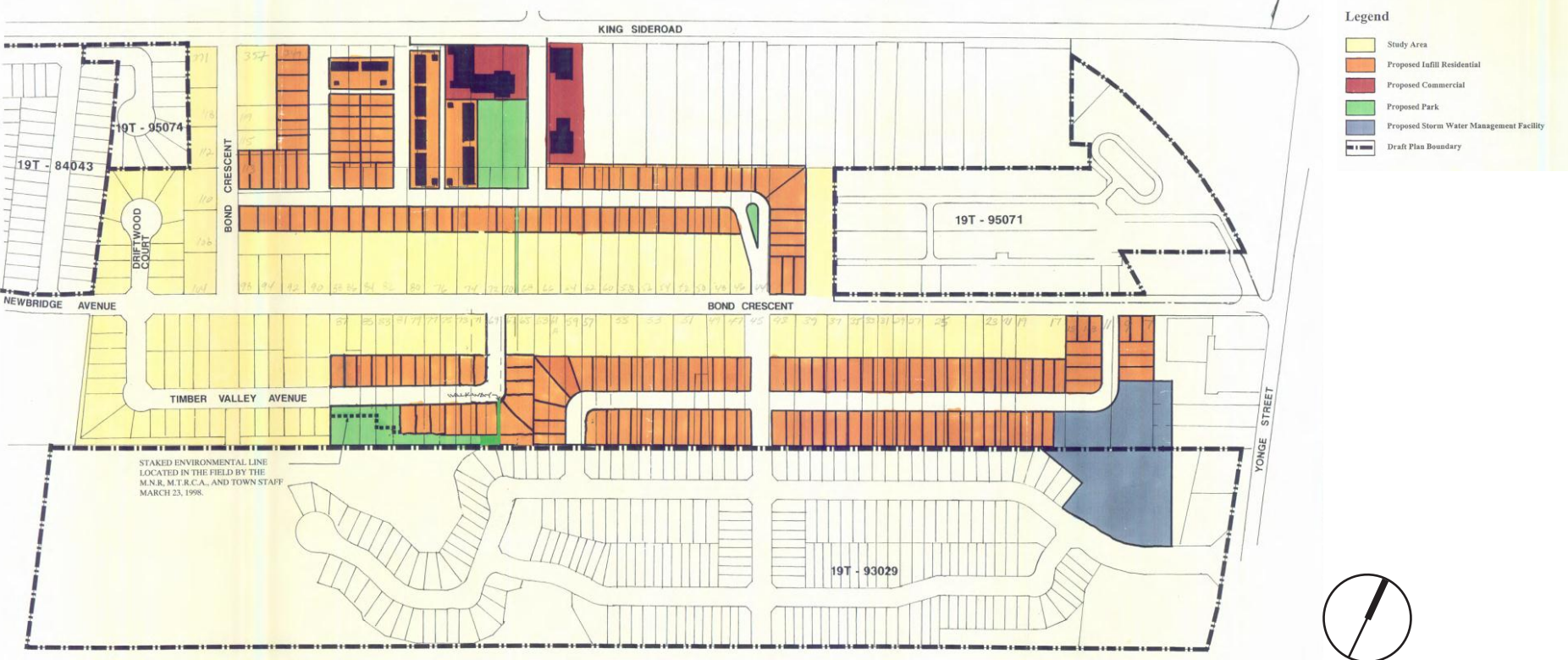
The distinct areas and lotting framework are illustrated in **Figure 2**. Since the adoption of the Infill Study, all the lands on the south side of Bond Crescent within the study area have been developed in accordance with the recommendations of the subject infill preferred concept. Furthermore, in comparing the preferred concept with what exists today, it is clear that the infill development patterns has evolved from the original plan. In particular:

- The proposed retirement community consisting of a retirement building and a combination of single and semi-detached lots was never built. Instead,

the westerly portion has been developed as single detached lots.

- The proposed infill commercial, limited medium density and semi-detached uses along King Road, west of Parker Avenue extension has not materialized.
- The proposed infill residential is now starting to be realized with recent approvals of applications submitted to the Town.
- Pockets of the proposed infill residential along the proposed east-west street north of Bond Crescent is yet to be completed.
- The proposed neighbourhood park has been realized in part, but only a fraction of what was contemplated for the Bond Crescent Neighbourhood.
- The proposed municipal road system has been altered from the original concept but generally follows the pattern of infill growth.

FIGURE 2 - ORIGINAL BOND CRESCENT NEIGHBOURHOOD INFILL DEVELOPMENT CONCEPT PLAN



1.3 Recent Policy and Regulatory Changes

On July 12, 2010, Richmond Hill Council adopted a new Official Plan for the Town. The new Official Plan sets out a broad policy framework for the Town's urban structure and provides clarity and certainty on where growth is to be directed over the next 25 years. While the majority of the Town's growth is directed to centres and corridors, some change is expected to take place within neighbourhoods as they evolve and adapt to small-scale infill development and as they continue to experience pressure for development. In light of this pressure, there is a need to ensure that new development is compatible with the character of the surrounding area.

In addition to the new Official Plan, on May 27, 2013, Richmond Hill Council also approved a set of Urban Design Guidelines. These guidelines provide Town-wide urban design direction and seek to bring the Official Plan to life by visually articulating the type of built form envisioned in the plan. The design guidelines are applicable to infill development applications that can occur in the Bond Crescent Study Area.

Finally, on September 23, 2013, Richmond Hill Council approved the Sustainability Metrics. The metrics were developed in collaboration with the City of Brampton and the City of Vaughan as a tool to achieve healthy, complete sustainable communities. The tool requires that applicants who have submitted development applications achieve a sustainability score by using a set of Metrics to quantify the sustainability performance of their new development projects. The Sustainability Metrics will apply to any development application in the Bond Crescent Study Area requiring approval of either a Site Plan or Draft Plan of Subdivision.

Richmond Hill Official Plan

BUILDING A NEW KIND OF URBAN

JULY 2010
As Modified by York Region on May 19, 2011
AS PARTIALLY APPROVED BY ORDER OF THE
ONTARIO MUNICIPAL BOARD APRIL 29, 2015
Case No. PL110189

OFFICE CONSOLIDATION TO JUNE 22, 2015

ANNOTATIONS FOR REFERENCE & CONVENIENCE
PURPOSES ONLY

HOW TO READ ANNOTATIONS:

ANNOTATIONS ARE TO BE UNDERSTOOD AS FOLLOWS:
YELLOW HIGHLIGHT = APPEALED POLICY
APPELLANT NUMBER (NO "S") = TOWN-WIDE APPEAL
APPELLANT NUMBER ("S") = SITE or AREA SPECIFIC APPEAL (SCHEDULE A0)
APPELLANT NUMBER ("S") = TRILLY SITE SPECIFIC APPEAL (SCHEDULE A0)
IN CONJUNCTION WITH THE FOLLOWING TEXT BOX ANNOTATIONS:

Town-wide Appeal of a Whole Section	Site or Area Specific Appeal of a Whole Section
Town-wide Appeal of a Policy	Site or Area Specific Appeal of a Policy
Policy reflecting OMB approved settlement	

SUSTAINABILITY METRICS

Measuring the Sustainability Performance of New Development



Richmond Hill Urban Design Guidelines

BUILDING A NEW KIND OF URBAN

September 2013



1.4 The Approach to this Update

Given the recent changes in policy, guidelines and approaches to sustainability, the Town needs to ensure that the previous Infill Study remains relevant and appropriate in combination with current growth, design and environmental priorities. Particular attention needs to be given to the appropriate location for Medium Density Residential uses to ensure their compatibility with the existing character of adjacent and surrounding areas is respected. In addition, the Town needs to consider whether the lotting framework and street network should be revisited given current development trends and the as-built reality of the Study Area.

The update report will focus on three new focus areas as illustrated in **Figure 3**:

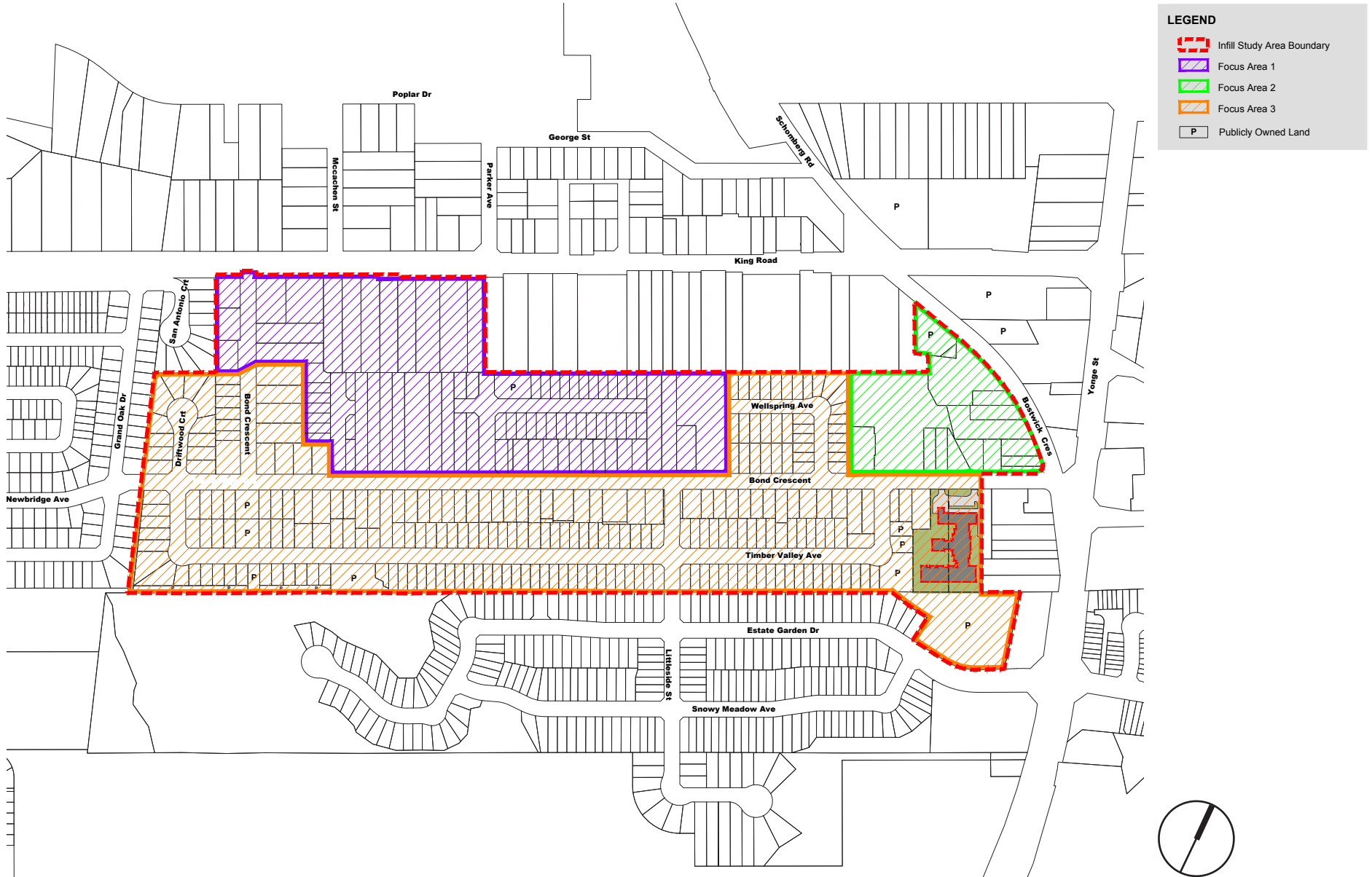
Focus Area 1: The lands on the south side of King Road, to the north and east sides of Bond Crescent, and extending as far as the west side of Bond Crescent. The existing lotting of Focus Area 1 is generally comprised of lots with approximately 17.0 metre (55.0 feet) frontages, and depths of approximately 130.0 metres (426.5 feet), save and except for those lots which have already been severed

and redeveloped, and those that are being redeveloped as part of the approved draft Plan of Subdivisions. The existing character of Focus Area 1 is generally comprised of low density residential uses with lots supporting single-storey, post-war bungalows, interspersed with larger, two-storey homes of various architectural styles.

Focus Area 2: The easterly portion of the Study Area, comprised of the lands west of Bostwick Crescent, to the rear of the lots fronting onto Wellspring Avenue. This Focus Area is generally comprised of low density residential uses on irregularly shaped lots of varying frontages and area, but with similar post-war style bungalows. A private school (Academy for Gifted Children - PACE) also exists on the west side of Focus Area 2.

Focus Area 3: All the remaining lands not already identified as being within Focus Area 1 or Focus Area 2 that have been already been redeveloped in accordance with the recommendations of the Infill Development Report. This Focus Area is characterized by low density residential uses, having frontages between 12.0 to 15.0 metres, and a stable lotting pattern.

FIGURE 3 - FOCUS AREA



2.0

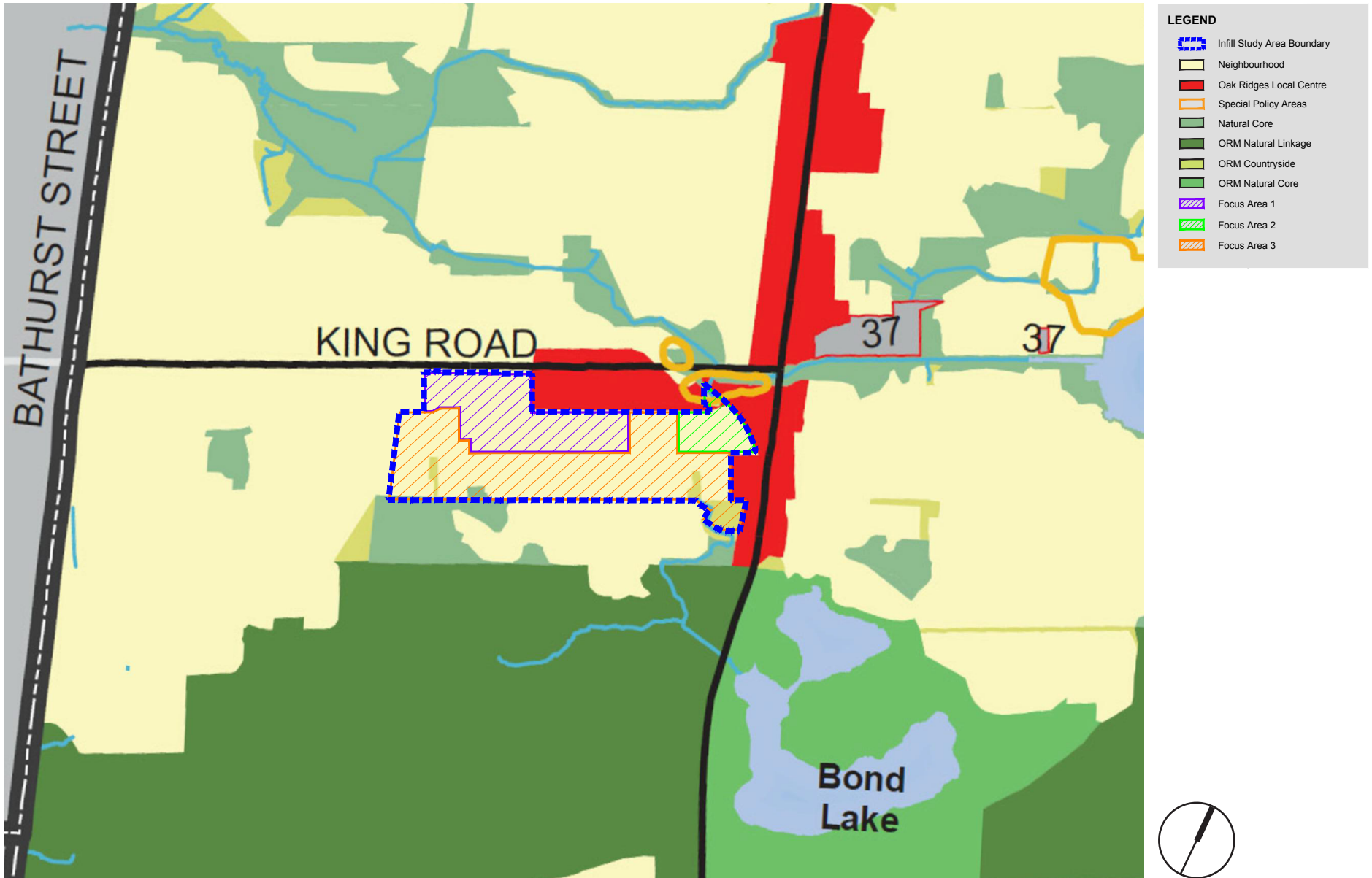
DESCRIPTION OF STUDY AREA

The Study Area boundaries encompass the lands on the south side of King Road, the lands on the west side of Bostwick Crescent, the rear lot lines of the lots fronting onto Timber Valley Avenue, and to the rear of the lots on the west side of Bond Crescent. The vast majority of the lands within the study area are designated Neighbourhood under the Town's new Official Plan as shown in **Figure 4**. In addition, a small portion of the lands are designated Natural Core or Natural Linkage and the southeast corner of Bond Crescent and King Road is identified as an Existing Neighbourhood Commercial Site in the Town's Official Plan.

The Oak Ridges Local Centre abuts the Study Area along King Road, east of the future extension of Parker Avenue through to Yonge Street, and from Yonge Street south to Old Colony Road. The Oak Ridges Local Centre is in a period of transition, and is envisioned in the Official Plan as a low-rise, pedestrian-oriented, mixed-use centre servicing the Oak Ridges community. The extent of the Oak

Ridges Local Centre will be further refined through a Secondary Plan process initiated by the Town.

FIGURE 4 - LAND USE



2.1 Characteristics of the Study Area

The Study Area is comprised predominantly of single detached dwellings, both existing and new infill, with some limited medium density, institutional and service-commercial uses as shown in **Figure 5**. Single Detached homes represent the majority of planned and developed lots in the Study Area.

In the eastern portion of the Study Area, on the north side of Bond Crescent, west of Botswick Crescent is the Academy for Gifted Children municipally addressed as 12 Bond Crescent. This institutional use is operational, offers elementary and secondary private school services and includes open space areas and a former church as part of the overall complex.

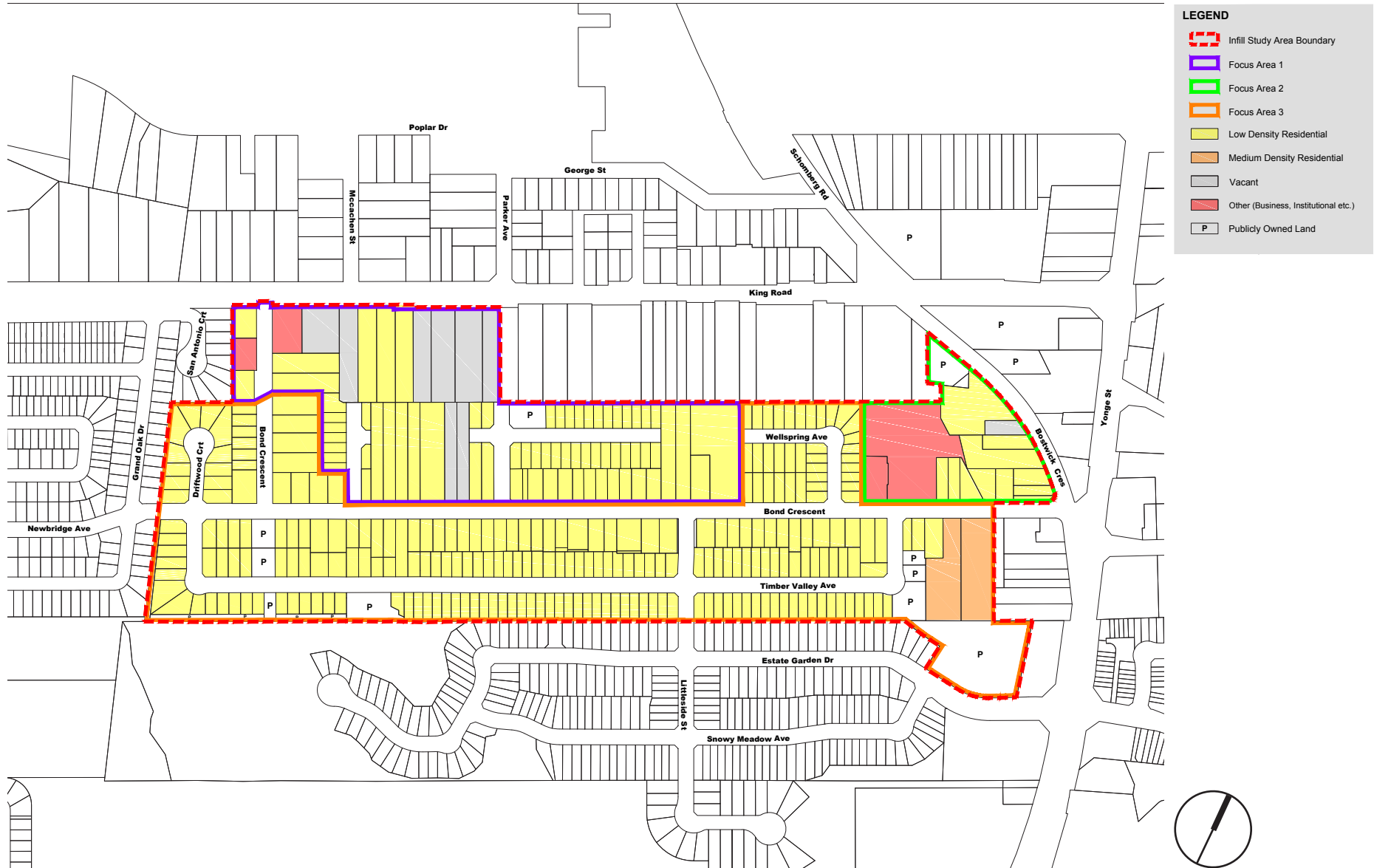
Also in the eastern portion of the Study Area, on the south side of Bond Crescent, east of Timber Valley Avenue are lands approved for a 4-storey multi-residential development municipally addressed as 7 and 11 Bond Crescent.

In the western portion of the Study Area, at the southeast corner of Bond Crescent and

King Road is Anthony Small Engines, a repair shop at 357 King Road. The use includes an existing single detached dwelling and has vehicular access to both Bond Crescent and King Road.

There are a number of properties within the study area that are currently vacant. The majority of these lots exist within Focus Areas 1 and 2 and have the potential to accommodate comprehensive infill development.

FIGURE 5 - HOUSING TYPOLOGY



2.2 Active Applications in the Study Area

At the time of this study, there are a number of active applications in the Study Area, at different phases of development approvals as illustrated in **Figure 6**.

There are two draft approved Plan of Subdivisions within the Study Area, both by Garden Homes (Bond) Inc. The first is located central to the Study Area, north of Bond Crescent and draft approved for 37 single detached lots with frontage on Bond Crescent, and two future streets (19T(R)-12011). A 0.16 ha (0.38 acre) Community Park was also approved as part the Draft Plan of Subdivision The other draft approved Plan of Subdivision is located on the west side of the Study Area, north of Bond Crescent, and draft approved for 9 single detached lots and two municipal streets (19T(R)-12009). The east/west streets in both draft approved Plan of Subdivisions would align with and allow for the westerly extension of Wellsprings Avenue. The north/south street in the 37 lot draft approved Plan of Subdivision would provide for the north/south connection between Bond Crescent and King Road, aligning with Parker Avenue. The north/south street in the

9 lot plan of subdivision provides access to the lands fronting onto King Road.

Two development applications have also been submitted within the Study Area:

Wycliffe Homes has submitted an application for a 94 unit residential development consisting of 88 townhouses units and 6 semi detached units on a private street network near the southeast corner of Bond Crescent and King Road. While the development has frontage on both Bond Crescent and King Road, access to individual units has been proposed by way of a network of private streets.

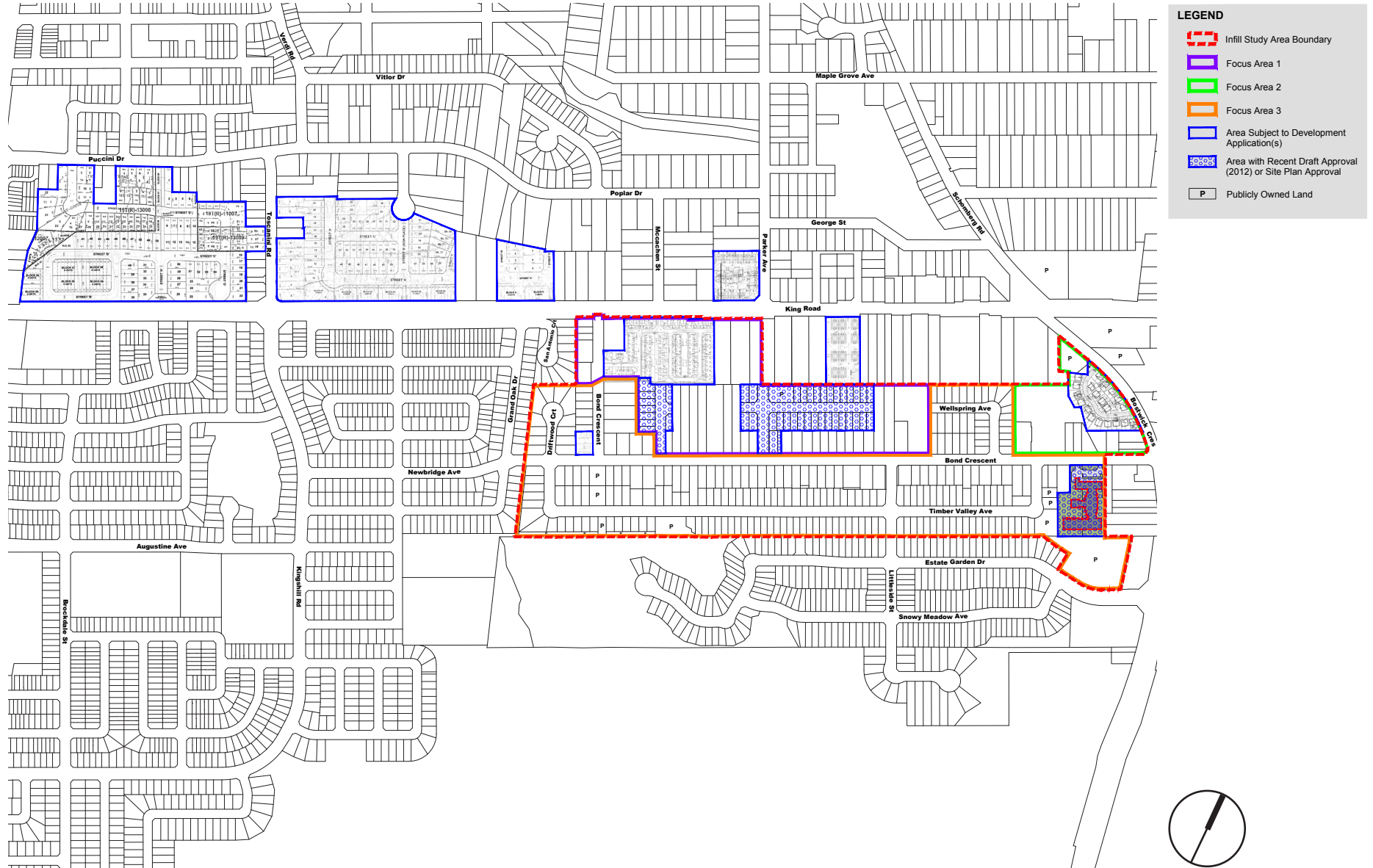
Ideal developments Inc. has submitted an application for a 40 unit semi-detached residential development with frontage on both Bostwick Crescent and a private street. It is noted that this application is proposed on lands that were rezoned in 1999 to site-specifically permit a retirement residence and nursing home, as well as Medium Density Residential uses for transition to the existing community.

The Owner of the property located at 104 Bond Crescent (at the northwest corner of

Bond Crescent and Newbridge Avenue) has submitted applications to sever the existing single detached lot to create two new single detached lots.

There are also a number of development applications along the King Road corridor. These applications comprise of a mix of single detached, semi-detached and townhouses, with majority of the developments having the townhouses that front onto King Road and Low Density Residential uses to the north. These development patterns reflect the evolution of development along arterial roads, and help to inform development patterns within the Study Area along King Road, particularly for Medium Density Residential uses.

FIGURE 6 - ACTIVE APPLICATIONS



2.3 Uses Surrounding the Study Area

The following as illustrated in **Figure 7** reflect the land uses surrounding the Study Area. These areas will help to inform any proposed infill development within the Study Area:

EAST – East of Bostwick Crescent are a mix of existing single-storey service-commercial uses with frontage and access to both Yonge Street and King Road. South of Bond Crescent, a mix of existing single detached dwellings and service-commercial uses continue south along Yonge Street. These lands are all within the Oak Ridges Local Centre.

