

ELM GROVE / MAPLE GROVE / AUBREY AVENUE Agenda Item

STAFREP/SRP99112

RESIDENTIAL INFILL STUDY

TOWN OF RICHMOND HILL
PLANNING AND DEVELOPMENT
DEPARTMENT

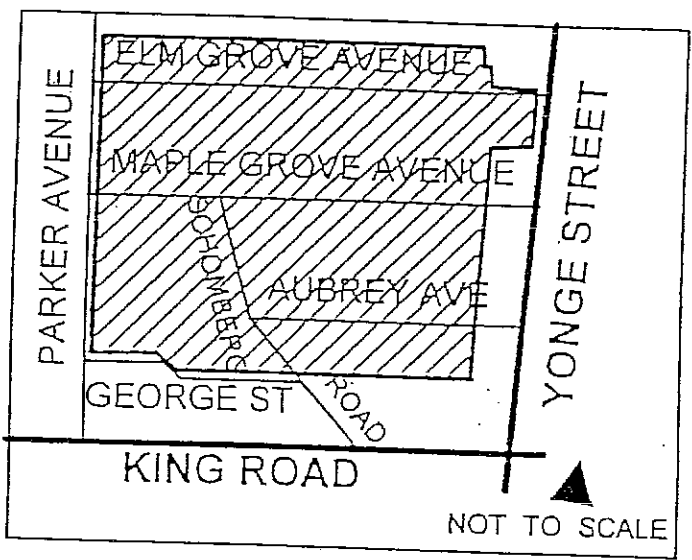
SPECIAL PLANNING AND
DEVELOPMENT COMMITTEE MEETING

PREPARED BY: Paul Freeman
TELEPHONE NO.: 905-771-8910

JUNE 16, 1999
STAFF REPORT: SRP.99.112
FILE NO.: D00-NU-EL

Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study

Location Map



ELM GROVE / MAPLE GROVE /
AUBREY AVENUE INFILL STUDY AREA

SUBJECT

Residential Infill Study for the Elm Grove/Maple Grove/Aubrey Avenue Neighbourhood

RECOMMENDATIONS

1. That Planning and Development Committee receive Staff Report SRP.99.112 and recommend that Council approve the Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study Report and Design Principles prepared by UD+D Inc. as the basis for considering future development and redevelopment in the Elm Grove/Maple Grove/Aubrey Avenue neighbourhood; and,
2. That the Concept Plans, prepared by UD+D Inc. contained in Staff Report SRP.99.112, be endorsed as one illustrative concept for achieving redevelopment in accordance with the Infill Study Report referred to in Recommendation #1 above.

BACKGROUND

Official Plan Amendment No. 129 designates various infill areas within the existing residential areas of the North Urban Development Area (Shown on Map 1). For each infill area, the policies within OPA 129 require that Council approve comprehensive concept plans prior to the development and redevelopment of these areas. Specifically, the policy requires that:

“comprehensive concept plans for infill areas shall be approved by Council prior to the amendment of the Zoning By-law and consideration of applications for development on individual parcels”.

The Elm Grove/Maple Grove/Aubrey Avenue infill study area represents the last defined infill area within the OPA 129 to be studied following the existing Council approved infill studies for the Bathurst Street, Puccini Drive, Bond Crescent and Douglas Road neighbourhoods.

In 1998, the consulting firm of UD+D Inc. was retained to prepare an infill concept plan for the Elm Grove/Maple Grove/Aubrey Avenue neighbourhood. To complete the study, Town Staff and the consultant conducted a mail-in survey of the neighbourhood, held three residents meetings and mailed out the final concept plan to landowners within the study area for comments.

It should be noted, that the concept plans have been prepared to coincide with the draft approved subdivision plans for the Hughey lands located north of Elm Grove Avenue, and the Marzilli draft approved subdivision on lands located between Elm Grove Avenue and Maple Grove Avenue, east of Parker Avenue. The draft approved Hughey subdivision and road pattern for the Marzilli lands is identified on the concept plans, attached as Appendix “A” and concept plans shown on Map 2 and 3.











INFILL - RESIDENTIAL STUDY AREAS

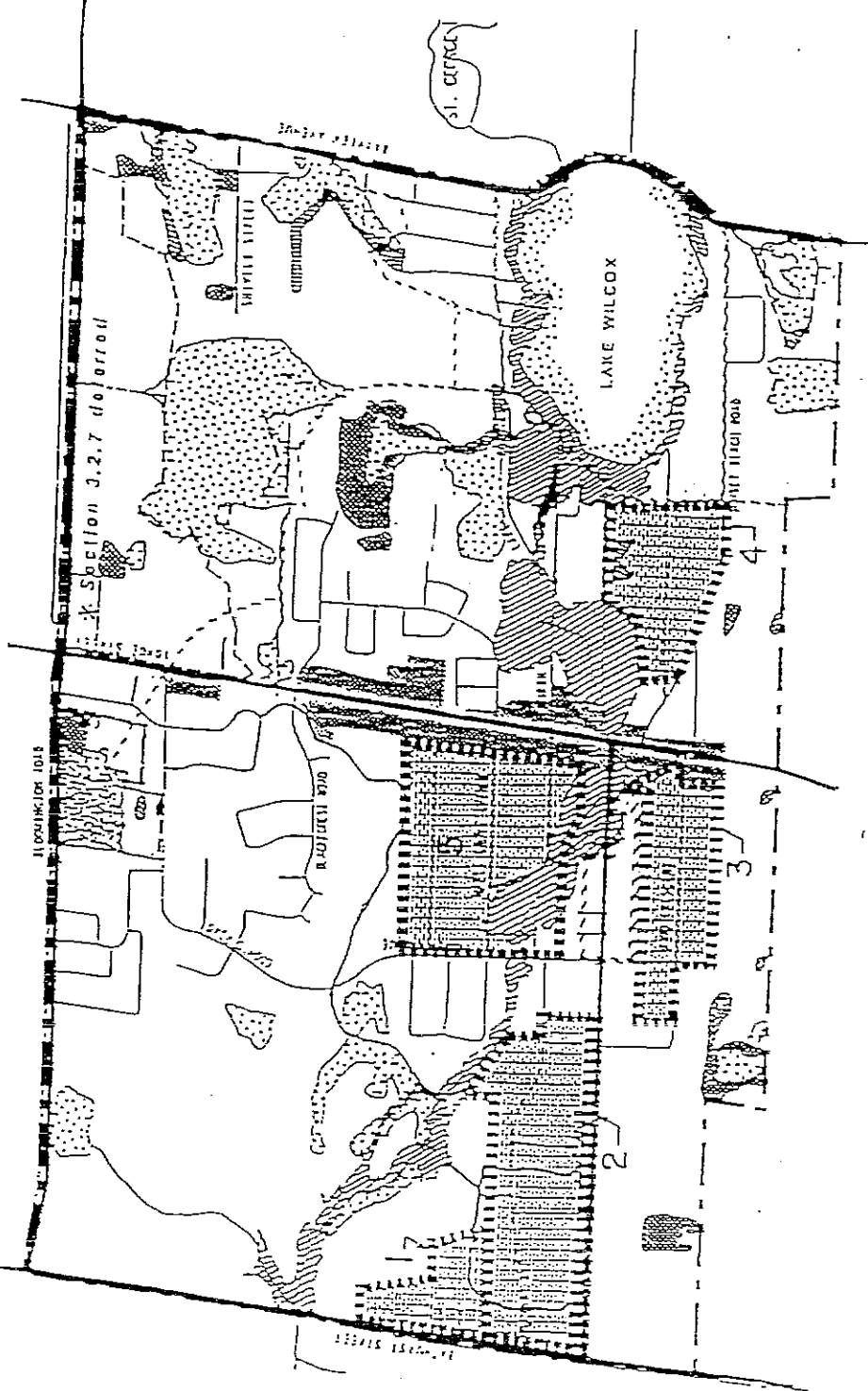
LAKE WILCOX
OAK RIDGES

Town of Richmond Hill
Schedule B

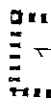
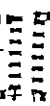
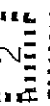


Community Structure

Legend

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



STUDY AREAS

-  1 BATHURST STREET NEIGHBOURHOOD
-  2 PUCCINI DRIVE NEIGHBOURHOOD
-  3 BOND CRESCENT NEIGHBOURHOOD
-  4 DOUGLAS ROAD NEIGHBOURHOOD
-  5 ELM GROVE / MAPLE GROVE / AUBREY AVENUE NEIGHBOURHOOD

BLOCKS 1 & 2 FILE NO. D00-NU-EL

TOWN OF RICHMOND HILL
PLANNING & DEVELOPMENT

SRP 99.112

PF/SS

MAP 1

000003

The Study Area

The Elm Grove Avenue, Maple Grove Avenue and Aubrey Avenue area is best described as an older, established residential neighbourhood with a mix of housing types on large treed lots. As identified in OPA 129, the neighbourhood is considered to be an area with potential for infill development that could include: additions to existing dwellings, demolition of dwellings to construct new dwellings on existing lots, severances and redevelopment through backlot plans of subdivision.

Located adjacent to existing Yonge Street Community Core and the proposed Hughey subdivision north of Elm Grove Avenue, there is an opportunity to enhance the existing community through buffers to the commercial uses and linkages to the future park and community facilities on the Hughey lands. At the same time, it is important to protect the natural treed environment and promote an enhanced character for the area that is in keeping with the existing uses.

