

# Weldrick Road West Tertiary Plan

Town of Richmond Hill  
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# EXECUTIVE SUMMARY

## Background

The Weldrick Road West Tertiary Plan study area is situated on the west side of Yonge Street, forming part of the block between Weldrick Road West and Yongehurst Road. Located within the “Neighbourhood” designation of the Richmond Hill Official Plan, the area is generally characterized by single detached dwellings with deep lots fronting onto these two abutting public streets. The area has been experiencing development pressures within and surrounding its boundaries.

## Planning Context

The “Neighbourhood” designation specifically requires that a tertiary plan be approved by Town Council to direct and demonstrate where and in what form new medium density residential uses can be incorporated into existing neighbourhoods to ensure that they are compatible and represent a "good fit" within the physical context and character of the area. The Weldrick Road West Tertiary Plan is a land use planning and design study that provides more detailed land use and design direction for development within the study area, and further implements the policies of Richmond Hill’s Official Plan.

## Physical Context

The Weldrick Road West study area is characterized by a mixture of low-rise single detached dwellings with most buildings constructed in the 1970s and later. The study area is generally

characterized by a relatively large lot character with generally consistent frontages of 30.4 metres (100 feet) or 15.2 metres (50 feet). The significant lot depths in the area, with virtually all properties in excess of 80 metres (260 feet) deep, provides the opportunity for infill development. New dwellings in the area have typically occurred through replacement housing, severances of existing deep and/or wide lots and comprehensive infill plans of subdivision. Existing intermittent watercourses and treed areas are present generally in the eastern portion of the study area. Overall the area has remained stable.

## Design Principles

A series of land use planning and design principles rooted in the Official Plan, and informed through public consultation, provide the basis for the land use direction for the study area. These include principles related to connections, land use patterns, compatibility, built form, and the retention of natural heritage features.

## Tertiary Plan Schedule

The Tertiary Plan Schedule illustrates and describes the overall recommended structure of land use and street patterns for the study area’s future development. The Tertiary Plan Schedule specifically identifies: patterns for new streets and circulation; areas with natural heritage considerations or identified for open spaces; areas identified for low density residential uses; and, areas identified as appropriate locations for medium density residential uses. This Tertiary Plan Schedule together with the Design Guidelines and Implementation section of the Tertiary Plan provides direction to the development approvals process.

The Tertiary Plan Schedule contains the following five components providing direction to future development in the area.

1. **Natural Areas:** generally identifies the approximate extent of existing natural areas (wooded areas and watercourses) and their influence area within the study area. Further study and assessment through the development approval process will be required to demonstrate the function of these features and identify any necessary measures in keeping with relevant policies and regulations to allow any development to proceed on affected properties.
2. **Streets and Walkways:** identifies the existing street network and the system of new streets and walkways within the study area to be achieved through potential future development. This includes the continuation of the Sorrento Drive extension, a new local street parallel to Yonge Street as identified in the Official Plan, and new local street connections to Weldrick Road West and Yongehurst Road.
3. **Medium Density Residential:** identifies the extent of areas appropriate for new medium density residential uses, such as townhouses. Medium density residential uses are directed to the eastern portion of the study area closest to Yonge Street, to support transit usage while providing a transition into the Weldrick Road West neighbourhood.
4. **Low Density Residential:** identifies the extent of areas appropriate for the continuation of the prevailing pattern of single detached dwellings in the study area. The remainder of the study area is identified for low density residential uses,

in order to continue the prevailing lotting fabric and large lot character in the study area.

5. **Parks and Trails:** identifies a new trailway linkage together with supporting small park spaces along the watercourse corridor through the study area to be achieved through potential future development.

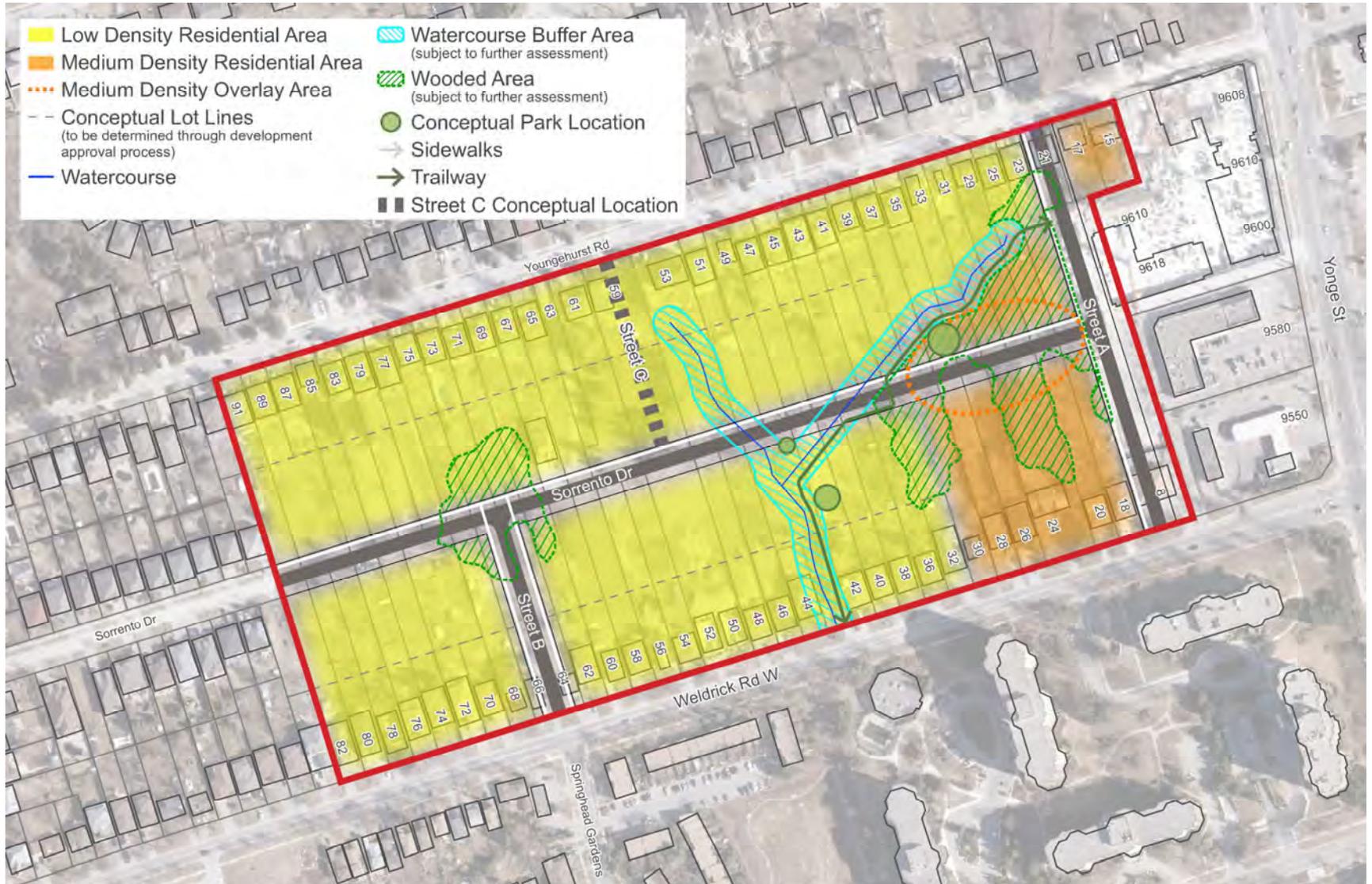
## **Design Guidelines**

A series of design guidelines are set out in the Tertiary Plan and provide design guidance in respect to future development within the study area. Rooted in the compatibility policies of the “Neighbourhood” designation of the Official Plan, these design guidelines provide guidance to the form and design treatment within the Medium Density Residential Area and the Low Density Residential Area.

## **Implementation**

An implementation plan outlines the implementation requirements for the study area. This includes requirements related to matters of planning approvals required for development; the timing and sequencing of development; required studies or assessments for development proposals; and, coordination requirements with surrounding property owners. Four schematic implementation areas identify certain requirements based on the factors affecting each implementation area.

**Schedule 1:** Weldrick Road West Tertiary Plan Schedule.





# 1. INTRODUCTION

## 1.1 Purpose and Study Area

The Weldrick Road West Tertiary Plan study area is generally bounded by Yongehurst Road to the north, the easterly lot lines of 93 Yongehurst Road, 22 to 23 Sorrento Drive, and 84 Weldrick Road West to the west, Weldrick Road West to the south and the westerly lot lines of 9550 to 9618 Yonge Street to the east (see Figure 1). The study area is located within the “Neighbourhood” designation of the Richmond Hill Official Plan and is generally characterized by single-detached dwellings with deep lots fronting onto Yongehurst Road and Weldrick Road West. The area has been experiencing development pressures within and surrounding its boundaries. The Weldrick Road West Tertiary Plan is a land use planning and design study that will provide more detailed land use and design direction for existing and potential future development applications within the study area, in conformity with and further implementing the policies of the Official Plan.

A Tertiary Plan is prepared for smaller areas of Richmond Hill to provide guidance for future development applications in a specific study area. Tertiary Plans provide clarity and certainty to Council, landowners, residents and development applicants on where and how development may take place within the Tertiary Plan area. The Tertiary Plan establishes Council’s intent and direction for the area on matters related to the location and type of new residential uses; the form that residential uses should take including detailed design criteria and compatibility and connectivity requirements for development; potential new public infrastructure, such as new

streets or sidewalks, to accommodate the new uses; the retention of the Greenway System; and, considerations for how development may be implemented over time.

The Official Plan directs that the majority of Richmond Hill's growth will occur in the "Centres" and "Corridors". However, some growth is expected to take place within the "Neighbourhood" designated areas of the Official Plan. The “Neighbourhood” designation specifically requires that a Tertiary Plan be approved by Town Council prior to the approval of new medium density residential development, such as townhouses, along collector or local streets. The general intent of this policy is to direct and demonstrate where and in what form new medium density residential uses can be incorporated into existing neighbourhoods to ensure that they are compatible and represent a "good fit" within the physical context and character of the area.

The Weldrick Road West Tertiary Plan study was undertaken in accordance with the policies of the Official Plan to address existing and potential, future development applications, including new medium density residential uses. The Tertiary Plan provides direction for the low density residential infill development in the study area.

**Figure 1:** Study Area for the Weldrick Road West Tertiary Plan.



## 1.2 How to Read This Plan

The Weldrick Road West Tertiary Plan study report is comprised of two parts. Part 1 of the Tertiary Plan contains general background sections that sets out the framework of the existing policies and physical conditions within the study area. Part 1 of the Tertiary Plan is included for reference purposes, and includes:

- Planning Context (Section 2) outlines the policy framework for the Tertiary Plan providing the general policies for the development of study area and preparation of this plan;
- Physical Context (Section 3) describes the existing physical conditions in the Tertiary Plan area with respect to the existing pattern of development, built form, and streetscapes;
- Design Principles (Section 4) express the vision set by the Official Plan and the community through consultation; and.
- Appendices provide a complete summary of the Planning Context (Appendix A) and Physical Context (Appendix B) for reference purposes.

The second part of the Tertiary Plan contains the land use plan, guidelines, and implementation plan that provides direction to the development application review process. Part 2 of the Tertiary Plan includes:

- The Tertiary Plan Schedule (Section 5) sets out land uses and provides the general direction for the development of residential uses, street patterns, and open spaces;
- Design Guidelines (Section 6) provide a series of detailed design guidelines that provide guidance to the implementation of the Tertiary Plan Schedule; and,

- Implementation (Section 7) outlines the implementation considerations necessary to realize the Tertiary Plan Schedule.



**Image:** The Weldrick Road West study area is located within the “Neighbourhood” designation, immediately to the west of the Yonge Street “Regional Mixed Use Corridor” area.

### 1.3 Consultation

Public consultation informed the Weldrick Road West Tertiary Plan. Two consultation sessions were held to discuss the issues and options for future development within the Weldrick Road West study area.

#### Consultation #1

The first consultation session was held in April 2015 to discuss the existing conditions within the study area and explore design principles moving forward with the Tertiary Plan process. The project team and Town staff explored three themes with participants (Land Use/Built Form, Movement/Circulation, and Open Space/Natural Heritage) to generate discussion and obtain feedback for the Tertiary Plan.

Noteworthy common themes that were heard from participants at the first consultation session included support for:

- The extension of Sorrento Drive and additional back-lot subdivisions;
- More pedestrian connections, particularly to Baif Park and along the watercourse;
- 2-storey building forms in keeping with existing residential character;
- Self-sufficient parking supply for medium density developments, to limit overflow onto streets;
- No need for additional active parkland in the area;
- Preservation of existing tree cover as much as possible;
- Low density residential along Yongehurst Road;

- Medium density residential opportunities in the eastern portion of the study area along Weldrick Road West;
- Opportunities for realignment of the watercourses; and
- Consideration of how to move forward with infill development in light of potential landowner “hold-outs”.



**Image:** Presentation of the purpose and background context for the Weldrick Road West Tertiary Plan at the first public consultation session.