SOUTH – An existing low-density single detached residential community with access to Estate Garden Drive, Snowy Meadow Avenue and Littlefield Street.


WEST - An existing low-density single detached residential community with access to San Antonio Court, Grand Oak Drive and Newbridge Avenue, which represents the extension of Bond Crescent.

NORTH – Directly abutting the Study Area are a combination of vacant lots and retail and service-commercial uses with frontage on King Road. On the north side of King Road are predominantly low density single detached dwellings with access to King Road and/or local streets to the north of King Road. Limited service-commercial uses also exist with access to King Road.

FIGURE 7 - SURROUNDING AREA



LEGEND

 Infill Study Area Boundary



2.4 Current Road Network

The Study Area is bounded by King Road to the north and Bostwick Crescent to the east. The broader area street network which this Study Area connects to is illustrated in **Figure 8a**. King Road is a designated Arterial Street and Yonge Street is a designated Regional Rapid Transit Corridor. Both are planned cycling routes and both are under the jurisdiction of the Region of York. The Viva bus rapid transit is proposed to be extended along this portion of Yonge Street, connecting the Study Area to the greater Regional transit network as illustrated in **Figure 8b and 8c**.

Bond Crescent runs east/west and north/south through the subject lands and connects to both Yonge Street and King Road. Bond Crescent is a planned Town Cycling route. With the exception of King Road, all other streets are classified as local streets within the Study Area and are not intended to carry large volumes of traffic. Based on the existing street hierarchy, increased densities would be most appropriately located on lands nearest the King Road and Yonge Street frontages within the Study Area.

FIGURE 8a - ROAD NETWORK

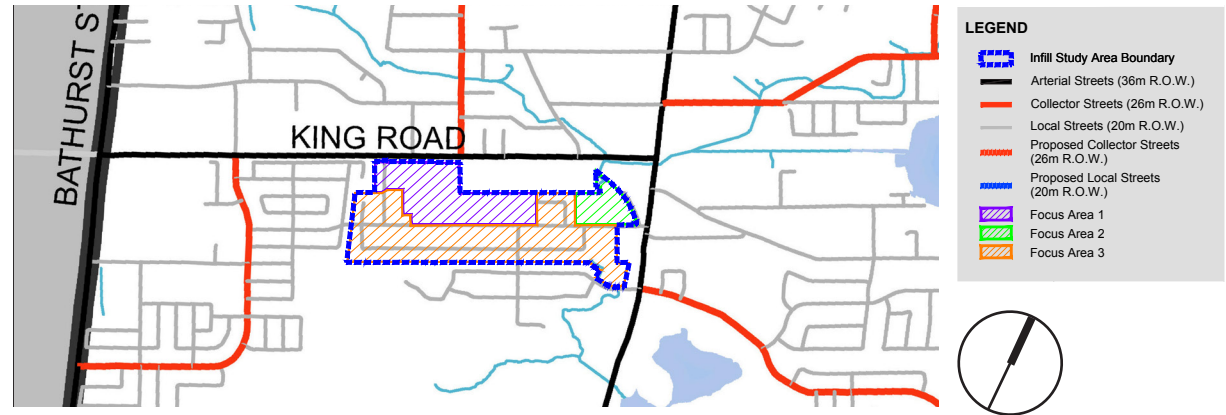


FIGURE 8b - PUBLIC TRANSIT

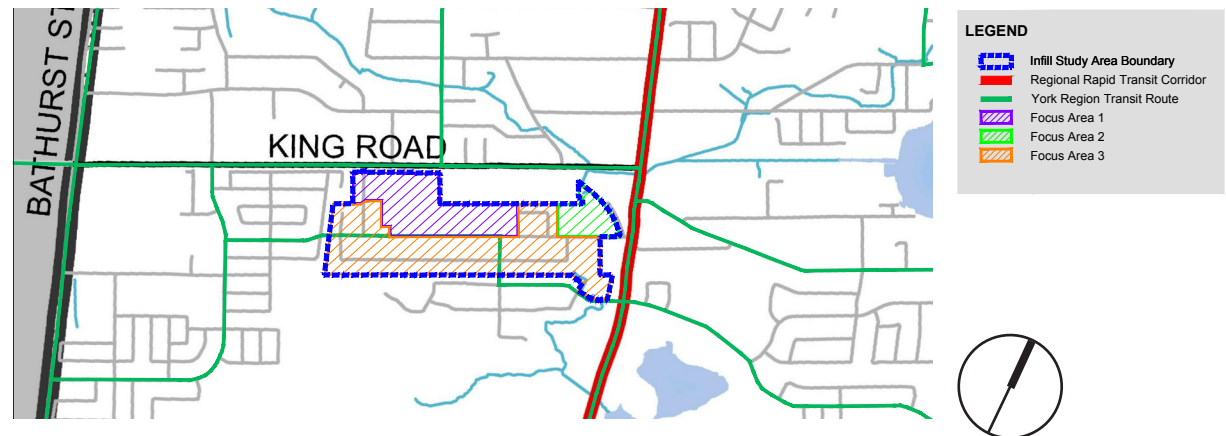
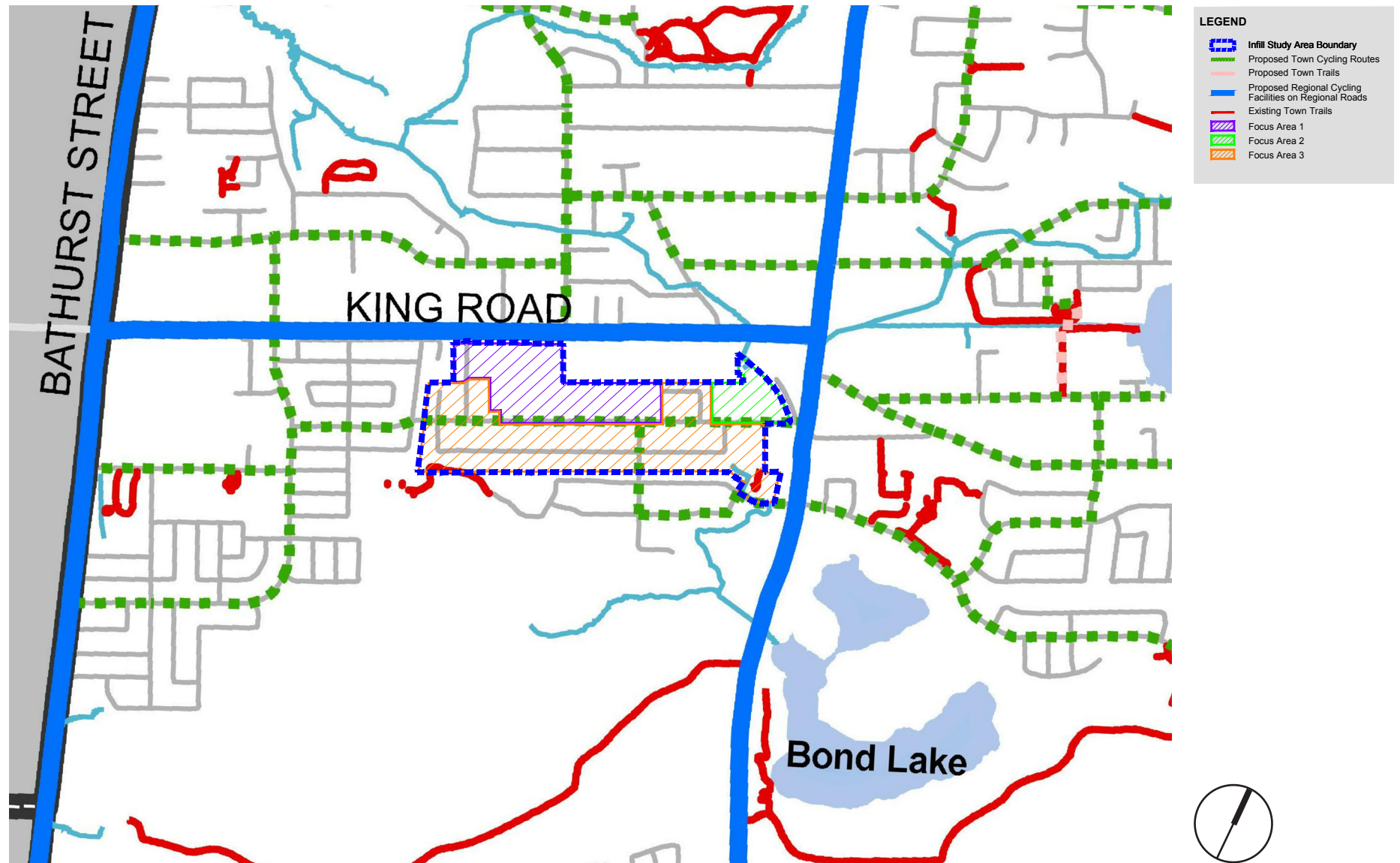


FIGURE 8c - ACTIVE TRANSPORTATION





Timber Valley Avenue



Timber Valley Avenue



Timber Valley Avenue



Bond Crescent



Bond Crescent



Bond Crescent



Wellsprings Avenue



Bond Crescent - Sorrento



Bond Crescent and King Road

2.5 Street Character

All streets within the Study Area generally share similar characteristics. Bond Crescent, Timber Valley Avenue, Littleside Street and Wellspring Avenue all consist of an urban cross section with curbs and gutters, and a municipal sidewalk on one side of 18 to 20 m wide municipal right-of-ways. This characteristic differs from Bostwick Crescent which consist of a rural cross section that has an approximate 20 m right of way, consisting of no curbs, gutters or sidewalks.

Housing form within the Study Area consist of a range of single-detached dwellings between 1 to 3 storeys in height of differing architectural styles and eras. Timber Valley Avenue and Wellspring Avenue represent streets that have recently been developed with infill dwellings, whereas the remaining streets in the Study Area reflect a blend of existing dwellings and newer built form.

While the dwellings within the Study Area have a variety of frontages, widths and setbacks (discussed later in this report), they all have ample front yards and in most cases, garages which allows each property to accommodate parking of at least two

vehicles per unit. Street tree planting is provided on newer infill streets such as Timber Valley Avenue, Littleside Street and Wellspring Avenue. Street trees are also being actively planted on Bond Crescent in conjunction with newer infill development emerges along the street.

Overall, while infill development has occurred within the Study Area, the area has been able to retain the existing residential character of the community.



Driftwood Court



Bostwick Crescent



Bond Crescent - Academy for Gifted Children

FIGURE 9 - LOT FRONTAGE



2.6 Lotting Pattern

Figures 9, 10 and 11 illustrate the existing lotting pattern within the subject lands.

Lot frontages are fairly consistent within the Study Area with the majority of lots along Timber Valley Avenue measuring 12-15 m in width and the majority of lots along Bond Crescent measuring 15-23 m in width. Homes along Wellsprings Avenue measure 12-15 m on average. Wider lots (30m +) are located throughout the Study Area. Several of the wider lots are currently vacant, representing opportunities for minor intensification. The lot frontage pattern demonstrate an

evolution of intensification, where older existing residential lots in the Study Area tend to have wider lot frontage, and more recent housing development in the Study Area, particularly along Timer Valley Avenue and Wellsprings Avenue reflect a narrower, and more intensified frontage.

Lot depths generally increase moving from the south of the Study Area to the north. The lots along the southern boundary of the Study Area are, for the most part, 25-37 m in depth with an average of 30m in depth. Several of the lots along Bond Crescent and King Road measure more than 67 m in depth. These longer lot depths introduce

opportunities for minor intensification in keeping with the evolution of development in the Study Area.

Lot areas vary from 300 sq. m to more than 3,000 sq. m. The largest lots are found along the north side of Bond Crescent. The smallest lots are generally located along the south side of Timber Valley Avenue. The larger lot areas introduce opportunities for minor intensification in keeping with the evolution of development in the Study Area.

FIGURE 10 - LOT DEPTH



FIGURE 11 - LOT AREA



2.7 Heritage Properties

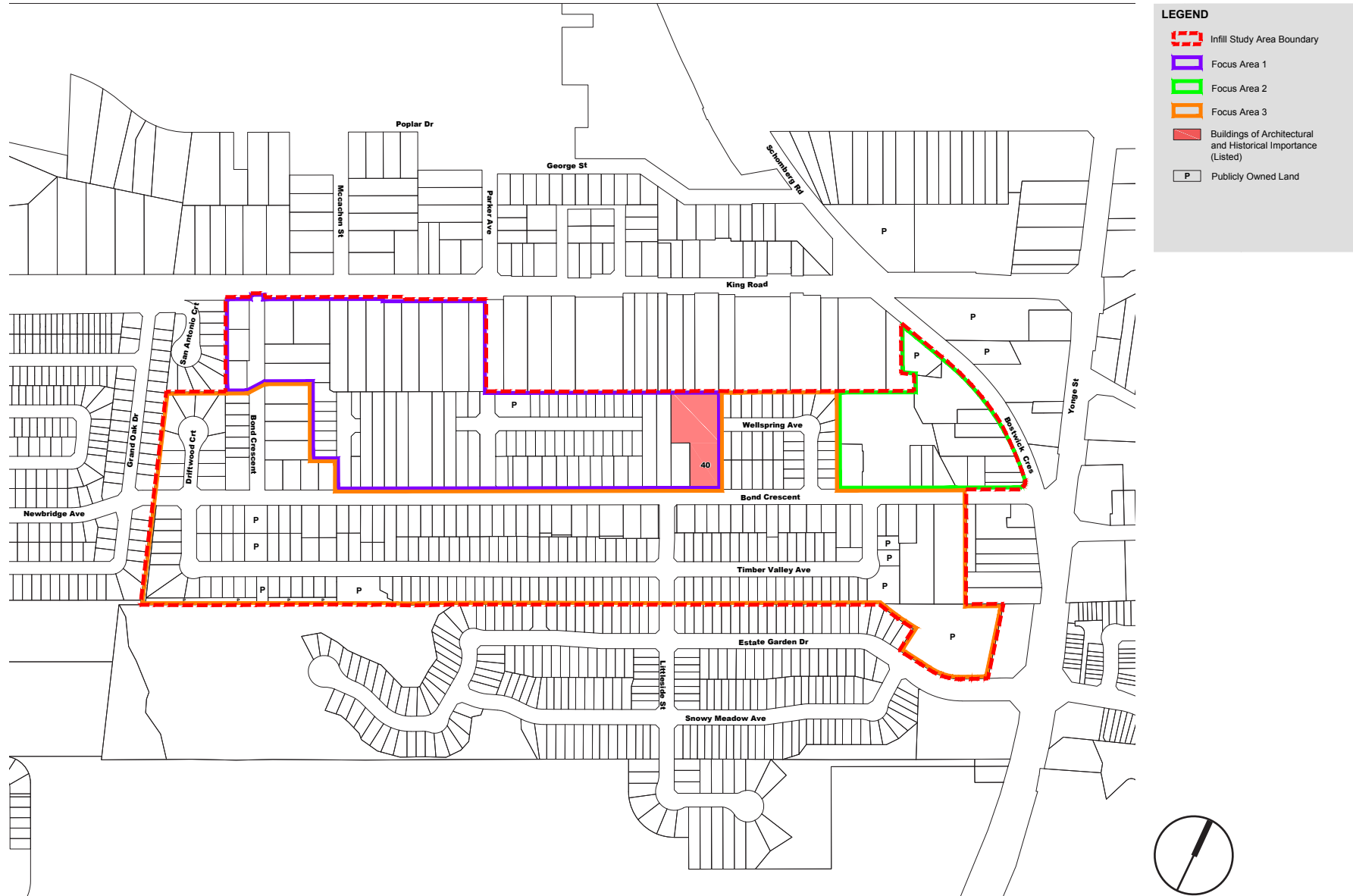
There is one building of noted Architectural and Historical Importance located within the Study Area. These buildings are illustrated on **Figure 12**. An additional ten buildings with Architectural and Historical Importance were previously located within the Study Area but have since been demolished/replaced or deemed to not be of architectural or historical importance.

The remaining building/structure is summarized as follows:

40 Bond Crescent is a red brick building (upper storey lighter in colour). It is 2 stories in height and was built around 1880. It has a 3-bay gable roof and originally faced King Road. The building is setback a fair distance from Bond Crescent and is shielded in part from Bond Crescent by a number of mature trees. This building is visible from Wellspring Avenue.

This building and/or structure has not been designated as heritage buildings. Any infill development occurring on this property would have to assess the Architectural and Historical merit to determine if any building preservation is required.

FIGURE 12 - HERITAGE PROPERTIES



2.8 Existing Community and Neighbourhood Parks

There is one community or neighbourhood park (Mitchell Pond Park) within the immediate Study Area as shown in **Figure 13**. Mitchell Pond Park is located to the south on the north side of Estate Garden Drive near Yonge Street. This park is accessible via Little Side Street and Timber Valley Avenue. A 0.16 ha (0.38 acre) park block is also proposed as part of a draft approved plan of subdivision at the northeast corner of the future Wellsprings Avenue and Parker Avenue extensions.

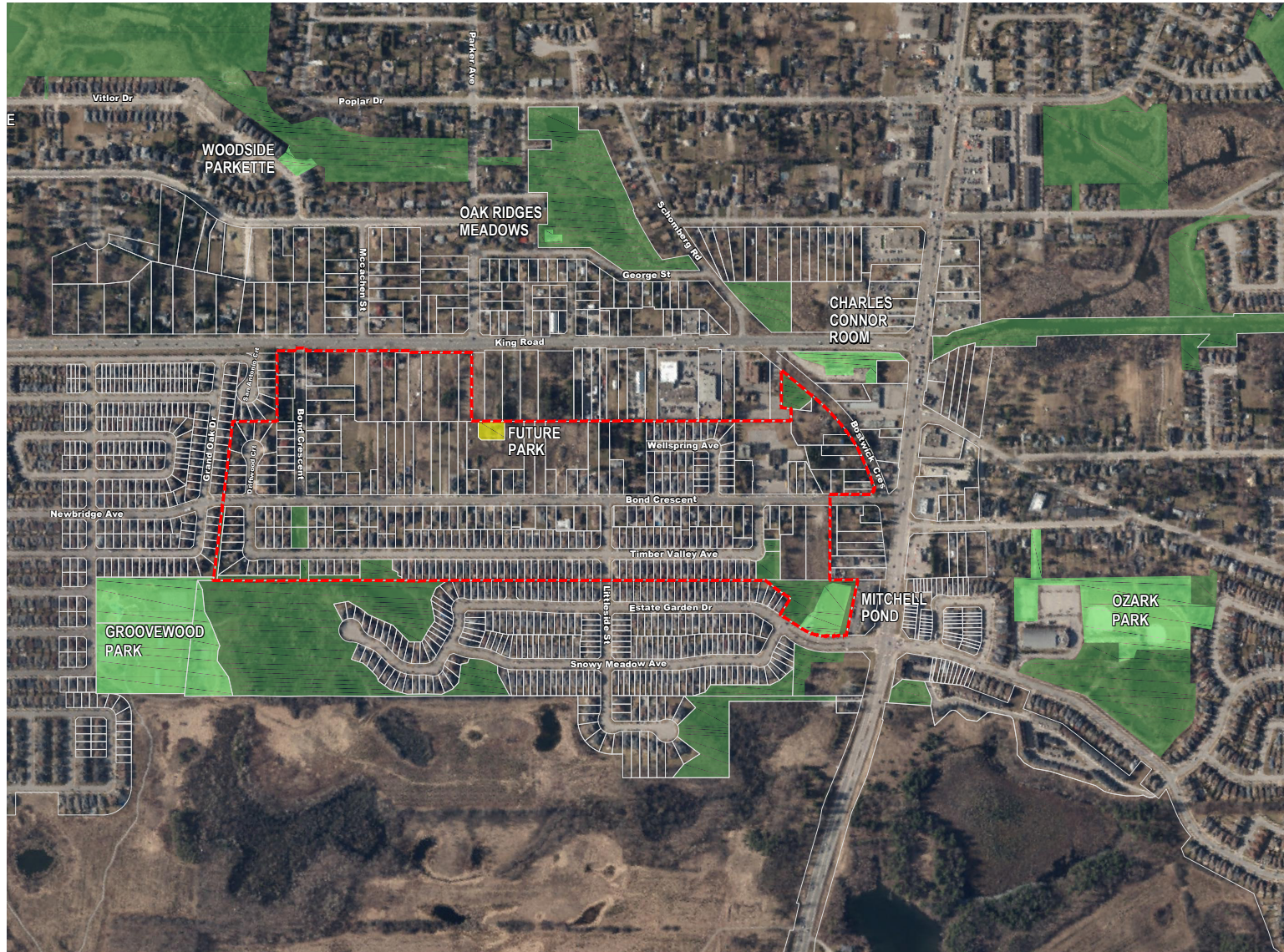
There are also a number of parks located north of the Study Area (north of King Road). These include Oak Ridges Meadows, Parker Park and the Woodside Parkette. These parks are not easily accessible from the Study Area given King Road being a physical barrier to access.

A fairly substantial community park is located south of the Study Area (Groveswood Park). This park is located on Groveswood Street, southwest of Timber Valley Avenue. This park is accessible via the local street network and is intended to serve the Study Area.





2.9 Summary

Based on the above findings of the Study Area, this update has identified a number of focus areas where the potential for infill development could occur in a comprehensive way. These areas will be the focus of growth through concept options as part of the update recommendations.

FIGURE 13 - PARKS AND OPEN SPACE



LEGEND

-  Infill Study Area Boundary
-  Park
-  Open Space
-  Future Park

3.0

POLICY, REGULATIONS AND GUIDELINES

3.1 OFFICIAL PLAN DIRECTION

The Richmond Hill Official Plan was adopted by Council on July 2010, partially approved by the Ontario Municipal Board on April 5, 2012, and provides new direction for growth within the Town.

The Study Area is predominantly designated Neighbourhood with some Natural Core and Natural Linkage Designations under Schedule A2 – Land Use of the Official Plan (**Figure 14**).

In the Neighbourhood Designation, the Official Plan sets out specific policies for the development of permitted uses on lands with this designation. Permitted uses include:

- Low Density Residential uses such as singles, semis and duplex dwellings
- Medium Density Residential uses such as low rise townhouses and walk-up apartments (subject to prescribed location criteria);
- neighbourhood commercial uses

- (subject to prescribed location criteria);
- Parks and urban open spaces; and,
- Automotive service commercial uses (subject to prescribed location criteria).

The maximum height in the Neighbourhood Designation is 3 storeys, and 4 storeys along an arterial street, and must be compatible with the character of the surrounding area.

Low Density Residential uses are permitted throughout the Neighbourhood designation. Medium Density Residential uses however are only permitted subject to having frontage on:

1. An arterial street;
2. A collector street and is within walking distance of a public transit stop and as identified by a Tertiary Plan undertaken by the Town and approved by Council or identified as part of a priority infill area under Policy 4.9.1.1(1);
3. A local street and only in proximity to an existing Medium Density residential development and as identified in a

Tertiary Plan undertaken by the Town and approved by Council or identified as part of a priority infill area under Policy 4.9.1.1(1)

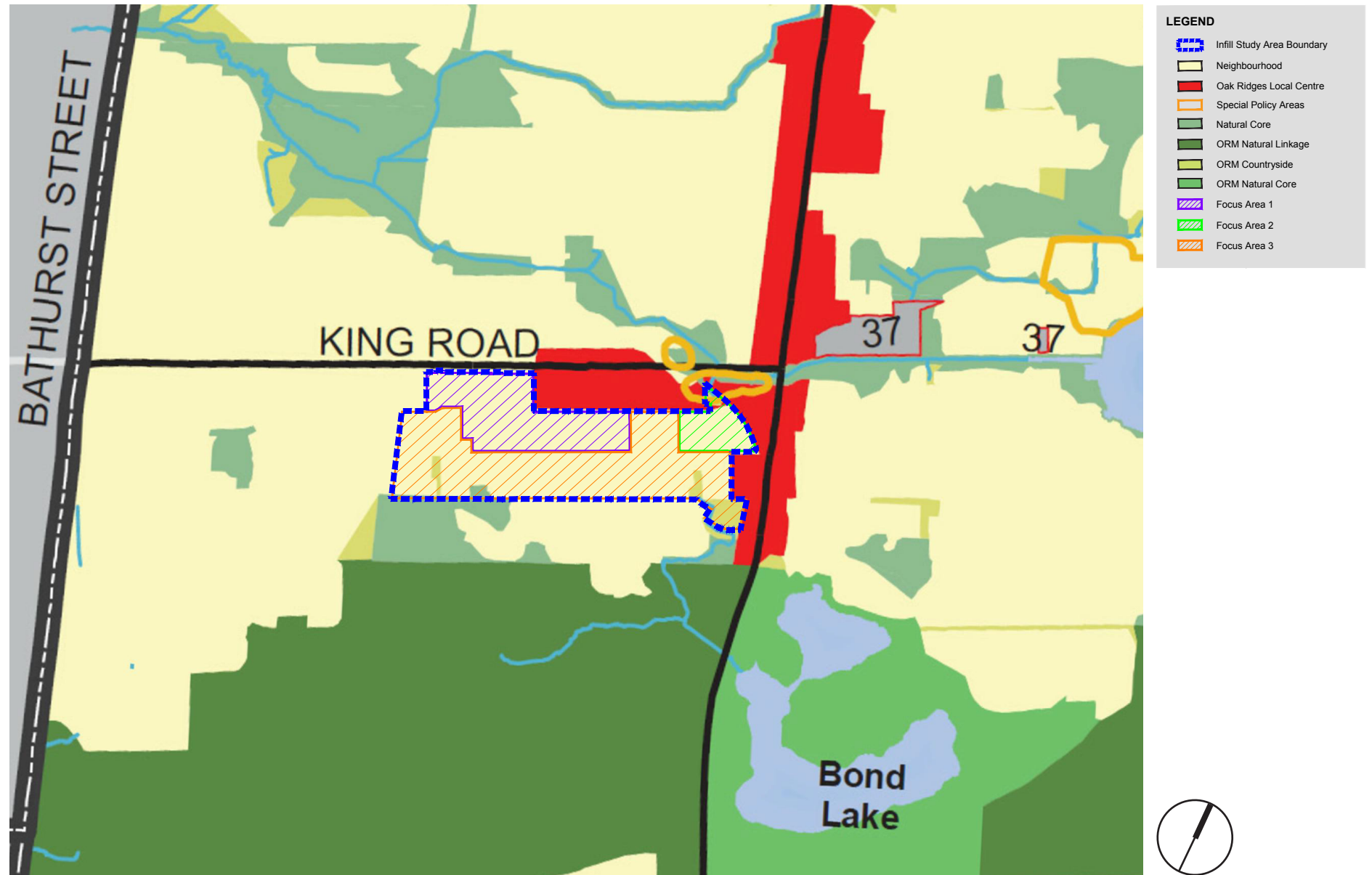
Medium density units shall also be restricted to a maximum density of 50 units/ha.

This update is intended to clarify and guide where and how the development of new low and medium density residential uses in the Study Area may be permitted over the long-term in accordance with the policies of the Official Plan, while considering the previously approved development concepts set out within the Infill Study for the Bond Crescent Neighbourhood.

A small portion of the Study Area is designated Natural Core or Natural Linkage. These designations are located close to the south boundary of the Study Area.

The Natural Core designation is intended to protect, and where possible improve, the ecological integrity of natural features

FIGURE 14 - SCHEDULE A2: LAND USE



on site. The Natural Linkage designation supports the movement corridors between natural features and functions. Both land use designations are highly restrictive in regards to permitted uses and development standards.

Within the Study Area, the Natural Linkages designation relates to existing stormwater management ponds/facilities. The Natural Core designation relates to a block that protects an existing wetland feature to the south, outside of the Study Area.