Infill Study Process

The process followed to complete the infill study has included a number of ways to communicate with and obtain ideas from landowners and residents of the area. During the early stages of the study, a mail-in survey was sent to all landowners within the study area to determine important characteristics of the area and landowner support for infill development. The results of the survey showed a 50/50 mixed support for redevelopment with a majority in support of backlot severances on the north side of Elm Grove Avenue.

Throughout the process, three residents meetings were held to discuss conceptual ideas and solicit input from landowners on the vision of future development in the neighbourhood. The focus of the first meeting, held on July 16, 1998, was to begin preliminary discussions, present the objectives of the study and initial ideas for the area. The second residents meeting, held on November 9, 1998, followed a workshop format where residents were divided into three areas of the neighbourhood to work with the consultants and Town Staff to develop concepts for their areas. Following the discussions at the first two meetings, a draft concept plan was prepared and mailed out to all landowners within the study area for comments. A third residents meeting was then held on April 8, 1999 to review the final concept plans.

ANALYSIS

The Elm Grove/Maple Grove/Aubrey Avenue Infill Study

Attached as Appendix "A" is the Elm Grove Avenue, Maple Grove Avenue and Aubrey Avenue Infill Study prepared by UD+D Inc. The report includes the following principles:

- protection of the natural environment;
- compatibility in character with existing uses;
- provision of efficient and safe street patterns; and,

- good urban design based on the following urban design objectives:
 - retaining the green secluded character of the neighbourhood;
 - improved pedestrian connections;
 - provision for buffers between existing residential and potential future mixed use development on Yonge Street;
 - connections of park and public spaces to the neighbourhood;
 - to allow residential infill development that respects the density, scale and character of the existing houses; and,
 - encourage housing that has a "live" street face and minimal impact of the garage frontage and driveways.

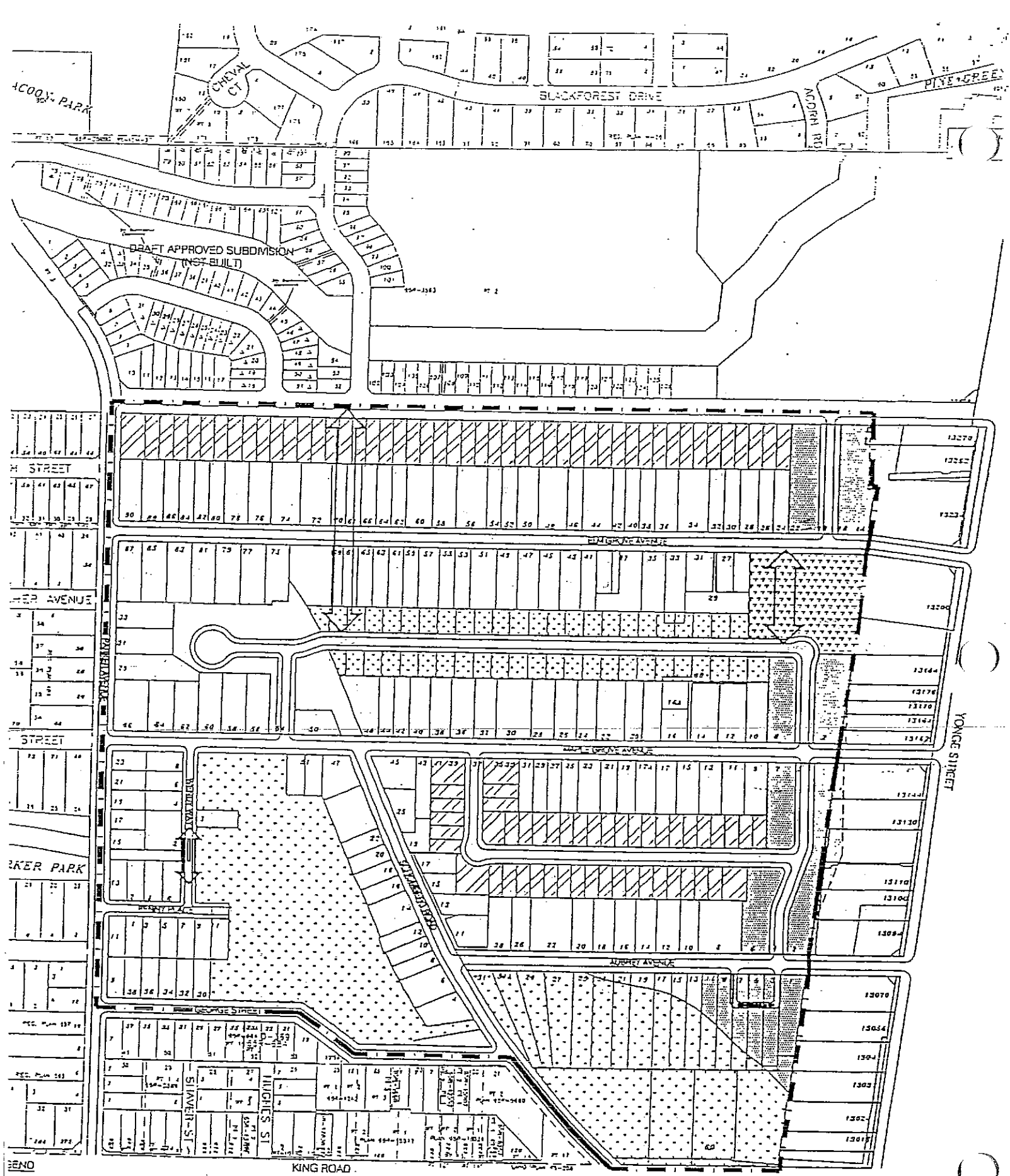
The purpose of the infill study guidelines is to provide comprehensive direction on how the neighbourhood could develop over time. In addition, it is anticipated that the study will initiate discussion among neighbouring landowners in the area and is to be followed when designing specific development proposals. Town staff will use the infill study as a guide when reviewing development applications in the area. As was mentioned at each residents meeting, development applications are only initiated and carried out by private landowners. It is the landowners who decide if and when they wish to develop their lands.

Included within the infill study are various design principles that are geared towards components of the study area based on: the neighbourhood scale, the enclave areas (or what could represent small developments on individual or several small parcels within the study area), and the house scale that would apply to redevelopment on a small scale like severances. Design Principles for all three components are identified and illustrated in the Infill Study Report.

Summary of the Development Concept

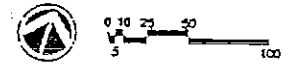
Included within the infill study are several illustrated concepts to explain various opportunities within the area and features of the concept plan. The recommended concept plans, shown on Map 2 and 3, represent demonstration plans to illustrate how the area could develop. One shows a comprehensive plan of how the area could develop over time (Map 2), and the second shows new roads in the form of enclaves that could be built while maintaining opportunities for other lands to develop at a later time (Map 3). Generally, the concept plans illustrate potential for backlot subdivisions and the opportunity for medium density development on lands adjacent to the Yonge Street community core, but it is also anticipated that redevelopment will occur through frontage severances on the existing roads that should also follow the design principles included within the infill study.

The key features of the concept are the proposed east/west road pattern, the proposed park in the north east section of the study area and the proposed road and pedestrian linkages to improve vehicular and pedestrian connections without opening the neighbourhood to additional through traffic. A further feature is the proposed medium density area for lands adjacent to the Yonge Street Community Core area as designated in OPA 129.



- STUDY AREA
- PROPOSED PARK
- PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 45' LOTS
- RESERVE DENSE SINGLE FAMILY RESIDENTIAL 60' WIDE SHALLOW LOTS
- PROPOSED MEDIUM DENSITY RESIDENTIAL INFILL
- CONSERVATION LAND

OPA 129
Town of Richmond Hill
 ELM GROVE/ MAPLE GROVE/ AUBREY RESIDENTIAL INFILL STUDY



000006

UD+D
INCORPORATED

Map 2



- STUDY AREA
- USED PARK
- PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 45 LOTS
- PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 60 WIDE SHALLOW LOTS
- PROPOSED MEDIUM DENSITY RESIDENTIAL INFILL
- CONSERVATION LAND
- PROPOSED PEDESTRIAN LINK

OPA 129
Town of Richmond Hill
 ELM GROVE/ MAPLE GROVE/ AUBREY RESIDENTIAL INFILL STUDY

UD+D
 INCORPORATED
 CONCEPT PLAN 2A 000007 Map 3

The recommended concept plan for the neighbourhood can best be described in four distinct areas of the plan: (1) the properties on the north side of Elm Grove Avenue that have the potential for severances to create new lots fronting the proposed new road on the Hughey lands; (2) the Maple Grove Avenue area with potential for backlotting; (3) the Shomberg/Aubrey Avenue area that also has potential for backlotting; and (4) lands adjacent to the Yonge Street Community Core that could redevelop in the form of medium density development. These areas are further described in the Infill Study attached as Appendix "A".

Proposed lot sizes throughout the study area are based on lot sizes of 13.5 metre (45 feet) minimum frontages and a lot area of 450.0 sq.m. (4,844 sq.ft.). Using the lot area as a benchmark, a comparable sized wide shallow lot would require 16.5 metre (55 feet) frontages based on a lot depth of 27 metres (90 feet). By using this benchmark, and varying the lot frontages, a variety of lot sizes and housing designs throughout the neighbourhood can be accommodated. For the proposed lots fronting onto the new Hughey collector road, a minimum lot frontage of 40 feet (12.1 metres) is recommended that is consistent with the proposed lot frontages on the north side of this road. For the single family wide shallow lots, it is noted that the lot standards of 16.5 metre frontages and 450.0 sq.m. are larger in area and frontage than the wide shallow lot standards under the North Urban Zoning By-law No. 313-96. Those standards permit a minimum lot area of 310 sq.m. (3,336.9 sq.ft.) and are usually applied in a greenfield subdivision. The proposed wide shallow lot standards are considered to be more in keeping with the large lot character of the existing neighbourhood.