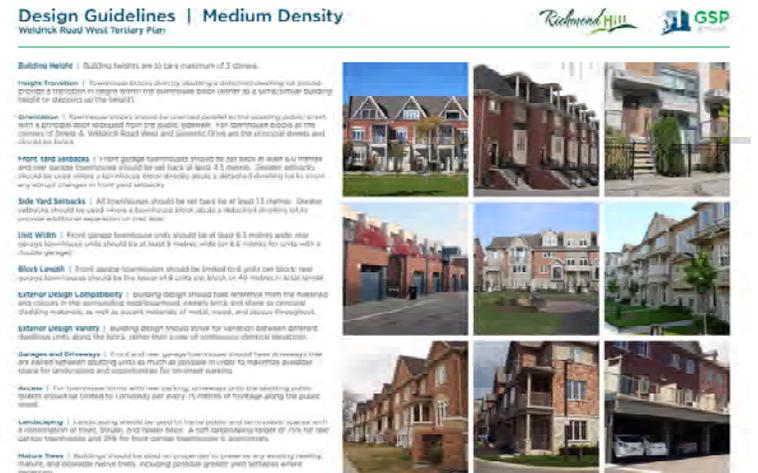
## Consultation #2

The second consultation session was held in October 2015 to present and discuss the conceptual land use plan that was formulated based on the input and direction from the background review, existing conditions review, and the first consultation session. The project team and Town staff explored the various layers that comprised the conceptual land use plan, including natural heritage features, street network, low and medium density residential areas, and trails and open spaces for discussion and evaluation purposes. Implementation matters were also explored for the different geographic areas of the study area, including how different areas could progress independently, the opportunity for realignment of the watercourses, and the design guidelines for the study area.

Common comments that were heard from participants at the second consultation session included those regarding:

- The nature of the existing watercourses and their impacts on development in the area;
- Challenges associated with maintenance of the existing watercourses;
- Safety concerns associated with the dead trees within the wooded areas of the study area;
- The purpose of the small greenspaces along the watercourse, particularly given the proximity to Baif Park;
- Opportunities for narrower frontages than is currently seen in the study area (such as 10 or 12 metres wide);
- The general acceptance of the extent of the medium density residential area;

- Interest in the continued extension of Sorrento Drive; and,
- Alternative street patterns within the block for the Sorrento Drive extension, such as a double street concept.



**Images:** Presentation material for the draft land use plan, implementation, and design guidelines at the second consultation session.

## **Landowner Meetings**

Subsequent to the second public consultation session, further meetings and discussions were held with two groups within the Weldrick Road West study area. The purpose of these additional meetings was to discuss in more depth particular development interests for specific properties within the study area for consideration as part of the formulation of the land use pattern and design guidelines for the Tertiary Plan.

The first group represented landowner interests for development in the eastern portion of the study area closest to the Yonge Street corridor for medium density residential uses. This discussion generally concerned conceptual plans for the form, layout, and design of medium density residential uses in the eastern portion of the study area. Input from this discussion informed the preparation of the design guidelines for the Tertiary Plan.

The second group represented landowner interests for development in the central and western portions of the study area further from the Yonge Street corridor for lower density residential uses based on an alternative road pattern in the area. This discussion generally concerned a “double street” extension of Sorrento Drive easterly into the study area from its current terminus, and additional redevelopment opportunities over and above the street and lotting pattern established along the existing Sorrento Drive. The double-street concept was not considered to be appropriate given it is not in keeping with the prevailing character of the study area or that of the existing street and lotting pattern of infill development in the study area.

## 2. PLANNING CONTEXT

The Tertiary Plan process included a comprehensive review of the planning framework directing the development of study area. A complete description of the relevant policies and regulations is contained in Appendix A of this Tertiary Plan. The following summarizes the key points of the planning framework for the study area.

1. The Official Plan's "Neighbourhood" designation that applies to the study area permits new medium density residential uses, if identified by a Tertiary Plan that has been prepared by the Town and approved by Council, and on land that has either: (a) frontage on a "*collector street and is within walking distance to a public transit stop*"; or, (b) frontage on a "*local street and only in proximity to an existing medium density residential development*".
2. Within the "Neighbourhood" designation the maximum density of medium density residential uses is 50 units per hectare and the maximum building height is 3 storeys.
3. Any new development in the "Neighbourhood" designation must be "*compatible with the character of the adjacent and surrounding area*" in respect to predominant building forms and types; massing; general patterns of streets, blocks, lots and lanes; landscaped areas and treatments; and, general pattern of yard setbacks.
4. Given that the current R3 Zoning within the study area does not permit multiple residential uses, a development approval, including a Zoning By-law Amendment, would be required by a property owner that is proposing multiple residential forms of development, such as townhouses, where they are permitted by the Tertiary Plan.
5. The Richmond Hill Parks Plan calls for a neighbourhood park in the general area to the north of the study area. The identified gap in park service for the northern portion of the study area may be resolved through additional pedestrian connections to Baif Park to the south of Weldrick Road West.
6. The wooded areas and watercourses within the study area are not identified as features on Official Plan mapping, but must be evaluated through a site-specific Natural Heritage Evaluation to determine their significance and mechanisms for their protection and enhancement, in accordance with Official Plan policies.
7. The wooded areas within the study area may be consistent with the definition of "Woodlands" (and "Significant Woodlands"). Such a determination would have to be confirmed through a Natural Heritage Evaluation through the planning approvals process for development proposals on land containing the wooded areas, or portions thereof.
8. The intermittent watercourses are considered "watercourses" per Official Plan policies and Toronto Region Conservation Authority (TRCA) policies and regulations. The latter do contemplate the potential for the realignment of the watercourses, and satisfying certain technical criteria and the general achievement of environmental and ecological benefits, such as the improved hydrological function of watercourses.
9. Notwithstanding the protection of certain natural features afforded by the Official Plan, a general goal of the Official Plan is to preserve and enhance existing tree cover.

### 3. PHYSICAL CONTEXT

The Tertiary Plan process included a thorough review of the existing physical conditions and built form patterns in the study area, in order to assess its general character. A more detailed description of the physical context of the study area is contained in Appendix B of this Tertiary Plan.

#### 3.1 General Pattern and Form of Development

The built form pattern within the study area is characterized as a low-rise, low-density residential area primarily with single detached dwellings. Dwellings in this area are typically 1 and 2-storeys in height and largely constructed between 1950 and 1989. Since the 1990s, newer dwellings on Sorrento Drive abutting the western edge of the study area resulted from infill development through backlot subdivision of rear lots and the extension of the street, while newer dwellings on Weldrick Road West and Yongehurst Drive were a result of replacement housing on existing lots as well as infill development through severances of wider existing lots.



**Images:** Existing detached dwellings along Sorrento Drive (top) and Weldrick Road West (bottom) within the study area.

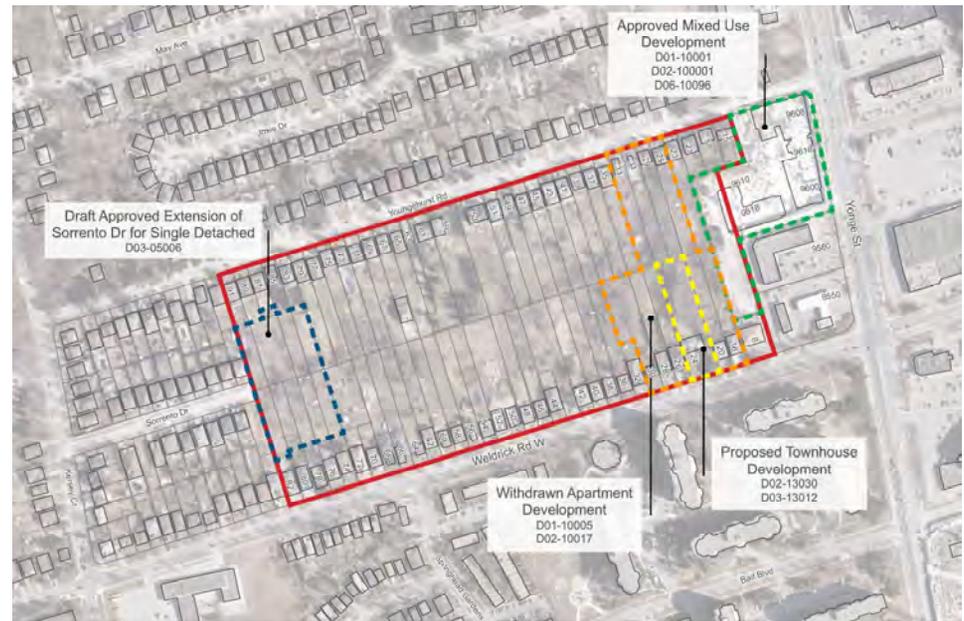
### 3.2 Recent Development Applications

A number of development applications in proximity to the intersection of Yonge Street and Weldrick Road West have been received by the Town over the last 10 years (refer to Figure 2). These include the following applications:

- a) In April 2006, a Draft Plan of Subdivision (D03-05006) was draft approved to facilitate 10 new lots and a 76 metre extension of Sorrento Drive to the east to continue the established pattern of backlot infill lots. To date, this Plan of Subdivision has not been registered.
- b) In June 2010, applications to amend the Official Plan and Zoning By-law were submitted to permit a high density residential development with five buildings, 9 to 15 storeys in height, for 25-33 Yongehurst Road and 18-30 Weldrick Road West (D01-10005 and D02-10017). The Town deemed that the application did not conform to the Official Plan concerning height and density within the "Neighbourhood" designation, built form compatibility, and natural heritage protection (watercourses and wooded areas) within the site. Following Council's denial of the application, the applicant appealed the refusal to the Ontario Municipal Board, but subsequently withdrew the appeal and closed the file.
- c) In January 2010, applications to amend the Official Plan and Zoning By-law were submitted to permit a high density residential development comprised of two 15-storey terraced condominium apartment buildings with ground floor commercial/retail uses for the lands known

as 9612 Yonge Street (D01-10001, D02-10001 and D06-10096). The applications were approved in 2013 and the development is currently under construction. As part of the development, land for a north/south local street, as identified in the Official Plan, was secured by the Town and will be constructed in the future.

- d) In October 2013, applications were submitted to permit 17 townhouse dwelling units fronting on a private, common element condominium street for the land known as 24 Weldrick Road West (D02-13030, D03-13012 and D05-13004). Through the process, the development proposal was considered premature pending a Council-approved Tertiary Plan.



**Figure 2:** Recent planning approval applications in the study area.

### 3.3 Key Findings and Analysis

The following key summary points of the Physical Context for the study area provide direction for the detailed concept plans and related design guidelines for the Tertiary Plan.

1. The study area is generally characterized by a mixture of 1 and 2-storey single detached dwellings with most buildings constructed between 1950 and 1989, although some dwellings were constructed in the 1990s and onwards.
2. New dwellings in the study area have typically occurred through replacement housing, severances of existing deep and/or wide lots and comprehensive infill plans of subdivision. Overall the study area has remained stable.
3. The study area is characterized by a relatively large lot character with generally consistent frontages consisting of 15.2 and 30.4 metre frontages (50 to 100 feet) and large lot depths in the order of 125 metres.
4. Although well-served by the surrounding public street network, including Yonge Street and Weldrick Road West, the study area is comprised of a single block of a significant length. This limits pedestrian connectivity in the study area.
5. The study area forms part of a block that is long and wide by contemporary urban standards, generally 830 metres in length between Yonge Street and Kersey Crescent and 250 metres wide between Yongehurst Road and Weldrick Road West (the study area's length within that block). Continuation of the extension of Sorrento Drive through the study area would continue to divide the block in half.
6. There is a relatively consistent pattern of front yard setbacks for newer developments along Sorrento Drive that provides direction for positioning of new infill buildings from property lines.
7. Sidewalk patterns through the study area are limited to one side of the street.
8. There are a number of existing wooded areas and existing open watercourses through the study area that require further study through a Natural Heritage Evaluation as part of the development approvals process. Comprehensive reviews of these wooded areas and features have not been undertaken as part of the Tertiary Plan.
9. Planting schemes for streetscapes and properties throughout the study area are varied in nature, location, and treatment. There are locations with more consistent street planting such as on newer streets like Sorrento Drive.

## 4. PRINCIPLES

The Weldrick Road West Tertiary Plan is guided by a series of land use planning and design principles that are rooted in the Official Plan and which have been informed through public consultation. The land use and design principles for the study area are as follows:



**1. Connectivity:** establish a walkable street and lot pattern with new streets and walking routes that break-up the large block for movement, considering both east-west and north-south movements.



**2. Appropriate Density:** establish locations for new medium density residential anchored in the eastern portion of the block as a transition from the Yonge Street corridor to the large lot, single family dwelling character to the study area's interior.



**3. Pedestrian-Oriented:** incorporate new infill buildings that reinforce a pedestrian-oriented built environment with building placement and landscape design reinforcing the street edge.



**4. Compatibility:** ensure infill buildings are a good fit with the surrounding neighbourhood character in terms of building forms, general lotting pattern, height, mass, and landscape treatment.



**5. Retain Tree Cover:** explore opportunities to retain existing quality trees as part of new infill development patterns, and complement existing tree cover with the addition of new trees.



**6. Retain Watercourses:** maintain or improve the function of the existing intermittent watercourses that currently exist in the eastern portion of study area running between Yongehurst Road and Weldrick Road West.



**7. Effective Implementation:** provide a plan and guidelines that can be implemented over time, recognizing the need for phasing, coordination, and landowner cooperation.