Schedule A2 – Land Use Plan identifies a Special Policy Area at the northeast tip of Focus Area 2 of the Study Area. The lands are also designated Natural Linkage. Special Policy Areas are areas within the Town that have historically existed in the floodplain and are susceptible to flooding. In accordance with the policies of the Town's Official Plan, new lot creation is prohibited in Special

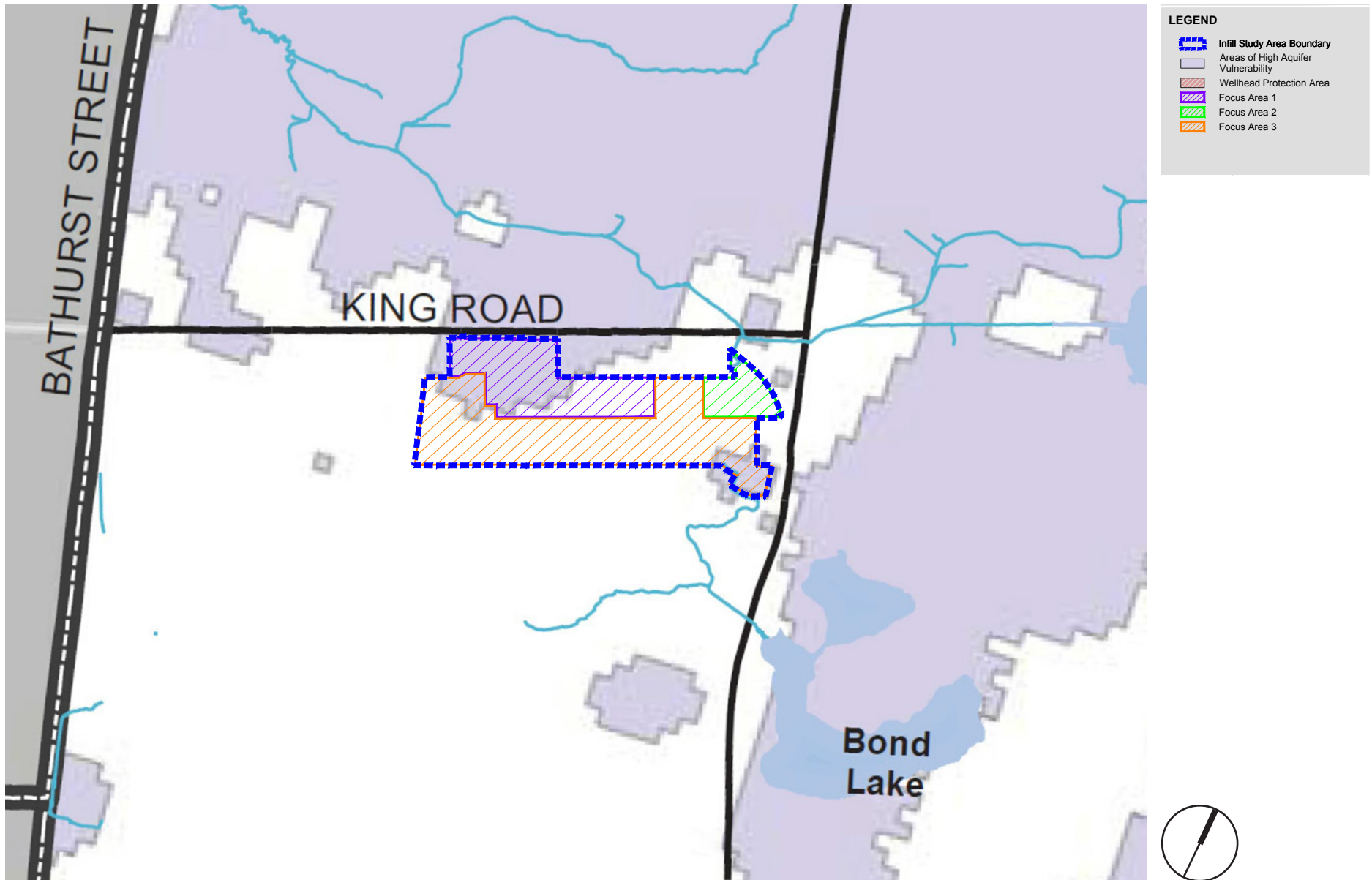
Policy Areas and any proposed development approval for buildings or structures on existing lots are conditional upon incorporating floodproofing measures to the satisfaction of the Town and Conservation Authority.

The extent of the Special Policy Area within the Study Area encompasses an existing Stormwater Management Pond that would likely remain. A small triangular piece of property that is landlocked is privately owned and is not part of the Stormwater Management Pond also exists within this Special Policy Area. Given the above, it is anticipated that the Special Policy Area may have an impact on the development of the small triangular block. As the Stormwater Management Pond is municipal infrastructure and therefore would not impact or be impacted by the existing Special Policy Area.

Schedule A5 of the Official Plan identifies Focus Area 1 of the Study Area as being

subject to the Oak Ridges Moraine Conservation Plan Areas of High Aquifer Vulnerability (**Figure 15**). This is consistent with the Town's Hydrogeological pattern of having high water tables across its municipal boundary. Given the identification of this High Aquifer Vulnerability area, any proposed infill will need to evaluate the potential for a high water table and design for its protection.

FIGURE 15 - SCHEDULE A5: HIGH AQUIFER VULNERABILITY



3.2 Zoning By-laws

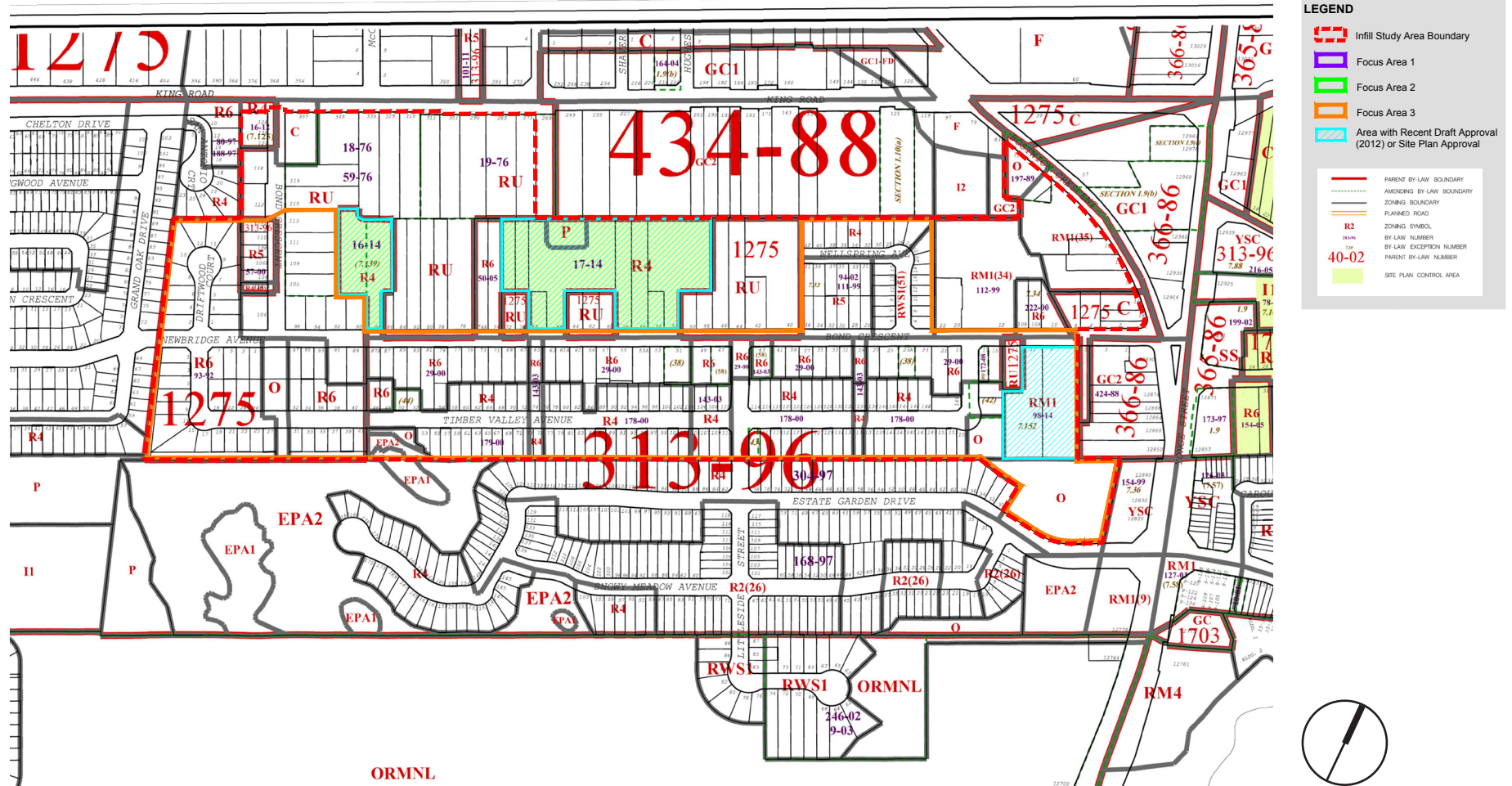
The Zoning in the Bond Crescent Area fall within a number of Town Zoning By-laws as illustrated in **Figure 16**. The majority of developed lots are zoned for single detached residential R4, R5 and R6 under By-law No. 313-96, as amended. Existing residential lots of record, including some vacant lots north of Bond Crescent within Focus Area 1 are zoned Residential Urban (RU) under By-law No. 1275, as amended. The majority of lands within Focus Area 2 are site-specifically zoned for Multiple Residential purposes (RM1(34) and RM1(35)) under By-law No. 313-96, as amended, reflecting the previous approvals for a retirement residence development. A Multiple Residential Development (RM1) zone also exist south of Focus Area 1, representing the approved 4 storey apartment building at 7 and 11 Bond Crescent. The existing repair shop (Anthony Small Engines) at 357 King Road is zoned Commercial (C) under By-law No. 1275, as amended. It is anticipated that infill development on lots within the Study Area may require a rezoning application depending on the pre-existing zone.

3.3 Urban Design Guidelines and Sustainability Metrics

The Town's Urban Design Guidelines provide Town-wide comprehensive design direction for new developments, including within existing neighbourhoods. This includes direction on placemaking, community design, site design, and building design making reference to low rise and townhouse and mid-rise buildings. As these guidelines represent the direction of design for the Town going forward, they should be considered as a starting point for infill development within the Study Area going forward.

The Sustainability Metrics are a town-wide measurement tool which are applied to Site Plan and Draft Plan applications to achieve healthy, complete sustainable communities. Consideration of when and where these metrics would apply should be considered as part of the update.

FIGURE 16 ZONING



4.0

CONCEPT OPTIONS

4.1 Locating Medium Density Residential Opportunities

In light of the Town's new Official Plan policy direction on infill development, particularly locating Medium Density Residential Uses, and the current development and street pattern's inconsistency with the approved infill study, an update to the infill study is appropriate.

As a first step to developing updated concept options for infill development within the Study Area, an assessment of the appropriate location for the type of infill development must first occur. Of particular importance is the distinction between Low Density Residential areas and Medium Density Residential areas. As noted previously, the Town Official Plan states that with respect to proposals for Medium Density Residential uses such as low rise townhouses, stacked townhouses and walk-up apartments, they must have frontage on either:

- An arterial street;

- A collector street and within walking distance of a public transit stop as identified in a Tertiary Plan undertaken by the Town or identified as part of a priority infill area; or,
- A local street and in proximity to an existing Medium Density Residential development and within walking distance of a public transit stop as identified in a Tertiary Plan undertaken by the Town or identified as part of a priority infill area.

In addition to the above street frontage requirements, the proposed development form must be compatible with the existing character of the surrounding area, and allow for transition to Low Density Residential areas.

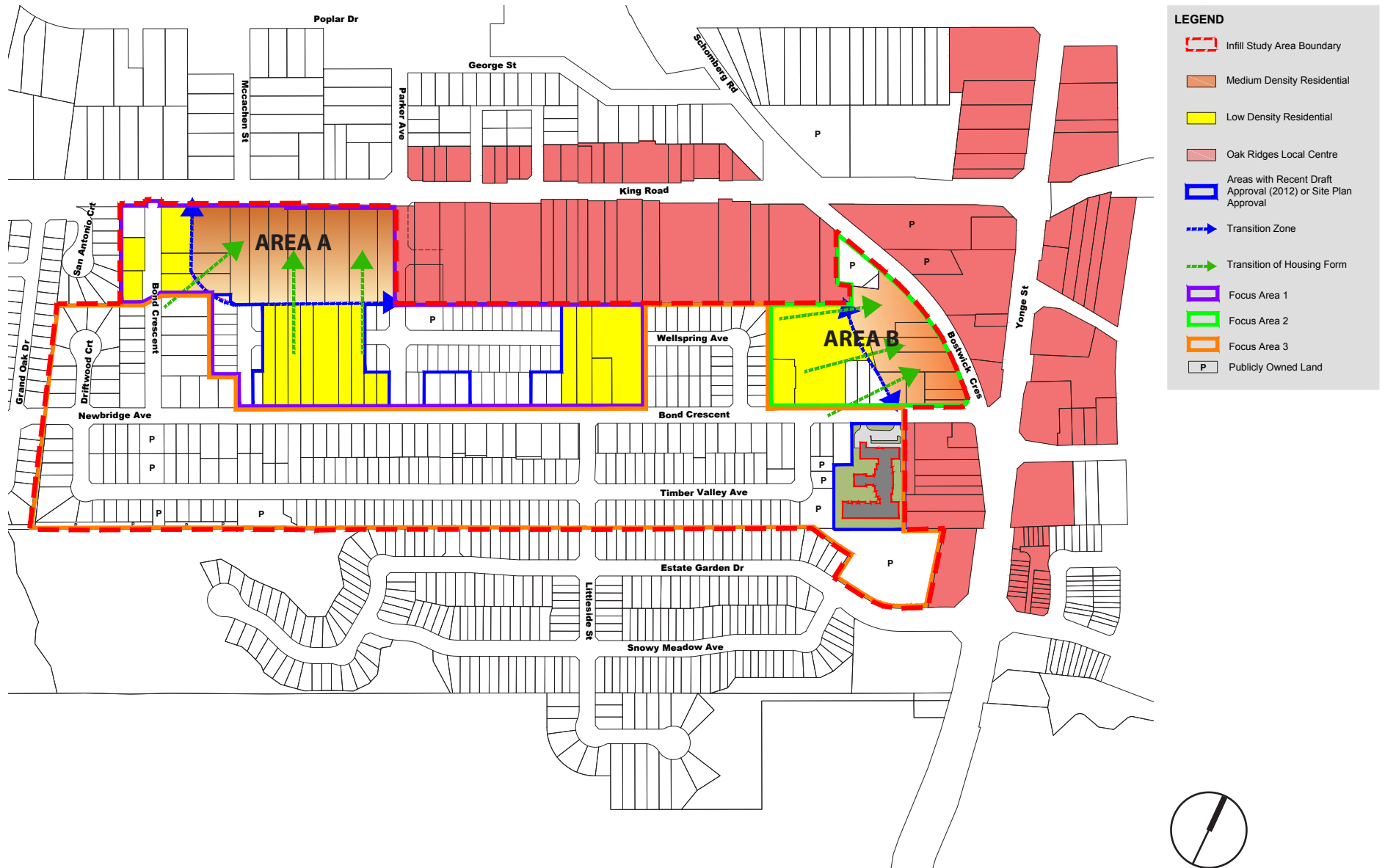
This update is intended to identify appropriate locations for Medium Density Residential infill in the Study Area, meeting the infill study for a priority infill area requirement of the Official Plan. In considering these criteria, two locations have been identified for Medium Density Residential infill opportunities, with the remaining neighbourhood permitting

Low Density Residential infill areas identified in **Figure 17**. The rationale for each area is provided as follows:

Area A

Area A located in Focus Area 1 can be seen as a natural westerly extension and transition from the Oak Ridges Local Centre abutting to the east. The Oak Ridges Local Centre permits Medium Density Residential uses as of right. The lots in Area A have frontage on King Road and/or Bond Crescent, and are within walking distance to an existing transit stop. The lot depths in this area are large and deep, which allow for easier lot consolidation and comprehensive redevelopment opportunities. A transition zone to ensure compatibility with existing and future Low Density Residential uses would be located mid-block between Bond Crescent and King Road, and the westerly extent, close to Bond Crescent.

FIGURE 17 - LOCATIONS FOR LOW AND MEDIUM DENSITY RESIDENTIAL INFILL



Area B

Area B in Focus Area 2 can also be seen as a natural extension and transition from the adjacent Oak Ridges Local Centre boundary, providing a bridge that completes a geographic gap between the designation. The majority of Area B and the existing private school site had been previously approved for a medium density retirement building and townhouses, so the continuation of Medium Density Residential development in this area would be appropriate, subject to consolidation of lots within the area. The area has frontage on a local streets (Bond Crescent and Bostwick Crescent), is in walking distance to transit stops on Yonge Street, and is north of the 4-storey Medium Density Residential development currently under construction at 7 and 11 Bond Crescent. A transition zone would be required to ensure compatibility with the existing Low Density Residential uses.

4.1 Infill Development Options

With the guidance on the proposed locations for Low and Medium Density Residential areas, three Concept Plan Options for infill development have been proposed. All three options offer the following consistent design elements:

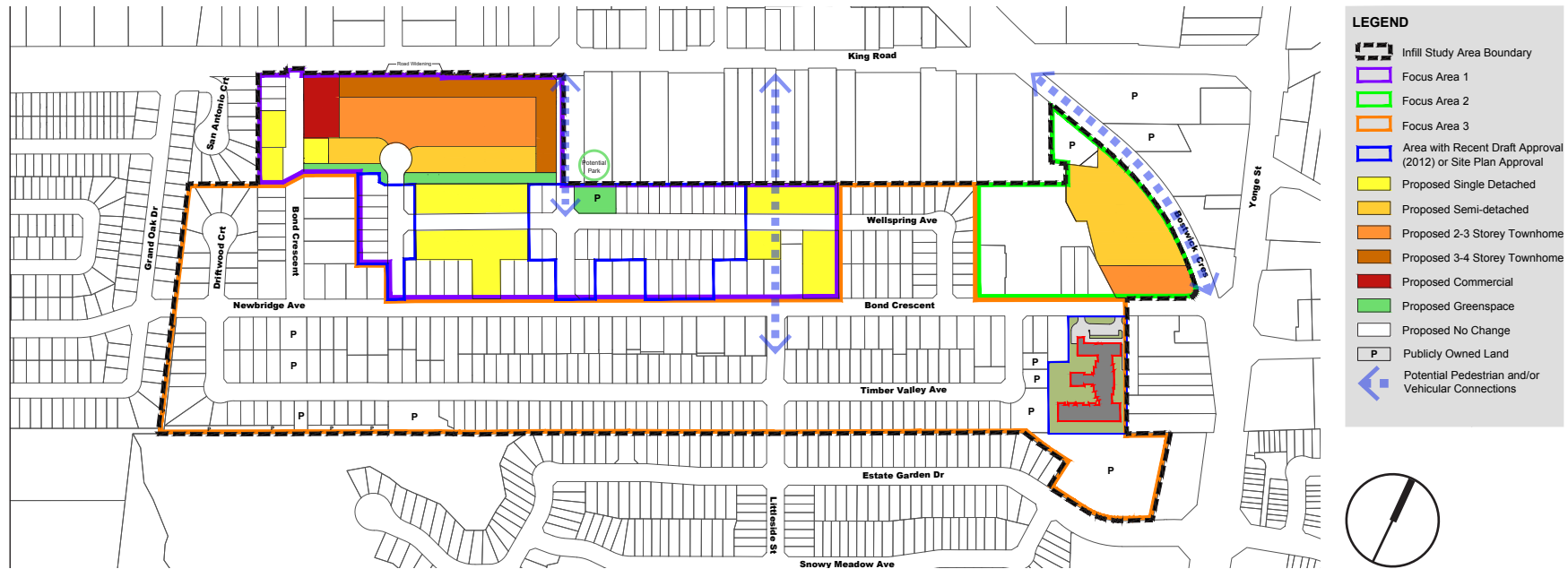
- All options contemplate the continuation of Low Density Residential uses as infill development throughout the Study Area where appropriate.
- All options contemplate a proposed east/west linear greenspace is contemplated in Focus Area 1 to transition between Low Density Residential dwellings to the south, and Medium Density Residential dwellings to the north. The greenspace will connect from Bond Crescent to the future Parker Avenue extension in close proximity to the existing parkland.
- All options contemplate the future extension of the existing municipal park

northward along the Parker Avenue extension into the Oak Ridges Local Centre to allow for greater parkland opportunities locally.

- All options contemplate and protects for the southerly extension of Parker Avenue from King Road to Bond Crescent, and the northerly extension of Littleaside Street from Bond Crescent to King Road all within Focus Area 1.
- All options contemplate Low Density Residential infill development along the extension of Wellsprings Avenue, and on both sides of Bond Crescent within Focus Area 1.
- All options protect for neighbourhood commercial uses at the southeast corner of King Road and Bond Crescent.

The following provides a summary of the differences between each infill study option:

FIGURE 18 - CONCEPT OPTION 1



Concept Option 1

Within Focus Area 1, this option proposes Medium Density Residential uses at a maximum height of 3 to 4 storeys that would frame King Road, and the southerly extension of Parker Avenue. Internally, the block transitions southerly to 3 storey townhouses, followed by semi-detached dwellings and some single-detached dwellings, and ending with a linear greenspace. This contemplated Medium Density Residential block would have municipal access via the extension of

the existing street from the draft approved Plan of Subdivision (19T(R)-12009) to the south, terminating in a cul-de-sac design and existing frontage along Bond Crescent and the future extension of Parker Avenue. Internal access would occur through private streets.

Within Focus Area 2, this option proposes a range of semi-detached units with private street access to Bond Crescent. To the south, the intersection of Bostwick Crescent and Bond Crescent would be framed by 2 to

3 storey townhouse, providing a sense of arrival to the Bond Crescent Neighbourhood. Focus Area 2 will allow for the continuation of Single Family Dwellings along Wellsprings Avenue west into Focus Area 1, and will allow for the northerly extension of Littleaside Street north to King Road.

FIGURE 19 - CONCEPT OPTION 2



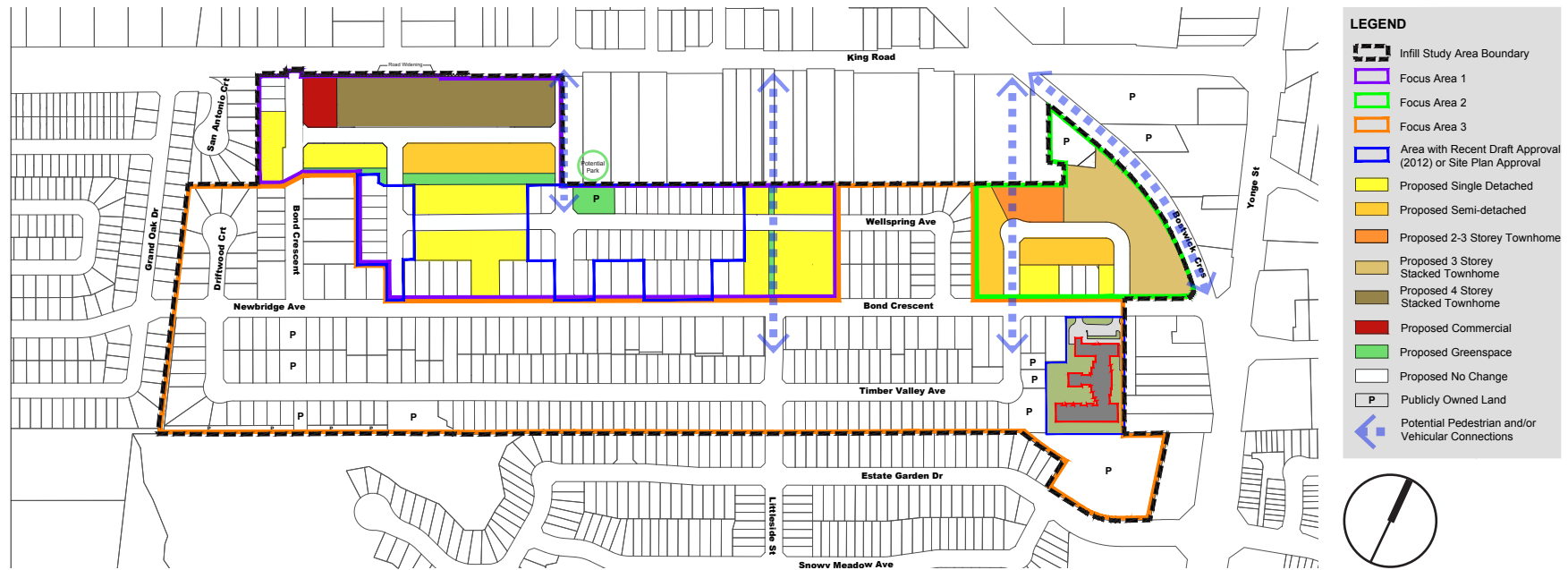
Concept Option 2

Within Focus Area 1, this option proposes the extension of a municipal road north from the draft approved Plan of Subdivision (19T(R)-12009) to the south onto the King Road properties as a through street, connecting to Bond Crescent, south of King Road. The connection enhances public access through the area. A range of 3 to 4 storey townhouses are restricted to the King Road Frontage, with a campus of 2 to 3 storey townhouses extending to the greenspace transition. Single and Semi-detached dwellings are

proposed south of the proposed municipal road extension to continue the transitioning to existing and future low density residential uses to the south.

Within Focus Area 2, the existing private school is identified as having some potential for redevelopment. The proposal is to allow for single detached dwellings with frontage on a municipal street ending in a cul-de-sac. A proposed campus of 2 to 3 storey townhouses extend east of the private school lands to Bostwick Crescent and as far south as Bond Crescent.

FIGURE 20 - CONCEPT OPTION 3



Concept Option 3

Within Focus Area 1, a municipal street extends north from the draft approved Plan of Subdivision (19T(R)-12009) to the south onto the King Road properties as a through street, connecting to a future east/west street that parallels King Road and connects to Bond Crescent and the future Parker Avenue extension. To the north of the proposed through street are 3 to 4 storey townhouses with frontage on King Road, and vehicular access to Bond Crescent. To the

south of the through streets are proposed to be semi-detached lots to the east and single-detached lots to the west, promoting transition to existing and future Low Density Residential areas.

Within Focus Area 2, an extension of Timber Valley Avenue would extend north, turn east and return south to Bond Crescent in line with the access to the 4 storey apartment building. Around the crescent, single detached lots are proposed to retain the existing housing form along Bond Crescent.

Abutting the north of those lots are a series of semi-detached lots to transition toward Medium density residential uses north of the Timber Valley extension. On the outside of the crescent, the dwelling types transition from semi-detached lots to the west, to 2 to 3 storey townhouses to the north, to 3-storey stacked townhouses to the east.



Presentation



Presentation



Presentation Panels



Presentation Panels

5.0

CONSULTATION

Throughout the study, MHBC met with Town and Regional departments, public agencies and area stakeholders to get their input on what potential changes should occur to the Infill Study for the Bond Crescent Neighbourhood. In addition, on September 14th, 2015, MHBC held a Community Meeting to update area residents and interested parties on the progress of the study and to get their comments and input on potential changes.

At the Community Meeting, presentation panels illustrating the research and findings of the Study Area were on display in an open house format. As participants walked around the room, MHBC staff answered any questions about the initial findings. Presentation panels of the proposed locations of Low and Medium Density Residential infill, and the three Concept Options for infill development were also on display (along with post-its and sharpies). Participants were encouraged to post their comments directly on the presentation boards. In addition, the existing Design Criteria, Design Guidelines and Zoning Criteria from the Bond Crescent

Neighbourhood Infill Development Report were also provided on presentation boards. Participants were encouraged to provide their input and comments on these design criteria to assist MHBC in their update. Copies of the presentation boards are included as **Appendix A**.

Mid-way through the open house, MHBC made a presentation to all participants. The presentation provided an overview of:

- The project team;
- Why we are here / purpose of the study
- The study boundary;
- The original Bond Crescent Preferred Infill Option;
- A review of what infill development is and why we are accommodating this change;
- What MHBC has observed in terms of

the neighbourhood context, policy and regulation, and development patterns;

- Recommended locations for locating Medium Density Residential and approaches to transitioning from the existing neighbourhoods;
- The preliminary concept options;
- How the public can provide feedback; and,
- Next steps in the process.

A copy of the presentation is provided in **Appendix B** of the report. Following the presentation, MHBC facilitated a question and answer period, responding to questions and documenting comments and concerns raised by the public.



Commenting on Options



Comments on Concept Option 1



Comments on Concept Option 2



Commenting on Options



Commenting on Options



Comments on Concept Option 3

The following is a consolidated summary of the comments received through the consultation process.

Status of Bostwick Crescent – Concerns were raised over the existing distance between Yonge Street and Bostwick Crescent in terms of their intersection with Bond Crescent. Concerns were raised that any proposed development that has access to Bostwick Crescent may cause transportation issues.

Additional Parkland – Concerns were raised that the options indicate the future expansion of parkland outside of the Study Area and within the Oak Ridges Local Centre. It has been suggested that any future parkland within the Oak Ridges Local Centre should be determined as part of that future study.

Integration with Oak Ridges Local Centre – It was suggested that while the Oak Ridges Local Centre would be subject to a separate study, opportunities for integration with the local centre should be protected.

Extension of Parker Avenue – There is support by the Town and the Region for

Parker Avenue located north of King Road to be extended southerly into the Bond Crescent Neighbourhood to provide greater access and connection.