The medium density concept is based on the policies within OPA 129 that permit redevelopment of lands adjacent to the Yonge Street Community Core area at a maximum net density of 37.5 units per hectare (15 units per acre) and a maximum height of 3 storeys. The design principles are intended to create a transitional buffer between the commercial and the existing low density residential west of Yonge Street. The concept also creates a north/south vehicle and pedestrian linkage to provide access from the south end of the neighbourhood to the public facilities proposed on the Hughey lands to the north of the study area.

The location of medium density adjacent to existing single family was identified as an issue through discussions at the residents meetings and from landowner correspondence. In response to this issue, it was explained to residents that such development would only occur upon the submission and approval of detailed development applications. At that time, the proposed location of the road, type and number of dwelling units would be identified. Those applications would be considered at a public meeting of Council and residents would have an opportunity, as would staff, to review those applications against the design principles contained within the Infill Study.

The Development Process

The following provides some general information about the development approval process in the Town and some preliminary cost estimates for the creation of new lots related to servicing and development charges.

Zoning

The current zoning, for the majority of the study area, is Residential Urban (RU) under Zoning By-law No. 1275. The RU Zone requires a minimum lot frontage of 75 feet (22.86 metres) and minimum lot area of 10,000 sq.ft (929 sq.m.). In order to facilitate the splitting or "severance" of an existing residential lot, the RU zoning must be amended. The Infill Study, attached as Appendix "A" identifies a number of residential zoning categories from the North Urban Development Area Zoning By-law No. 313-96 that would be appropriate for the area. These include single family residential zone categories "R5", and "R6" to a minimum lot frontage of 45 feet (13.5 metres); and, the "RMI" zoning category for the medium density area adjacent to the Community Core. For residential wide shallow lots, a minimum frontage of 55 feet (16.5 metres) and a minimum lot area of 450.0 square metres (4,844 sq.ft.) is proposed. For lots fronting onto the new Hughey road, a zone category of "R4" with a minimum lot frontage of 40 feet (12.0 metres) is considered appropriate.

New residential zoning could be implemented on a site specific basis or, if one resident and/or a few abutting neighbours were planning to sever their lands, a zoning amendment application could be filed by the owners for their lands only. Upon receipt and review of an application to amend the zoning by-law, a public meeting of Council would then be held and Council would determine if the application should be approved. It should be noted that due to the substantial amount of relief that would be required from the provisions of the by-law in order to create a 45 ft minimum lot and build a house on the lot, Staff will not support reductions to the new standards by way of minor variance applications.

Consents/Subdivisions

Once the zoning is in place, there are two types of applications that can be used to sever land into new lots: consent or draft plan of subdivision. In Richmond Hill, consent applications are processed through the Committee of Adjustment and draft plans of subdivision are processed through Council.

Consent applications are used when the number of new lots to be created is less than three (3) and when there is no extension, improvement or assumption of a public road, a new road allowance, or municipal services. This means that no consent applications will be recommended for approval until the subject lands are appropriately zoned and provisions are made for all of the required services to be installed.

The other method of lot creation is through a draft plan of subdivision. Subdivision plans are generally required where the number of new lots is three (3) or more or when a new road is being proposed. For example, if a number of owners get together, they can hire a consultant to draft a plan and submit it to the Town.

Once accepted by the Town as a complete application under the requirements of the Planning Act, a subdivision plan is then circulated to various departments and agencies for comments. Depending on the nature of the comments received, a report that reviews the application and makes recommendations is then heard at a Public Meeting of Council. If the outcome is positive, the application may be given "draft approval" by Council at the next available Council meeting.

Draft approval means that the subdivision is approved, subject to a number of conditions. Once all the conditions are fulfilled, the plan may then be registered and the new lots become legal entities. At this stage, one can make application for building permits on the new lots.

Servicing

Prior to approval of any infill development, municipal services must be available to the area. Municipal services in this area consist of municipal water and sanitary sewer. Generally, the infill development identified on the concept plan can be accommodated through extensions of existing municipal services in the area. Any extension of services will be installed by developers proposing new backlot subdivisions. For new lots fronting onto the south side of the new Hughey road, landowners will have to contribute cost recoveries at the time of individual severance applications to share the cost of constructing that road.

Costs of Development

In addition to the costs of installing services noted above, there are other charges that are payable during the severance or subdivision process including Cash-in-Lieu of Parkland and Development Charges. The following Table 1 indicates the primary costs to create a 45 ft. property for a single family dwelling unit. The table does not include fees such as application fees, consultant's fees, surveyor's fees, lawyer's fees or costs of road construction, cost sharing/front ending or local improvements.

For Development Charges, the Town's current policy includes both Town-wide development charges that apply to all lands in the municipality and area-specific development charges that apply to specific development areas in the Town including Oak Ridges. Area-Specific development charges include:

1. Road Works (including new road construction or reconstruction of existing roads, intersection improvements and the associated land requirements);
2. Watermains;
3. Sanitary Sewers (including land for pumping stations);
4. Storm Sewers (including storm water management ponds and land);
5. Boundary Road Surface Works (including sidewalks, landscaping and streetlighting); and,
6. Consulting studies.

It should be noted, when reviewing Table 1, that the current Town-wide and Area-Specific Development Charge By-laws are under review and will result in new By-laws that could result in new development charge rates for the area. The new Development Charge By-laws are scheduled to be considered by Council at a public meeting on June 28, 1999.

In respect to servicing, on average, the cost of building one (1) metre of road on a 20 metre right-of-way with a pavement width of 8.5 metres is estimated to be about \$1,550.00. This cost of construction would include pavement, curbs, sidewalk, boulevard sodding, street lighting and services (storm sewer, sanitary sewer, watermain) constructed as part of the road.

Table 1

EXAMPLE OF APPROXIMATE COSTS
TO CREATE ONE 45 ft LOT
as of May, 1999

<u>TYPE OF COST</u>	<u>COST</u> (based on Single Family Units)
Cash in Lieu-of-Parkland: Payable at building permit	\$3,000 per frontage ft. (5%) eg. 45 ft. x 3000 x 5% = \$6,750
Educational Development Charge Payable at building permit Separate School Board <u>Public School Board</u> Total Educational DC	\$ 730.00 per unit <u>\$1,620.00 per unit</u> \$2,350.00 per unit
RH Hydro Development Charge Payable at subdivision agreement <u>Payable at building permit</u> Total RH Hydro DC	\$482.40 per unit <u>\$321.60 per unit</u> \$804.00 per unit (for consent, \$804.00 is payable at building permit)
Region of York Development Charge Payable at subdivision agreement: Water San Sewer Roads Total Payable at building permit: general services Total Region of York DC	\$2,890.00 per unit \$2,393.00 per unit <u>\$3,064.00 per unit</u> \$8,347.00 per unit <u>\$723.00 per unit</u> \$9,070.00 per unit (for consent, \$9,070.00 is payable at building permit)
Town of Richmond Hill DC Payable at building permit issuance: By-law 269-97 Oak Ridges - Lake Wilcox Valley Land Improvement Payable at building permit Area Specific Development Charge: Payable at land severance or subdivision approval By-law 150-97 (Oak Ridges-Lake Wilcox)	\$7,122.00 per unit \$184.00 per unit \$197,250.00 per net hectare (45' x 110' lot = 0.0459ha x 197,250 = \$9,070.62)
TOTAL COST (Parks Cash-in-Lieu & Development Charges)	\$ 35,350.62 (Costs in Oak Ridges range from approx. \$35,000 to \$45,000 per unit)

Please note that these charges are subject to indexing pursuant to the various by-laws in place by the Town. Confirmation of current charges should be obtained from the Town's Finance Department.

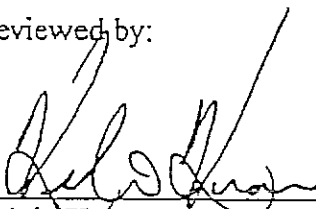
000011

CONCLUSIONS

The report by UD+D Inc., including the recommended concept plans, attached as Appendix "A" is based on extensive consultation with the landowners and residents of the area. From the discussions at each residents meeting and from landowner correspondence, it is evident that many residents in the neighbourhood have a desire to develop their lands, while others currently do not wish to develop.

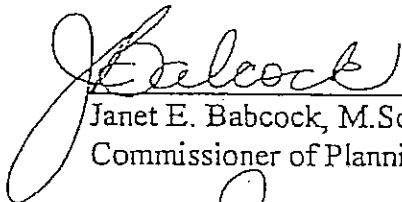
The work done by UD+D Inc. and Town Staff meets the requirements in OPA 129 for the preparation of a comprehensive infill plan for the Elm Grove/Maple Grove/Aubrey Avenue area. It is recommended that Planning and Development Committee recommend to Council, the approval of the design principles and concept plans contained within the Infill Study attached as Appendix "A" as the basis for the review of development applications within the Elm Grove/Maple Grove/Aubrey Avenue area.