## 5. TERTIARY PLAN SCHEDULE

### 5.1 Purpose and Process

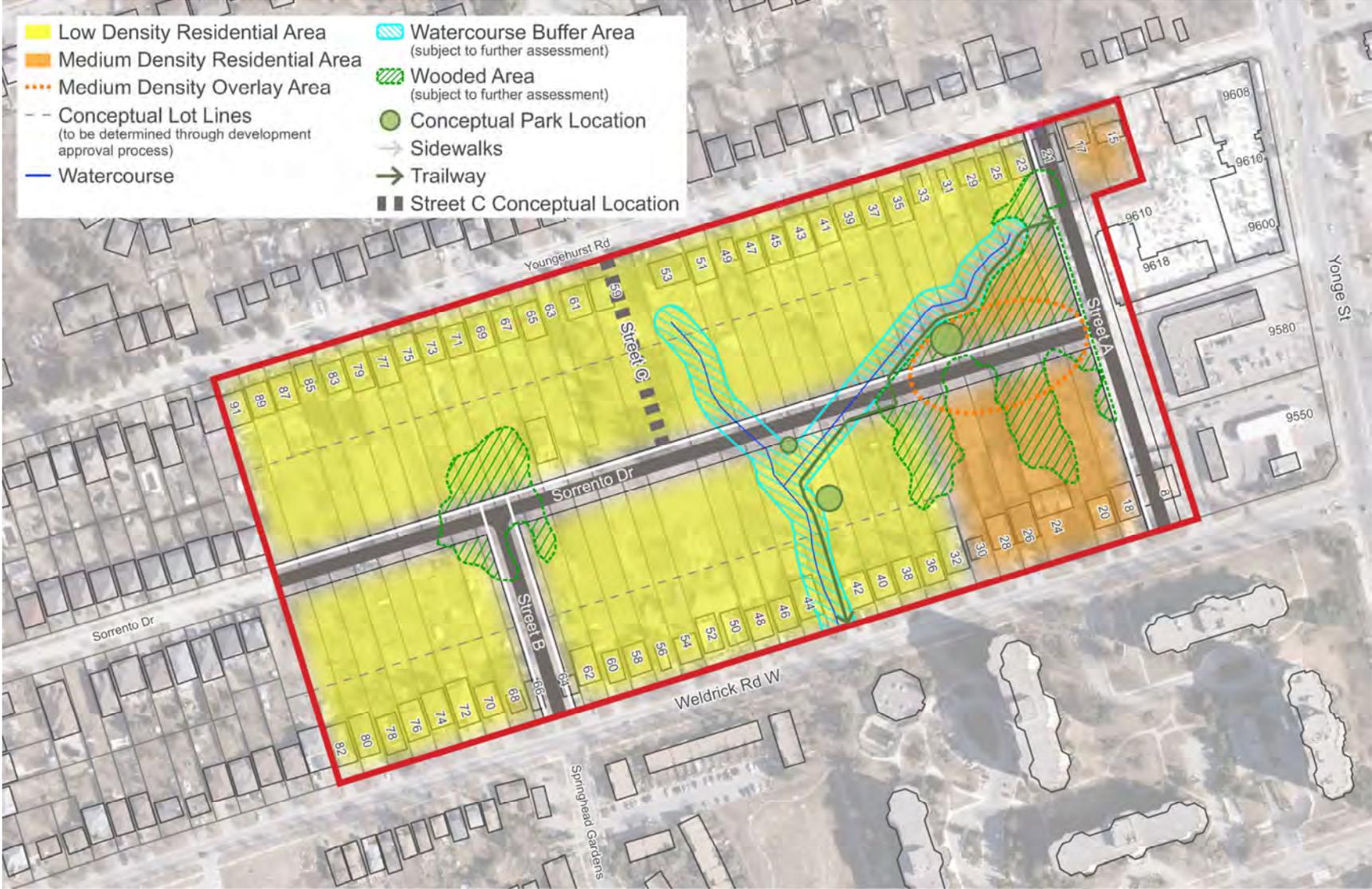
This section sets out the land use schedule for the Weldrick Road West Tertiary Plan. The “Tertiary Plan Schedule” illustrates and describes the overall recommended structure of land use and street patterns for the study area (see Schedule 1). Developed in accordance with the Official Plan policies, the Tertiary Plan Schedule specifically identifies: patterns for new streets and circulation; areas with natural heritage considerations or identified for open spaces; areas identified for low density residential uses; and, areas identified as appropriate locations for medium density residential uses. The Tertiary Plan Schedule is to be read together with the Design Guidelines in Section 6 of the Tertiary Plan, which provides detailed guidance regarding matters of built form and design.

The Tertiary Plan Schedule reflects the planning framework, the existing conditions and fabric in the community, input from the community, staff, and agencies, and, current development proposals and concepts from property owners. Through the preparation of the Tertiary Plan Schedule different options for street patterns and connectivity, new lot fabric patterns, open space configurations and locations, and the treatment of watercourses and wooded areas were explored. The Tertiary Plan Schedule together with the Design Guidelines address the compatibility policy considerations of the “Neighbourhood” designation in the Official Plan.

The Tertiary Plan Schedule is comprised of 5 “layers” which informed its formulation through the process. These layers, which are further described in the following sections, include:

1. Natural Areas: identifies the extent of existing natural areas (wooded areas and watercourses) and their influence area within the study area.
2. Streets and Walkways: identifies the system of new streets and walkways within the study area to be achieved through potential future development.
3. Medium Density Residential area: identifies the extent of areas appropriate for new medium density residential uses, such as townhouses.
4. Low Density Residential area: identifies the extent of areas appropriate for the continuation of the prevailing pattern of single detached dwellings.
5. Parks and Trails: identifies a new potential trailway linkage together with supporting small park spaces along the watercourse corridor through the study area to be achieved through potential future development.

**Schedule 1:** Weldrick Road West Tertiary Plan Schedule.



## 5.2 Natural Areas

The study area contains watercourse features and wooded areas. The watercourse features begin between 42/44 Weldrick Road West, continue north and splits into two channels just south of 23/25 Yongehurst Road and 53 Yongehurst Road. They are piped south of 42/44 Weldrick Road West and north of 53 Yongehurst Road, but are open north of 23/25 Yongehurst Road. Wooded areas also exist within the study area, some contiguous to the watercourse features.

Where a Natural Heritage Evaluation determines a key natural heritage feature(s) and/or key hydrological feature(s) to be significant within the Tertiary Plan area, the establishment, expansion or upgrade of transportation, infrastructure or utilities may be permitted within the feature(s) where the need for the project can be demonstrated and planning, design and construction and management practices are incorporated so that they:

- Minimize the impact on the ecological integrity or hydrological integrity of the feature(s),
- Maximize the amount of natural vegetation cover restored within the right-of-way of the proposed infrastructure, transportation or utility use, and
- Maintain and, wherever possible, improve the ability of plant and animal species to move within the larger Greenway System.



### 5.2.1 Watercourses

The TRCA has determined that the watercourse features within the study area meet the definition of a "watercourse" pursuant to the Living City Policies and *Ontario Regulation 166/06*. Analysis by TRCA Staff has determined that the watercourse features are a remnant portion of a Don River tributary that existed prior to homes being constructed on Weldrick Road West and Yongehurst Road. TRCA Staff have advised that the watercourse features are subject to flooding and that there is an associated floodplain, and they are not considered constructed drainage ditches.

Due to incremental impacts from surrounding development, it is recognized that the watercourse features have been disturbed and have a reduced ecological function. TRCA's policies identify that where a watercourse feature has been degraded and where there is an opportunity for its enhancement through the development process, a "reach-based analysis" may be conducted on the full extent of the watercourse feature between Yongehurst Road and Weldrick Road West to examine potential enhancements.

TRCA Staff do not support the watercourse's enclosure through measures such as piping, but do note that a potential enhancement to the watercourse feature in the study area may include a comprehensive realignment plan and have provided a number of key considerations for the realignment of a watercourse feature should it be contemplated by a proposed development application:

- A realignment must result in an improvement to the ecological function of the watercourse feature and maintain or improve natural hazard management. No new development will be permitted within an area subject to natural hazards.

- A comprehensive "reach-based analysis" of enhancement opportunities will be required for the watercourse area. This analysis will need to be completed to the TRCA's satisfaction and will need to include ecological, fluvial geomorphology and water resource engineering analysis of the existing form and function of the watercourse corridor, as well as the proposed form and function of the corridor.
- To the extent feasible, the implementation of any enhancement works should be completed comprehensively, on multiple properties or for lands affected by the entire watercourse at one time. The TRCA will not support realignment at the individual property level.
- Proposed modifications will not be supported by the TRCA where works proposed on individual properties are not consistent with the broader strategy, or where works cannot be completed at an individual property level, without negatively impacting upon adjacent properties.

Permits from the TRCA, pursuant to *Ontario Regulation 166/06*, will be required for all watercourse alterations within the floodplain and within the adjacent Regulated areas. Permits are specific to each individual landowner and property.

### 5.2.2 Wooded Areas

The wooded areas are schematically shown (based generally on aerial photography) on Schedule 1 as hatched areas over the underlying land use, meaning that a Natural Heritage Evaluation is required to comprehensively identify their boundaries, composition, and quality in order to determine the need for retention.



### 5.3 Streets and Walkways

The Tertiary Plan Schedule identifies the following new streets to provide additional connections through the study area:

1. Street A: a new local street running parallel to Yonge Street as identified in the Official Plan. The central portion of the street is currently owned by the Town. Connections to Yongehurst Road and Weldrick Road West are required in order to achieve the implementation of the street and connectivity in the study area.
2. Sorrento Drive: the extension of Sorrento Drive from its current western terminus through the study area to connect to Street A, continuing the pattern that has been set to the west of the study area.
3. Street B: a new local street connection between the Sorrento Drive extension and Weldrick Road West, aligned at the existing intersection of Weldrick Road West and Springhead Gardens.
4. Street C: a new local street connection between the Sorrento Drive extension and Yongehurst Road. This street is conceptually shown on the Tertiary Plan Schedule to illustrate the need for this connection, understanding that there is flexibility with respect to its location.

All new streets are illustrated as 20 metre wide right-of-ways in accordance with Official Plan policies.

## 5.4 Medium Density Residential Area

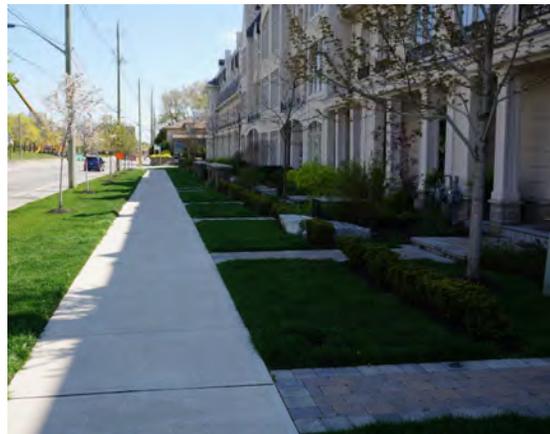
The Tertiary Plan Schedule identifies a “Medium Density Residential Area” in the eastern portion of the study area as an additional transition area from the Yonge Street “Regional Mixed Use Corridor” designation, which is envisioned for mixed-use, high density residential development, to the single detached residential in the interior of the study area. In accordance with the criteria of Section 4.9.1.2 of the Official Plan, the Medium Density Residential Area is situated close to rapid transit along Yonge Street, is along Weldrick Road West as an identified collector street, and is facing existing higher density residential uses on the south side of Weldrick Road West. It has frontage on Weldrick Road West, Street A, and the planned extension of Sorrento Drive.

The following sets out criteria and the intended use and form of the Medium Density Residential Area:

1. Permitted Use: townhouse dwellings, single detached dwellings, and semi-detached dwellings.
2. Maximum Height: 3 storeys.
3. Maximum Density: 50 units per hectare.
4. Unit Width: 6 metres for rear garage townhouses and 6 metres for front yard single car garage townhouses. Garages in a front yard shall not exceed 50% of the dwelling’s width.

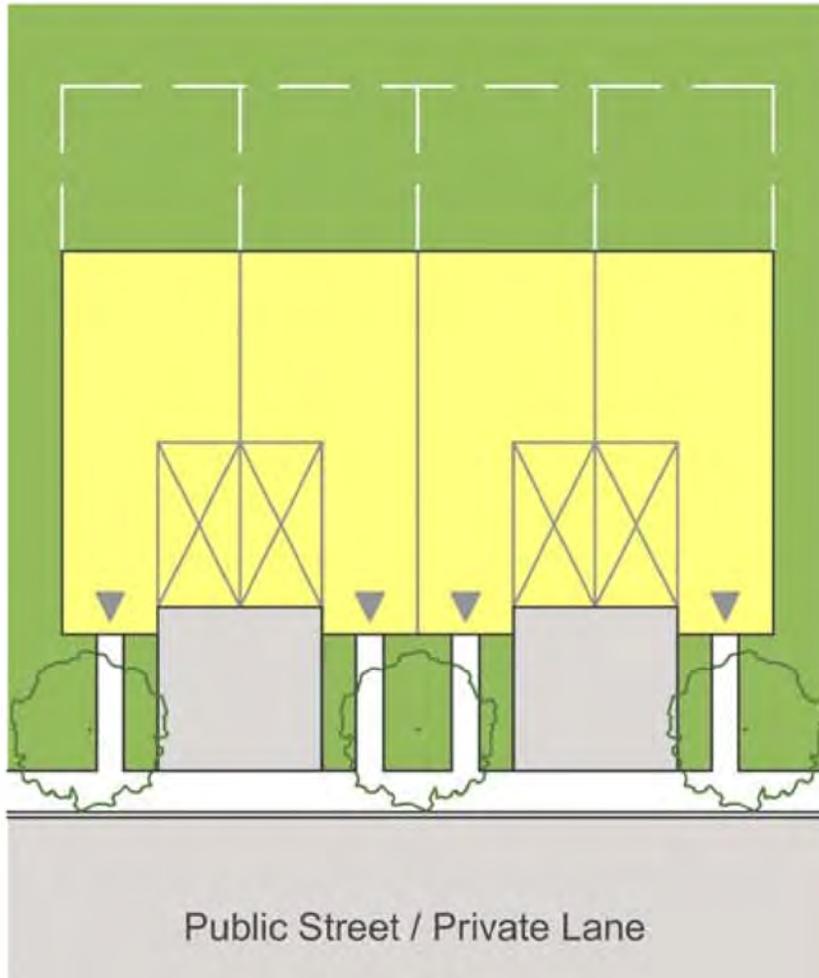


5. Medium Density Overlay Area: For land within the Medium Density Overlay Area, development shall front onto Sorrento Drive and shall provide financial and land dedication requirements to the satisfaction of the Town to ensure the construction of Sorrento Drive within the Overlay Area.
6. Watercourses: for those portions located on the north side of the proposed Sorrento Drive extension and west of the proposed Street “A”, the following shall apply:
  - Where a watercourse realignment is proposed to the satisfaction of the Town and the TRCA, minor refinements to the boundary of the “Medium Density Residential Area” may be considered; and,
  - Minor refinements associated with a proposed watercourse realignment in accordance per the above point shall not exceed the westerly limit of the “Medium Density Residential Area”.