Additional Public Streets – There has been a mix of comments on the proposal for new municipal streets with the study area. Some comments support the additional streets as a way to establish a finer urban grain and a street grid that will help to balance movement patterns within the Bond Crescent neighbourhood. Other comments indicated that the rationale for additional public streets needs to be made, and the use of private streets would achieve the same.

More pedestrian infrastructure – There is support for maintaining and building on infrastructure that supports pedestrian movement throughout the Bond Crescent Neighbourhood.

Traffic Concerns on Bond Crescent – Concerns were raised about the amount of traffic, speed and the level of safety on Bond Crescent. There is a desire that any future development does not exacerbate the issue.

New Infill Development – There are a mix

of views on future infill development forms such as semis, townhouses and low rise walk-up apartments. Some comments oppose this type of change, indicating their view that infill is not appropriate in the Bond Crescent Neighbourhood. Other comments indicate that greater flexibility is needed when assessing the appropriate location of these Medium Density Residential forms.

These comments will be considered as part of the recommended updated and preferred infill development option.

6.0

RECOMMENDED UPDATE

6.1 The Preferred Infill Development Plan

Based on an evaluation of the background information and obtaining feedback from departments, agencies, stakeholders and the public, this report recommends a preferred concept plan to guide future infill development within the Bond Crescent Neighbourhood (**Figure 21**). The preferred option incorporates feedback received on the three concept options presented at the Community Meeting and subsequent feedback provided by departments, agencies, stakeholders and the public.

The following is a summary of the details within the preferred option:

Connection Opportunities - The potential new municipal road extensions and connections within the Bond Crescent Neighbourhood include:

- The northerly extension of Littlestone Street from Bond Crescent north to potentially connect to King Road within the Oak Ridges Local Centre.

- The east/west extension of Wellsprings Avenue to allow for the logical connection of the existing subdivisions in Focus Area 1.
- The continuation of the existing public right of way at the northern end of the Garden Homes Subdivision to extend north and west to connect to Bond Crescent near King Road within Focus Area 1.
- The southerly extension of Parker Avenue from King Road to Bond Crescent through the existing Garden Homes Subdivision.

The proposed municipal streets provide for greater connectivity and a finer urban grain

within the Bond Crescent Neighbourhood (**Figure 22**). Bostwick Crescent within Focus Area 2 exists, but future vehicular access for new development will be restricted due to traffic safety concerns at the intersection with Bond Crescent and Yonge Street. Given this restriction consolidated development of existing lots in Focus Area 2 would be required to allow for alternative vehicular access to Bond Crescent.

The Town will also seek active transportation connections such as pedestrian connections which will be determined through the development review process. Any proposed pedestrian connection would be public with a minimum width of 6 metres.

FIGURE 22 - LOCATION OF NEW STREETS

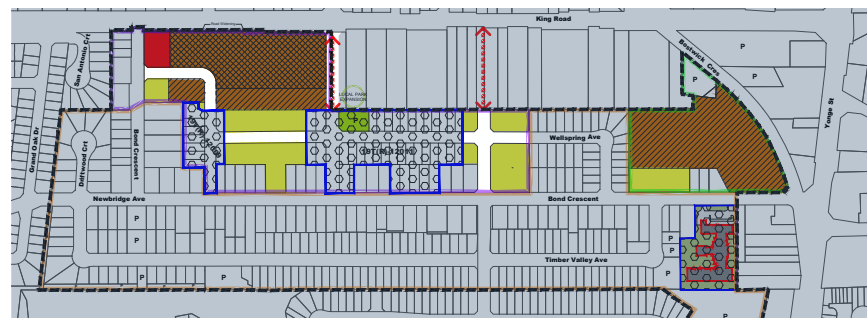
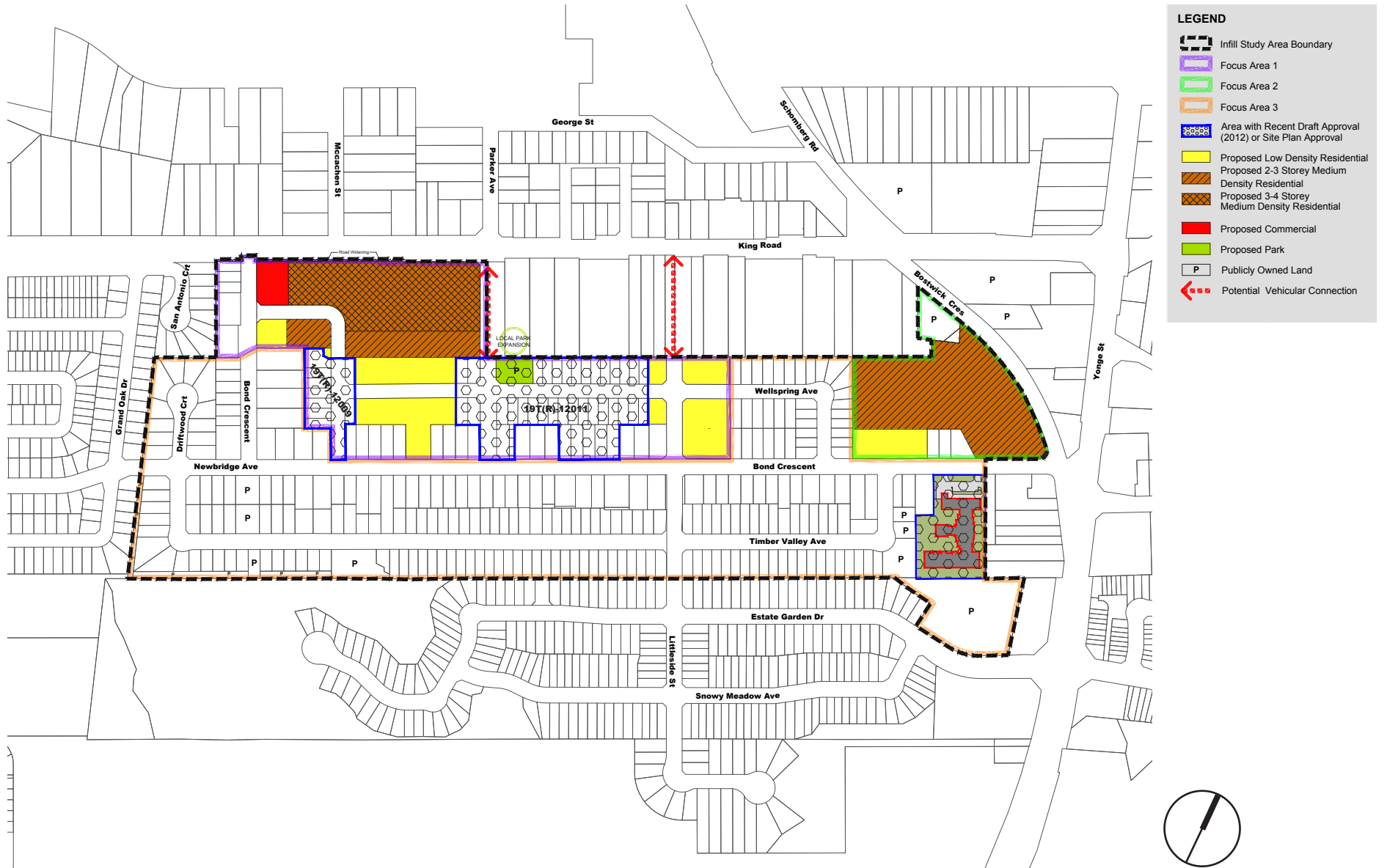


FIGURE 21 - PREFERRED CONCEPT PLAN



Infill Opportunities – It is anticipated that Low Density Residential infill can occur throughout the Bond Crescent Neighbourhood where feasible. The Preferred Concept Plan identifies opportunities for comprehensive infill development within Focus Areas 1 and 2. Low Density Residential infill are proposed to be located along the future extension of Wellsprings Avenue and Bond Crescent in Focus Area 1 and along the Bond Crescent frontage of the existing private school in Focus Area 2.

In Focus Area 1, 3 to 4 storey townhouses or walk-up apartments are to be found along the King Road frontage, stepping down to 2 to 3 storey townhouses to the south, adjacent to existing and future Low Density Residential uses. Permitting townhouses in this location is consistent with the locational policies for Medium Density Residential uses in the Official Plan.

In Focus Area 2, 2 to 3 storey townhouses are proposed adjacent to Bostwick Crescent and Bond Crescent, and at the northern portion of the existing private school site. These townhouses meet the locational policies of the Official Plan as the proposed Medium Density Residential uses are in close proximity to the 4 storey medium density

development on the south side of Bond Crescent, an existing transit stop on Yonge Street, and the northern boundary of the Oak Ridges local Centre. Locating townhouses in Focus Area 2 also balances the existing zoning permissions for townhouses with current Official Plan policy and the need for transition.

Ensuring appropriate transition between Medium Density Residential uses and existing and new Low Density Residential housing forms have been detailed in the updated design guidelines in Section 7.0.

The preferred concept recognizes that the existing commercial use at the south-east corner of Bond Crescent and King Road be maintained to provide local commercial services to the broader area neighbourhoods.

Recreational Opportunities – A local park expansion has been identified outside of the Study Area Boundary within the Oak Ridges Local Centre of the Town. This proposed parkland would expand on the proposed park located within the Garden Homes Subdivision in Focus Area 1. The proposed park and its potential expansion are centrally located within the neighbourhood to serve the greater community within a walking distance. The final determination of a northerly expansion would occur as part of a future planning study for the Oak Ridges Local Centre.

6.2 Response to Consultation Comments

The Preferred Concept Plan for infill development has considered and responded to the consultation comments as follows:

Additional Parkland – Concerns were previously raised that the options indicate the future expansion of parkland from the Bond Crescent Neighbourhood into the Oak Ridges Local Centre. This proposed parkland is shown conceptually, indicating that an opportunity is available given the approved park to the south. The final decision on appropriate parkland locations within the Oak Ridges Local Centre will be determined through a future Secondary Plan process.

Integration with the Oak Ridges Local Centre – Opportunities for integration with the Oak Ridges Local Centre was requested as part of this update. This integration has been identified through the indication of future municipal road extensions, the potential expansion of parkland, and the overall decision to direct Medium Density Residential uses close to that boundary. It is the opinion of this study that these decisions will not prejudice the independent

evaluation of the Oak Ridges Local Centre when it proceeds.

Extension of Parker Avenue – The Town and Region support the extension of Parker Avenue south of King Road to Bond Crescent to provide greater access and connection to the neighbourhood. This future extension has been identified as part of this update.

Additional Public Streets – The Preferred Concept Plan provides a balanced approach to the extension of municipal streets and opportunities for the use of private streets. Preference should always be given to municipal streets as a first approach as they promote public movement for vehicles and pedestrians, and assist with division of larger blocks to achieve a finer, walkable neighbourhood block pattern. Where municipal streets are not feasible, private streets may be considered where they are designed to promote similar vehicular and pedestrian movements as municipal streets. New municipal streets have been proposed when consolidated infill development occurs. This includes completing Wellsprings Avenue, extending Little Side Street north, Parker Avenue south, and connecting the north-south portion of Bond Crescent to

the Garden Homes Subdivision to the south. These proposed municipal streets have been reviewed with Town and Regional transportation staff to determine appropriate locations and future access points to King Road. It is anticipated that private streets can be pursued to allow for comprehensive infill development of Medium Density Residential areas in Focus Area 1, and Focus Area 2.

More Pedestrian Infrastructure – The community wanted to see pedestrian infrastructure maintained and enhanced throughout the Bond Crescent Neighbourhood. This will be achieved in the Preferred Concept Plan through new municipal streets which will continue to provide the same quality of pedestrian infrastructure and help improve connections within the Bond Crescent Neighbourhood.

Traffic Concerns on Bond Crescent – Traffic, speed and level of safety have all been raised as concerns along Bond Crescent. The extension of new municipal streets will assist with these traffic concerns by increasing options for movement, thereby helping to disperse traffic movement in the Bond Crescent Neighbourhood. Bostwick Crescent will be restricted from vehicular access when

infill development occurs, helping to enhance safety at the Bond Crescent / Bostwick Crescent / Yonge Street intersections. In addition, large infill development projects that require Site Plan approval or draft Plan of Subdivision approval will be required to undertake their own independent traffic study to demonstrate that their development will not impact the safe movement of people and vehicles within the Bond Crescent Neighbourhood.

New Infill Development – There are a mix of comments received for and against future infill development and the potential form it should take within the Bond Crescent Neighbourhood. The decision as to whether infill development should occur has already been made by virtue of the approved Infill Study for the Bond Crescent Neighbourhood. Furthermore, infill development is promoted by Provincial Policy, the Regional Official Plan and the Town Official Plan, subject to appropriate development criteria and compatibility with the character of the existing community. Infill development provides a mix and range of housing options, optimizes the use of existing municipal infrastructure and services, and assist the Town and Region in meeting its

growth targets. This update establishes appropriate locations for comprehensive infill development and provides design criteria to guide infill development while ensuring transition and compatibility that is respectful of community character.



7.0

DESIGN CRITERIA AND GUIDELINES

The Infill Study for the Bond Crescent Neighbourhood established a set of design criteria, design guidelines and zoning criteria that would guide future infill development based on the concept options. Since this update to the report recommends a new Preferred Concept Plan, similar updates to the existing criteria and guidelines are necessary. The complete updated design criteria, design guidelines and zoning criteria have been attached as **Appendix C**. The following compares and explains the changes to the existing guidelines/criteria as part of this update.

7.1 Proposed Revision to Design Criteria

Urban Design Objective 1 - Enhance Views and Vistas of Existing Natural Features

The Environmental Protection Areas (E.P.A.) south of Timber Valley Avenue and the stormwater management facility have been located as to maximize the views and vistas from the road system. The E.P.A. punctuates the infill housing development and creates a 70m open space frontage onto the Timber Valley Extension. The stormwater management facility can be viewed from Bond Crescent through this punctuation. Future infill development shall building on these existing views and vistas to the natural features, ensuring that they are protected going forward.

Urban Design Objective 2 - Enhancing Connectivity and Sustainable Movement

The Preferred Concept Plan provides for a mix and range of uses and housing options that are within a five minute walk of centrally located amenities such as parks and natural features. Future residents, visitors and employees will be able to walk to desired destinations throughout this community and utilize established assets such as the open space linkage system within the neighbourhood. The mix and range of uses will also be in walking distance of existing and planned local and higher order transit services in and around the neighbourhood, optimizing the use of those services in the neighbourhood.

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. Small scale infill development within the neighbourhood will allow the community to evolve incrementally over time. Larger comprehensive development within the neighbourhood can be achieved through the transitioning of housing type, building height and site design. Any proposed infill development must acknowledge existing built form and be compatible with the character of the neighbourhood in order to achieve a good fit with surrounding areas.

Urban Design Objective 4 – Establishing a Clear Street Pattern that integrates Easily into existing Patterns

The Preferred Concept Plan is based on the modified municipal 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 municipal streets are integrated such that efficient access is provided to newly developed areas, while not adversely affecting the pattern of existing streets. The extension of municipal streets will bring new pedestrian sidewalks that will promote a safe and pedestrian friendly circulation system. Private streets established through the development of Medium Density Residential areas will integrate seamlessly to the public street system, continuing vehicular and pedestrian connectivity to achieve the modified grid pattern of the Bond Crescent Neighbourhood.

Urban Design Objective 5 - Achieve Excellence in Design

Infill development will strive to build on the architectural vernacular of existing areas, developing with a scale that reflect the local context and positively contribute to the Bond Crescent Neighbourhood local identity. Emphasis on compact, human scale, pedestrian friendly urban forms will be promoted that are transit supportive and encourage multi-modal movement. Spaces will become places, fostering social interaction, and placemaking elements will be used to achieve a sense of place and help to enhance public and private realms. Buildings will be massed and arranged to frame and animate the public realm, and will reflect an architectural and aesthetic quality that is an extension of the space it frames.

Discussion

Many of the original design objectives for the neighbourhood focused on the establishment and protection of existing environmental areas, open space networks and stormwater management facilities. Many of those facilities have already been established through the infill development that has occurred to date. The proposed design objectives continues to maintain many of the original objectives, but modifies the language to focus on key Official Plan objectives such as transition of housing form, providing a mix and range of housing options, multi-modal movement and design excellence.

7.2 Proposed Revision to Design Guidelines

Design Guidelines for all Infill Development in the Bond Crescent Neighbourhood

- Low rise Low Density Residential uses such as singles, semis and duplexes are permitted throughout the Neighbourhood.
- Medium Density Residential uses are permitted only in the areas identified by the preferred concept plan.
- Active transportation connections such as pedestrian connections will be publicly owned and will have a minimum width of 6 m.
- Crime Prevention Through Environmental Design (CPTED) principles should be applied to the design of buildings, Neighbourhood Parks, and pedestrian walkways to ensure clear view into and out of surrounding areas where applicable.
- Infill development applications shall have consideration for the Town of Richmond Hill's Urban Design Guidelines.
- Site Plan and Draft Plan of Subdivision applications shall be subject to the Town's Sustainability Metrics.

Design Guidelines for Infill Development Along Existing Streets

- Preserve existing tree canopy to the extent possible.
- Infill planting of deciduous trees is encouraged to produce a continuous canopy at maturity. To ensure the healthy growth of trees within a development, adequate soil volume is required and the use of silva cell like structures are encouraged.
- Single detached dwellings should have a minimum frontage of 13.7 m, 15.5 m for a corner lot.
- Semi-detached dwellings should have a minimum frontage of 14.6 m, 16.6 m for a corner lot.
- Medium Density Residential uses shall only be permitted along a existing road as identified in the Preferred Concept Plan.
- Townhouse dwelling units should have a minimum frontage of

6.0 m, 8.4 m for corner lots.

- Townhouse dwelling units should have a minimum unit width of 6.0 m
- The front yard setback shall respect the setbacks of existing dwellings on abutting lots.
- The side and rear yard setback shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building guidelines in Section 6.3 of the Richmond Hill Urban Design Guidelines.
- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms), landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.
- In the case where a Low Density Residential dwelling existed on an adjacent lot prior to the date of the approval of this update, a landscape buffer may also be provided adjacent to the property line for transitioning.

Discussion

The proposed update to the design guidelines acknowledge a greater division is needed to address the different components of the Preferred Concept Plan. An introductory section recognizes the broad applicability of CEPTED, the Town's Urban Design Guidelines and the Town's Sustainability Metrics. The guidelines for infill development along existing streets builds on the existing guidelines by providing guidance on priority lots and transitioning of housing type and height. A figure demonstrating transitioning is provided on page 59. As the stormwater management facility has been built, guidelines relating to this facility have been removed.



Examples of Single Detached Dwellings

Design Guidelines for Infill Development Along Newly Constructed Streets

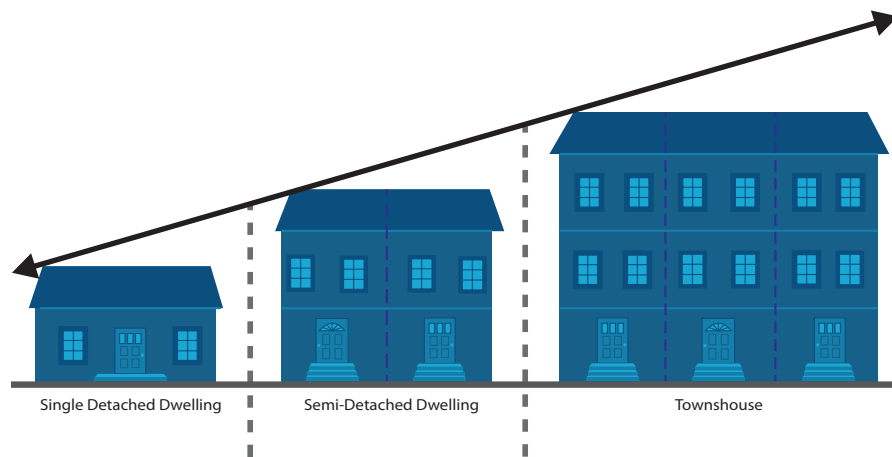
- Protect environmental features to the extent possible.
- Construct roads to the Town's standard with curbs, sidewalks and boulevards
- Single detached dwellings should have a minimum frontage of 12.0 m, 13.4 m for corner lots.
- Semi-detached dwellings should have a minimum frontage of 14.6 m, 16.6 m for corner lots.
- Townhouse dwelling units should have a minimum frontage of 6.0 m, 8.4 m for corner lots.
- Townhouse dwelling units should have a minimum unit width of 6.0 m
- Medium Density Residential uses shall only be permitted along a newly constructed road as identified in the Preferred Concept Plan.
- Preserve existing trees wherever possible.
- The required front, side and rear yard setbacks shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building and Townhouse Dwelling guidelines in section 6.3 and 6.4 of the Richmond Hill Urban Design Guidelines.
- Deciduous street tree planting is encouraged. To ensure the healthy growth of trees within a development, adequate soil volume is required and the use of silva cell like structures are encouraged.
- Trees should be planted in the boulevard and be spaced in accordance with the requirements of the Town's Urban Design Guidelines.
- Coordinate street lighting and street trees along the boulevard.
- Ensure that crosswalks and sidewalks meet Town standards.
- Consider special paving treatment at intersections.
- Low walls or decorative fencing within the front yard setback may be used to define the public realm from the private realm, provided visual connectivity is maintained.
- Wherever possible, safe pedestrian access to adjacent uses and amenities including transit stops, parking areas, the Greenway System or other adjacent destinations should be provided.
- Cluster utility boxes in unobtrusive locations so that they may be easily screened.
- Stormwater management facility on the east side of the neighbourhood should be maintained as a significant focal feature for the community.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.
- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms),

landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.

- In the case where a Low Density Residential dwelling existed on an adjacent lot prior to the date of the approval of this update, a landscape buffer may also be provided adjacent to the property line for transitioning.

Discussion

The guidelines for infill development along newly constructed streets builds on the existing guidelines, recognizing that development can occur in the form of singles, semis and townhouses in particular areas. The updated guidelines also provide guidance on transitioning of housing type and height, particularly between Low Density Residential and Medium Density Residential housing forms. A figure demonstrating transitioning is provided below and on page 59 for reference. Key design elements from the Town’s Urban Design Guidelines have been carried forward in these guidelines to enhance the design of proposed infill development.



Example of transition of building type and building height



Example of Single Detached Dwellings



Example of Semi-Detached Dwellings



Example of Townhouse Dwellings

Design Guidelines for Infill Development on Private Streets

- Encourage a mix of uses including singles, semis, townhouses, stacked townhouses and walk-up apartments in Medium Density Residential areas.
- Four storey Medium Density Residential uses shall only be permitted along King Road as identified in the Preferred Concept Plan.
- Dwelling units should have a minimum unit width of 6.0 m.
- The required front, side and rear yard setbacks shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Building heights shall be referenced in storeys for the purpose of the update. The appropriate metric measurement will generally conform to newer bylaw standards and is to be determined through the review of a development application as it will vary with the design of the building.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building and Townhouse Dwelling guidelines in section 6.3 and 6.4 of the Richmond Hill Urban Design Guidelines.
- Private streets shall only be permitted as part of a comprehensive redevelopment of lands identified as Medium Density Residential areas.
- Private streets shall be a minimum of 6.0 m wide, shall provide a 2.0 m wide illuminated sidewalk abutting at least one side, and shall meet emergency services requirements for access.
- Medium Density Residential dwellings such as townhouses with attached or detached garages having access to rear lanes are encouraged.
- For a laneway designed to access rear yard garages on both sides and where there is no sidewalk, the laneway width shall be determined through the review of a proposed development.
- Access will not be permitted along King Road between Bond Crescent and the future Parker Avenue Extension. Access for this area will be consolidated along local streets.
- Coordinate street lighting and street trees along the public boulevard.
- Provide continuous and connected crosswalks to adjacent sidewalks where appropriate.
- Ensure that crosswalks and sidewalks meet Town standards.
- Low walls or decorative fencing within the front setback may be used to define the public realm from the private realm, provided visual connectivity is maintained.
- Consider special paving treatment at intersections.
- Provide pedestrian walkways/connections within the site and to adjacent uses and amenities, between on-site buildings, through parking lots, and/or through covered building arcades. Pedestrian connections should be continuous, barrier-free, easy to find, safe, and lead directly to destinations.
- Building facade features such as windows, porches or balconies should front onto pedestrian connections to enhance pedestrian safety and comfort.
- Use pedestrian-scaled lighting to clearly identify pedestrian connections, and to illuminate the public realm.
- Site vehicular entrances and exits should be designed to minimize conflicts between pedestrians, cyclists and motor vehicles.
- On-site parking, loading and servicing facilities should not be located in areas of high pedestrian activities.
- Vehicular access to Bostwick Crescent shall be prohibited.
- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can

be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms), landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.

- In the case where a Low Density Residential dwelling existed on an adjacent lot prior to the date of the approval of this update, a landscape buffer may also be provided adjacent to the property line for transitioning.

Discussion

The guidelines for infill development along private streets is a new section carved out of portions of the previous guidelines to deal specifically with comprehensive block development and Medium Density Residential dwellings. Emphasis has been placed on transitioning of building type and height, internal site design and orientation to ensure compatibility within the community and provide amenity spaces as a part of planned developments. Key design elements from the Town’s Urban Design Guidelines have been carried forward in these guidelines to enhance the design of proposed infill development.



Example of Medium Density Residential uses transitioning from proposed and established Low Density Residential Areas

Design Guidelines for the Commercial Area at the Southeast Corner of Bond Crescent and King Road

- These design guidelines would apply should the commercial property redevelop in the future.
- Commercial buildings shall be a minimum of two storeys and a maximum of 4 storeys.
- Buildings shall have a minimum front yard of 3.0 metres.
- Development shall adhere to Retail Commercial Buildings: Neighbourhood Plaza guidelines in section 6.7.1 of the Richmond Hill Urban Design Guidelines.
- Transitioning of building form shall adhere to the community character policies as provided in Section 4.9.2.4 of the Official Plan.
- Landscape planting a minimum 3.0 m wide should be used to buffer between the site and Medium Density Residential uses.
- Provide pedestrian walkways/connections within the site and to adjacent uses and amenities, between on-site buildings, through parking lots, and/or through covered building arcades. Pedestrian connections should be continuous, barrier-free, easy to find, safe, and lead directly to destinations.
- To enhance pedestrian interest within a site, pedestrian-scaled street furniture and landscaping should be provided along pedestrian connections and adjacent to the public realm.
- Site vehicular entrances and exits should be designed to minimize conflicts between pedestrians, cyclists and motor vehicles.
- On-site parking, loading and servicing facilities should not be located in areas of high pedestrian activities. Locate service parking areas at the rear or side of buildings and ensure noise attenuation is provided in the design.
- Access will not be permitted along King Road between Bond

Crescent and the future Parker Avenue Extension. Access for this area will be consolidated along local streets.

- Use pedestrian-scaled lighting to clearly identify pedestrian connections, and to illuminate the public realm.
- Building signage should enhance the architectural character of the building facade.

Discussion

The guidelines for commercial areas is a new section also carved out portions of the previous guidelines to deal specifically with the existing commercial lands in the neighbourhood. The guidelines are intended to guide future redevelopment to ensure the design is compatible with existing and future residential uses in the neighbourhood. Emphasis has been placed on landscape buffers to existing residential areas and achieve a pedestrian-friendly circulation pattern. Key design elements from the Town's Urban Design Guidelines have been carried forward in these guidelines to enhance the design of proposed infill development.

7.3 Zoning Criteria

The appropriate zone standards will be considered in the context of the Town's newer parent by-laws with respect to the various built forms. Minor adjustments to the Town's newer standards will be considered along with the site context and the overall site and building design of a proposed development. The appropriate zone standards will be established through the approval of the implementing by-law for a proposal.

APPENDIX A

COMMUNITY MEETING

BOND CRESCENT NEIGHBOURHOOD INFILL DEVELOPMENT REPORT UPDATE



MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE



SEPTEMBER 14, 2015

1

WHY ARE WE HERE


MHBC has been retained by the Town of Richmond Hill to assist in preparing an update to the Council approved Bond Crescent Neighbourhood Infill Development Report.