Reviewed by:



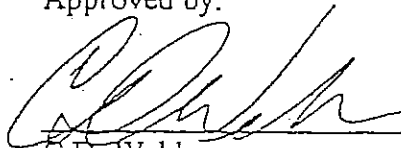
Kelvin Kwan, M.C.I.P., R.P.P.
Manager of Development - Subdivisions

Respectfully submitted:



Janet E. Babcock, M.Sc., M.C.I.P., R.P.P.
Commissioner of Planning and Development

Approved by:



C.D. Weldon,
Chief Administrative Officer

DATE: June 7, 1999

PF:KK:JEB:CDW:pf

PF K.

Attachments

APPENDIX CONTENTS

"A" Infill Report by UD+D Inc., Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study

"B" Copy of the Special Planning and Development Committee Meeting Notice for June 16, 1999

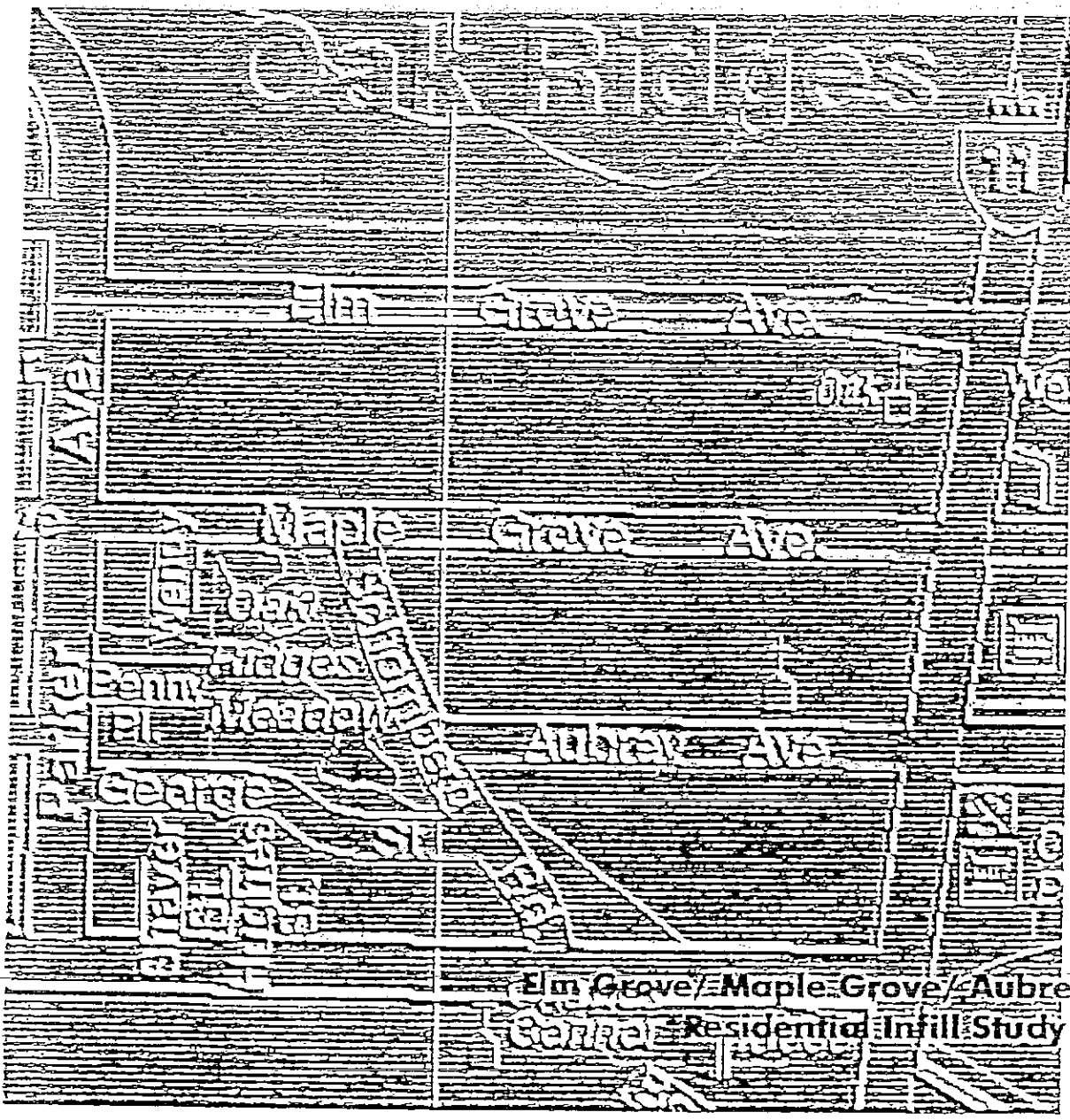
Drawings

Map 1 - OPA 129 Infill Areas

Map 2 - Concept Plan 1 for the Elm Grove/Maple Grove/Aubrey Avenue Area

Map 3 - Concept Plan 2 for the Elm Grove/Maple Grove/Aubrey Avenue Area

Appendix "A"
SRP. 99-112
File(s) DDD-NU-EL



Elm Grove/Maple Grove/Aubrey Avenue
General Residential Infill Study

The Town of Richmond Hill

000014

UD+D
INCORPORATED
JUNE 1999

Introduction

In April 1998, UD+D Inc. was retained by the Town of Richmond Hill to prepare Infill Guidelines for the Elm Grove/Maple Grove/Aubrey Avenue neighbourhood. These guidelines are to assist the residents and municipal staff in dealing with anticipated redevelopment in the neighbourhood.

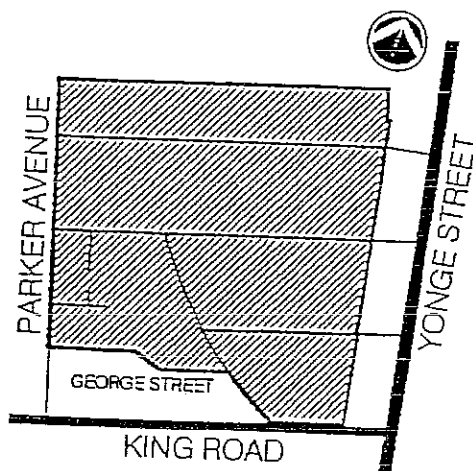
Infill

Infill areas in Richmond Hill are distinct from the newer subdivisions in that they were developed at a time when lower densities and smaller homes were the rule. Development did not occur in large blocks at one time, but in the form of single houses or small groups. Neighbourhoods developed slowly over time, resulting in a mix of housing types evident in this community.

Because of this slow and sometimes ad hoc growth, every piece of land was not master planned and apportioned as we see in new subdivisions. The resulting open spaces, irregularity of streets, variety of house types and siting, give the neighbourhood character, not evident in new, master planned subdivisions.

Context

This community is not homogenous, but has distinct areas within the neighbourhood. The challenge will be to integrate new housing and urban servicing into the community while preserving its character and protecting its green secluded nature.



The neighbourhood is bounded by a proposed new residential subdivision and community facilities to the north, existing single family to the west, a mix of existing single family residential and commercial to the south and existing commercial on Yonge Street to the east. The commercial areas on King Road and Yonge Street are due for significant mixed-use redevelopment, as new residential development proceeds in the general area. Residential infill proposals will have to be compatible with housing within the community as well as integrate or act as

a transition to new mixed-use development on the arterial roads.

The Neighbourhood Existing housing varies from small bungalows, built early in the century, to large two storey houses built recently. The lot proportions tend to be generally narrow in frontage in relation to the very deep, lot depth. Some of the lots have wider frontages, but they are the exception.

Elm Grove Area

The north side of this street backs onto the proposed new residential subdivision known as the Hughey subdivision and the residents, for the most part, are anticipating severance to utilize a proposed new road along the northern property boundary of these lots. The houses in this area consist of mainly older bungalows and very little new construction has taken place, on this side of the street.

The south side of the street is similar although more new houses have been built. The elementary school, Oak Ridges Public School, at Elm Grove and Yonge is scheduled for closure over the next few years and there exists a significant opportunity to acquire a portion of this property as parkland.

Maple Grove Area

Both sides of this street consist mainly of older bungalows although there has been more new construction over recent years. A new subdivision near the intersection of Schomberg Road, the Marzilli subdivision, is under construction. All the new houses being built in the neighbourhood are either substantial two storey homes or up-market bungalows.

Schomberg/Aubrey Area

The homes west of Schomberg, surrounding the conservation area and park area, for the most part not considered as an area with a significant level of redevelopment partly because of the lot sizes being smaller and partly because most of the residents wish their houses to remain the way they are.

New development in this area will probably be restricted to severances along existing street frontages. Properties along Aubrey Avenue are also mainly bungalows. Redevelopment opportunity for this area is similar to Maple Grove except for the low-lying section of land between part of King Road and Schomberg Road, which will restrict the level of redevelopment.

New development There appear to be four types of residential development underway in the neighbourhood, as follows:

- Renovation: Bungalows are being refurbished and extended.
- Replacement: Smaller, older houses are being demolished and replaced by larger, new homes on the same site.
- Backlotting: A new street is being proposed north of Elm Grove. The property owners on the north side of Elm Grove have largely agreed to sever the rear of their lots and connect them to this road. Other opportunities for this type of development are possible because of deep lot depths.
- Consolidation: In some areas, property owners have begun considering the potential for infill development by linking several existing lots. Some of these lots are vacant and some have smaller residences on them.