## Medium Density Building Types

### Front Garage Townhouse



#### Description:

Front Garage Townhouses are townhouse blocks containing units arranged vertically in a row that are typically 2 to 3 storeys in height and have driveway and garage access from the front of the unit. Vehicular access may be through either a public street or through a private lane or parking area internal to site and pedestrian access is from the front of the unit. Front Garage Townhouses can be accommodated throughout the Medium Density Residential Area.

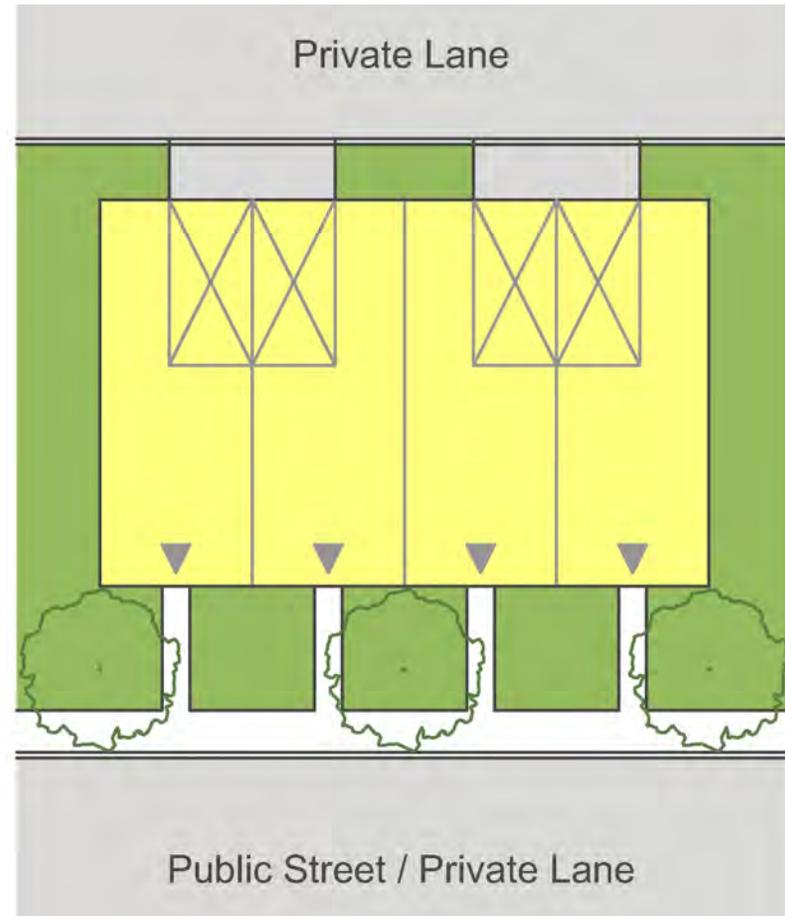
## Medium Density Building Types

### Rear Garage Townhouse



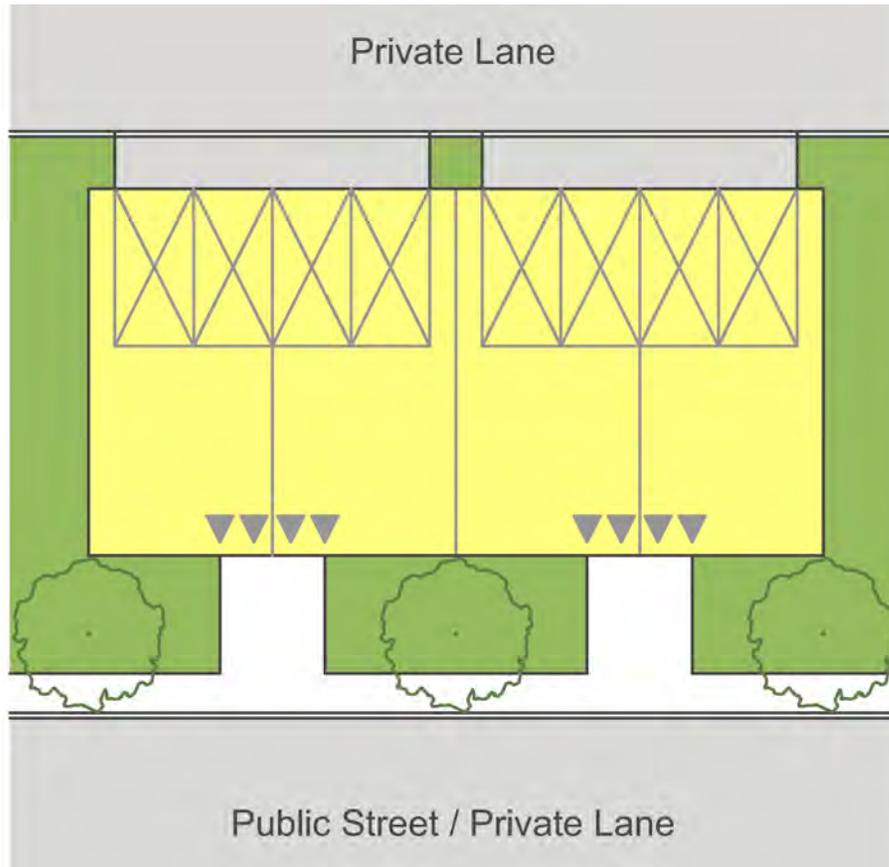
#### Description:

Rear Garage Townhouses are townhouse blocks containing units arranged vertically in a row that are typically 2 to 3 storeys in height and have driveway and garage access from the rear of the unit. Vehicular access is typically through a private lane or parking area internal to site and pedestrian access can be from the front or back of the units, or both. Rear Garage Townhouses can be accommodated throughout the Medium Density Residential Area, and are particularly encouraged to front on the public streets within the area.



## Medium Density Building Types

### Stacked Townhouse



#### Description:

Stacked Townhouses are townhouse blocks containing units arranged both vertically in a row and horizontally with units above. They are typically at least 3 storeys in height. Vehicular access is typically through a private lane or parking area internal to site and pedestrian access can be from the front or back of the units, or both. Stacked Townhouses may be permitted within the Medium Density Residential Area.

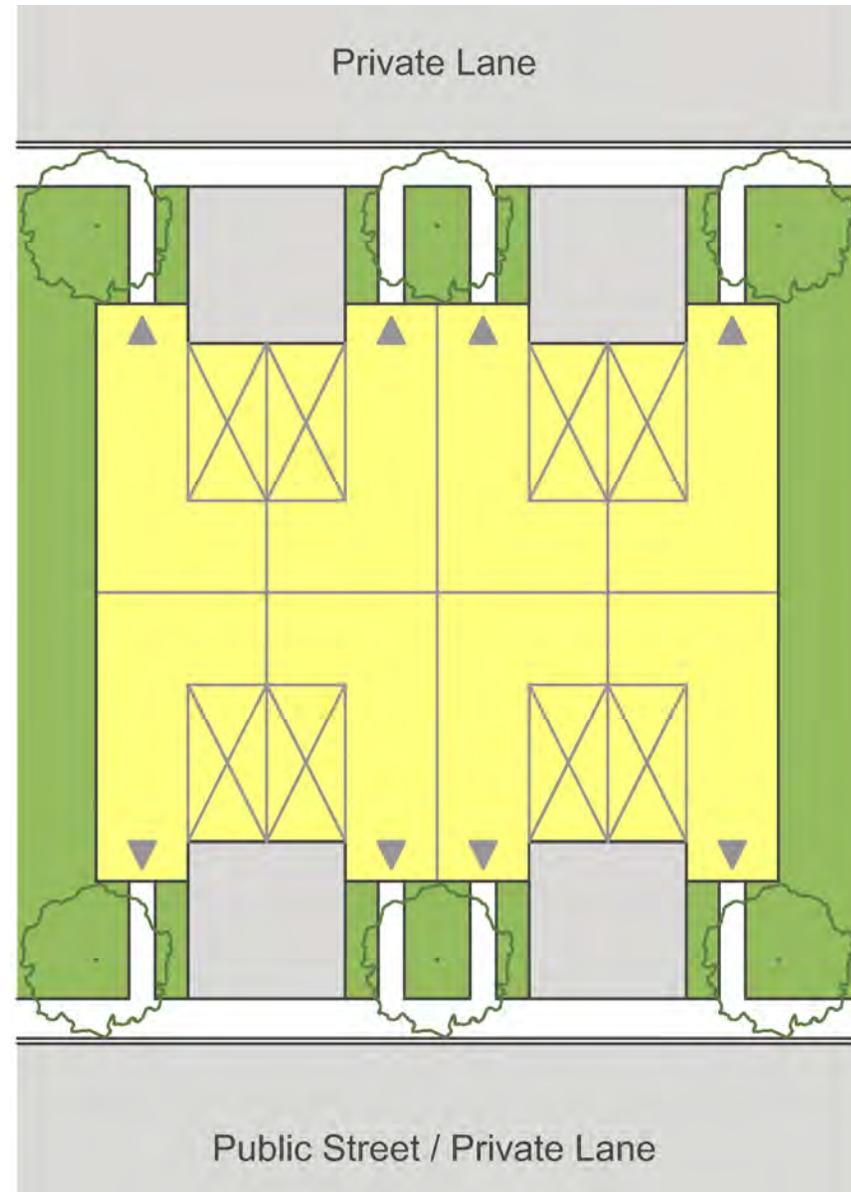
## Medium Density Building Types

### Back-to-Back Townhouse



#### Description:

Back-to-Back Townhouses are townhouse blocks containing units arranged vertically in a row and physically attached to another row behind. They would have no rear yards but often have balcony space for outdoor amenity. They are typically 2 to 3 storeys in height. Vehicular access can be through a public street or private laneway or parking area internal to the site. Pedestrian access is from the front of the units (and sides for corner units). Back-to-Back Townhouses may be accommodated throughout the Medium Density Residential Area, although they are more unique type of townhouse.





## 5.5 Low Density Residential Area

The Tertiary Plan Schedule identifies a “Low Density Residential Area” in the western, central and northeast portions of the study area. The Low Density Residential Area will allow for the existing pattern of lots in the surrounding area to continue in the form of the replacement of existing properties and new infill back-lot subdivisions. Presently, the Low Density Residential Area has frontage on Yongehurst Road and Weldrick Road West as well the extension of Sorrento Drive. The following sets out the criteria and intended use and form of the Low Density Residential area:

1. Permitted Use: single detached dwellings. Semi-detached dwellings may be permitted subject to a Zoning By-law Amendment.
2. Maximum Height: 3 storeys.
3. Detached Lot Frontage: prevailing lot frontage pattern of 15.2 metre (50 feet) lots for interior lots, and 19.8 metre (65 feet) for corner lots expected to continue for single detached dwellings on Weldrick Road West, Yongehurst Road, and Sorrento Drive.
4. Detached Reduced Lot Frontage: narrower 12.2 metre (40 foot) interior lots and 13.8 metre (45 foot) corner lots on new infill streets may also be considered.
5. Semi-Detached Lot Frontage: 14.6 metre (48 feet) for interior lots and 16.4 metre (54 feet) for corner lots, subject to Zoning By-law Amendment.

## 5.6 Parks and Trails

The Tertiary Plan Schedule identifies the potential for a trailway and small park spaces along the watercourse through the study area, with the general intent of additional connectivity and integration of the natural heritage areas in the study area.

The potential trailway is shown alongside the watercourse to provide an off-street connection between Weldrick Road West (at Baif Park) and Street A to complement the planned new streets. This would be a publicly accessible trailway with the ultimate alignment to be confirmed through the submission of Natural Heritage Evaluations.

Conceptual locations for a number of small parks are shown at certain points along the public trailway. These would be passive recreation spaces, such as open sitting areas, that complement the trailway function and that would be publicly owned and outside of the natural hazard area of the watercourse. They are generally intended to be sized and configured in locations where development efficiency is limited by the natural heritage fabric. The identified locations are conceptual in nature to demonstrate the possible location along the trailway, recognizing that final locations will need to be determined as part of the submission of development applications and Natural Heritage Evaluations.



## 6. DESIGN GUIDELINES

The design guidelines identified in this section support the land use direction of the Tertiary Plan Schedule and provide design guidance for properties within the Low Density Residential Area and Medium Density Residential Area. They generally provide design guidance on topics of building form, lot size and layout, architectural character, and landscape design. They are meant to be read in conjunction with the Town of Richmond Hill's Urban Design Guidelines.