STUDY AREA BOUNDARY



Bond Crescent Infill Study
STUDY AREA

LEGEND

 Infill Study Area Boundary

Sources: Regional Municipality of York Region

DATE: August 24, 2015

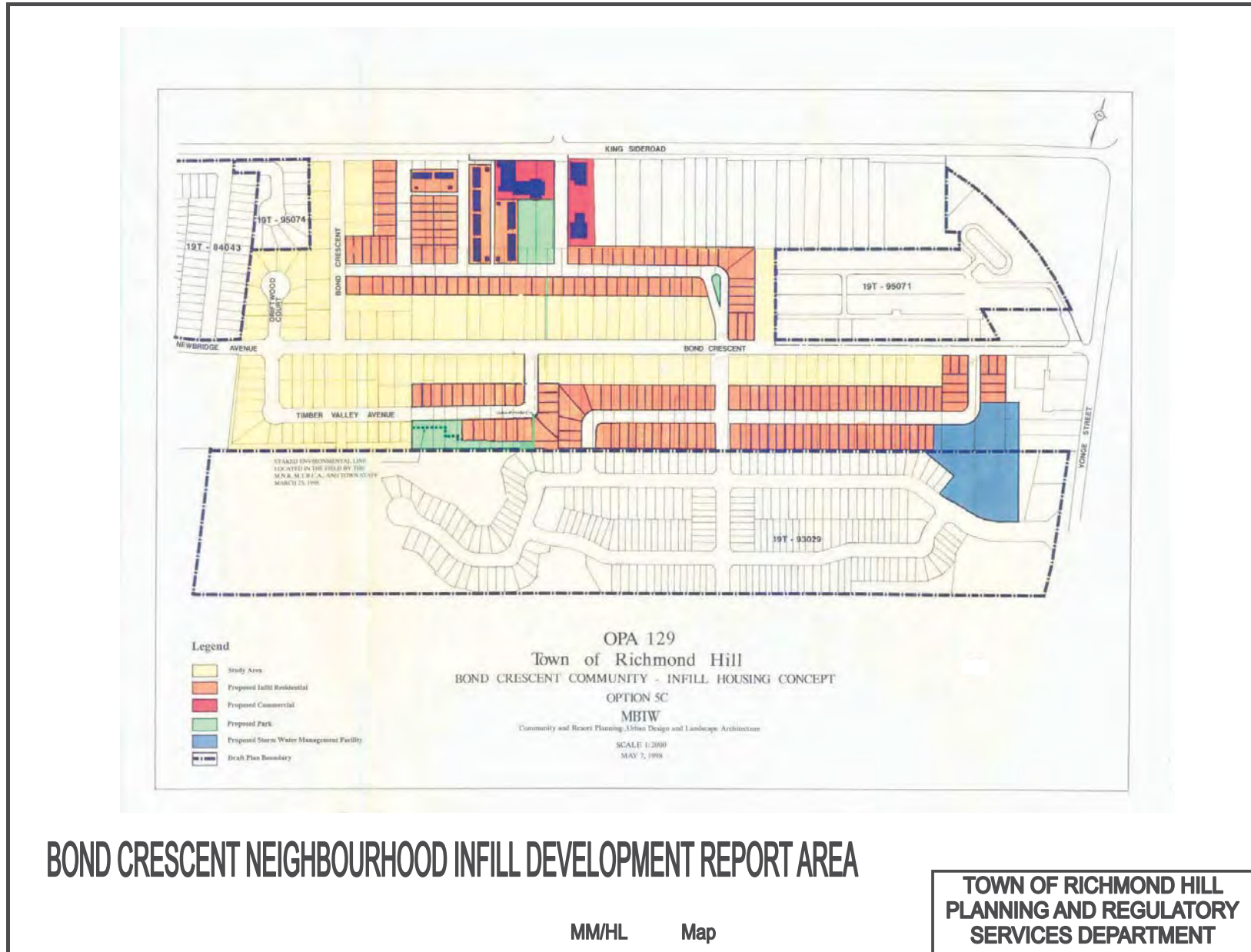
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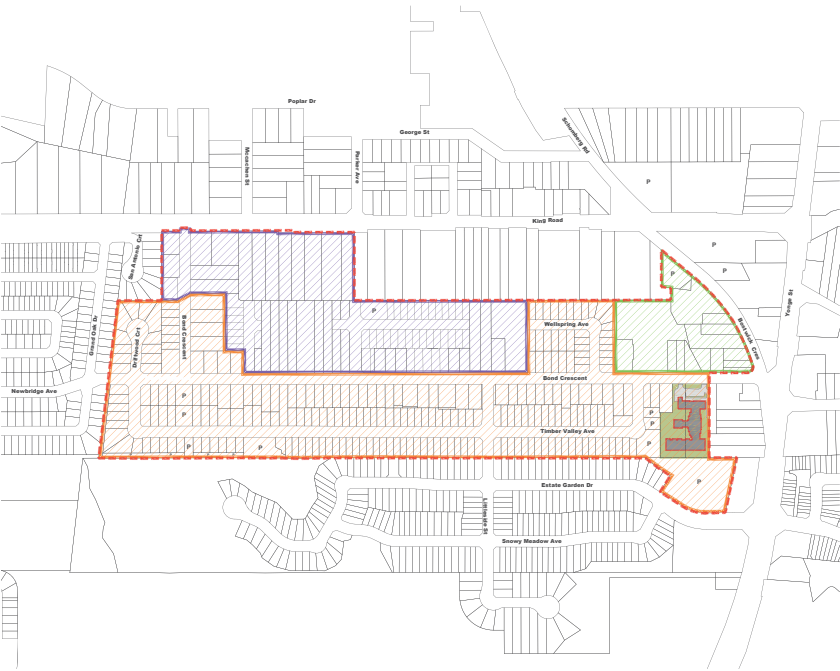
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3

ORIGINAL BOND CRESCENT PREFERRED INFILL OPTION



NEIGHBOURHOOD APPRAISAL



Richmond Hill

Band Crescent Infill Study
FOCUS AREAS

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Publicly Owned Land

DATE: August 24, 2015
SCALE: 1 : 2,000

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



Richmond Hill

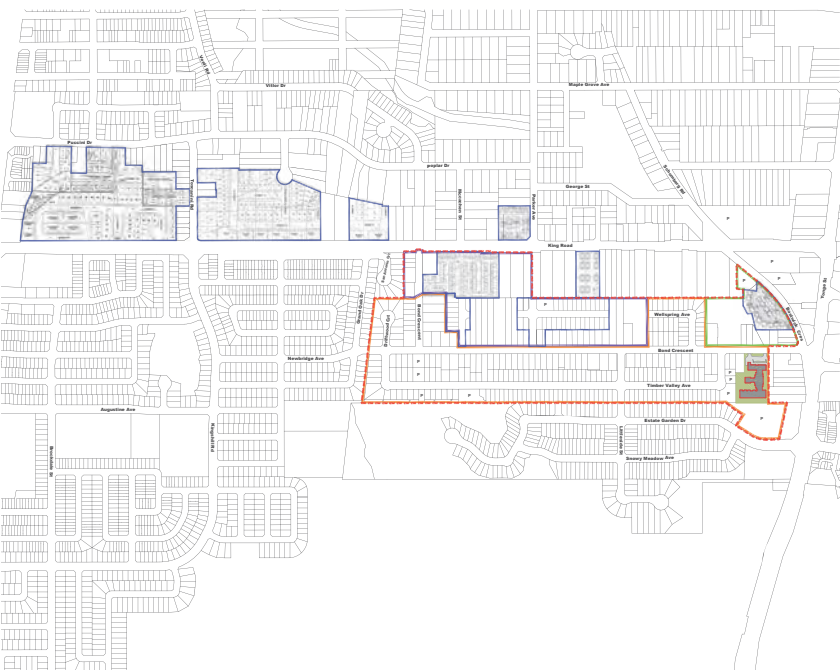
Band Crescent Infill Study
SURROUNDING AREA

LEGEND

- Infill Study Area Boundary

DATE: August 24, 2015
SCALE: 1 : 2,000

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



Richmond Hill

Band Crescent Infill Study
ACTIVE APPLICATION

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Area Subject to Development Application(s)
- Publicly Owned Land

DATE: August 24, 2015
SCALE: 1 : 2,000

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE



Richmond Hill

Band Crescent Infill Study
PARKS & OPEN SPACE

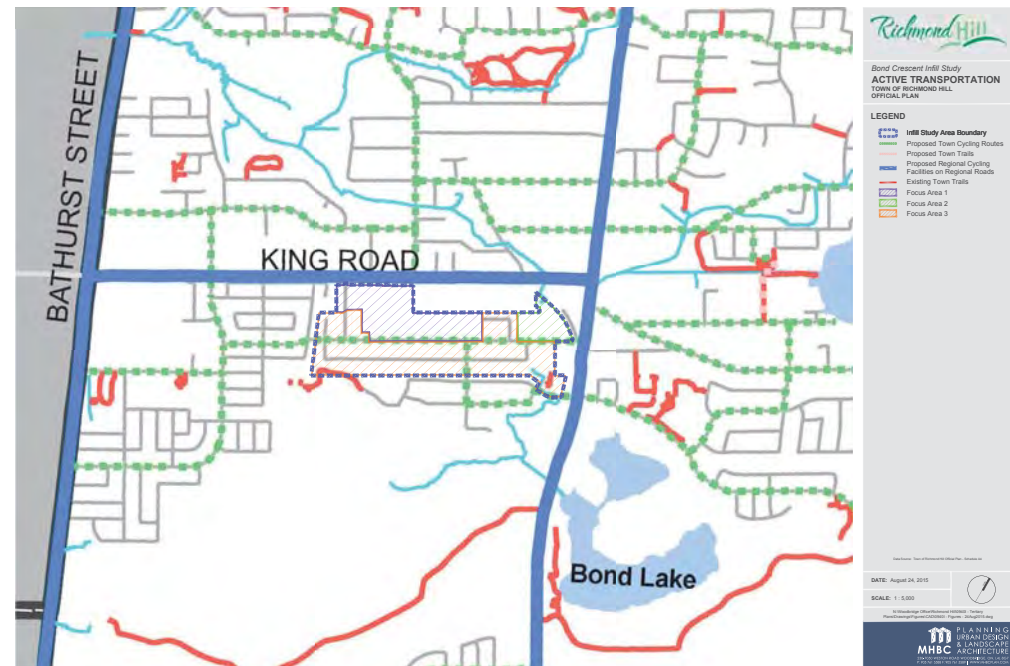
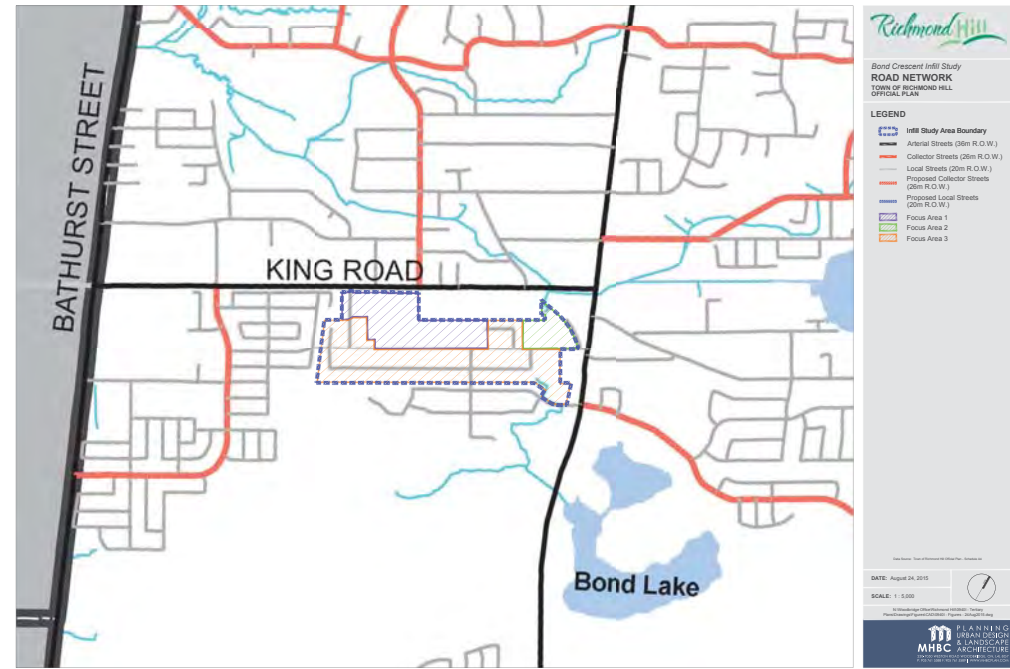
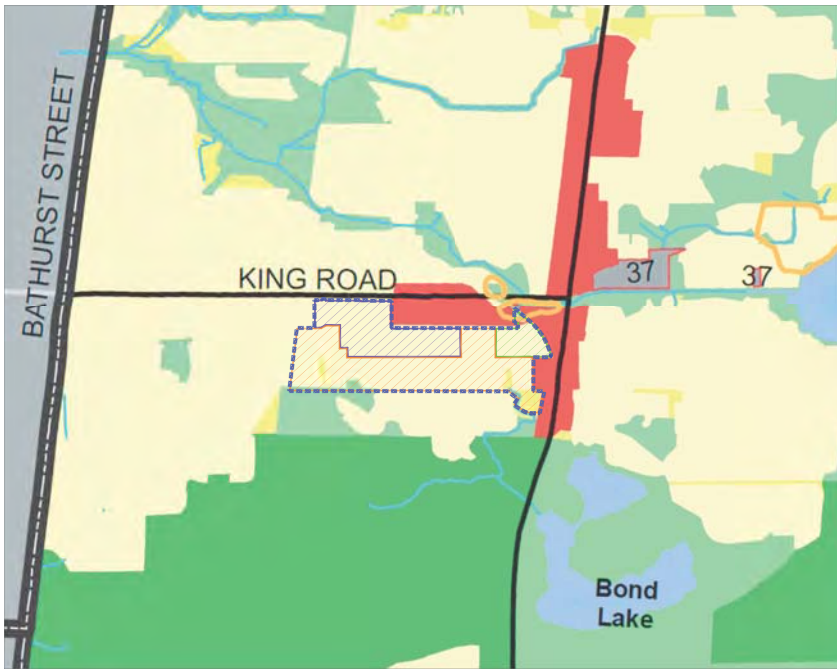
LEGEND

- Park
- Open Space
- Future Park

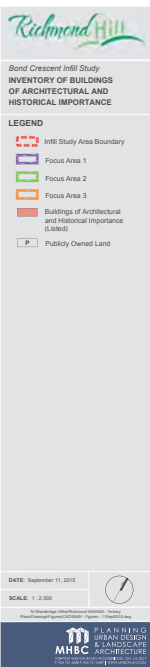
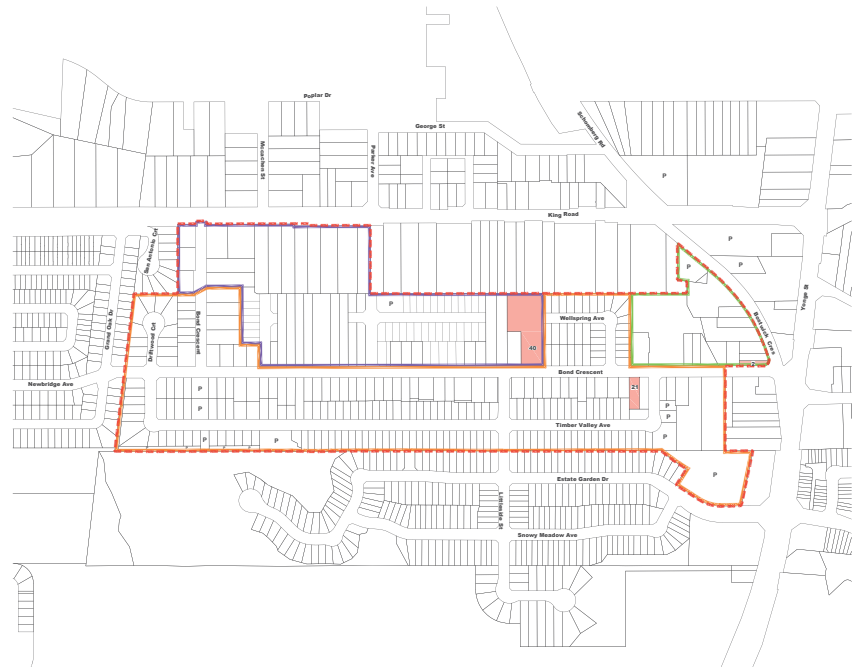
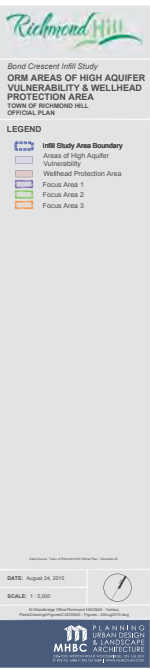
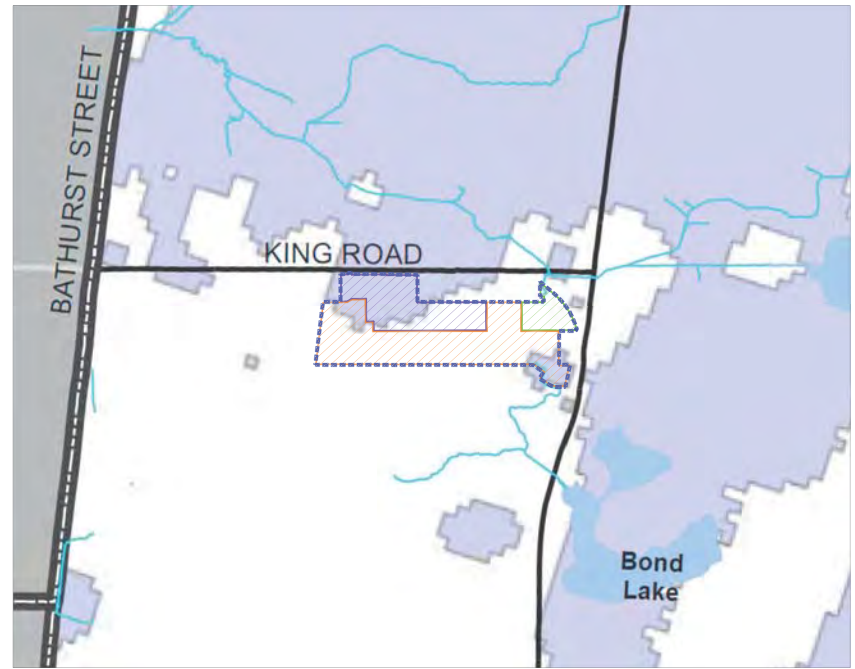
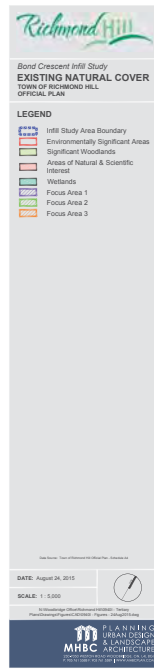
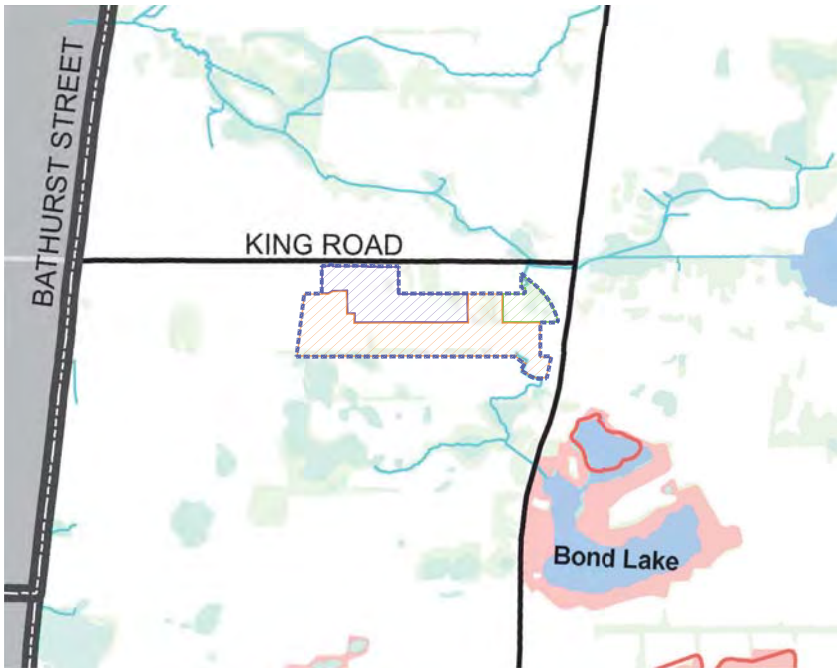
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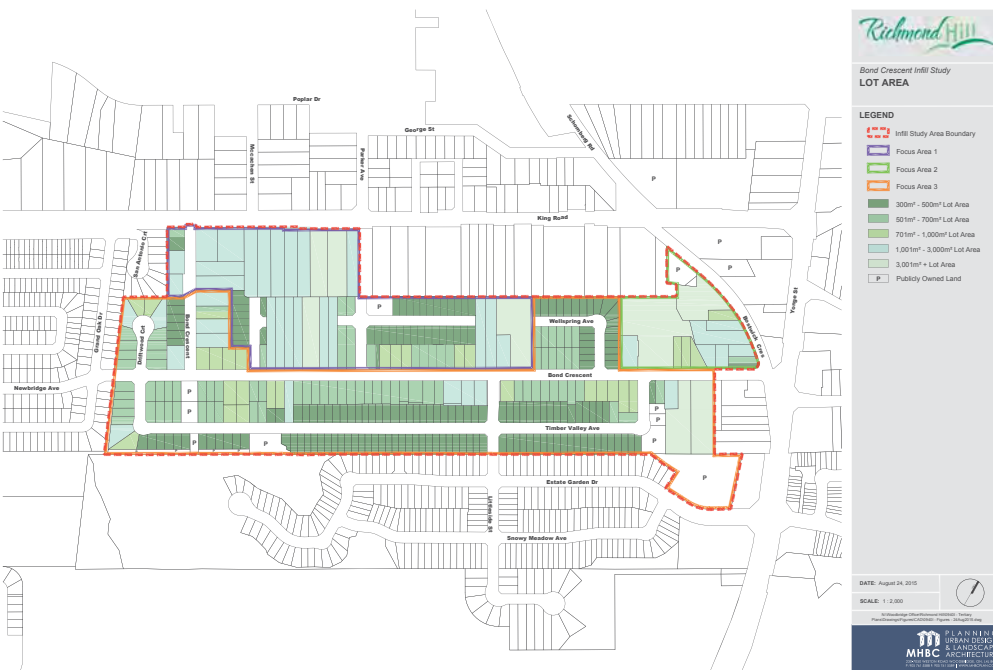
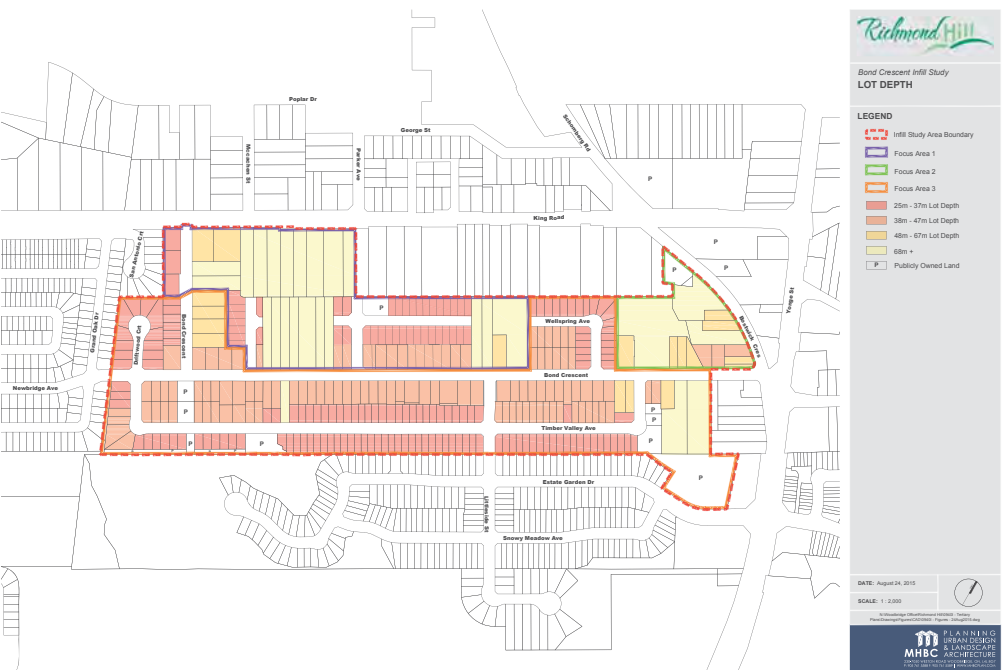
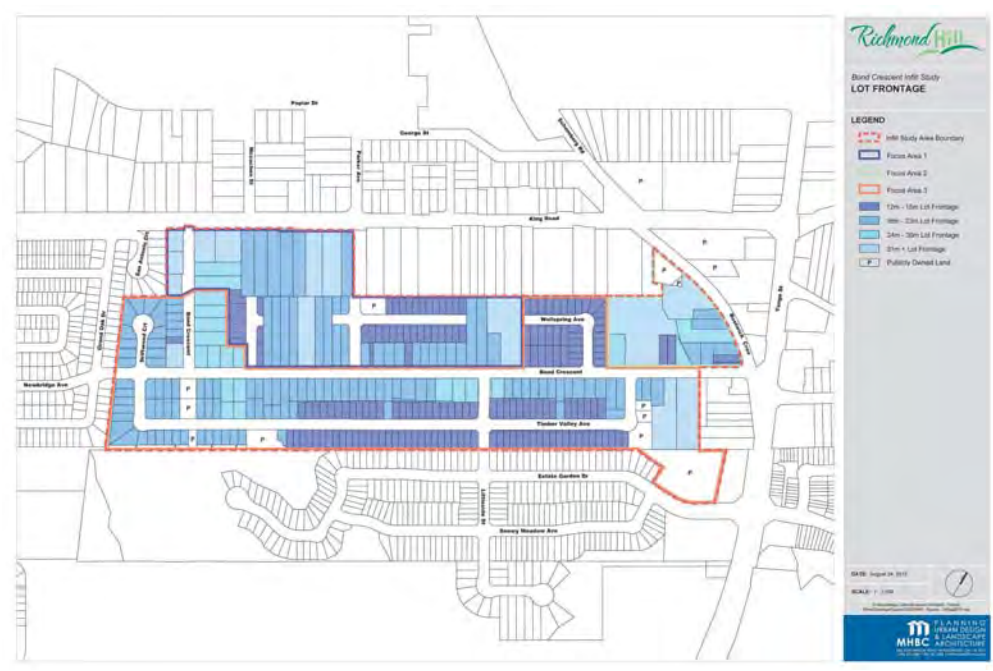
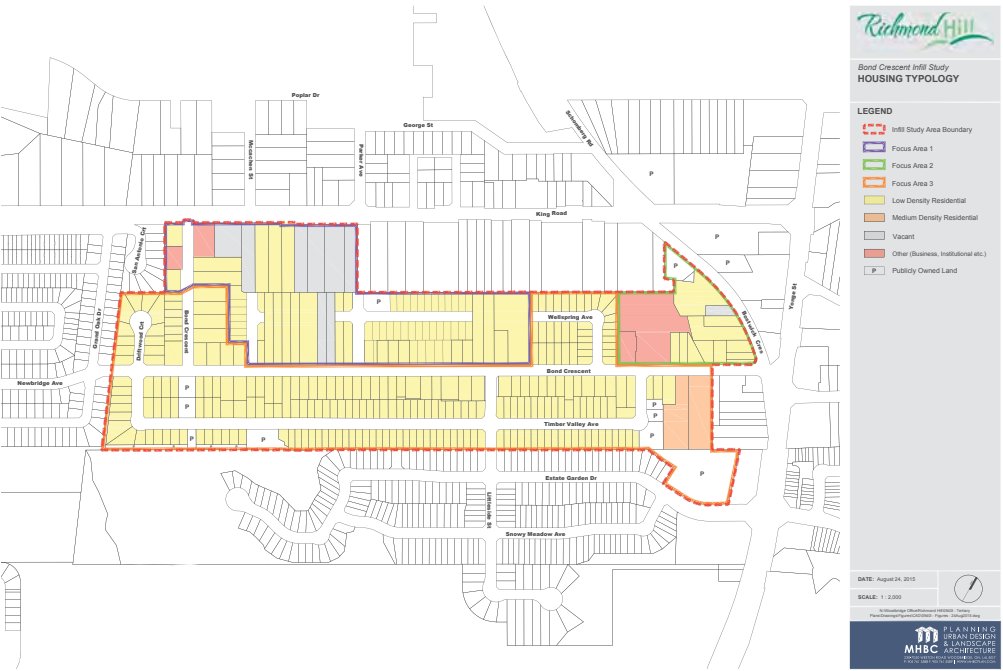
NEIGHBOURHOOD APPRAISAL