The Study Process

Our major objectives were twofold, to inform the residents clearly about their rights and opportunities related to the infill process and to provide municipal staff with a concise and illustrative document to assist them in reviewing new applications.

This was achieved as follows:

May 1998
Review 1

To become familiar with the neighbourhood, we made a careful street by street analysis by walking all the streets, noting individual character of houses and enclaves. During this analysis, opportunities for infill and the need for protective controls become apparent.

Initial comments

A list of issues was developed for discussion with Planning Staff which formed the basis of a questionnaire to be mailed to the residents in the study area.

May 1998
Survey

The survey was mailed in early May with the intent of obtaining an understanding of how the residents felt about infill, what the main concerns were and what standards they sought to either maintain, or

improve. We also needed to understand if resident's opinions were grouped by area.

We analyzed the surveys, once they were returned and found that there was a roughly 50/50 split for and against infill redevelopment in the neighbourhood. Aside from the overwhelming support for back lot severance on the north side of Elm Grove Avenue and resistance to infill west of Schomberg Road, opinion was mixed over other areas. Where a preference to encourage infill development was made, municipal standards similar to new residential subdivisions was supported.

July 1998

Residents Meeting 1 The intent of this meeting, was to:

- Allow residents to further inform us of their opinions, based on the survey.
- Convey the Town's intent to allow landowners that wished to subdivide their land, an explanation of the process and an outline of appropriate options.
- Clarify, for those landowners that did not wish to subdivide, how their property and privacy could be protected.
- Show how aspects of the neighbourhood could be improved through the infill process; for example a better-connected and more comprehensive park and pedestrian linkage system and limits to the extent of new multi-family infill.

This meeting was well attended. Most had site specific issues and many residents expressed serious concern that they would be forced to redevelop simply because neighbours, or developers adjacent to them, would force them to. They were also worried about loss of trees and increased traffic, associated with increased development. Most of the meeting was spent informing the residents that neither neighbouring landowners or the Town would pressure anyone not wishing to redevelop their property to do so but, the benefits of co-ordination amongst landowners, to develop a comprehensive plan was also stressed.

Concept plans for severance's, backlotting, development of small new enclaves and zoning standards for new housing were also discussed

000018

using maps of the neighbourhood and possible development scenarios in sketch form. The development status of the lands north of the study area was also clarified.

July 1998
Review 2

Based on input from this meeting, a more specific set of sketches were prepared, showing various infill options at the neighbourhood and enclave scale. Input from the Engineering & Works and Parks & Recreation Departments were also requested to form the basis of a preliminary set of standards for discussion at our next public meeting.

The preliminary neighbourhood site studies had the following objectives:

- To improve pedestrian connections and the character of the neighbourhood a new green space in the form of additional parkland in the area of Oak Ridges Public School was identified. Link the conservation area on the south-west by building a pedestrian bridge on Wendy Way and propose a pedestrian walkway were shown linking the road of the new subdivision off Maple Grove Avenue, to link up with the new subdivision north of the study area was recommended.
- To test new interior street patterns and lot standards that make the best use of land and respect the wishes of residents based on the survey and the first meeting.
- To define a zone of medium density residential that would integrate and buffer the single-family neighbourhood from future mixed-use development along Yonge Street consistent with the approved policies of OPA 129.
- Use the new streets to create a "finer grain" of urban development that would allow more convenient pedestrian and local traffic use without encouraging vehicular use from outside the neighbourhood.

November 1998
Residents Meeting 2

The second resident meeting took the form of an overall introduction and recap of the previous meeting, followed by working groups split into three sections of the neighbourhood. During the introduction the issues of forced development and the high cost of servicing were raised by residents.

000019

More detailed mapping showing development alternatives and proposed medium density zones were used as a basis for discussion. These included larger scale sketches showing existing houses on lots and the potential impact of new development at the lot specific scale. Staff also provided a sample development cost analysis.

The three groups were:

Elm Grove Group

- There was discussion from the north side of this street concerning timing and preferred lot depth and width 60m by 12-13.5m seemed generally acceptable.
- The issue of development charges was also raised.
- Some residents objected to walkways or open space being routed through their property.
- This group was generally in favour of infill development.

Maple Grove Group

- The south side of Elm Grove Avenue teamed up with the north side, Maple Grove Avenue residents generally supporting a wide shallow solution to backlotting. This would avoid problems with some of the houses that are far back on the existing lots.
- Residents also wished to avoid narrow lots, as there was a general opinion that it would detract from the natural beauty of the neighbourhood.
- Residents expressed support for a park link through to Elm Grove Avenue and the proposed Community facilities north of the study area.
- Landowners on the eastern edge were concerned that new roads did not detract from the development potential of their land.

Aubrey /Schomberg Group

- Some residents on the north side of Aubrey Avenue supported the concept of infill in their neighbourhood likely at some time in the future, but most of the rest of the group was opposed to redevelopment.
- The landowners on the east portion of this group were interested in a medium density form of development.
- There was no opposition to a pedestrian bridge on Wendy Way.

000020

Nov. & Dec. 1998
Review 3

Based on this meeting and further discussion with Planning Staff, two infill scenarios, to be used, as demonstrations in the guide were prepared. These scenarios provide sufficient variety to anticipate most conditions that would arise in the infill process. One shows new roads in the form of enclaves with temporary cul de sacs; the other shows examples of continuous new roads integrated into the existing street pattern. They are shown as maps 1 and 2.

Both scenarios are configured to reflect the resident's wishes to either avoid or promote infill development. However, they are only examples. The ultimate configuration can only be determined through time, willingness of developers and approval of formal development applications through a public review process. The plans reflect proposed lot widths and rear lot severance's generally consistent with resident's wishes.

February 1999
Mail-out

Two concept plans together with a letter requesting comments from the residents were mailed.

Staff received several letters and telephone calls from residents in March. The replies indicated concern for a medium density zone and emphasized the earlier concerns of development rights. These issues became the focus of a third Residents Meeting.

April 1999

Residents Meeting 3

This meeting was as well attended as the previous two were. The meeting seemed to have a large group of residents who had not attended earlier meetings.

Most of the meeting was spent dealing with discussion pertaining to two major issues. Development rights and development charges. Many residents were still concerned that they may be forced to allow a road through their property if a neighbour decided to develop. Town Staff explained in detail, that the Town does not expropriate land for roads to facilitate new development. They stressed the importance of preparing an infill plan and design guidelines, so that they could deal effectively with future growth pressures, similar to those experienced by neighbouring areas.

Residents expressed a preference for locating a north-south road between a future medium density zone and the single-family neighbourhood. It was emphasized that final designs would be done through formal development application and a public review process. Residents would have a further opportunity for input at that time. However, it was emphasized by Staff that these uses are legitimate and provided for in the Town's planning policies:

April & May 1999
Review 4

Based on this meeting and through subsequent discussions with Staff, the site mapping is now finalized and shows alternate relationships of the single family area and proposed medium density area, with different road locations illustrated.

The Design Principles have been defined.

June 1999
Public Meeting

This Planning and Development meeting on June 16th will summarize the process to date and explain the recommendations in detail. There will be an opportunity for residents to provide additional input at the meeting.

Design Principles

Intent

The intent of this process has been to:

- Generate a clear infill procedure that will not fracture the existing neighbourhood,
- Provide landowners with a set of design standards and development costs that will realistically inform them of their property's potential.
- Recognize and reflect a development pattern that will follow the residents' input as closely as possible, while still complying with Town standards and objectives.

Objectives

To develop policies and concept plans for infill development based on the following priorities:

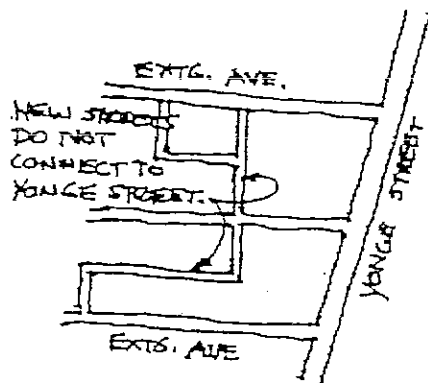
- Protection of the natural environment;
- Compatibility in character with existing uses;

- Provision of efficient and safe street patterns;
- Retaining the green and secluded character of the existing neighbourhood;
- Improving pedestrian connections;
- Ensuring satisfactory buffers between existing residential and future potential mixed use development, adjacent to Yonge Street;
- Ensuring existing conservation and park areas, maintain good physical and visual connections to the neighbourhood and to add open and green spaces that may result from infill development;
- Allowing residential infill development that respects the density, scale and character of existing houses;
- Encourage housing that has a "live" street face and minimizes the impact of garages and driveways.

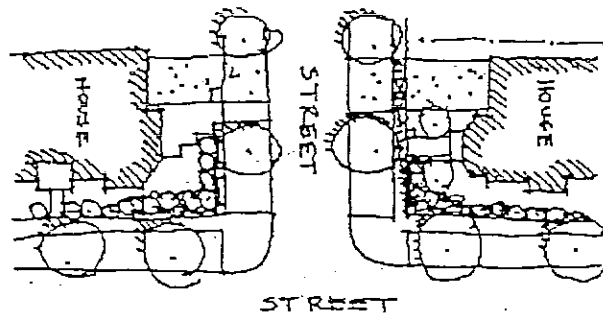
The Neighbourhood Scale

Overall principles, for the study area are:

- To connect to future public facilities to the north, by means of a continuous set of walkways, a pedestrian bridge, upgraded landscaped rights of way and new park space,
- Create a pedestrian connection to the proposed Hughey subdivision to the north, by adding a mid-block walkway, connected to new road within the Marzilli subdivision,
- Ensure that new roads create an internal pattern that improves local vehicular traffic movement without opening the neighbourhood to additional through traffic.