Guidelines		Low Density Residential Area (Single Detached Dwellings)	Medium Density Residential Area (Townhouse Dwellings)
A.	Maximum Building Height	<ul style="list-style-type: none"> <li>3 storeys, although 2 storeys is preferred in keeping with the prevailing pattern in the area.</li> </ul>	<ul style="list-style-type: none"> <li>3 storeys.</li> </ul>
B.	Building Height Transition	<ul style="list-style-type: none"> <li>New buildings should be limited to 2 storeys where a transition to abutting 1 storey dwellings is necessary (may not be necessary abutting older single storey dwellings where shorter-term redevelopment is expected).</li> </ul>	<ul style="list-style-type: none"> <li>Townhouse blocks that directly abut a lot line shared with an existing single detached dwelling of lower height fronting Weldrick Road West should provide a transition in the building height.</li> <li>Transitions can be accomplished through a consistent building height with the abutting property along the entirety of the new building (i.e. 2 storeys) or by stepping up in the height of the new building (i.e. 2 storeys on the end units and 3 storey in the middle units).</li> <li>Transitions may not be necessary where a townhouse block abuts another property within the Medium Density Residential Area that is expected to redevelop for townhouses over time.</li> </ul>

Guidelines		Low Density Residential Area (Single Detached Dwellings)	Medium Density Residential Area (Townhouse Dwellings)
C.	<b>Front Yard Setbacks</b>	<ul style="list-style-type: none"> <li>6 to 9 metres is generally appropriate for all streets.</li> <li>On Weldrick Road West and Yongehurst Road, a consistent setback should be used where a uniform front yard setback exists on abutting properties, or within the range set by immediately abutting lots where there is variation.</li> </ul>	<ul style="list-style-type: none"> <li>Townhouses with front garages should be set back a minimum 6 metres.</li> <li>Townhouses with rear garages should be set back a minimum 4.5 metres.</li> </ul>
D.	<b>Porches</b>	<ul style="list-style-type: none"> <li>Covered front yard porches at least 1.5 to 2 metres deep are encouraged within the front yard. Porches for corner units are encouraged to be extended around the exterior side yard for continuity reasons, also provided they have a minimum depth of 1.5 metres for functionality reasons.</li> </ul>	
E.	<b>Side Yard Setbacks</b>	<ul style="list-style-type: none"> <li>Should be a minimum of 1.5 metres, although may be larger for lots with rear yard garages and their driveways.</li> </ul>	<ul style="list-style-type: none"> <li>Should be a minimum of 1.5 metres.</li> <li>An increase to 3 metres on a side yard of medium density building to any lot line shared with an existing single detached dwelling is to be provided as an additional separation.</li> </ul>
F.	<b>Lot / Unit Widths</b>	<ul style="list-style-type: none"> <li>Pattern of 15.2 metre (50 foot) wide single detached dwelling lots should continue on Weldrick Road West, Yongehurst Road, and Sorrento Drive.</li> <li>Narrower 12.2 metre (40 foot) interior single detached lots and 13.8 metre (45 foot) corner single detached lots may also be considered for new infill streets.</li> </ul>	<ul style="list-style-type: none"> <li>Townhouses with front garages should be a minimum of 6.5 metres per individual unit.</li> <li>Townhouse with rear garages should be a minimum of 6 metres per individual unit with a single garage, or 6.5 metres for units with a double garage.</li> </ul>
G.	<b>Block Length</b>	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>Townhouses with front garages preferably should be limited to 6 units per block (8 maximum).</li> <li>Townhouse with rear garages should be limited to the lesser of 8 units per block or 40 metres in length.</li> </ul>

<b>Guidelines</b>		<b>Low Density Residential Area (Single Detached Dwellings)</b>	<b>Medium Density Residential Area (Townhouse Dwellings)</b>
<b>H.</b>	<b>Block Orientation</b>	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>Townhouse blocks should be oriented to face the public street (Weldrick Road West and Sorrento Drive) and have a principal door accessed from the respective public sidewalk per the land use policies of the Tertiary Plan.</li> <li>For larger development blocks that have frontage on Weldrick Road West and/or Sorrento Drive as well as Street A, townhouse blocks oriented parallel to face Street A are encouraged, but flanking onto Street A is also acceptable provided the facing side is treated in a fashion similar to the principal front walls.</li> </ul>
<b>I.</b>	<b>Facing Relationship</b>	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>Townhouse block patterns should avoid back-to-front facing relationships, such as front doors facing rear yards.</li> </ul>
<b>J.</b>	<b>Internal Laneways</b>	<ul style="list-style-type: none"> <li>Not applicable.</li> </ul>	<ul style="list-style-type: none"> <li>Should be organized to create through connections with surrounding public streets and avoid dead end situations within townhouse developments, including ensuring connectivity with abutting properties within the Medium Density Residential Area.</li> <li>Development proposals that encompass a large proportion of the broader Medium Density Residential Area should ensure that a connection to two of the following streets can be accommodated: Weldrick Road West, Sorrento Drive, and/or Street A.</li> </ul>
<b>K.</b>	<b>Compatibility &amp; Character</b>	<ul style="list-style-type: none"> <li>Buildings should be designed to be compatible with the prevailing massing, height, scale and level of articulation of surrounding buildings on the street.</li> </ul>	

Guidelines		Low Density Residential Area (Single Detached Dwellings)	Medium Density Residential Area (Townhouse Dwellings)
L.	<b>Architectural Variation</b>	<ul style="list-style-type: none"> <li>• Building design should provide variation between different dwellings units along the block, rather than a row of continuous identical elevations, through material or colour changes, recessions and projections, window treatment, and/or roofline changes.</li> <li>• Identical building elevations on abutting properties or directly opposite on the same street are discouraged, and should be separated by a minimum of 2 buildings having different elevations.</li> </ul>	
M.	<b>Materials</b>	<ul style="list-style-type: none"> <li>• Building design should take reference from the materials and colours found in the neighbourhood.</li> <li>• Brick and stone are principal cladding materials used in the surrounding area for existing buildings and more contemporary buildings, with the use of accent materials such as metal, wood, and stucco.</li> </ul>	
N.	<b>Architectural Features</b>	<ul style="list-style-type: none"> <li>• Architectural features such as porches, dormers, bay windows, raised residential entries, and wall projections and recessions should be used to break down building height and mass.</li> </ul>	
O.	<b>Corner Buildings</b>	<ul style="list-style-type: none"> <li>• For buildings at the corner of two public streets, both street-facing wall elevations should be designed with a similar pattern of detailing and articulation.</li> <li>• Opportunities for additional building entrances from the side yard for corner lots are also encouraged.</li> </ul>	
P.	<b>Garages</b>	<ul style="list-style-type: none"> <li>• Should be no more than 50% of the dwelling's width.</li> <li>• Should use single garage doors separated by structural elements to break up the visual mass of double garages.</li> <li>• Integrated glazing, distinct quality material, or other architectural details are encouraged for all garage doors.</li> <li>• Should not project beyond the dwelling's main wall face or front porch, and preferably should be set back or slightly recessed to reduce their prominence.</li> </ul>	<ul style="list-style-type: none"> <li>• Should be no more than 50% of the dwelling's width.</li> <li>• Garages are preferably sited at the rear of the lot and where possible paired to allow for rear yard amenity space.</li> <li>• Garages should be recessed into the building.</li> <li>• Projecting balconies and upper decks over driveways can provide additional amenity space for units.</li> <li>• For townhouses with front garages, should not project beyond the dwelling's main wall face or front porch, and preferably set back or slightly recessed.</li> </ul>

<b>Guidelines</b>		<b>Low Density Residential Area (Single Detached Dwellings)</b>	<b>Medium Density Residential Area (Townhouse Dwellings)</b>
<b>Q.</b>	<b>Driveways</b>	<ul style="list-style-type: none"> <li>Should be no wider than the width of the garage they serve.</li> </ul>	<ul style="list-style-type: none"> <li>Driveways leading to garages should be no wider than the garage they serve.</li> <li>Should be paired between abutting units, to the extent possible, in order to maximize available space for landscaping and opportunities for on-street parking.</li> </ul>
<b>R.</b>	<b>Landscaping</b>	<ul style="list-style-type: none"> <li>Should be used to frame public and semi-public spaces with a combination of trees, shrubs, and flower beds.</li> </ul>	
<b>S.</b>	<b>Existing Trees</b>	<ul style="list-style-type: none"> <li>Buildings should be sited to preserve any existing healthy, mature, and desirable native trees.</li> <li>Greater variation in the yard setbacks identified above may be necessary to accommodate mature trees.</li> </ul>	
<b>T.</b>	<b>Street Trees</b>	<ul style="list-style-type: none"> <li>Front yards should be designed to accommodate at least 1 high-branching deciduous tree.</li> </ul>	<ul style="list-style-type: none"> <li>Front yards should be designed to accommodate at least 1 high-branching deciduous tree for every 2 dwelling units.</li> </ul>
<b>U.</b>	<b>Fencing and walls</b>	<ul style="list-style-type: none"> <li>Low, decorative walls or fencing within the front yard setback may be used to define the public realm from the private realm, provided necessary sightlines are maintained.</li> </ul>	
<b>V.</b>	<b>Plant Species</b>	<ul style="list-style-type: none"> <li>Consult the Town of Richmond Hill's "Native Plant Selection Guides" for selecting appropriate native species for planting programs.</li> </ul>	

## 7. IMPLEMENTATION

### 7.1 Purpose

The land use plan in Section 5 of the Tertiary Plan will be implemented by a series of tools, in keeping with Official Plan policies. This section of the Tertiary Plan outlines the implementation considerations for the study area, which include various requirements related to matters such as:

- Planning approvals required for development;
- Timing and sequencing of development;
- Required studies or assessments for development proposals; and,
- Land assembly requirements and coordination with surrounding property owners.

### 7.2 Implementation Areas

Based on existing conditions within the study area, four implementation areas are identified (see Figure 3). Each area has different considerations for implementation, which are outlined in Section 7.3. These implementation areas are schematic in nature and should not be read as defined areas for sequencing or timing purposes, nor should the boundaries be considered fixed. Actual implementation will depend on a number of factors, including the interest and involvement of different landowners, the particular development form proposed, and the timing and progression of development throughout the study area. The four general implementation areas for the study area are generally described as follows:

- Area A is located in the western portion of the study area corresponding to the approved Draft Plan 19T(R)-05006 for the backlot portions of 74-82 Weldrick Road West and 83-91 Yongehurst Road. Area A falls entirely within the area identified as Low Density Residential Area on the Tertiary Plan Schedule.
- Area B is located in the western central portion of the study area corresponding to 54-72 Weldrick Road West and 61-67 Yongehurst Road. Area B falls entirely within the Low Density Residential Area on the Tertiary Plan Schedule for development purposes, and includes portions of the wooded areas.
- Area C is located in the eastern central portion of the study area corresponding to 38-52 Weldrick Road West and 43-59 Yongehurst Road. Area C falls entirely within Low Density Residential Area on the Tertiary Plan Schedule for development purposes, and includes the western extent of the watercourse.
- Area D is located in the eastern portion of the study area corresponding to the area generally east of the western extent of the existing watercourse to the eastern boundary of the study area. Area D principally falls within the area identified as Medium Density Residential Area on the Tertiary Plan Schedule, although portions of Area D between the two extents of the watercourses are identified as Low Density Residential Area.

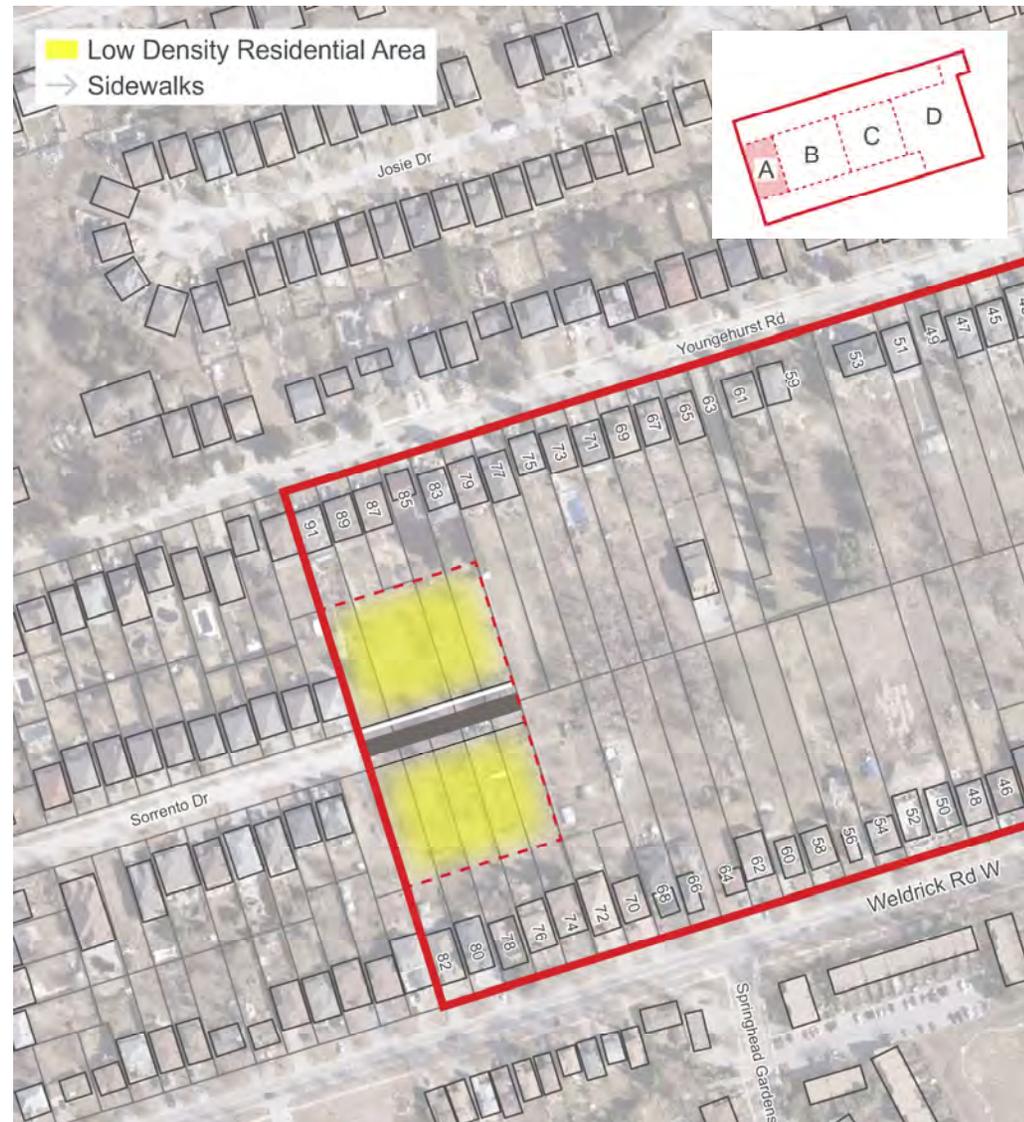
Figure 3: Boundaries of Implementation Areas.