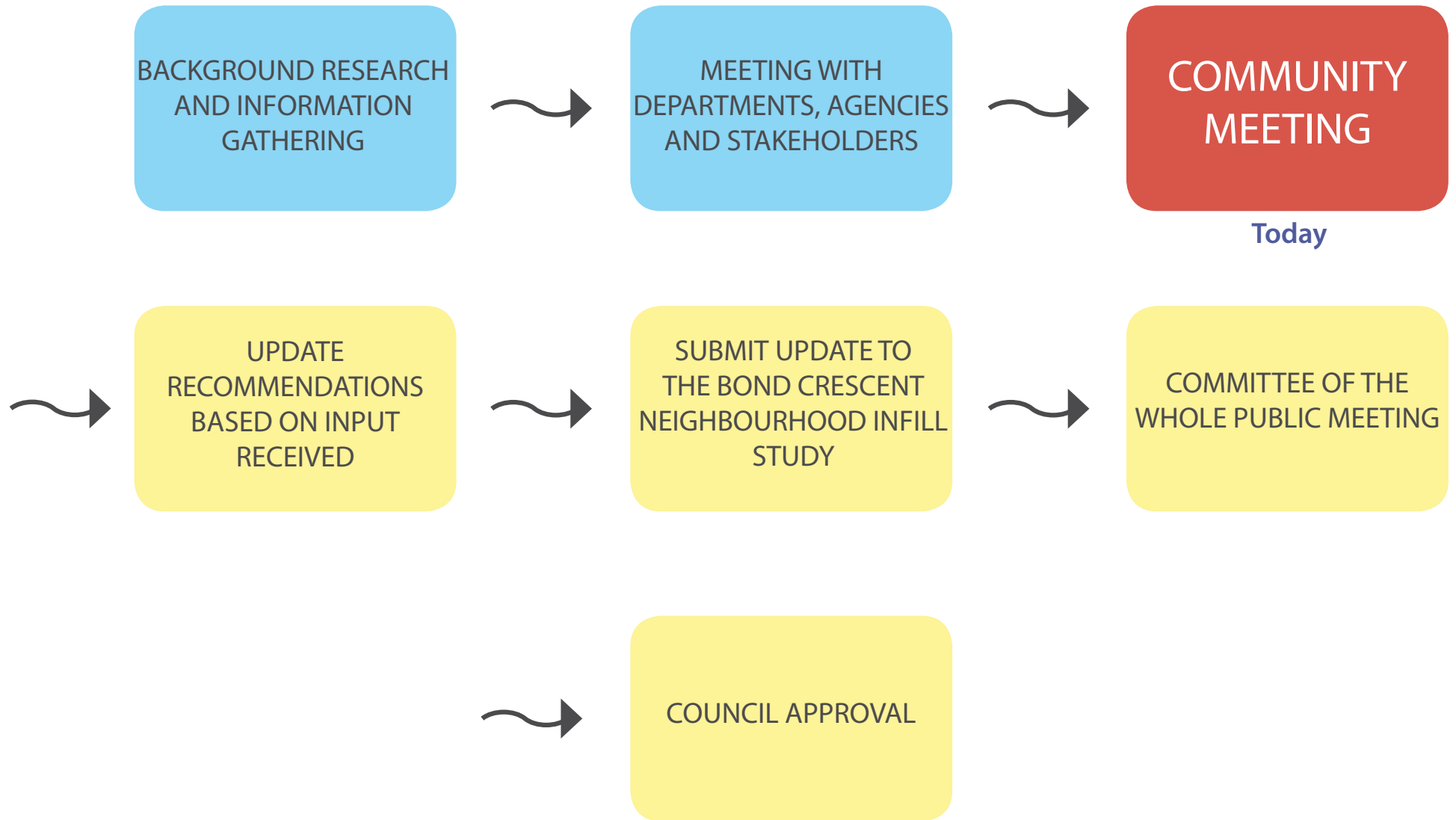
NEIGHBOURHOOD APPRAISAL



NEIGHBOURHOOD APPRAISAL



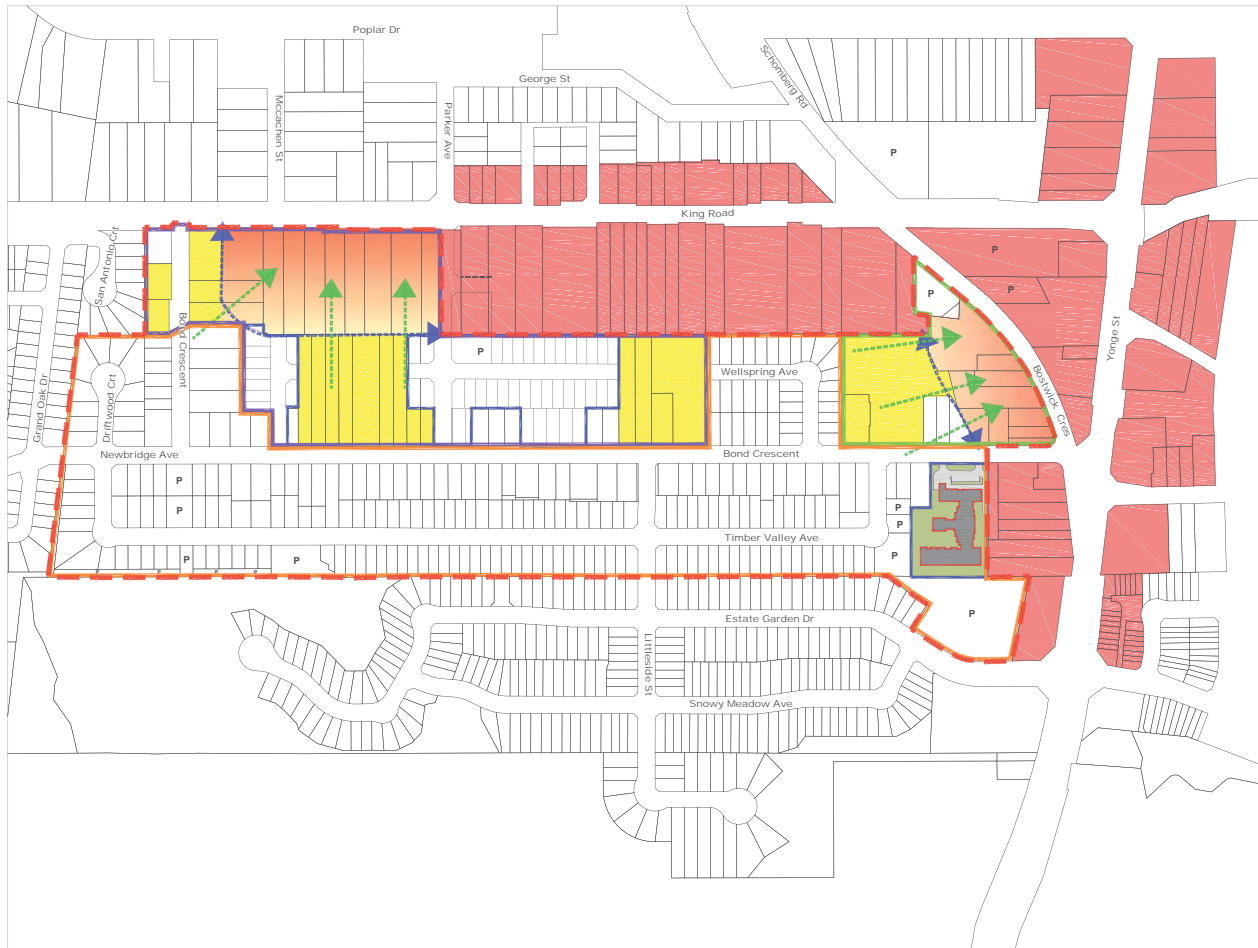
NEXT STEPS AND TIMING



HOW CAN YOU PARTICIPATE?

- Provide your thoughts and comments at the commenting stations with POST-IT NOTES.
- Email your thoughts and comments to:
 - etheodore@mhbcplan.com - 905.761.5588 x213
 - shelly.cham@richmondhill.ca - 905.747.6470
 - melissa.morgan@richmondhill.ca - 905.771.2413
- Ensure you provide your name and address in the sign-in sheet so you can receive notice of the Town's Committee of the Whole Public Meeting

POST YOUR COMMENTS!



Richmond Hill

**Bond Crescent Infill Study
Proposed Locations for Low and
Medium Density Residential Infill**

LEGEND

- Infill Study Area Boundary
- Medium Density Residential
- Low Density Residential
- Oak Ridges Local Centre
- Areas with Recent Draft Approval (2012) or Site Plan Approval
- Transition Zone
- Transition of Housing Form
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Publicly Owned Land

DATE: September 11, 2015

SCALE: 1:2,000

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 P 905.881.1963 | F 905.881.1962 | WWW.MHBCA.COM

POST YOUR COMMENTS!



**Bond Crescent Infill Study
CONCEPT PLAN
OPTION 1**

- LEGEND**
- Infill Study Area Boundary
 - Focus Area 1
 - Focus Area 2
 - Focus Area 3
 - Area with Recent Draft Approval (2012) or Site Plan Approval
 - Proposed Single Detached
 - Proposed Semi-detached
 - Proposed 2-3 Storey Townhome
 - Proposed 3-4 Storey Townhome
 - Proposed Commercial
 - Proposed Greenspace
 - Proposed No Change
 - Publicly Owned Land
 - Potential Pedestrian and/or Vehicular Connections

DATE: September 11, 2015
SCALE: 1 : 2,000



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**PLANNING
& URBAN DESIGN
MHBC ARCHITECTURE
& LANDSCAPE**

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TEL: 905.882.5571 FAX: 905.882.5572 WWW.MHBCON.COM

Example Single Detached



Example Semi Detached



Example Townhome



Example Townhome Rear Lane



Example Trail



POST YOUR COMMENTS!



**Bond Crescent Infill Study
CONCEPT PLAN
OPTION 2**

- LEGEND**
- Infill Study Area Boundary
 - Focus Area 1
 - Focus Area 2
 - Focus Area 3
 - Area with Recent Draft Approval (2012) or Site Plan Approval
 - Proposed Single Detached
 - Proposed Semi-detached
 - Proposed 2-3 Storey Townhome
 - Proposed 3-4 Storey Townhome
 - Proposed Commercial
 - Proposed Greenspace
 - Proposed No Change
 - Publicly Owned Land
 - Potential Pedestrian and/or Vehicular Connections

DATE: September 11, 2015
SCALE: 1 : 2,000



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Example Single Detached



Example Semi Detached



Example Townhome



Example Townhome



Example Trail



POST YOUR COMMENTS!



Richmond Hill

Bond Crescent Infill Study
CONCEPT PLAN
OPTION 3

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Area with Recent Draft Approval (2012) or Site Plan Approval
- Proposed Single Detached
- Proposed Semi-detached
- Proposed 2-3 Storey Townhome
- Proposed 3 Storey Stacked Townhome
- Proposed 4 Storey Stacked Townhome
- Proposed Commercial
- Proposed Greenspace
- Proposed No Change
- Publicly Owned Land
- Potential Pedestrian and/or Vehicular Connections

DATE: September 11, 2015

SCALE: 1 : 2,000

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Example Single Detached



Example Semi Detached



Example Stacked Townhome



Example Stacked Townhome



Example Trail



EXISTING DESIGN OBJECTIVES

COMMENTS

Urban Design Objective 1 Preserve, retain, integrate and manage natural features and systems

An environmental protection area (E.P.A.) exists to the south and west of the existing Timber Valley Avenue. The preferred infill concept responds to these environmental features. A significant greenspace frontage onto the extension of Timber Valley Avenue has been created that will preserve the environmental protection areas quality. This frontage allows for pedestrian access to the interconnective pedestrian walkways system.

A stormwater management facility south of Bond Crescent and west of Yonge Street partially on the Mitchell Farm development will be created to treat stormwater runoff from the infill development. Its quality and character through the implementation of native plant species will closely match existing natural environments throughout the Oak Ridges Moraine.

Urban Design Objective 2 Enhance Views and Vistas of Natural Features

The E.P.A. area south of Timber Valley Avenue and the stormwater management facility have been located as to maximize the views and vistas from the road system. The E.P.A. punctuates the infill housing development and creates a 70m open space frontage onto the Timber Valley Extension. The stormwater management facility can be viewed from Bond Crescent as well as two (2) roads shown in the preferred concept.

Urban Design Objective 3 Provide for an interconnective open space linkage system

The preferred infill concept creates an interconnective open space linkage system that allows pedestrians to walk to desired locations throughout this community. From the parkette adjacent to the possible commercial block along King Sideroad a walkway connection is made to Bond Crescent from this point a street related system is implemented to allow for a connection to the E.P.A. area south of Timber Valley Avenue.

Urban Design Objective 4 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 Bond Crescent. 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 5 Provision of a clear street pattern that integrates easily into existing patterns

The preferred infill development concept 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 in the southern portion of the neighbourhood is organized so that it does not exert undue strain on 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.

Design Guidelines for the Commercial Area Along King Sideroad

- Encourage a mix of uses including medium density residential and commercial along King Sideroad
- Medium density, ground related laneway style block townhouses with detached garages
- Semi-detached wide shallows with a lot frontage of 18.3m
- Block townhouses should be developed in accordance with the provisions of Zoning by-law 313-96, accessed off a 7.0m wide laneway.
- Create transitions in height and density to lessen the impact of commercial area adjacent to residential units.
- Access points - to the commercial area along King Sideroad will not be permitted. Access points are to be consolidated along the Parker Avenue extension.
- Commercial to address the parkette with a public frontage treatment
- Parkette to accommodate active play facilities with two (2) street frontages and a residential and commercial backdrop

Design Guidelines for Infill Development Along Existing Streets

- preserve existing vegetation
- infill planting of deciduous trees is encouraged to produce a continuous canopy at maturity

Design Guidelines for Infill Development Along Newly Constructed Street

- Protect environmental features to the extent possible
- Construct roads to the Town's standard 18m - 20m R.O.W. with curbs, sidewalks and boulevards
- Preserve existing trees wherever possible
- The frontyard setback shall be 3.0m
- Deciduous street tree planting is encouraged. Trees should be planted in the boulevard and be spaced at 8-12m on centre
- Cluster utility boxes in unobtrusive locations so that they may be easily screened
- Stormwater management facilities on the east side of the neighbourhood should be created as a significant focal feature for the community
- Within the stormwater management facility planting of native deciduous and coniferous trees, emergent (ie: water tolerant) shrubs and low maintenance grasses is encouraged.
- The design of the stormwater management facility should integrate with the surrounding topography and include variable side slopes and appropriate sinuous contouring

BOND CRESCENT NEIGHBOURHOOD INFILL STUDY UPDATE

EXISTING ZONING CRITERIA

COMMENTS

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
- 13.7m (45°) lot frontage
- building height 11.5m

Zoning-Criteria for King Sideroad Medium Density Area – Block Townhouses c/w Laneway

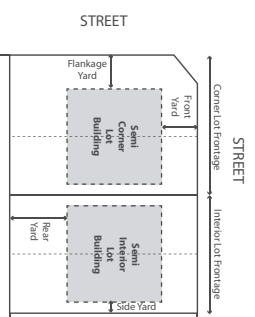
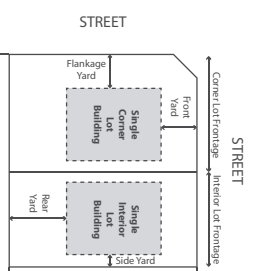
- block townhouses complete with laneway
- frontyard setback – 3.0m
- porch encroachment •2.4m (front and sideyard)
- rear yard setback - 7.0m
- sideyard setbacks - interior 0.6m, exterior 3.0m
- building height - 11.5m

Zoning Criteria for King Sideroad Medium Density Area - Semis

- block townhouses complete with laneway
- frontyard setback – 3.0m
- porch encroachment •2.4m (front and sideyard)
- rear yard setback - 7.0m
- sideyard setbacks - interior 0.6m, exterior 3.0m
- building height - 11.5m

TYPICAL ZONING STANDARDS

ZONING STANDARD	SINGLE DETACHED	SEMI DETACHED
Min Lot Frontage	12 m (interior lot) 14 m (corner lot)	14.6 m (interior lot) 16.6 m (corner lot)
Min Lot Area	400 sq. m (interior lot) 465 sq. m (corner lot)	485 sq. m (interior lot) 555 sq. m (corner lot)
Max Lot Coverage	40%	50%
Max Front Yard	4.5 m	4.5 m
Min Side Yard	1.2 m to 1.5 m	1.2 m to 1.5 m
Min Flankage Yard	3.0 m	3.0 m
Min Rear Yard	7.5 m	7.5 m
Max Height	11 m	11 m

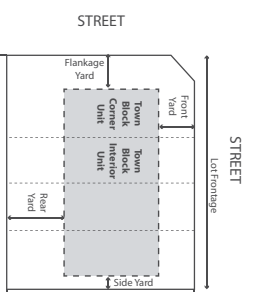
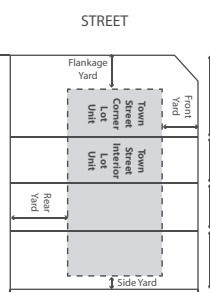


ZONING STANDARD

STREET TOWN

BLOCK TOWN

Minimum Lot Frontage	6 m (interior lot) 9 m (corner lot)	30 m
Minimum Lot Area	200 sq. m (interior lot) 300 sq. m (corner lot)	N/A
Maximum Lot Coverage	50%	50%
Minimum Front Yard	4.5 m	4.5 m
Minimum Side Yard	1.5 m	1.5 m
Minimum Flankage Yard	3.0 m	3.0 m
Minimum Rear Yard	7.5 m	7.5 m
Maximum Height	11 m	11 m

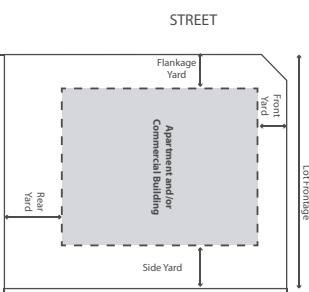


ZONING STANDARD

APARTMENT DWELLING OR LOCAL COMMERCIAL

Minimum Lot Frontage	30 m
Minimum Lot Area	0.5 hectares
Minimum Front Yard	3.0 m
Minimum Side Yard	6.0 m
Minimum Flankage Yard	3.0 m
Minimum Rear Yard	7.5 m
Maximum Height	7.5 m

STREET



APPENDIX B



COMMUNITY MEETING

Bond Crescent Neighbourhood Infill
Development Report - Update



Monday, September 14, 2015

INTRODUCTIONS

- Eldon Theodore - Partner
- Dan Currie – Partner
- Marcus Gagliardi - Planner

WHY ARE WE HERE


- Retained by the Town of Richmond Hill to assist in preparing an update to the Council approved *Bond Crescent Neighbourhood Infill Development Report*.
- The Infill Development Report was originally approved on June 16th, 1998

THE STUDY AREA



Bond Crescent Infill Study
STUDY AREA

LEGEND

 Infill Study Area Boundary

Source: Regional Municipality of Peel Region

DATE: August 24, 2015

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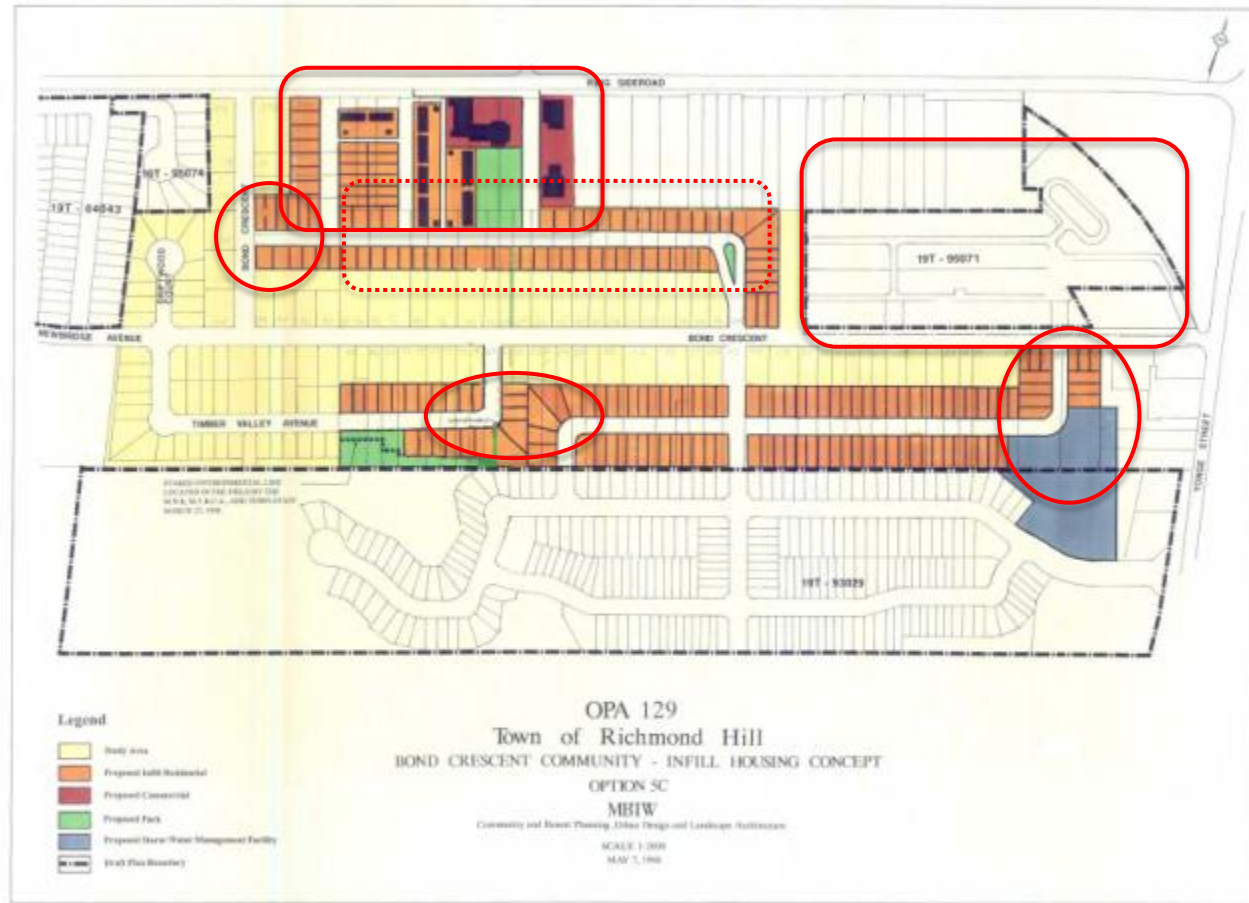


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Bond Crescent Neighbourhood Infill Development Area

ORIGINAL CONCEPT PLAN



BOND CRESCENT NEIGHBOURHOOD INFILL DEVELOPMENT REPORT AREA

TOWN OF RICHMOND HILL
PLANNING AND REGULATORY
SERVICES DEPARTMENT

MM/HL Map



WHAT IS INFILL DEVELOPMENT?

- Development that optimizes the use of the existing land and area services
- Typically more compact in form and more intense in size than what exists today.



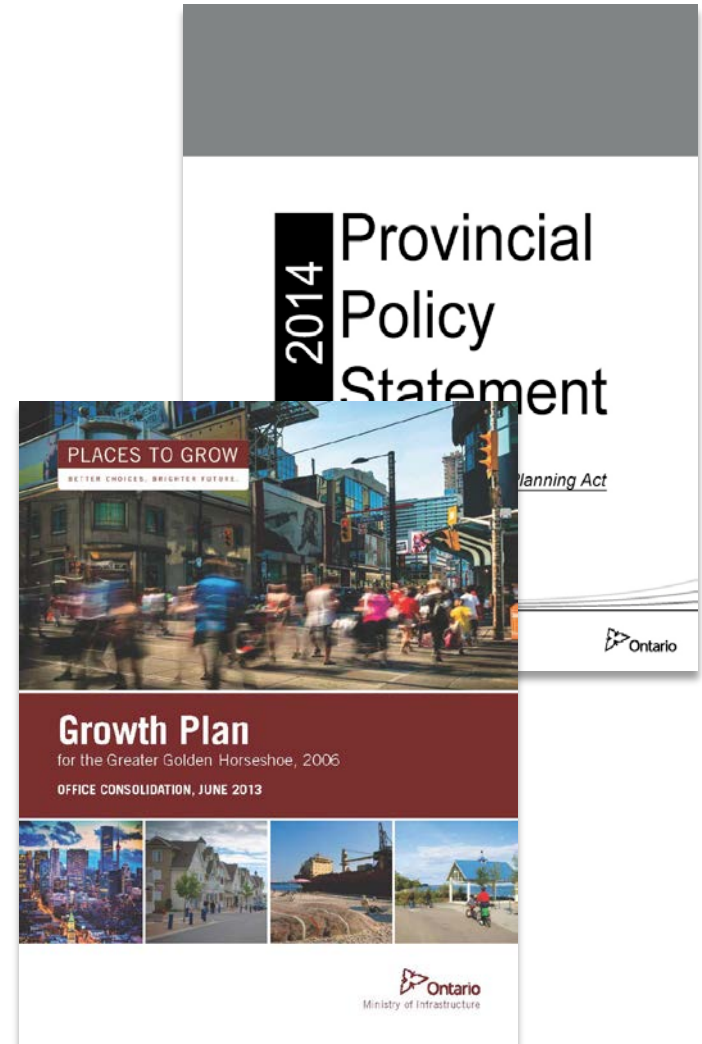
WHAT IS INFILL DEVELOPMENT?

- In Bond Crescent, they can include:
 - Single Family Dwellings with narrower lots
 - Semi-Detached Dwellings
 - Townhouses
 - 4-Storey Low Rise Buildings



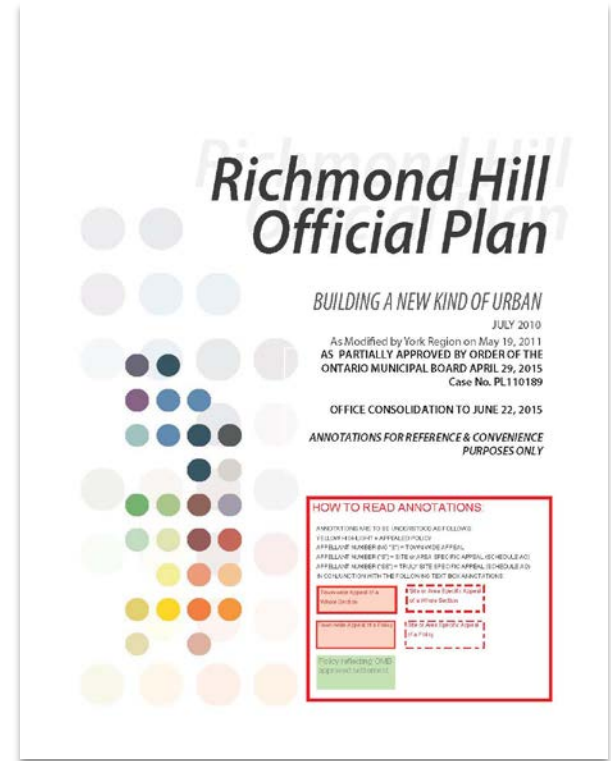
WHY ACCOMMODATE INFILL?

- Provincial Policy requires that existing communities grow through intensification
- Helps to broaden the mix and range of housing opportunities in a community
- Help to achieve more affordable options for residents



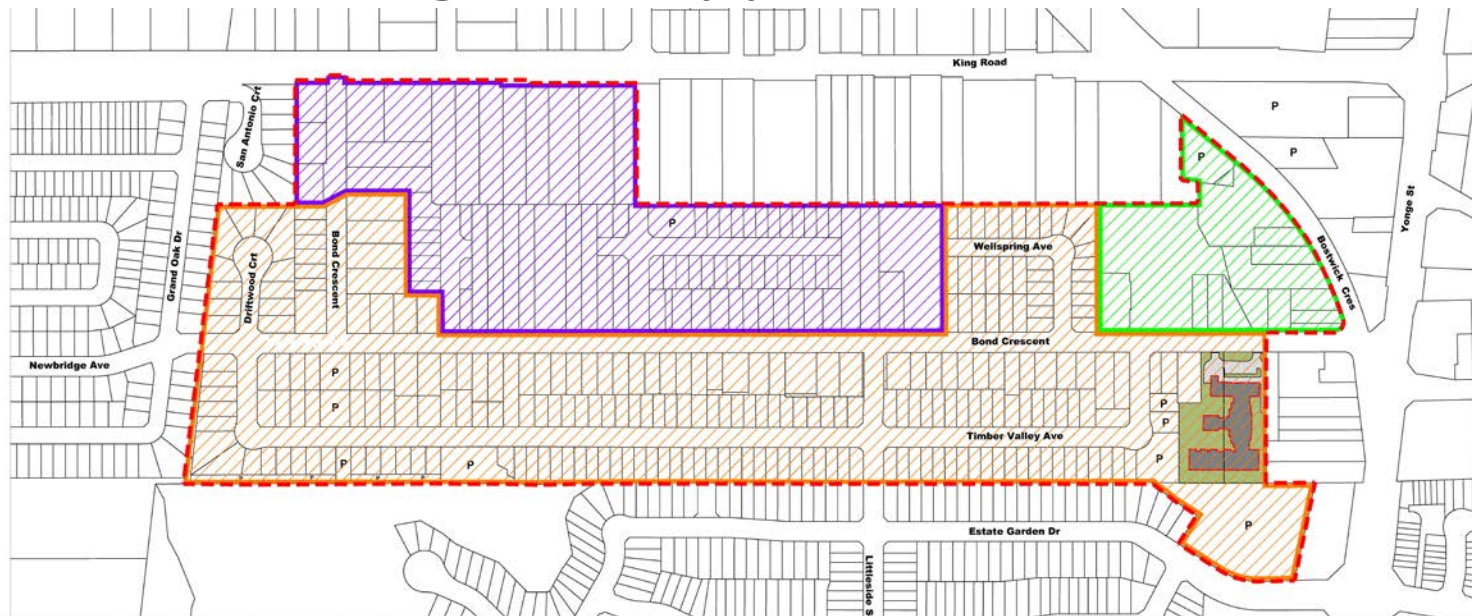
WHY ACCOMMODATE INFILL?