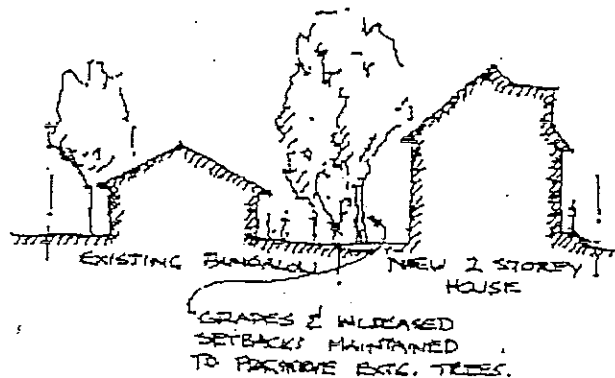
- Align the proposed medium density residential boundary to respect the condition of the existing houses and the wishes of the residents along that edge.
- Maintain consistent lot depths where groups of landowners apply for consolidated severances.
- To encourage defined entries or gateways to the residential neighbourhood by the use of planting and hard landscape features. New houses at key corners or entries should be designed to emphasize these gateways.



The Enclave Scale

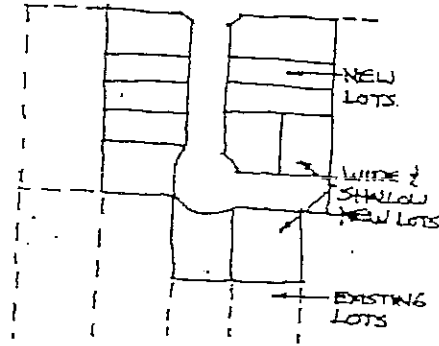
At the enclave, or small subdivision scale, the following principles apply:

- Design residential groupings that minimize their impact on neighbouring residents;
- Design road layouts to take into account future development of neighbouring properties and link up with pedestrian connections where possible;
- Respond to local site characteristics. Utilize existing grades to create more interesting housing groups and preserve trees, which are very susceptible to minor, grade changes because of feeder roots close to the surface.

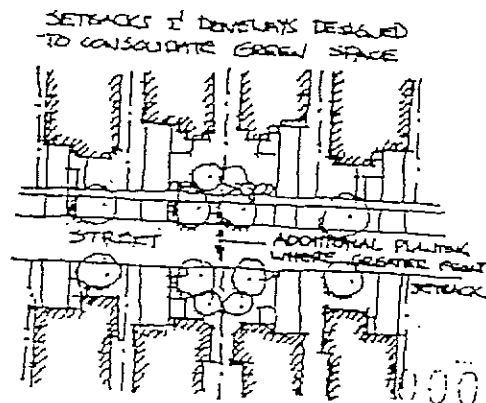
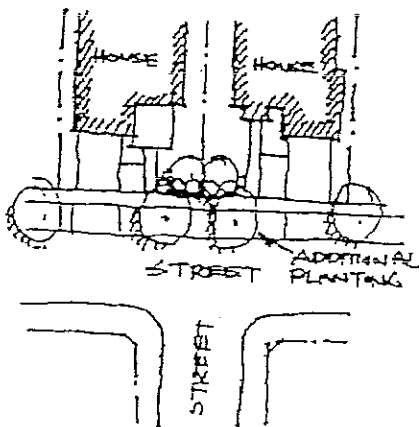


000024

- Design roads that are not only meant to maximize marketable frontage but also preserve existing trees or unique landforms. Uniqueness often distinguishes the appeal of infill housing.
- Increase the range of lot configurations: longer and narrower, shorter and wider, to allow more flexibility and variety in design. Minimum lot areas of 450 sq.m will be the benchmark.



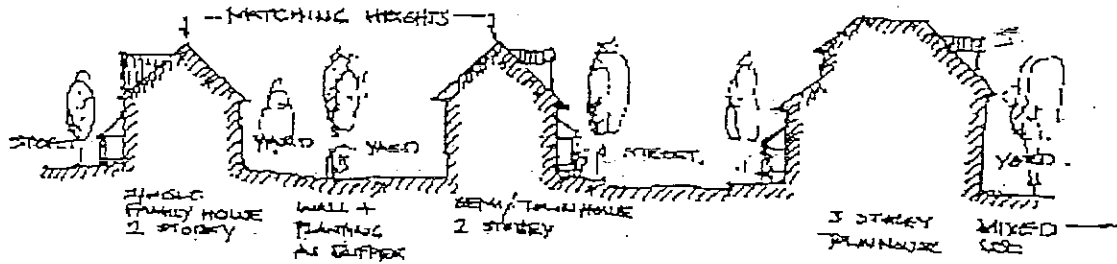
- Site access points for road intersections that minimize loss of vegetation and maintain privacy of the neighbours.
- Locate road accesses onto existing streets that minimize the impact of vehicle headlights on neighbouring houses.
- Plan consistent lot depths that take future development into account.
- Design houses that complement the streetscape, as well as respond to the preferences of developers and new homeowners.
- Create focal points in the enclave by designing and siting houses that vary in setback or massing in relation to existing trees or proposed landscape features. This is especially important at 'T' intersections, flankage conditions and at entries to enclaves. The use of masonry or iron landscaped, entry features also give a sense of address and individuality to residential groupings.



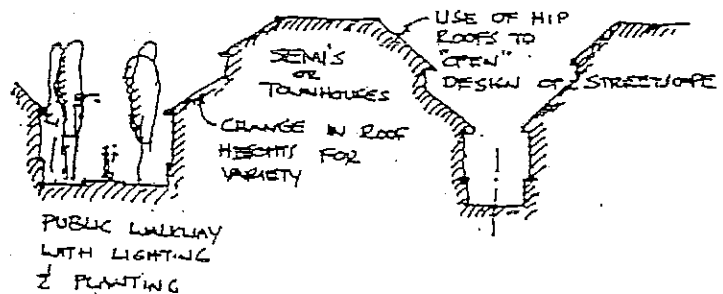
- Create concentrations of trees and shrubs at key areas of the streetscape to enhance privacy especially along the edge of different land uses.
- Allow realistic setbacks along driplines of existing trees when new roads, driveways and houses are built to ensure that vegetation remains viable over time.
- New roads and driveways should avoid possible conflicts with existing roads and driveways.

Ground related multiple dwellings (Semi detached houses and Townhouses)

- This form of housing should act as a transition between the Yonge Street core and single family residential.



- Pedestrian access from within the neighbourhood, out to Yonge Street at appropriate intervals should be encouraged. These accesses are to be well landscaped and well lit with adjoining residences overlooking them for safety.
- Garages and driveways should not dominate street frontages. Main entries should be generous and located not more than 1.2 m above the grade at the front lot line.
- The size of the residential blocks and their roof patterns should take into account their proximity to single family residential, by appropriate massing and detailing of the designs.



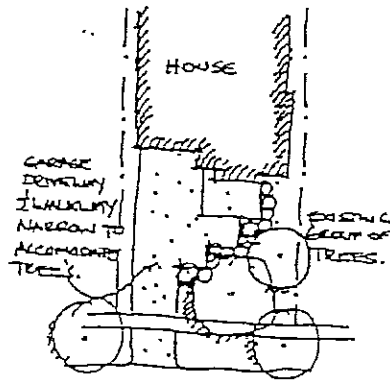
000026

- Adequate landscaped buffering should be provided adjacent to single family and commercial zones.
- Building height and grading must integrate with the local context and avoid the use of retaining walls, where possible.
- Internal roads and abutting driveways must not conflict with local residential road patterns and pedestrian connections.
- Green-space associated with new medium density residential, should link to the general neighbourhood, where possible.

The House Scale

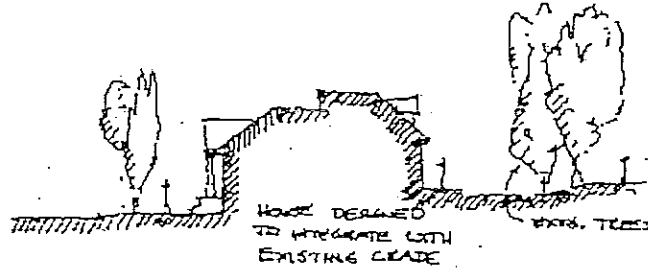
At the scale of the individual residence, the following principles apply:

- Be a good neighbour, everyone understands this concept. If you are a builder or developer, this still applies to the relationship of a new house and the existing context.
- Site houses and design massing to complement both existing homes and potential new development.

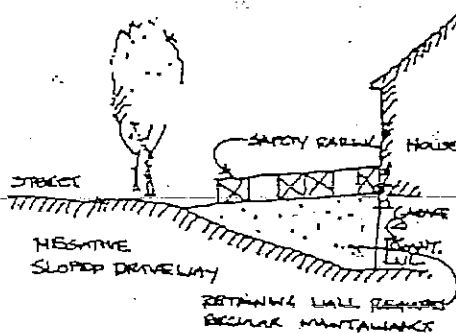


- Plan the siting of the house and driveway to avoid destruction of existing trees and shrubs, where possible.
- Enhance the "live face" of houses on the street by minimizing garage and driveway width and maintaining a good relationship between the grade of the front entry and the grade of the street.