## Area A

### Implementation Notes

- Entirely within the “Low Density Residential Area” of the Tertiary Plan Schedule.
- Contains an existing draft approved plan of subdivision (19T(R)-05006) for which the clearance of conditions and registration is required.
- The draft plan of subdivision proposes 10 lots for single detached dwellings as permitted in the ‘R3’ zone of Zoning By-law 2523, as amended.





## Area B

### Implementation Notes

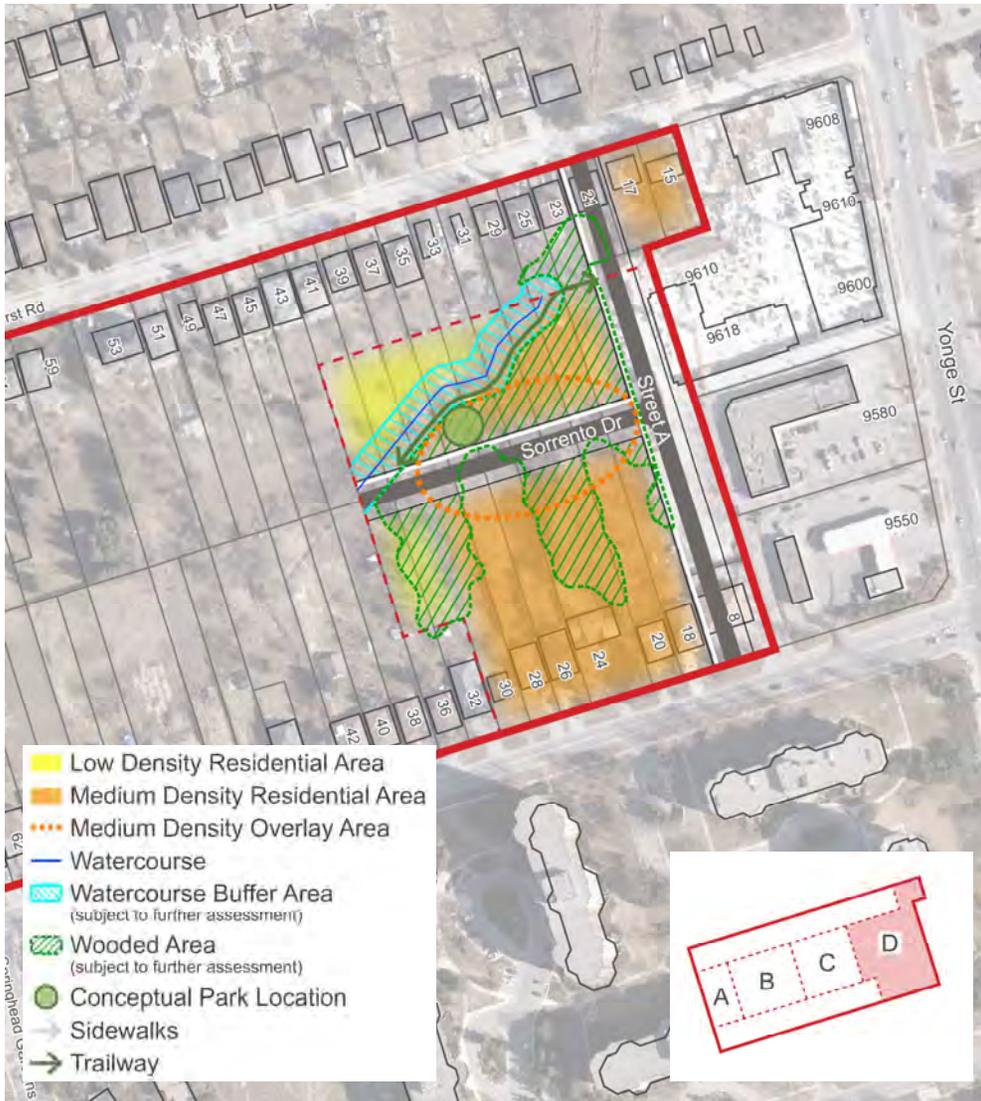
- Entirely within the “Low Density Residential Area” of the Tertiary Plan Schedule outside of the watercourse area.
- Wooded areas, subject to further assessment, exist within Area B.
- Street “B” is shown as an extension of Springhead Gardens. Street “B” would provide access to potential low density development in the form of backlot plans of subdivision should Area A and/or Area C not develop concurrently.
- Pre-application meeting required for Subdivision and/or Zoning By-Law Amendment applications.
- Subdivision application required for single detached dwellings on public streets.
- Zoning By-law Amendment application required to permit modifications to R3 standards.

## Area C

### Implementation Notes

- Entirely within the “Low Density Residential Area” of the Tertiary Plan Schedule.
- Contains the entire western extent of the watercourse (and a portion of the eastern extent), which shall be assessed through a Natural Heritage Evaluation and/or other required studies as directed by the Town and/or TRCA.
- A realignment of the watercourse may be considered subject to the requirements of this Tertiary Plan.
- Street “C” is shown schematically to identify the desire for a connection to Sorrento Drive from Yongehurst Road.
- Street “C” would provide access to potential low density residential development in the form of backlot plans of subdivision should Area B and/or Area D not develop concurrently.
- Pre-application meeting required for Subdivision and/or Zoning By-Law Amendment applications.
- Subdivision application required for single detached dwellings on public streets.
- Zoning By-law Amendment application required to permit modifications to R3 standards.





## Area D

### Implementation Notes

- Principally within the “Medium Density Residential Area” of the Tertiary Plan Schedule. A portion of this area is within the “Low Density Residential Area,” generally to the west of the eastern extent of the watercourse.
- Contains wooded areas and most of the eastern extent of the watercourse, which shall be further assessed through a Natural Heritage Evaluation and/or other required studies as directed by the Town and/or TRCA.
- A realignment of the watercourse may be considered subject to the requirements of this Tertiary Plan.
- A pre-application meeting is required for development.
- For land within the Medium Density Overlay Area, development shall front onto Sorrento Drive and shall provide financial and land dedication requirements to the satisfaction of the Town to ensure the construction of Sorrento Drive.
- Condominium approval required for proposed developments that contain privately owned and maintained elements.
- Zoning By-law Amendment application required to permit multiple residential dwellings or to permit modifications to R3 standards.
- A concept plan is required for properties proposing multiple residential dwellings.

## 7.3 Requirements

### 7.3.1 Pre-Application Meeting

Section 5.4 of the Official Plan sets out the policies for pre-application meetings prior to the submission of Planning Act applications. Proponents of draft plans of subdivision, draft plans of condominium, consents (required to create new lots on existing streets and established reciprocal easements between parties), zoning by-law amendments, and site plan applications are required to attend a pre-application meeting with the Town. Properties within Areas B, C and D would require a pre-application meeting for the respective applications. At this meeting, among other standard matters to be addressed, the requirements concerning Natural Heritage Evaluations for the existing wooded areas and/or watercourse would be identified.

### 7.3.2 Subdivision

The study area would be subject to the Subdivision policies of the Official Plan. Area A consists of Draft Plan 19T(R)-05006 and requires clearance of conditions for the registration of the Subdivision. Areas B and C would require Subdivision approval to create the backlots and extension of Sorrento Drive, and street connections to Yongehurst Road or Weldrick Road West. For land within the Medium Density Overlay Area, development shall front onto Sorrento Drive and shall provide financial and land dedication requirements to the satisfaction of the Town to ensure the construction of Sorrento Drive.

### 7.3.3 Condominium

Section 5.15 of the Official Plan sets out the policies and requirements for Plans of Condominium applications. A “common element condominium” is typically the most common type of condominium for townhouse development forms, which includes individual ownership of the townhouse lots and sharing of the common lanes, parking areas, and amenity areas internal to the development.

### 7.3.4 Zoning

Zoning By-law No. 2523, as amended, regulates the use of land within the study area, recognizing that a comprehensive review of the Zoning By-law is required per Section 5.6 of the Official Plan in order to implement the policies of the new Official Plan. The R3 Zone that applies to the majority of the study area permits only “*single family dwellings*” and “*converted dwellings*” with a minimum lot frontage of 15.2 metres. Accordingly, Zoning By-law Amendment applications would be required for properties:

- a) In the “Low Density Area” to permit detached dwellings with less than 15.2 metres (50 feet) frontage for interior lots and 19.8 metres (65 feet) frontage for corner lots and semi-detached uses; and,
- b) In the “Medium Density Area” to permit the uses set out in (a) above and medium density uses.

The Design Guidelines in Section 6 of the Tertiary Plan are to inform Zoning By-law Amendments implementing the Tertiary Plan Schedule, as appropriate.

### **7.3.5 Site Plan Control**

Section 5.13 of the Official Plan sets out the policies and requirements for Site Plan applications, in accordance with Section 41 of the Planning Act. By-law 137-09 establishes that all development within the Town is subject to Site Plan Control. Site Plan Control reviews consistency with the requirements of this Official Plan in respect to site layout and exterior design of applicable developments, among other matters.

Properties within Area D that are part of the Medium Density Residential Area would be subject to Site Plan Control where multiple residential forms of development are proposed. The Design Guidelines of Section 6 of the Tertiary Plan are to inform Site Plan applications implementing the land use concept, as appropriate.

### **7.3.6 Tree Inventory and Preservation Plan**

Section 3.2.3.21 of the Official Plan requires development proponents to prepare a Tree Inventory and Preservation Plan to demonstrate *“how existing trees greater than 20 centimetres DBH are to be protected during the construction stage and over the long term”* in the interests of preserving mature tree cover within the Town wherever possible. Where such trees are approved for removal, replacement plantings of the lost tree cover is required at the proponent’s expense.

### **7.3.7 Natural Heritage Evaluation (wooded areas)**

Per Section 5.24 of the Official Plan, development proposals that contain or are adjacent to properties that contain *“Key Natural*

*Features”* or *“Key Hydrological Features”*, such as significant woodlands, would require the preparation of a Natural Heritage Evaluation as part of the planning approvals process. Natural Heritage Evaluations are generally intended to:

- Identify boundaries and characterize natural heritage and/or hydrological features;
- Assess the wooded areas in relation to the definition and policies of “woodland” and “significant woodland” in the Official Plan;
- Assess any potential impacts and cumulative effects of the development proposal,
- Identify buffering requirements, and,
- Identify any other necessary mitigation or integration measures.

### **7.3.7 Natural Heritage Evaluation (watercourses)**

Per Section 5.24 of the Official Plan, development proposals that contain or are adjacent to properties that contain “Key Natural Feature” or “Key Hydrological Features” would require the preparation of Natural Heritage Evaluations as part of the planning review process. The purpose and content of the Natural Heritage Evaluation is similar to that of the wooded areas outlined above. Evaluations may also have to assess both the watercourse and wooded areas together.

Opportunities for a comprehensive plan for the realignment and enhancement to the form and function of the watercourses may be considered by the Town and the TRCA. TRCA Staff do not support the enclosure of watercourses through such measures as piping.

Such a comprehensive plan must include a reach-based analysis of the tributaries (the full extent between Yongehurst Road and Weldrick Road West) to examine the potential for the watercourse features to be enhanced. This assessment will need to include ecological, fluvial geomorphology and water resource engineering analysis of the existing form and function of the watercourse corridor, as well as the proposed form and function of the corridor. The assessment must also demonstrate a potential improvement to the ecological function and maintain or improve the natural hazard management of the watercourses for realignment or modifications to be considered. No development shall be permitted in the area of the natural hazard.

The preferred implementation strategy for any realignment plan would include the completion of comprehensive enhancement works, either on multiple properties or for the entire study area at one time. Recognizing this may not be practical given the fragmented land ownership within the study area, the following will not be supported:

1. Proposed modifications for works at the individual property level where a more comprehensive reach-based analysis has not been completed;
2. Where a reach-based analysis has been completed, proposed modifications for works proposed on individual properties that are not consistent with the broader strategy; and,
3. Proposed modification for works on an individual property level that negatively impact adjacent properties.

Permits from the TRCA, pursuant to Ontario Regulation 166/06 will be required for all watercourse alterations, works within the

floodplain, and within the adjacent Regulated areas, which are specific to each individual landowner and property.

In accordance with Official Plan policies, hazardous land and hazardous sites shall be dedicated to public agencies at minimal, or no public expense, through the development process, where appropriate.

### **7.3.8 Concept Plan**

The Medium Density Residential Area is intended to accommodate a range of medium density uses and forms that are integrated within the fabric of the eastern end of the Weldrick Road West area. Development proposals that fragment the Medium Density Residential Area and jeopardize its overall functionality and efficiency, or limit development potential on surrounding properties will not be supported by the Town.