- Bond Crescent is identified in the Town's Official Plan as a priority infill area due to its historic deep lots
- The Bond Crescent Neighbourhood Infill Development Report allows for infilling within the neighbourhood
- There is opportunity to achieve infill development while respecting the community character



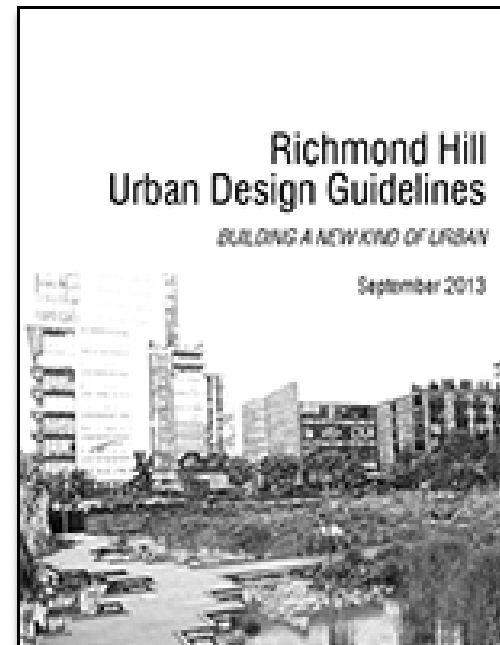
WHY UPDATE BOND CRESCENT NOW?

- To acknowledge the changes to the community since the infill study was approved
- To identify and provide recommendations for the remaining infill opportunities



WHY UPDATE BOND CRESCENT NOW?

- To ensure the infill study considers the policy direction from the new Official Plan:
 - Respecting existing character
 - Appropriate locations for medium density residential uses
 - Appropriate locations for commercial uses
 - Appropriate municipal road extensions
- To ensure the infill study considers the recently approved Town-wide Urban Design Guidelines



WHAT WE HAVE OBSERVED



Bond Crescent Infill Study

LAND USE
TOWN OF RICHMOND HILL
OFFICIAL PLAN

LEGEND

- Infill Study Area Boundary
- Neighbourhood
- Oak Ridges Local Centre
- Special Policy Areas
- Natural Core
- ORM Natural Linkage
- ORM Countryside
- ORM Natural Core
- Focus Area 1
- Focus Area 2
- Focus Area 3

Data Source: Town of Richmond Hill Official Plan - Schedule A2 - Land Use

DATE: August 24, 2015

SCALE: 1 : 5,000



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BATHURST STREET

KING ROAD

37

37

Bond
Lake



Bond Crescent Neighbourhood Infill Development Area

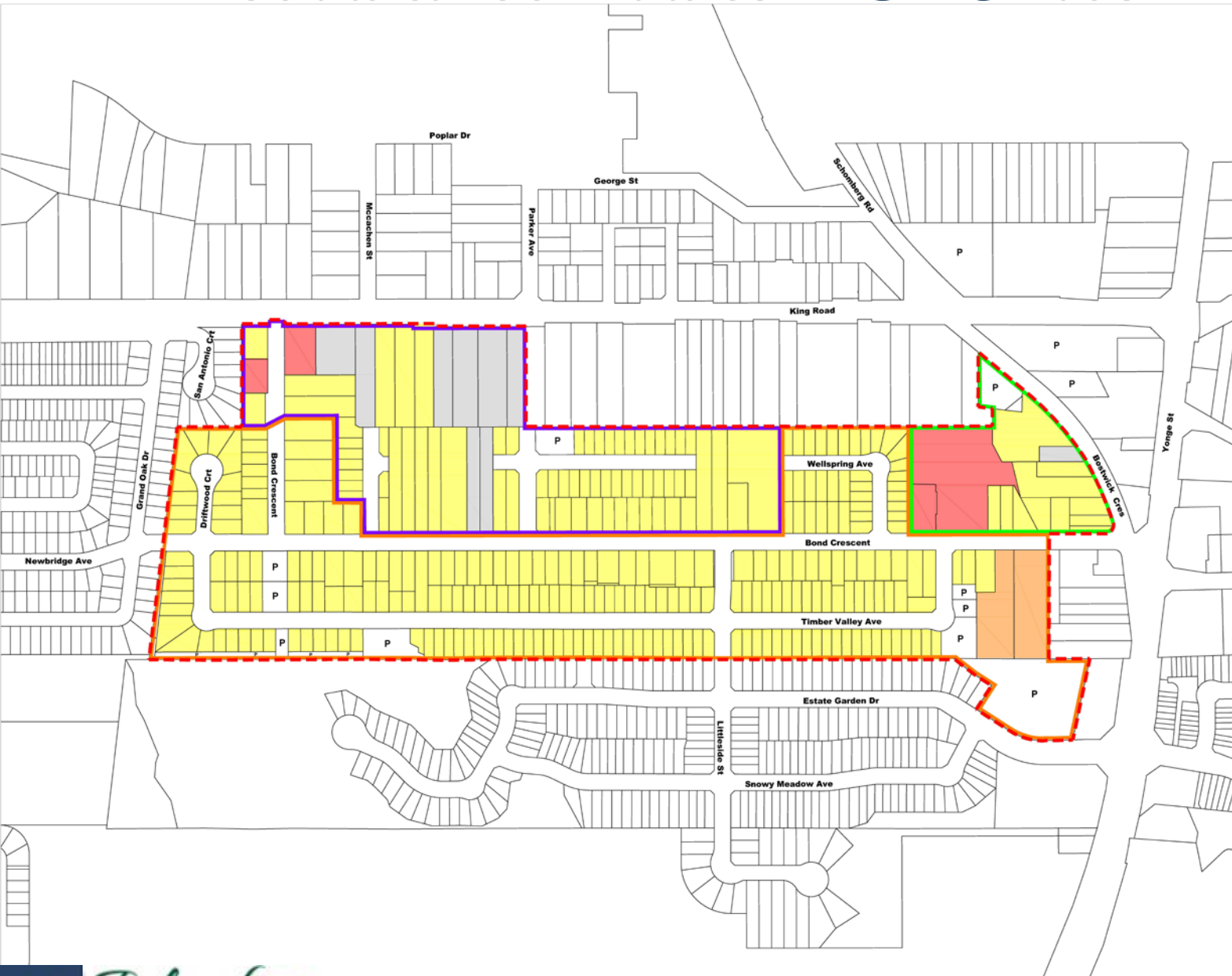
WHAT WE HAVE OBSERVED



Bond Crescent Infill Study HOUSING TYPOLOGY

LEGEND

-  Infill Study Area Boundary
-  Focus Area 1
-  Focus Area 2
-  Focus Area 3
-  Low Density Residential
-  Medium Density Residential
-  Vacant
-  Other (Business, Institutional etc.)
-  Publicly Owned Land



DATE: August 24, 2015

SCALE: 1 : 2,000



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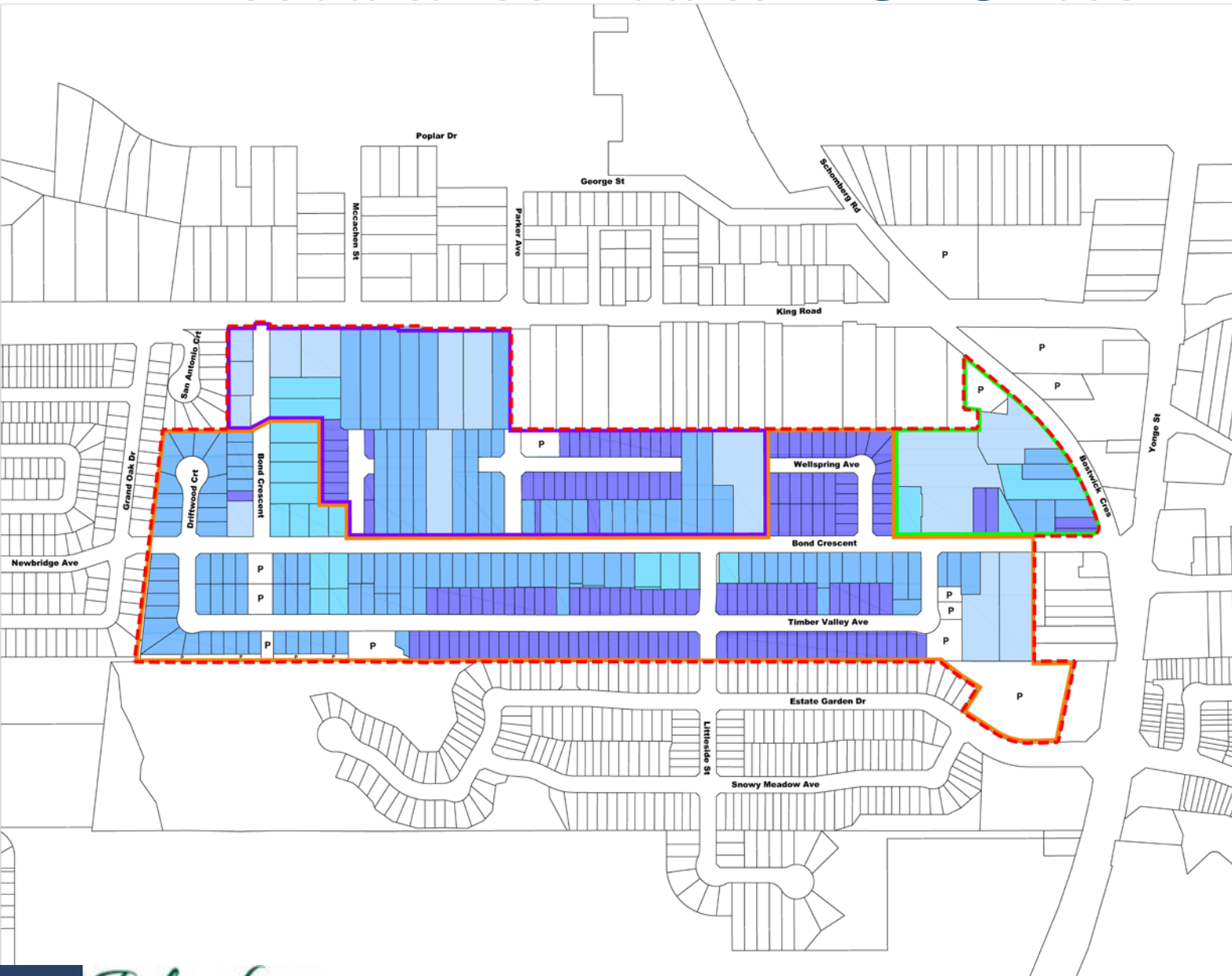
WHAT WE HAVE OBSERVED



Bond Crescent Infill Study LOT FRONTAGE

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- 12m - 15m Lot Frontage
- 16m - 23m Lot Frontage
- 24m - 30m Lot Frontage
- 31m + Lot Frontage
- Publicly Owned Land



DATE: August 24, 2015

SCALE: 1 : 2,000



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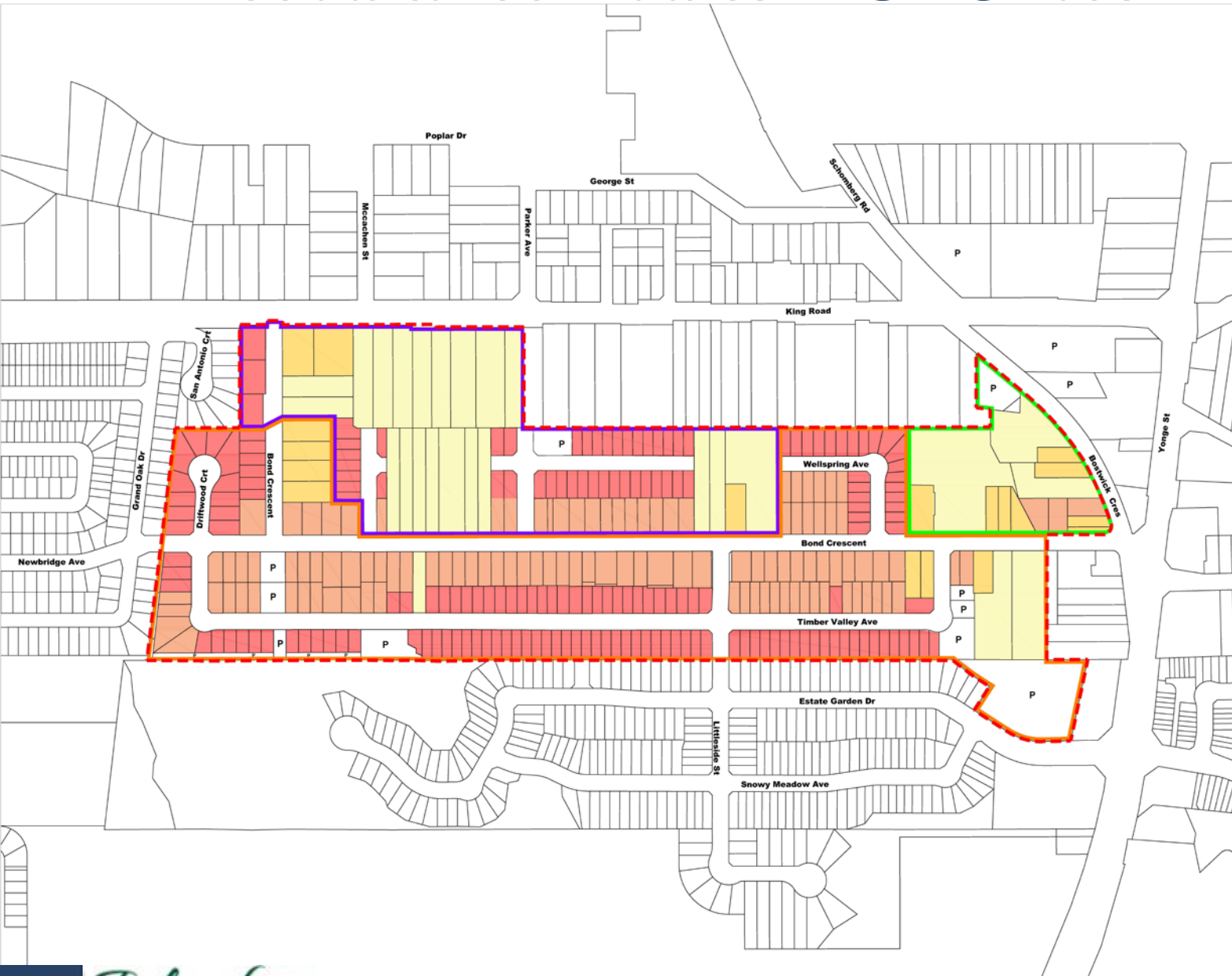
WHAT WE HAVE OBSERVED



Bond Crescent Infill Study
LOT DEPTH

LEGEND

-  Infill Study Area Boundary
-  Focus Area 1
-  Focus Area 2
-  Focus Area 3
-  25m - 37m Lot Depth
-  38m - 47m Lot Depth
-  48m - 67m Lot Depth
-  68m +
-  Publicly Owned Land



DATE: August 24, 2015

SCALE: 1 : 2,000



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WHAT WE HAVE OBSERVED



Bond Crescent Infill Study
LOT AREA

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- 300m² - 500m² Lot Area
- 501m² - 700m² Lot Area
- 701m² - 1,000m² Lot Area
- 1,001m² - 3,000m² Lot Area
- 3,001m² + Lot Area
- Publicly Owned Land



DATE: August 24, 2015

SCALE: 1 : 2,000



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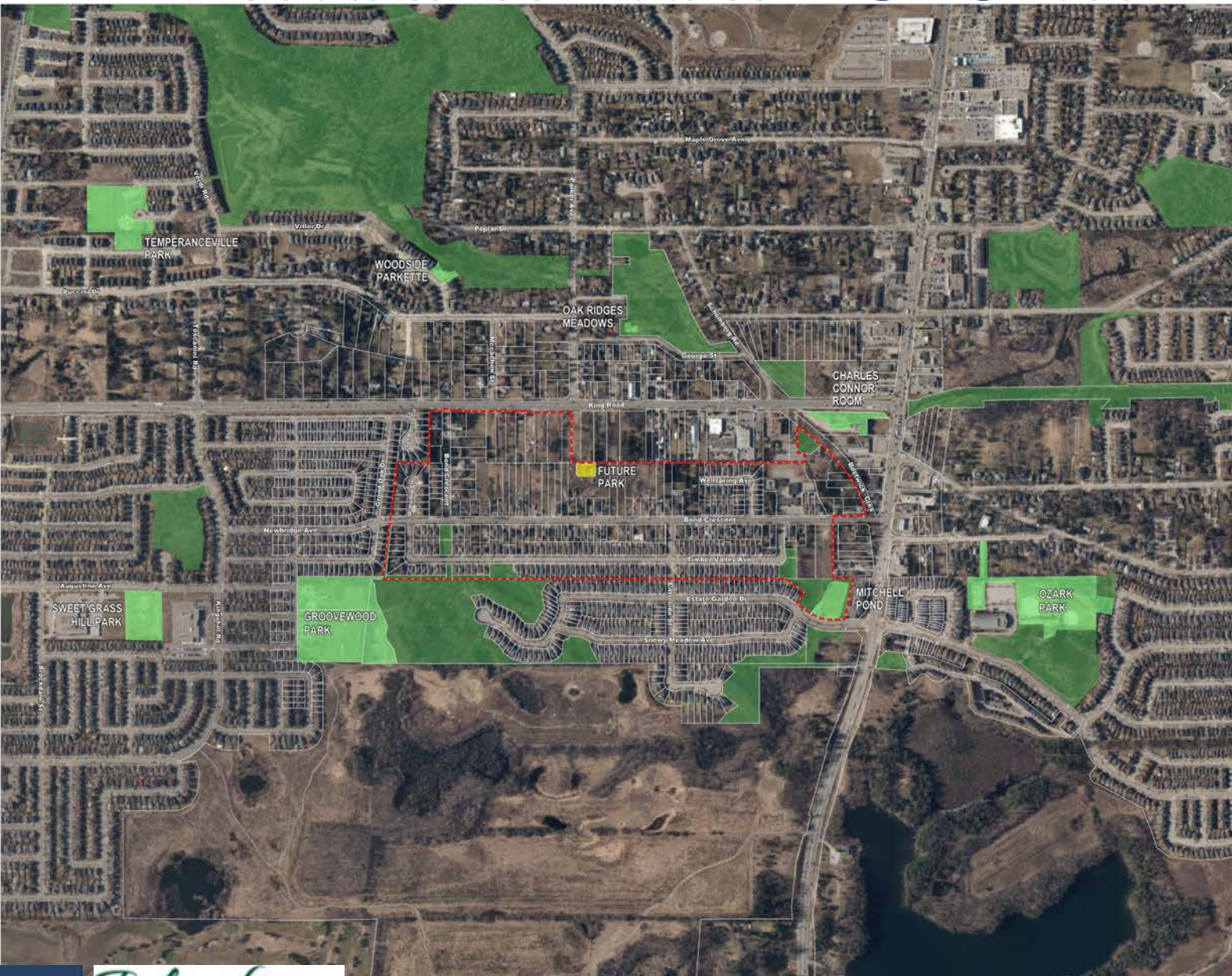
WHAT WE HAVE OBSERVED



Bond Crescent Infill Study PARKS & OPEN SPACE

LEGEND

-  Infill Study Area Boundary
-  Park
-  Open Space
-  Future Park



Source: Regional Municipality of Peel Region

DATE: August 24, 2015

SCALE: 1 : 4,000



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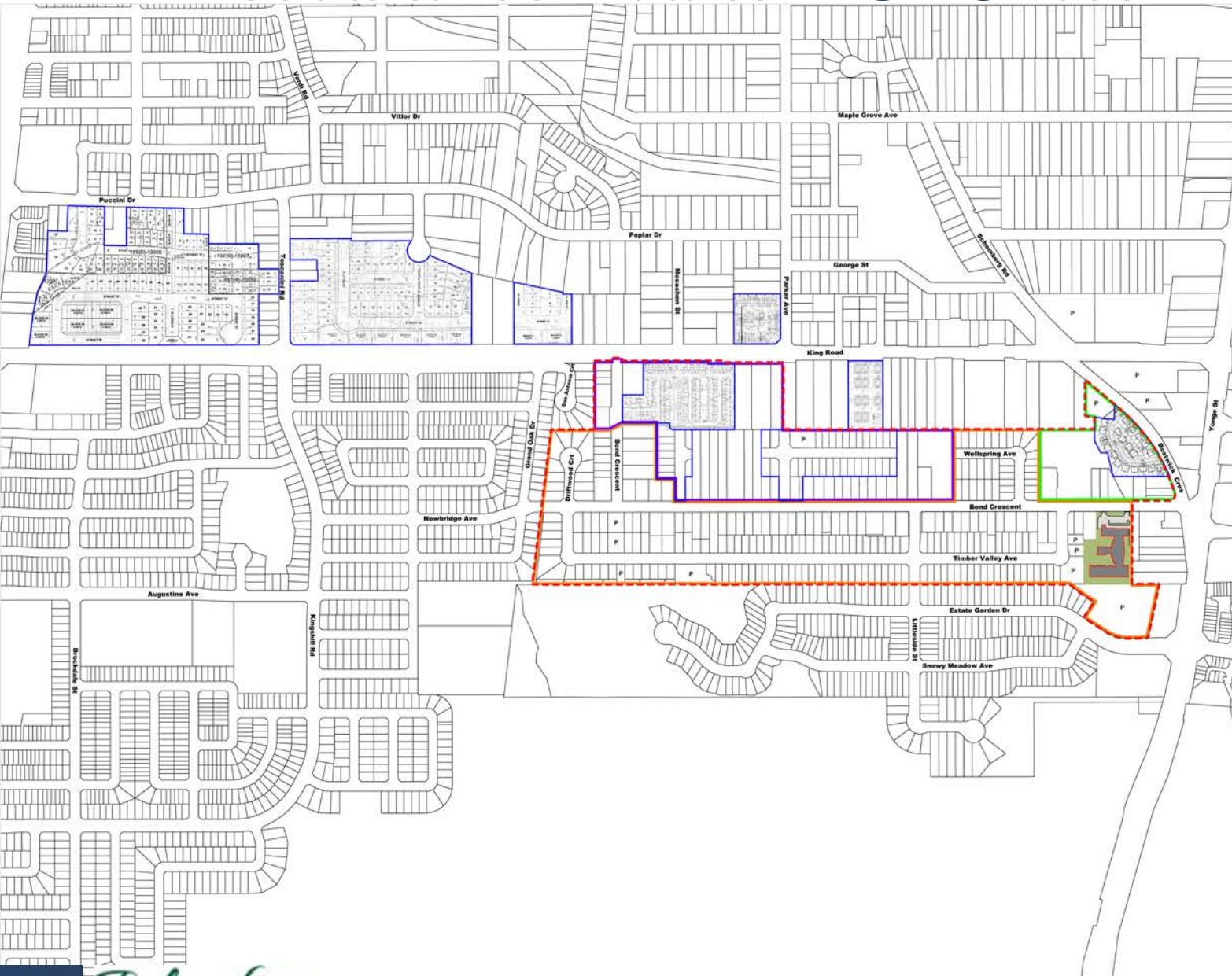
WHAT WE HAVE OBSERVED



Bond Crescent Infill Study
ACTIVE APPLICATION

LEGEND

-  Infill Study Area Boundary
-  Focus Area 1
-  Focus Area 2
-  Focus Area 3
-  Area Subject to Development Application(s)
-  Publicly Owned Land



Source: Regional Municipality of York Region

DATE: August 24, 2015

SCALE: 1 : 3,000

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Bond Crescent Neighbourhood Infill Development Area

LOCATING LOW AND MEDIUM DENSITY



Bond Crescent Infill Study
Proposed Locations for Low and Medium Density Residential Infill

LEGEND

- Infill Study Area Boundary
- Medium Density Residential
- Low Density Residential
- Oak Ridges Local Centre
- Areas with Recent Draft Approval (2012) or Site Plan Approval
- Transition Zone
- Transition of Housing Form
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Publicly Owned Land

DATE: September 11, 2015

SCALE: 1 : 2,000



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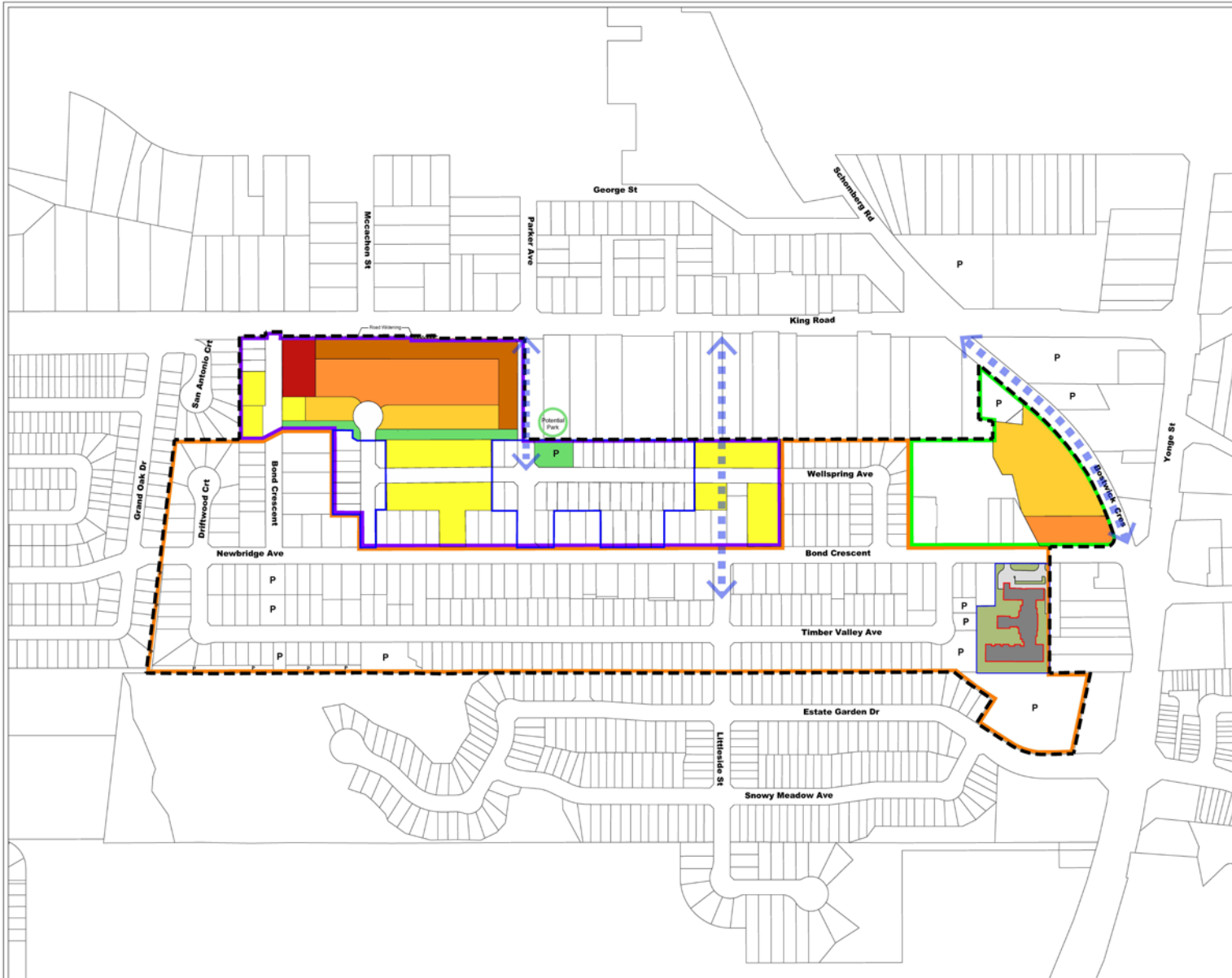
EXAMPLE OF TRANSITION