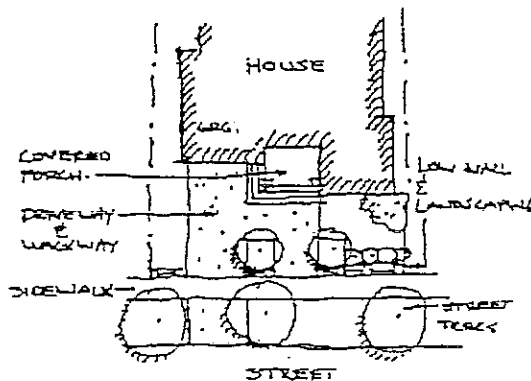
- Ensure that both internal and external grades of new homes complement existing house grades. Sensitive grading can create a better relationship between outdoor space by avoiding deep swales at the property line that discourage plants from flourishing.



- Keep driveway length to a minimum, unless it is a single car width, leading to a rear garage. Large driveway expanses do not contribute to a good streetscape.
- Avoid steep, negative slope driveways where possible. They are potentially dangerous and require substantial regular maintenance.

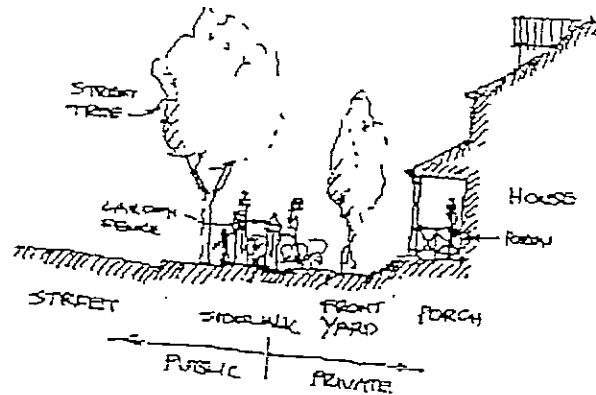


- Where possible connect the front entry directly to the sidewalk or street with a path, avoiding the driveway, as the main entry to the house. This generally applies to lots 15m or wider.



000028

- Use planting, decorative fencing and low garden walls to define and separate property. Enhanced privacy leads to an enhanced sense of community.

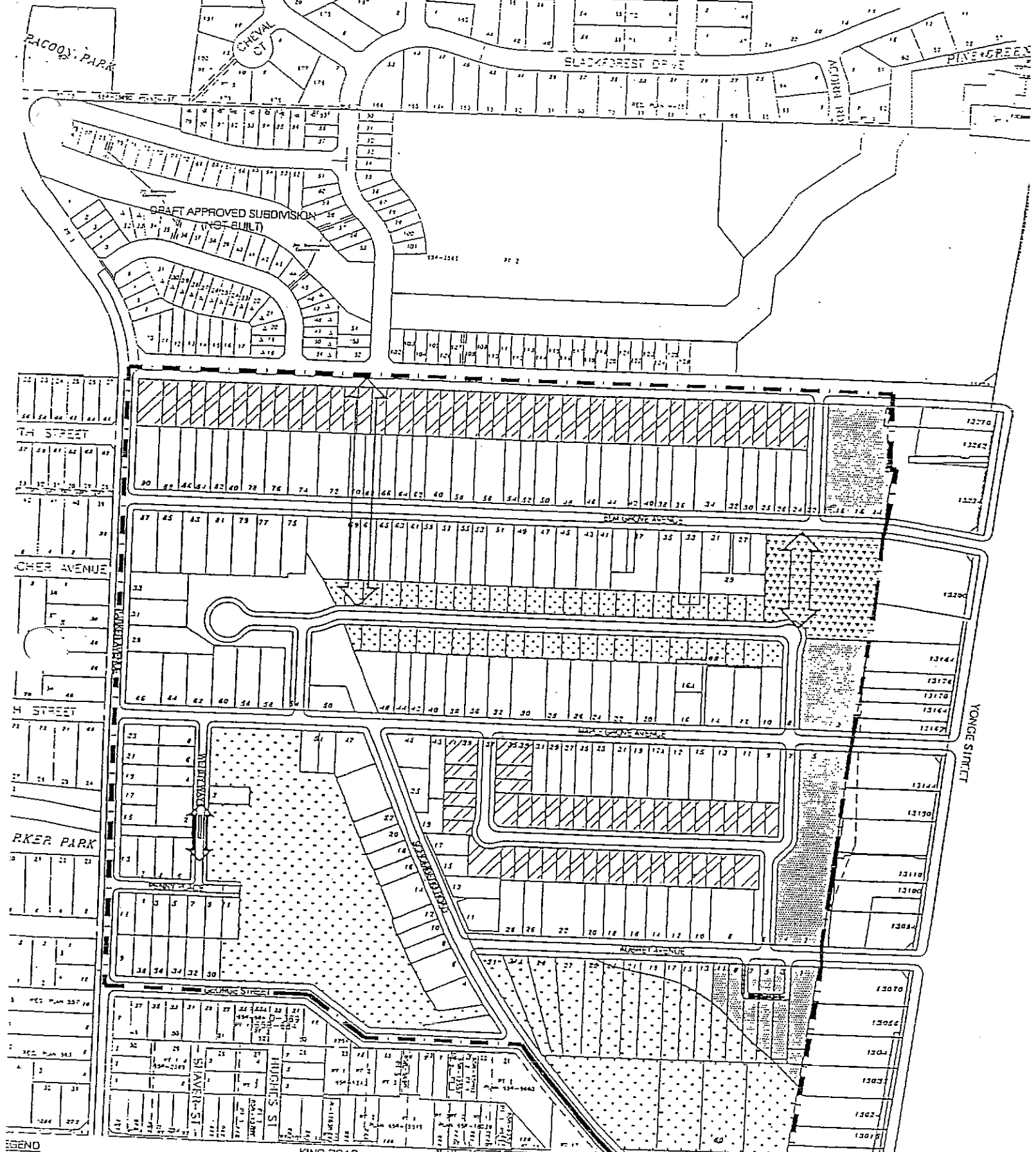


If these principles are employed with sensitivity, large houses and small houses, new houses and old can coexist well, just as they do in many established neighbourhood of Richmond Hill.

Attached to this study are examples of typical zoning standards for the Town, in accordance with Zoning Bylaw 313-96.

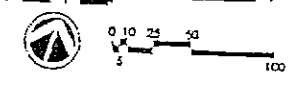
Zoning Provisions	Single Detached			Street Townhouse	Proposed Single Detached Wide Shallow Standards
	R4	R5	R6		
Minimum Interior Lot Frontage (m)	12.0	13.5	15.0	6.0	16.5
Minimum Corner Lot Frontage (m)	14.0	15.5	17.0	9.0	18.0
Minimum Interior Lot Area (sq.m.)	400.0	450.0	500.0	200.0	450.0
Minimum Corner Lot Area (sq.m.)	465.0	515.0	565.0	300.0	475.0
Maximum Lot Coverage	40.0%	40.0%	40.0%	50.0%	40.0%
Minimum Front Yard (m)	4.5	4.5	4.5	4.5	4.5
Minimum Side Yard (m)	1.5	1.5	1.5	1.5	1.5
Minimum Flankage Yard (m)	3.0	3.0	3.0	3.0	2.4
Minimum Rear Yard (m)	7.5	7.5	7.5	7.5	7.5
Maximum Height (m)	11.0	11.0	11.0	11.0	11.0