Accordingly, development proposals for individual properties or groups of properties within the Medium Density Residential Area within Area D will require the submission of a concept plan as part of the application submission that demonstrates how the overall Medium Density Residential Area can function for the intended multiple residential uses with approval of the individual application. The concept plan is not meant to commit other landowners to particular development forms, but rather to demonstrate that an individual application does not limit or jeopardize the ability of other landowners to develop their properties for multiple residential development forms as set out by the Tertiary Plan.

At a minimum, the concept plan is to demonstrate:

- a) How the extension of a public street through the area, should it be proposed, be incorporated;
- b) How the watercourse, wooded areas, and buffers, as necessary, within the area would be incorporated, in accordance within the findings of a Natural Heritage Evaluation;
- c) How the overall area layout would function in terms of built form patterns, parking areas, and internal circulation, the latter including connectivity among internal driveways between abutting properties, and;
- d) How an individual application has a minimum amount of land assembly to ensure site functionality in light of the Design Guidelines of Section 6 of the Tertiary Plan regarding dwelling unit orientation and circulation.

# **APPENDIX A**

## Planning Context Background

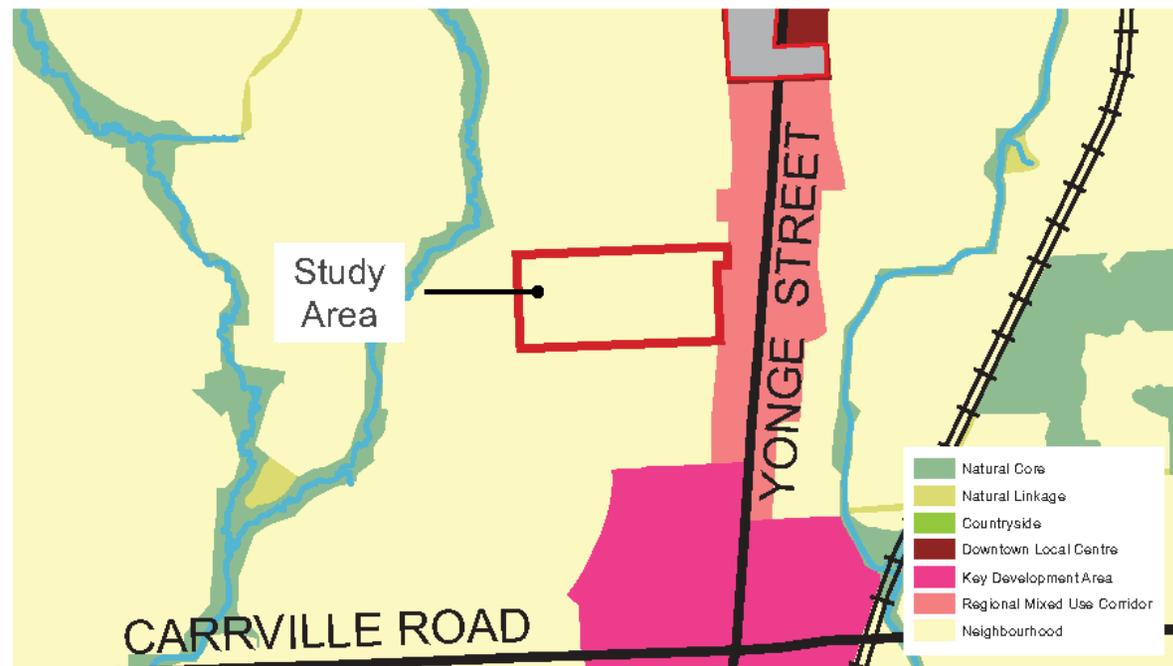
## A.1 Richmond Hill Official Plan

### A.1.1 Land Use

The study area is entirely within the “Neighbourhood” designation of the Richmond Hill Official Plan. Per Section 4.9 of the Official Plan, the predominant use of land in the “Neighbourhood” designation is low-rise residential uses. Section 4.9.1.2 of the Official Plan establishes criteria for the location of new medium density residential uses (such as townhouses) within the “Neighbourhood” designation.

Further to the above, the Official Plan sets out design policies for new development in the “Neighbourhood” designation requiring it to be “compatible with the character of the adjacent and surrounding area”. Per Section 4.9.2.4 of the Official Plan, compatibility in respect to the character of the surrounding neighbourhood includes considerations for the predominant building forms and types; massing; general patterns of streets, blocks, lots and lanes; landscaped areas and treatments; and, general pattern of yard setbacks.

Figure: Richmond Hill Official Plan land use schedule (Schedule A2).



### A.1.2 Transportation

Section 3.5 of the Official Plan establishes the street hierarchy and classifications within Richmond Hill, with a number of classifications that apply to streets within and surrounding the study area. Yonge Street is an “Arterial Street” that is intended to accommodate the broader regional network of public rapid transit and local and regional traffic. Yonge Street is meant to have rapid transit routes, sidewalks on both sides, bicycle lanes, and a walkable, pedestrian-friendly environment.

Weldrick Road West is a “Collector Street” that is intended to accommodate more localized public transit and the traffic movements within and between neighbourhoods on a 26 metre right-of-way (which may be reduced to 23 metres, where there is a demonstrated benefit to the Town). In accordance with the Official Plan, Collector Streets are generally anticipated to have sidewalks on both sides, bicycle lanes, and support a walkable, pedestrian-friendly environment through high quality streetscaping.

Yongehurst Road, Sorrento Drive, Springhead Gardens, and a new street parallel to Yonge Street are all “Local Streets” per the Official Plan that are intended to accommodate lower volumes of traffic connecting to collector or arterial streets on a 20 metre right-of-way (which may be reduced to 18 metres, where there is a demonstrated benefit to the Town). In accordance with the Official Plan, Local Streets are generally anticipated to minimize through-traffic, have sidewalks on one side, and support a walkable, pedestrian-friendly environment through high quality streetscaping.

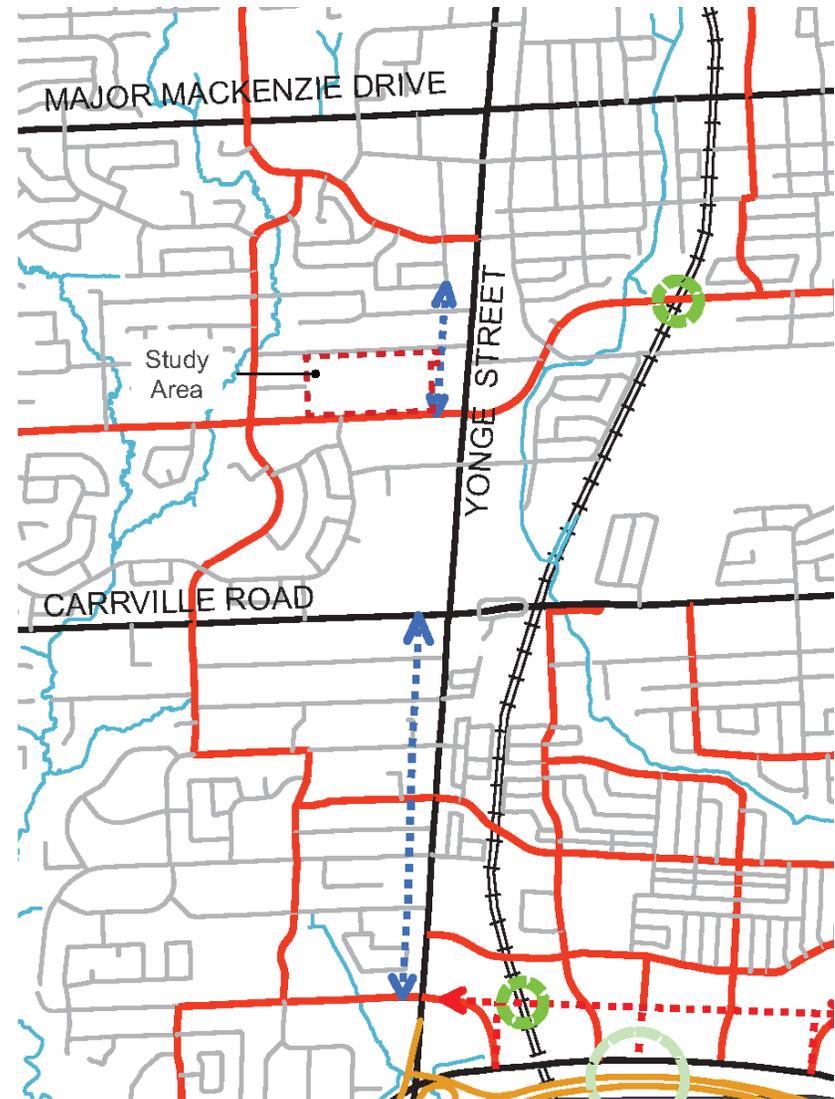


Figure: Richmond Hill Official Plan transportation network (Schedule A8).

## A.2.1 Natural Heritage

### General

Section 3.2.1.2 of the Official Plan establishes natural heritage policies for land south of the Oak Ridges Moraine. It identifies that “*key natural heritage features*” and “*key hydrological features*” are to be protected and enhanced over the long term, where possible. Key natural heritage features include significant habitat of endangered and threatened species; fish habitat; wetlands; areas of natural and scientific interest; environmentally significant areas; significant valleylands; significant woodlands; sand barrens, savannahs and tallgrass prairies; and significant wildlife habitat. Key hydrological features include wetlands; permanent and Intermittent Streams; kettle lakes, and seepage areas and springs.

Where these features are not mapped in the Official Plan, they are meant to be identified through a Natural Heritage Evaluation in accordance with Provincial and TRCA criteria prior to development. A Natural Heritage Evaluation of the existing features within the study areas were not undertaken as part of the Tertiary Plan process.

### Watercourses

The watercourses located within the study area are key hydrological features given they meet the Official Plan definition of an intermittent stream. Intermittent streams are defined as “*watercourses that are dry at times of the year, generally flowing during wet seasons but not the entire year*”. As outlined by Policy 3.2.1.2 (3), an intermittent stream is considered a “*key hydrological feature*.”

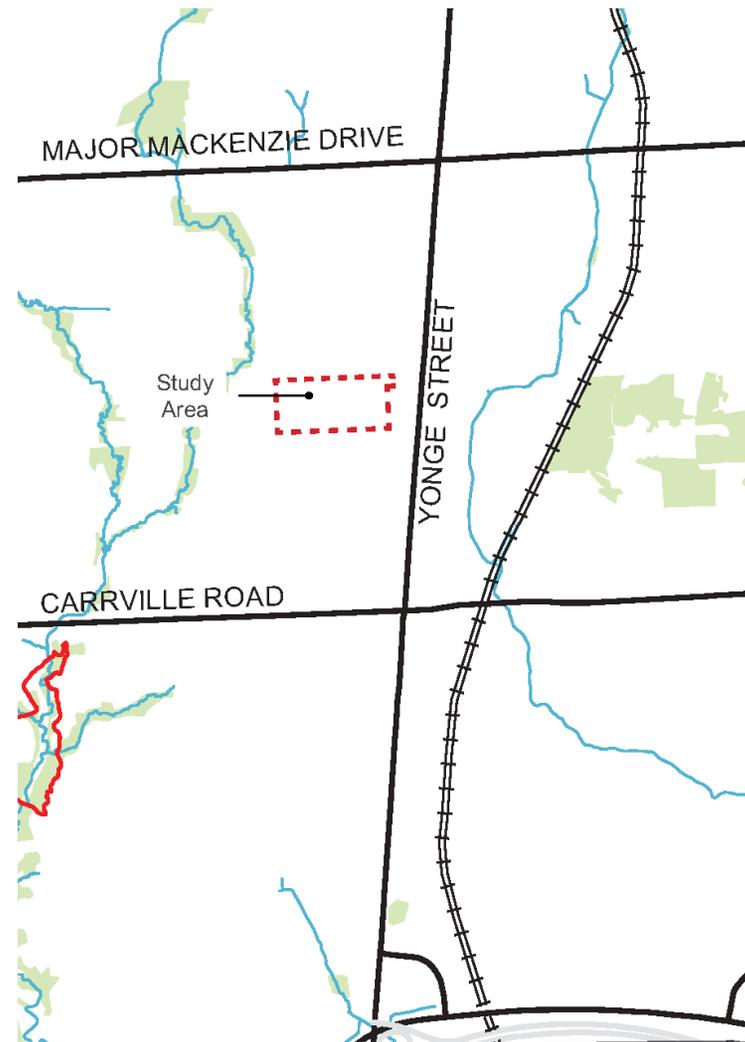


Figure: Richmond Hill Official Plan key natural features plan (Schedule A4).

## Woodlands

Woodlands are defined as an area of land that is at least 0.2 hectares and that meets one of the four categories of tree quantity and maturity, with either:

- 1,000 trees of any size;
- 750 trees over 5 centimeters at breast height;
- 500 trees over 12 centimeters at breast height; or,
- 250 trees over 20 centimeters at breast height.

The Official Plan identifies that *“treed areas separated by more than 20 metres will be considered a separate woodland” and “undeveloped clearings within woodland patches are generally included within a woodland if the total area of each clearing is no greater than 0.2 hectares”*. More detailed assessment through a Natural Heritage Evaluation is necessary to confirm the composition, size and boundaries of the wooded areas.