OR



PRELIMINARY CONCEPT OPTION 1



Bond Crescent Infill Study
**CONCEPT PLAN
 OPTION 1**

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Area with Recent Draft Approval (2012) or Site Plan Approval
- Proposed Single Detached
- Proposed Semi-detached
- Proposed 2-3 Storey Townhome
- Proposed 3-4 Storey Townhome
- Proposed Commercial
- Proposed Greenspace
- Proposed No Change
- Publicly Owned Land
- Potential Pedestrian and/or Vehicular Connections

DATE: September 11, 2015

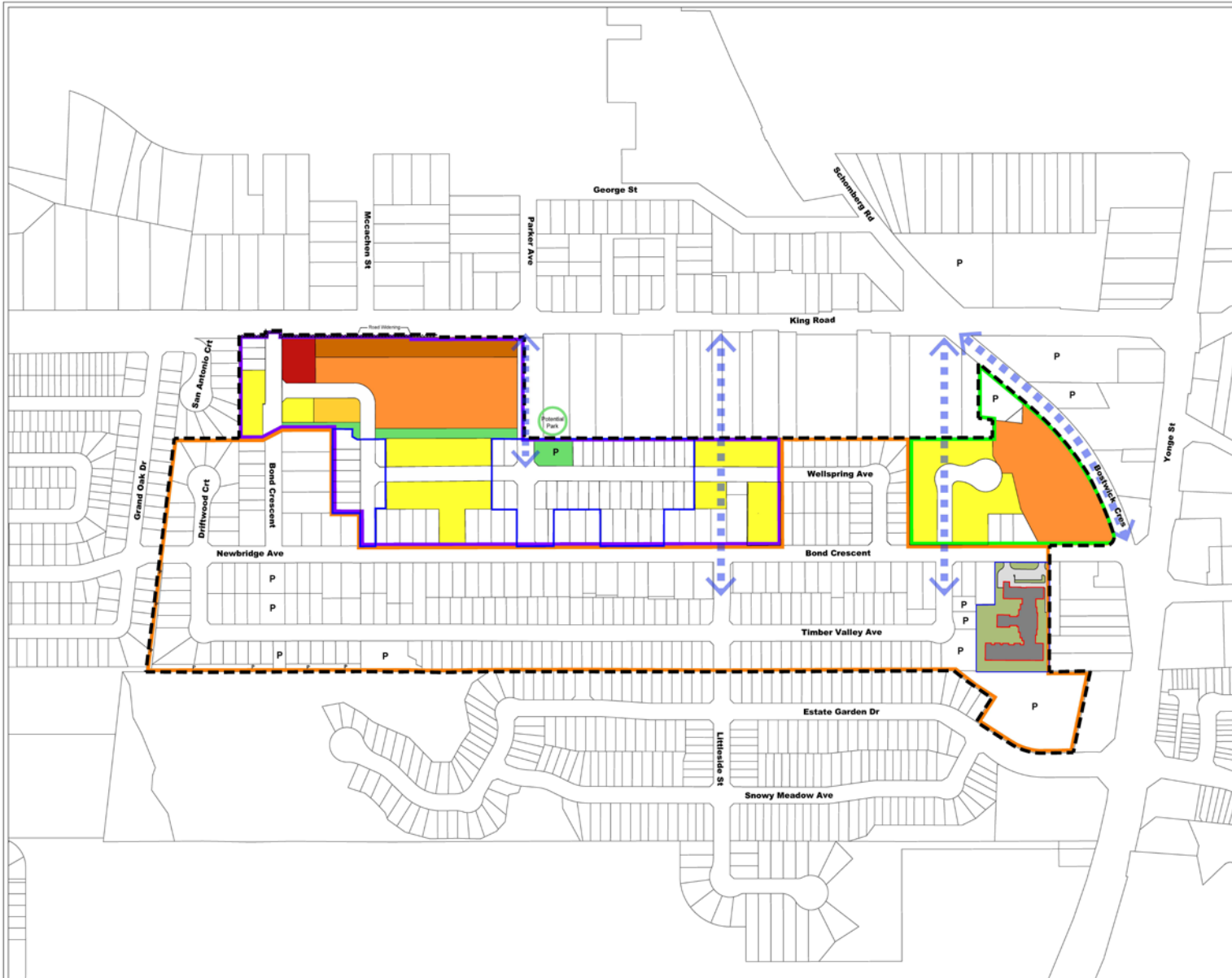
SCALE: 1 : 2,000



It Woodbridge Drive/Robinson Hill/2040 - Turkey Point/Driveway/Concept Plan/11/09/2015.dwg

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PRELIMINARY CONCEPT OPTION 2



Bond Crescent Infill Study CONCEPT PLAN OPTION 2

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Area with Recent Draft Approval (2012) or Site Plan Approval
- Proposed Single Detached
- Proposed Semi-detached
- Proposed 2-3 Storey Townhome
- Proposed 3-4 Storey Townhome
- Proposed Commercial
- Proposed Greenspace
- Proposed No Change
- Publicly Owned Land
- Potential Pedestrian and/or Vehicular Connections

DATE: September 11, 2015

SCALE: 1 : 2,000



It Woodbridge Drive/Robinson Hill/2040 - Turkey Point/Driveway/Concept Plan/11/15/2015.dwg



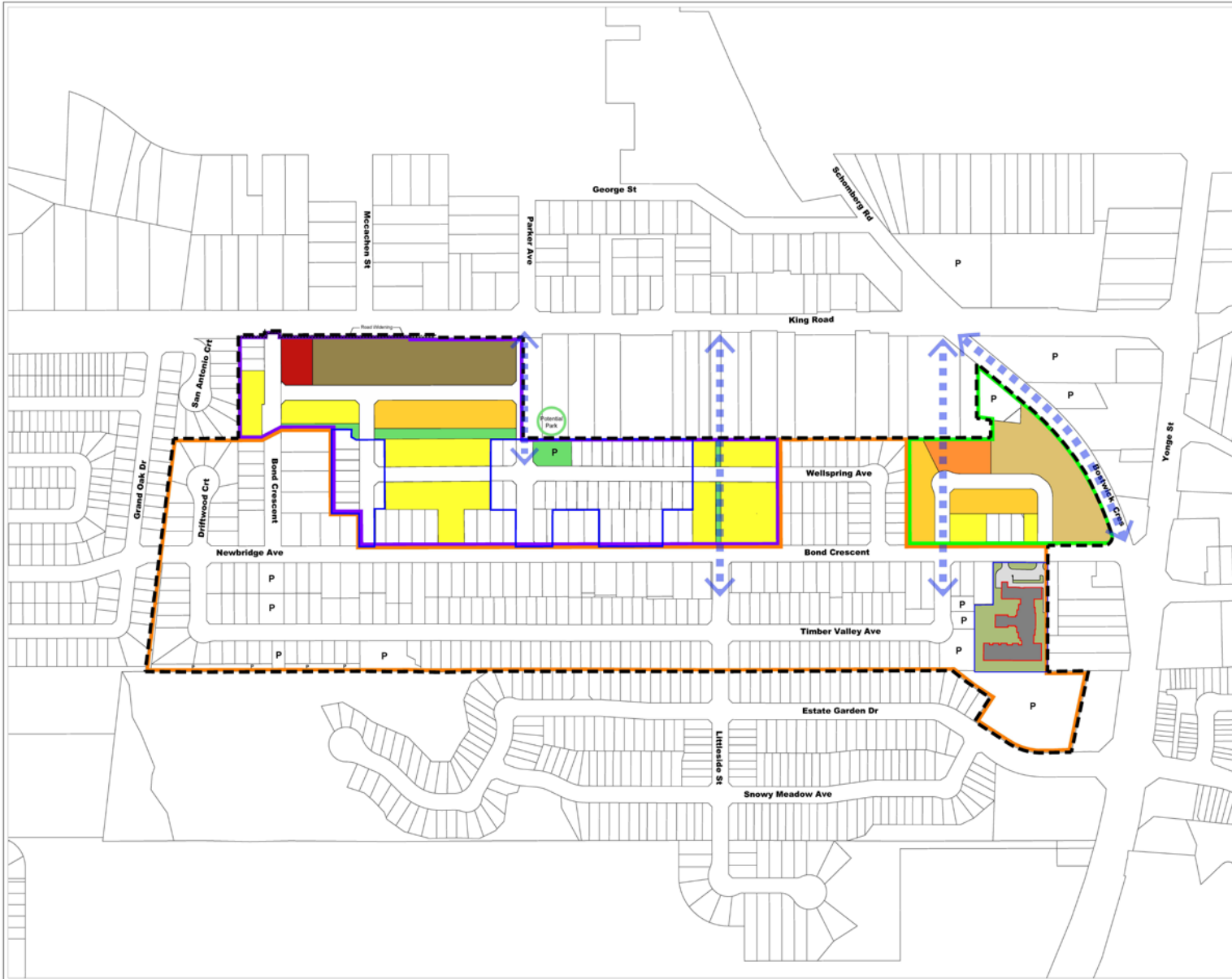
PRELIMINARY CONCEPT OPTION 3



Bond Crescent Infill Study
**CONCEPT PLAN
 OPTION 3**

LEGEND

- Infill Study Area Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Area with Recent Draft Approval (2012) or Site Plan Approval
- Proposed Single Detached
- Proposed Semi-detached
- Proposed 2-3 Storey Townhome
- Proposed 3 Storey Stacked Townhome
- Proposed 4 Storey Stacked Townhome
- Proposed Commercial
- Proposed Greenspace
- Proposed No Change
- Publicly Owned Land
- Potential Pedestrian and/or Vehicular Connections



DATE: September 11, 2015

SCALE: 1 : 2,000



In: Wellbridge Drive/Robinson Hill Road - Turkey Point/Driveway Concept Plan/11/09/2015.dwg



FEEDBACK ON DESIGN OPTIONS

- We want your feedback on:
 - The identified focus areas for infill development; and,
 - the 3 infill development options
- These options are provided on worktables at the back.
- We have provided **post-its** to document your thoughts and comments and post on each option.

FEEDBACK ON DESIGN GUIDES AND ZONING CRITERIA

- We have also provided the existing Infill Study Design Guides and Zoning Criteria on the back walls.
- We would ask that that you provide your thoughts and comments on what you like and what you think is missing, and what needs change.
- We have also provided some typical zoning standards to help you compare with what the Infill Study currently recommends.
- Please comment with **post-it notes** right on the pin-up.

NEXT STEPS

- Take the comments received and:
 - Recommend modifications to the design guidelines and zoning criteria
 - provide a recommended option for the Infill Study
- Prepare a final update of the Bond Crescent Neighbourhood Infill Study to the Town.
- Targeting late Fall 2015 to take the recommended update study to the Town's Committee of the Whole (COW) for Public Consideration

NEXT STEPS

- Feel free to email any additional thoughts and comments to:
 - etheodore@mhbcplan.com - 905.761.5588 x213
 - shelly.cham@richmondhill.ca - 905.747.6470
 - melissa.morgan@richmondhill.ca - 905.771.2413
- You also have an opportunity to share any further comments at the Committee of the Whole Meeting

A photograph of a two-story brick house with a stone base. The house features a central entrance with a dark door and a small arched window above it. There are several large windows, some with arched tops. The house is surrounded by a snow-covered driveway and lawn. The sky is overcast. The text "THANK-YOU ANY QUESTIONS?" is overlaid in white, bold, sans-serif font across the center of the image.

THANK-YOU
ANY QUESTIONS ?

APPENDIX C

DESIGN CRITERIA

Urban Design Objective 1 - Enhance Views and Vistas of Existing Natural Features

The Environmental Protection Areas (E.P.A.) south of Timber Valley Avenue and the stormwater management facility have been located as to maximize the views and vistas from the road system. The E.P.A. punctuates the infill housing development and creates a 70m open space frontage onto the Timber Valley Extension. The stormwater management facility can be viewed from Bond Crescent through this punctuation. Future infill development shall building on these existing views and vistas to the natural features, ensuring that they are protected going forward.

Urban Design Objective 2 - Enhancing Connectivity and Sustainable Movement

The Preferred Concept Plan provides for a mix and range of uses and housing options that are within a five minute walk of centrally located amenities such as parks and natural features. Future residents, visitors and employees will be able to walk to desired destinations throughout this community and utilize established assets such as the open space linkage system within the neighbourhood. The mix and range of uses will also be in walking distance of existing and planned local and higher order transit services in and around the neighbourhood, optimizing the use of those services in the neighbourhood.

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. Small scale infill development within the neighbourhood will allow the community to evolve incrementally over time. Larger comprehensive development within the neighbourhood can be achieved through the transitioning of housing type, building height and site design. Any proposed infill development must acknowledge existing built form and be compatible with the character of the neighbourhood in order to achieve a good fit with surrounding areas.

Urban Design Objective 4 – Establishing a Clear Street Pattern that integrates Easily into existing Patterns

The Preferred Concept Plan is based on the modified municipal 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 municipal streets are integrated such that efficient access is provided to newly developed areas, while not adversely affecting the pattern of existing streets. The extension of municipal streets will bring new pedestrian sidewalks that will promote a safe and pedestrian friendly circulation system. Private streets established through the development of Medium Density Residential areas will integrate seamlessly to the public street system, continuing vehicular and pedestrian connectivity to achieve the modified grid pattern of the Bond Crescent Neighbourhood.

DESIGN GUIDELINES

Urban Design Objective 5 - Achieve Excellence in Design

Infill development will strive to build on the architectural vernacular of existing areas, developing with a scale that reflect the local context and positively contribute to the Bond Crescent Neighbourhood local identity. Emphasis on compact, human scale, pedestrian friendly urban forms will be promoted that are transit supportive and encourage multi-modal movement. Spaces will become places, fostering social interaction, and placemaking elements will be used to achieve a sense of place and help to enhance public and private realms. Buildings will be massed and arranged to frame and animate the public realm, and will reflect an architectural and aesthetic quality that is an extension of the space it frames.

Design Guidelines for all Infill Development in the Bond Crescent Neighbourhood

- Low rise Low Density Residential uses such as singles, semis and duplexes are permitted throughout the Neighbourhood.
- Medium Density Residential uses are permitted only in the areas identified by the preferred concept plan.
- Active transportation connections such as pedestrian connections will be publicly owned and will have a minimum width of 6 m.
- Crime Prevention Through Environmental Design (CPTED) principles should be applied to the design of buildings, Neighbourhood Parks, and pedestrian walkways to ensure clear view into and out of surrounding areas where applicable.
- Infill development applications shall have consideration for the Town of Richmond Hill's Urban Design Guidelines.
- Site Plan and Draft Plan of Subdivision applications shall be subject to the Town's Sustainability Metrics.

Design Guidelines for Infill Development Along Existing Streets

- Preserve existing tree canopy to the extent possible.
- Infill planting of deciduous trees is encouraged to produce a continuous canopy at maturity. To ensure the healthy growth of trees within a development, adequate soil volume is required and the use of silva cell like structures are encouraged.
- Single detached dwellings should have a minimum frontage of 13.7 m, 15.5 m for a corner lot.
- Semi-detached dwellings should have a minimum frontage of 14.6 m, 16.6 m for a corner lot.

- Medium Density Residential uses shall only be permitted along a existing road as identified in the Preferred Concept Plan.
- Townhouse dwelling units should have a minimum frontage of 6.0 m, 8.4 m for corner lots.
- Townhouse dwelling units should have a minimum unit width of 6.0 m
- The front yard setback shall respect the setbacks of existing dwellings on abutting lots.
- The side and rear yard setback shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building guidelines in Section 6.3 of the Richmond Hill Urban Design Guidelines.
- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms), landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.
- In the case where a Low Density Residential dwelling existed on an adjacent lot prior to the date of the approval of this update, a landscape buffer may also be provided adjacent to the property line for transitioning.



Example of Single Detached Dwellings

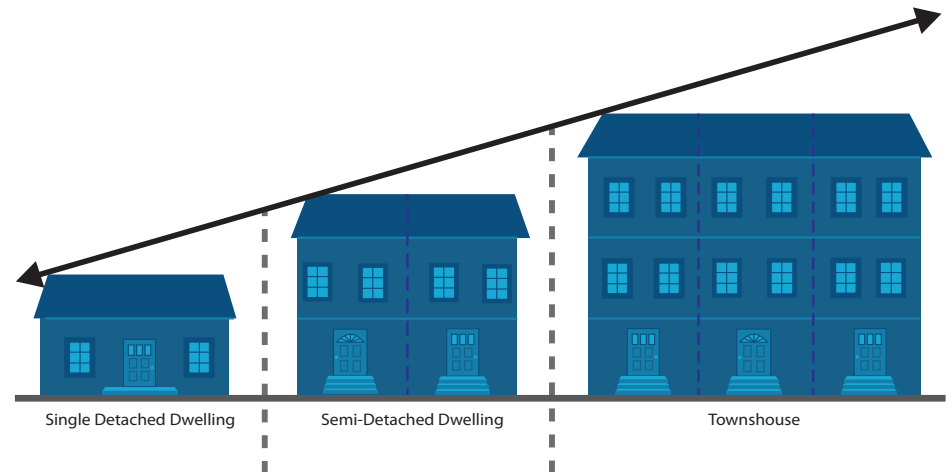


Example of Semi-Detached Dwellings

Design Guidelines for Infill Development Along Newly Constructed Streets

- Protect environmental features to the extent possible.
- Construct roads to the Town's standard with curbs, sidewalks and boulevards
- Single detached dwellings should have a minimum frontage of 12.0 m, 13.4 m for corner lots.
- Semi-detached dwellings should have a minimum frontage of 14.6 m, 16.6 m for corner lots.
- Townhouse dwelling units should have a minimum frontage of 6.0 m, 8.4 m for corner lots.
- Townhouse dwelling units should have a minimum unit width of 6.0 m
- Medium Density Residential uses shall only be permitted along a newly constructed road as identified in the Preferred Concept Plan.
- Preserve existing trees wherever possible.
- The required front, side and rear yard setbacks shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building and Townhouse Dwelling guidelines in section 6.3 and 6.4 of the Richmond Hill Urban Design Guidelines.
- Deciduous street tree planting is encouraged. To ensure the healthy growth of trees within a development, adequate soil volume is required and the use of silva cell like structures are encouraged.
- Trees should be planted in the boulevard and be spaced in accordance with the requirements of the Town's Urban Design Guidelines.
- Coordinate street lighting and street trees along the boulevard.
- Ensure that crosswalks and sidewalks meet Town standards.
- Consider special paving treatment at intersections.
- Low walls or decorative fencing within the front setback may be used to define the public realm from the private realm, provided visual connectivity is maintained.
- Wherever possible, safe pedestrian access to adjacent uses and amenities including transit stops, parking areas, the Greenway System or other adjacent destinations should be provided.
- Cluster utility boxes in unobtrusive locations so that they may be easily screened.
- Stormwater management facility on the east side of the neighbourhood should be maintained as a significant focal feature for the community.
- Lots at key locations, such as corner lots, view terminus and lots abutting parkland, shall be designed in accordance to section 4.3.4 of the Richmond Hill Urban Design Guidelines. In general, these lots act as landmark buildings within the neighbourhood and should be designed to provide visual interest.

- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms), landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.
- In the case where a Low Density Residential dwelling existed on an adjacent lot prior to the date of the approval of this update, a landscape buffer may also be provided adjacent to the property line for transitioning.



Example of transition of building type and building height



Example of Single Detached Dwellings



Example of Semi-Detached Dwellings



Example of Townhouse Dwellings

Design Guidelines for Infill Development on Private Streets

- Encourage a mix of uses including singles, semis, townhouses, stacked townhouses and walk-up apartments in Medium Density Residential areas.
- Four storey Medium Density Residential uses shall only be permitted along King Road as identified in the Preferred Concept Plan.
- Dwelling units should have a minimum unit width of 6.0 m.
- The required front, side and rear yard setbacks shall generally conform to the Town's newer development standards and will be implemented through the enacting zoning by-law required to facilitate the proposed development.
- Building heights shall be referenced in storeys for the purpose of the update. The appropriate metric measurement will generally conform to newer bylaw standards and is to be determined through the review of a development application as it will vary with the design of the building.
- The minimum interior width of garages shall be 3.0 m for single car and 5.5m for double car.
- Development shall adhere to the Low Rise Residential Building and Townhouse Dwelling guidelines in section 6.3 and 6.4 of the Richmond Hill Urban Design Guidelines.
- Private streets shall only be permitted as part of a comprehensive redevelopment of lands identified as Medium Density Residential areas.
- Private streets shall be a minimum of 6.0 m wide, shall provide a 2.0 m wide illuminated sidewalk abutting at least one side, and shall meet emergency services requirements for access.
- Medium Density Residential dwellings such as townhouses with attached or detached garages having access to rear lanes are encouraged.
- For a laneway designed to access rear yard garages on both sides and where there is no sidewalk, the laneway width shall be determined through the review of a proposed development.
- Access will not be permitted along King Road between Bond Crescent and the future Parker Avenue Extension. Access for this area will be consolidated along local streets.
- Coordinate street lighting and street trees along the public boulevard.
- Provide continuous and connected crosswalks to adjacent sidewalks where appropriate.
- Ensure that crosswalks and sidewalks meet Town standards.
- Low walls or decorative fencing within the front yard setback may be used to define the public realm from the private realm, provided visual connectivity is maintained.
- Consider special paving treatment at intersections.
- Provide pedestrian walkways/connections within the site and to adjacent uses and amenities, between on-site buildings, through parking lots, and/or through covered building arcades. Pedestrian connections should be continuous, barrier-free, easy to find, safe, and lead directly to destinations.
- Building facade features such as windows, porches or balconies should front onto pedestrian connections to enhance pedestrian safety and comfort.
- Use pedestrian-scaled lighting to clearly identify pedestrian connections, and to illuminate the public realm.
- Site vehicular entrances and exits should be designed to minimize conflicts between pedestrians, cyclists and motor vehicles.

- On-site parking, loading and servicing facilities should not be located in areas of high pedestrian activities.
- Vehicular access to Bostwick Crescent shall be prohibited.
- Infill development shall provide for a transition from existing dwellings to maintain community character. Transition can be achieved through a combination of compatible building forms and types (i.e. single detached abutting semi-detached), height and massing (i.e. 2 storey abutting 3 storey), orientation (i.e. setbacks and separation between different building forms), landscape treatment and other applicable character elements as listed in Section 4.9.2.4 of the Official Plan.



Example of Townhouse Dwellings

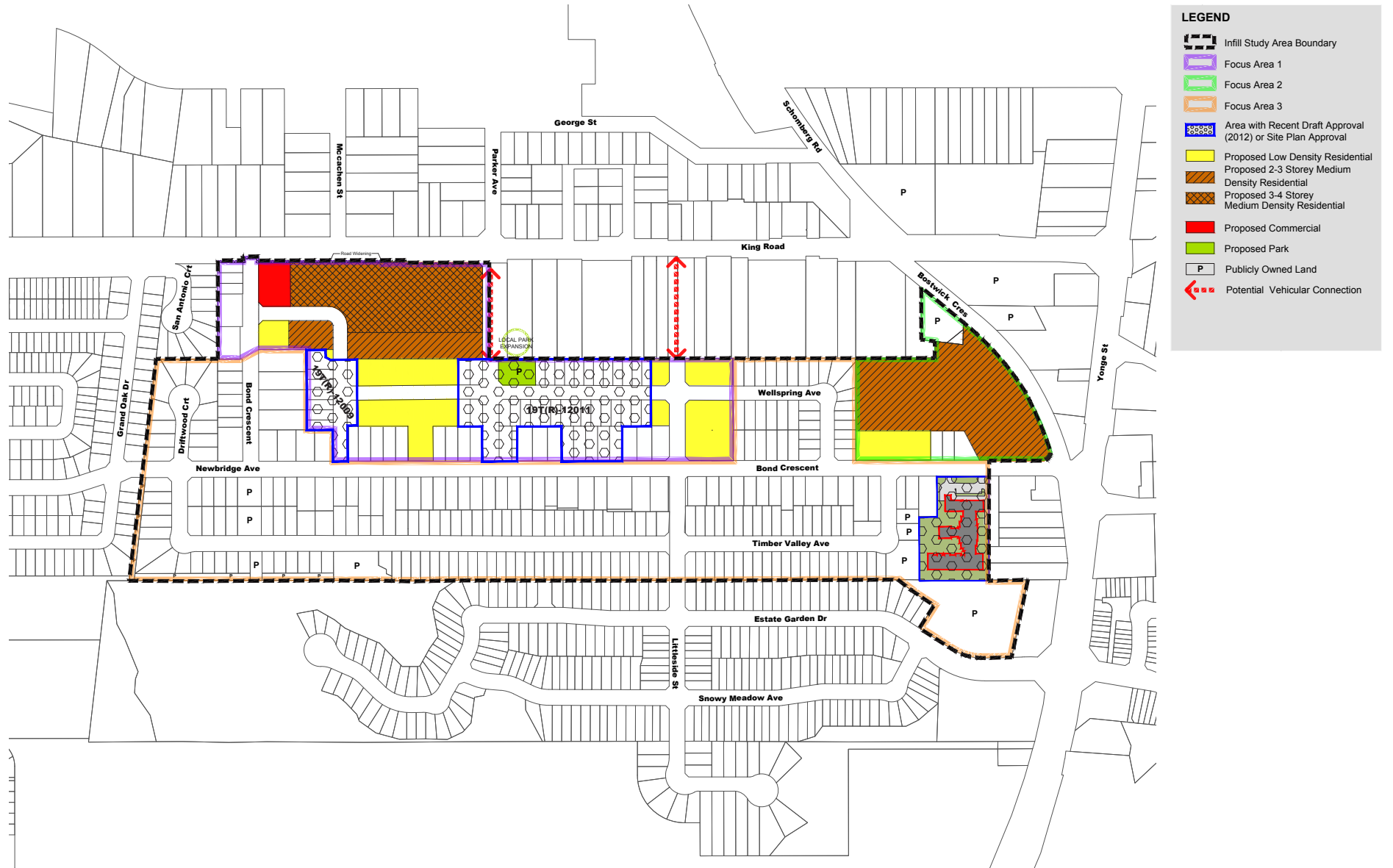


Example of Medium Density Residential uses maintaining a 45 degree angular view plane from proposed and established Low Density Residential Areas

Design Guidelines for the Commercial Area at the Southeast Corner of Bond Crescent and King Road

- These design guidelines would apply should the commercial property redevelop in the future.
- Commercial buildings shall be a minimum of two storeys and a maximum of 4 storeys.
- Buildings shall have a minimum front yard of 3.0 metres.
- Development shall adhere to Retail Commercial Buildings: Neighbourhood Plaza guidelines in section 6.7.1 of the Richmond Hill Urban Design Guidelines.
- Transitioning of building form shall adhere to the community character policies as provided in Section 4.9.2.4 of the Official Plan.
- Landscape planting a minimum 3.0 m wide should be used to buffer between the site and Medium Density Residential uses.
- Provide pedestrian walkways/connections within the site and to adjacent uses and amenities, between on-site buildings, through parking lots, and/or through covered building arcades. Pedestrian connections should be continuous, barrier-free, easy to find, safe, and lead directly to destinations.
- To enhance pedestrian interest within a site, pedestrian-scaled street furniture and landscaping should be provided along pedestrian connections and adjacent to the public realm.
- Site vehicular entrances and exits should be designed to minimize conflicts between pedestrians, cyclists and motor vehicles.
- On-site parking, loading and servicing facilities should not be located in areas of high pedestrian activities. Locate service parking areas at the rear or side of buildings and ensure noise attenuation is provided in the design.
- Access will not be permitted along King Road between Bond Crescent and the future Parker Avenue Extension. Access for this area will be consolidated along local streets.
- Use pedestrian-scaled lighting to clearly identify pedestrian connections, and to illuminate the public realm.
- Building signage should enhance the architectural character of the building facade.

THE PREFERRED CONCEPT PLAN



LEGEND

-  Infill Study Area Boundary
-  Focus Area 1
-  Focus Area 2
-  Focus Area 3
-  Area with Recent Draft Approval (2012) or Site Plan Approval
-  Proposed Low Density Residential
-  Proposed 2-3 Storey Medium Density Residential
-  Proposed 3-4 Storey Medium Density Residential
-  Proposed Commercial
-  Proposed Park
-  Publicly Owned Land
-  Potential Vehicular Connection