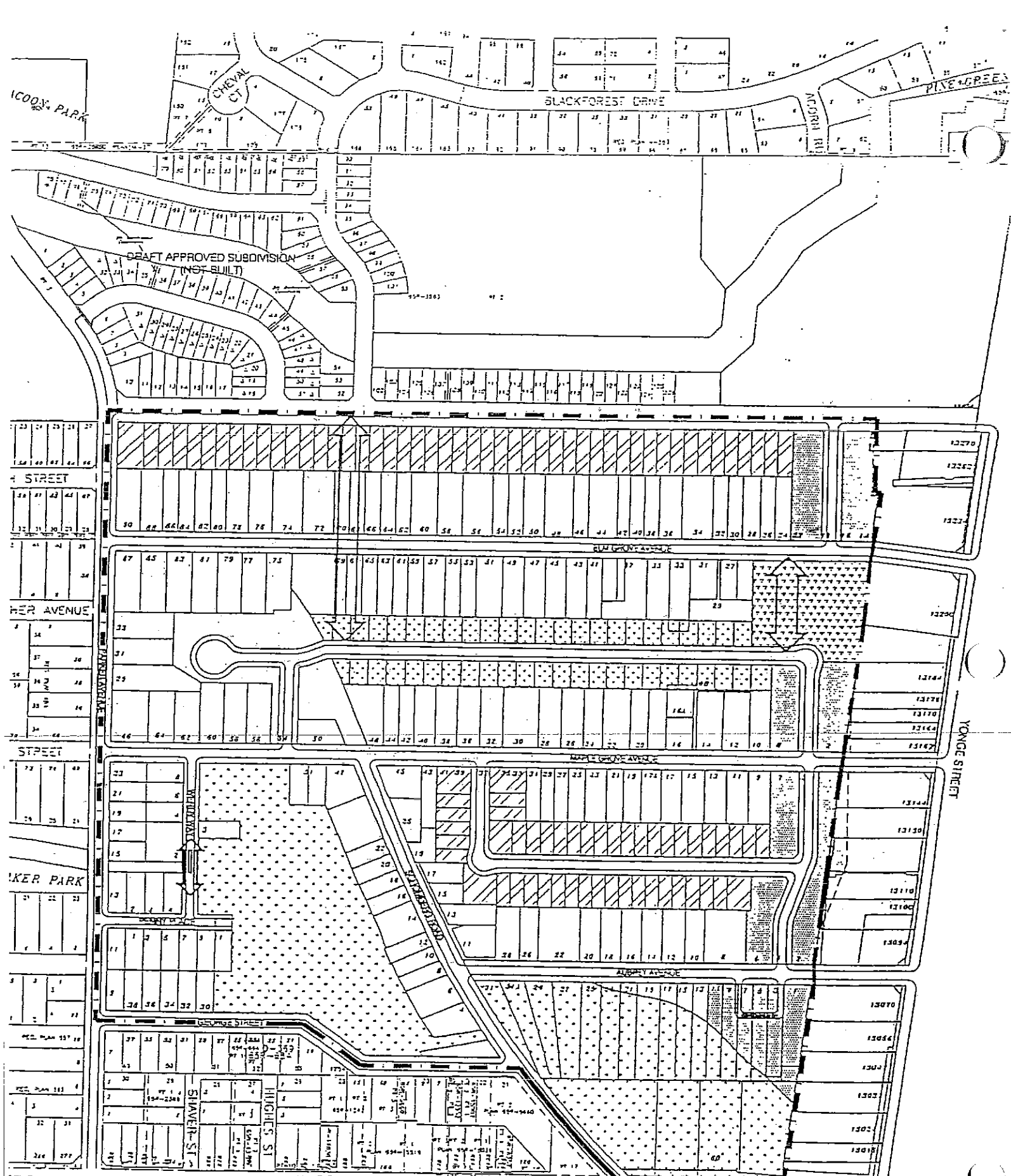
With the exception of the proposed wide shallow lot standards, the above zoning provisions are only the general standards for these zone categories under By-law 313-96. Full compliance with all applicable zoning standards under Zoning By-law 313-96, as amended, must be ensured.



- LEGEND**
- EXISTING OPEN SPACE
 - PROPOSED PARK
 - PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 45' LOTS
 - PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 60' WIDE SHALLOW LOTS
 - PROPOSED MEDIUM DENSITY RESIDENTIAL INFILL
 - CONSERVATION LAND
 - PROPOSED PEDESTRIAN LINK

OPA 129
 Town of Richmond Hill
 ELM GROVE/ MAPLE GROVE/ AUBREY RESIDENTIAL INFILL STUDY
 UD+D
 INCORPORATED
 CONCEPT PLAN # 000031





- LEGEND**
- STUDY AREA
 - PROPOSED PARK
 - PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 45' LOTS
 - PROPOSED INFILL SINGLE FAMILY RESIDENTIAL 60' WIDE SHALLOW LOTS
 - PROPOSED MEDIUM DENSITY RESIDENTIAL INFILL
 - CONSERVATION LAND

OPA 129
Town of Richmond Hill
 ELM GROVE/ MAPLE GROVE/ AUBREY RESIDENTIAL INFILL STUDY
 UD+D
 INCORPORATED

000032

EXTRACT FROM SPECIAL PLANNING & DEVELOPMENT COMMITTEE MEETING
PDC#14-99 HELD ON JUNE 16, 1999

SCHEDULED BUSINESS

- I. Staff Report SRP.99.112
Elm Grove/Maple Grove/Aubrey Avenue
Infill Study
File No. D00-NU-EL

Mr. P. Freeman outlined the boundaries of the Elm Grove/Maple Grove/Aubrey Avenue potential in-fill area. Mr. Freeman stated that OPA 129 provides for in-fill development. He advised that a survey was undertaken of the area residents and resident's meetings have been held. He stated that the Staff Report shows how the area could develop, subject to any restrictions within OPA 129.

Mr. Alan Hirschfield of UD + D Inc. stated that the objective of the Infill Study was to address development pressures and to allow for planned development in the existing neighbourhoods. Mr. Hirschfield stated that the decision to proceed with development rests with the residents. He further stated that the study provides a set of guidelines to benefit landowners, developers, builders, staff and Council. Mr. Hirschfield summarized the process undertaken to complete the study, including a street by street analysis and assessing opinions and attitudes of the various areas. He outlined the proposed pedestrian walkways and neighbourhood concepts.

Mr. Edward W. Piche, 83 Elmgrove Avenue stated that he represents the homeowners at 75, 81, 83 and 85 Elmgrove Avenue. Mr. Piche stated that the proposal provides 18 lots from 72 Elmgrove, running through both sides of the street to 87 Elmgrove. He stated that 14 of the 18 are in excess of 75 feet wide. He stated that neither he, nor the homeowners at Nos. 75, 81 and 85 Elmgrove would support any relief from these widths.

Mr. Mollicone, 28 Beaufort Hill Road stated that he is the owner of 1 Aubrey Avenue. He stated that he is the owner of lots on the west side of Yonge Street, south of Aubrey and that he purchased #1 Aubrey to allow for a buffer between the commercial uses on Yonge Street and the residential area. Mr. Mollicone advised that he received written confirmation from the Town assuring him that No. 1 Aubrey was zoned commercial. Mr. Mollicone noted that under the proposal, it is his opinion that medium density residential development is proposed for Aubrey Avenue, including his property at No. 1. Mr. Mollicone requested protection for this property, to allow for commercial uses on Yonge Street to continue.

A resident of the area stated that, in his opinion, if the proposal were to proceed, the property values in the area will decrease and the taxes will not decrease.

Ms. Pamela Horsak, 10 Maple Grove Avenue stated that she has attended all of the meeting regarding this issue. She further stated that, in her opinion, all of the surveys distributed to residents were not submitted. She requested information on how the Town will ensure that the development follows the guidelines respecting lot sizes and neighbourhood concepts. She requested information regarding the process to be followed if a request was made to change the lot sizes at some later date.

Moved by: Regional and Local Councillor Mabley

- [1] 1. That Planning and Development Committee receive Staff Report SRP.99.112 and recommend that Council approve the Elm Grove/Maple Grove/Aubrey Avenue Residential Infill Study Report and Design Principles prepared by UD+D Inc. as the basis for considering future development and redevelopment in the Elm Grove/Maple Grove/Aubrey Avenue neighbourhood; and,
2. That the Concept Plans, prepared by UD+D Inc. contained in Staff Report SRP.99.112, be endorsed as one illustrative concept for achieving redevelopment in accordance with the Infill Study Report referred to in Recommendation #1 above.

EXTRACT FROM SPECIAL PLANNING & DEVELOPMENT COMMITTEE MEETING

PDC#14-99 HELD ON JUNE 16, 1999

Carried Unanimously

FOR YOUR INFORMATION AND ANY ACTION DEEMED NECESSARY

Special Planning and
Development Committee
Meeting

Appendix "B"
SRP. 99.112
File(s) DDO-NU-EC

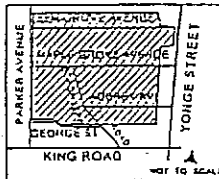
WEDNESDAY, JUNE 16, 1999

North Urban Development Area Secondary Plan
(Official Plan Amendment No. 129)

ELM GROVE/MAPLE GROVE/AUBREY
AVENUE RESIDENTIAL INFILL STUDY

A SPECIAL PLANNING AND DEVELOPMENT COMMITTEE MEETING has been scheduled for Wednesday, June 16, 1999, at 7:30 p.m., in the Council Chambers of the Municipal Building, 225 East Beaver Creek Road to notify the public and receive comments on the Residential Infill Concept Plan for the Elm Grove/Maple Grove/Aubrey Avenue area (Please refer to the key map of the study area).

KEY MAP



☒ SUBJECT LANDS

The purpose of the meeting is to present, for approval, the Residential Infill Concept Plan and Policy Guideline prepared by UD+D, the consulting firm retained by the Town for the Elm Grove/Maple Grove/Aubrey Avenue Neighbourhood.

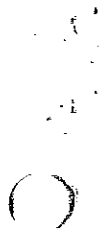
Policies in the North Urban Development Area Secondary Plan (Official Plan Amendment No. 129) require that comprehensive concept plans be developed and approved by Council prior to the consideration of development proposals within identified infill redevelopment areas. The residential infill concept plan has been prepared based on principles of protection of the natural environment, compatibility in character with existing uses, efficient and safe street patterns, and good urban design. The recommended Concept Plan provides the technical basis on which future plans for backlot redevelopment and land severances in the neighbourhood will be evaluated by Council and Town staff.

ANY PERSON may attend the meeting and/or make written or verbal representation either in support of, or in opposition to this matter. Written comments should be mailed to the Town Clerk, Town of Richmond Hill, Box 300, Richmond Hill, Ontario, L4C 4Y5.

ADDITIONAL INFORMATION relating to the Residential Infill Study is available for inspection between 8:30 a.m. and 4:30 p.m. at the Planning Department Offices (4th Floor), 225 East Beaver Creek Road, Richmond Hill, or by contacting Paul Freeruan, Senior Planner at the Planning and Development Department at (905) 771-8910. The Staff Report prepared in respect of this item will be available from the Clerk's Office on Friday, June 11, 1999, after 3:00 p.m.

R.J. DOUGLAS, TOWN CLERK
DATED THIS 1ST DAY OF JUNE, 1999.

000035



000036