The following Official Plan policies from Section 3.2.1.2 for these key natural heritage features and key hydrological features are relevant to the study area:

- Development and site alteration is not permitted on lands within key natural heritage features or key hydrological features (Policy 3.2.1.2.5).
- Site-specific studies for key natural heritage features will be *“used to determine or verify the significance of woodlands to define the minimum vegetation protection zone appropriate to protect the woodlands, which in no case shall be less than 10 metres”* (Policy 3.2.1.2.8 and 3.2.1.2.25).
- Development or site alteration is not permitted within the minimum vegetation protection zone unless a Natural Heritage Evaluation demonstrates that it will not result in a *“negative impact on the feature or its functions to the satisfaction of the Town”* (Policy 3.2.1.2.9).
- Natural Heritage Evaluations will be required for development applications with such features on or adjacent to the affect land (Policy 3.2.1.2.10).
- The Town will encourage landowners with properties containing such features to manage the lands in a manner that *“maximizes conservation and enhancement of such features and their functions”* (Policy 3.2.1.2.14).

## A.2 Richmond Hill Zoning By-law

The majority of the study area is zoned “Third Residential Density (R3)” by Zoning By-law No. 2523. The R3 Zone permits single family detached dwellings. The R3 Zone does not permit medium density forms of development, such as townhouses, or other forms of low density residential uses such as semi-detached dwellings.

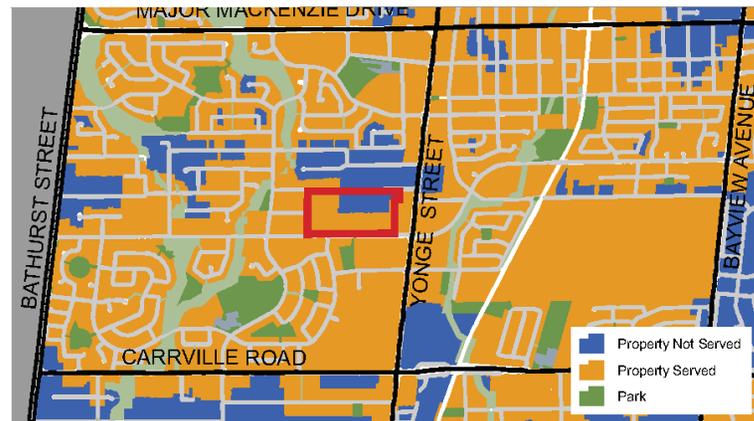
Figure: Existing Zoning within Study Area



## A.3 Richmond Hill Parks Plan

The Richmond Hill Parks Plan (2013) provides the overall direction for parkland needs in the Town, and is complementary to the Official Plan. The Parks Plan evaluates the service level provided by existing parks using a 400 metre distance (a 5 minute walk) in order to identify underserved areas throughout the Town. Properties along Yongehurst Road within the study area and to the north of the study area are identified as underserved by park space. The Parks Plan indicates that gaps in service may be resolved through improved pedestrian connections to achieve the 400 metre walking distance and/or through the addition of additional parkland.

Figure: Park Plan schedule of Underserved Areas



# **APPENDIX B**

## **Physical Context Background**

## B.1 Weldrick Road West Character

The following describes the neighbourhood character along Weldrick Road West within the study area.

- a) Weldrick Road West is a two-lane Collector Street (as per Official Plan Schedule A8) running along the southern edge of the study area, extending approximately 830 metres between Yonge Street and Kersey Crescent.
- b) Weldrick Road West has one vehicle lane in each direction, a sidewalk on the north side with a wide curb-side sodded boulevard, full curbs and street lighting on both sides, and hydro poles, on the north side of the street. It carries part of a local transit route running along Springhead Gardens and Kersey Crescent.
- c) There is a prevailing lot frontage pattern of 15.2 metre (50 foot) lots along Weldrick Road West although there are a number of 30 metre (100 foot) lots.
- d) The prevailing front yard setback pattern along Weldrick Road West is varied and ranges between 8 and 18 metres, although there are only a few situations of abrupt setback differences between abutting properties.
- e) The prevailing side yard setback pattern generally ranges from 1.5 and 2.5 metres for most buildings, with exceptions observed for older homes on existing lots or larger homes on double-wide lots.
- f) Front yard parking configurations along Weldrick Road West generally accommodate 4 parked cars (2 x 2) on most driveways.
- g) The south side of Weldrick Road West has a regularly spacing of relatively mature street trees within a wide curb-side sodded boulevard that buffers the public sidewalk.
- h) The north side of Weldrick Road West has no definable pattern of street trees planting, with deciduous trees on properties planted either curb-side or dwelling side of hydro lines and poles, or absent altogether on certain properties.
- i) Private property planting schemes for properties on Weldrick Road West are varied in nature, location, and treatment.



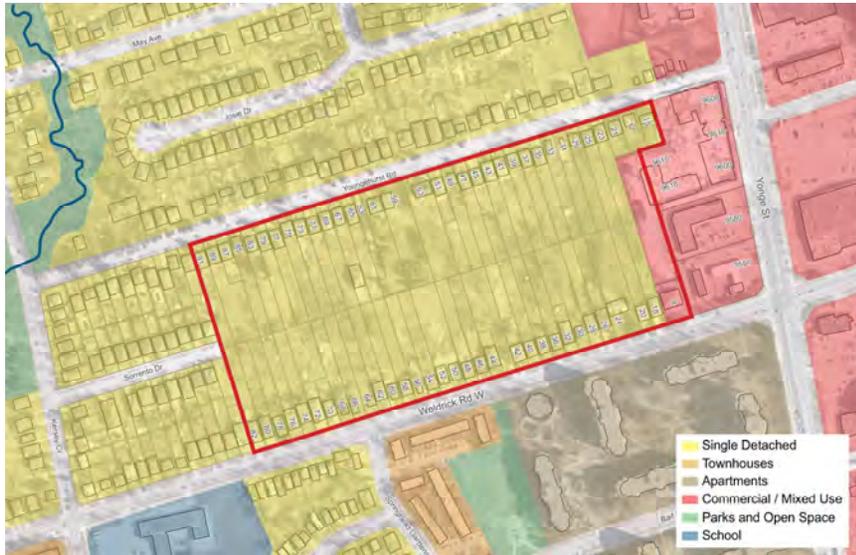
**Image:** Detached dwellings of different ages existing along the north side of Weldrick Road West within the study area.



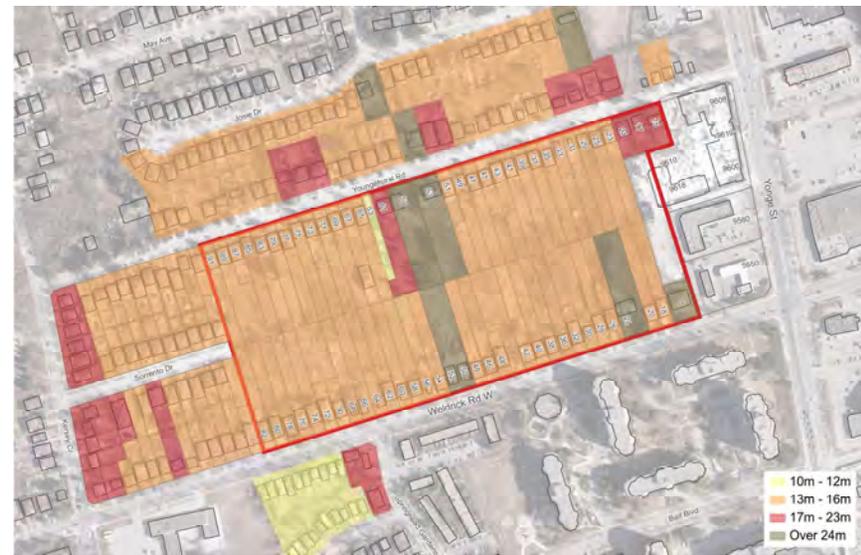
**Images:** The general character of Weldrick Road West, including older single storey detached dwellings throughout the area (top), the character of newer detached dwellings (bottom left), and a more regular pattern of street trees (bottom right).



**Figure:** Existing land use pattern within and surrounding study area.



**Figure:** Existing lot width pattern in the study area.



**Figure:** Age of building stock within study area.



**Figure:** Existing lot depth pattern in the study area.



## B.2 Yongehurst Road Character

The following describes the neighbourhood character along Yongehurst Road within the study area.

- a) Yongehurst Road is a two-lane Local Street (as per Official Plan Schedule A8) running along the northern edge of the study area, which extends approximately 830 metres between Yonge Street and Kersey Crescent.
- b) Yongehurst Road has one vehicle lane in each direction, a sidewalk on the north side with a narrow curb-side sodded boulevard, full curbs on both sides, and street lighting and hydro poles, principally, on the north side of the street.
- c) There is a prevailing lot frontage pattern of 15.2 metre (50 foot) lots along Yongehurst Road although there are a number of 30 metre (100 foot) lots.
- d) The prevailing front yard setback pattern along Yongehurst Road is also varied and generally ranges between 8 and 16 metres, although there are only a few situations of abrupt setback differences between abutting properties.
- e) The prevailing side yard setback pattern on Yongehurst Road generally ranges from 1.5 and 2.5 metres for most buildings, with exceptions observed for older homes on existing lots or larger homes on double-wide lots.
- f) Front yard parking configurations for properties along Yongehurst Road generally accommodate 4 parked cars (2 x 2) on most driveways.
- g) The south side of Yongehurst Road does not have street trees within the narrow curb-side boulevard.
- h) The north side of Yongehurst Road has no definable pattern of street trees planting, with variation of deciduous trees or coniferous trees planted dwelling-side of the hydro lines and poles, with a number of properties where trees are absent altogether.
- i) Planting schemes for properties on Yongehurst Road are varied in nature, location, and treatment.



**Image:** Newer detached dwellings along the north side of Yongehurst Drive, immediately facing the study area.

**Images:** The general character of Yongehurst Road, including the interface between older and newer detached dwellings (top), a varied pattern of street trees in terms of species and placement (bottom left), and the character of newer detached dwellings (bottom right),



### B.3 Sorrento Drive Character

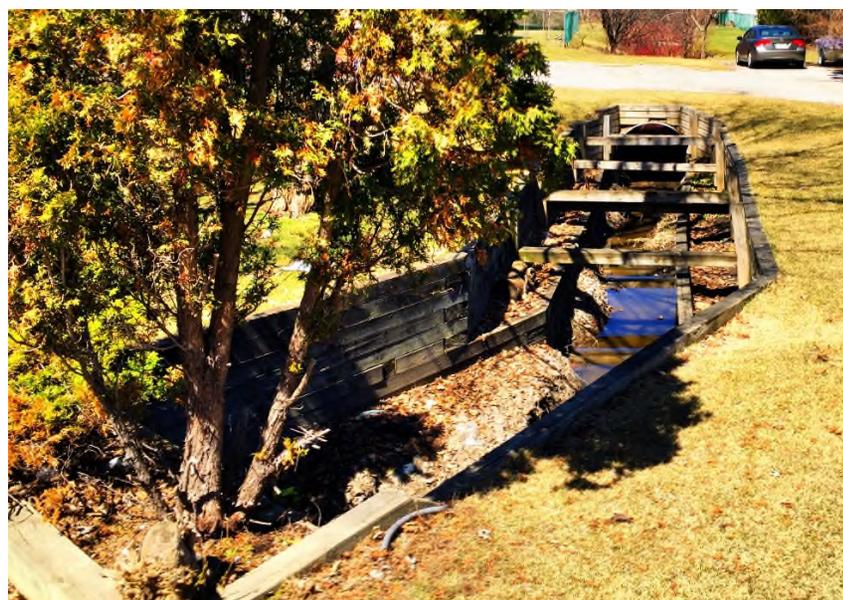
The following describes the neighbourhood character along Sorrento Drive to the west of the study area.

- a) Sorrento Drive is a two-lane Local Street (per Official Plan Schedule A8) that currently terminates at the western end of the study area, but with draft approval to extend the street into the study area.
- b) Sorrento Drive has one vehicle lane in each direction, a sidewalk on the north side with a wide curb-side sodded and treed boulevard, street lighting on the north side, and full curbs on both sides.
- c) There is a prevailing lot frontage pattern of 15.2 metre (50 foot) lots along Sorrento Drive.
- d) The prevailing front yard setback pattern along Sorrento Drive is generally consistent and generally ranges between 6 and 9 metres.
- e) Front yard parking configurations along Sorrento Drive that generally accommodate spaces for 2 parked cars (1 x 2) on driveways.
- f) The prevailing side yard setback pattern generally ranges from 1.5 and 2.5 metres for most buildings.
- g) Sorrento Drive has a regular pattern and spacing of deciduous street tree planting on both sides of the street, planted within a wide curb-side sodded boulevard on the north side or planted in similar distance to the curb on the south side within front lawns.
- h) Planting schemes for properties on Sorrento Drive are varied in nature, location, and treatment.



**Images:** Consistent pattern of front yard setbacks and street tree planting observed along Sorrento Drive immediately to the west of the study area.

**Figure:** Existing open spaces and features in the study area.



**Image:** Existing watercourse as seen from Weldrick Road West

## B.4 Natural Heritage

### B.4.1 Watercourses

There are two small watercourses running through the study area between Yongehurst Road and Weldrick Road West. The watercourses are open within the study area but are enclosed in storm sewers north of Yongehurst Road and south of the Weldrick Road West. The watercourses form a “Y” shape and converge into a single watercourse approximately 150 metres north of Weldrick Road.

The Toronto Region Conservation Authority (TRCA) has confirmed that these features are remnant portions of a Don River tributary which existed within this location prior to homes being constructed on Yongehurst Road and Weldrick Road West, and are not constructed “drainage ditches”. The watercourses have been disturbed and incrementally impacted by surrounding development over time, and are acknowledged as having reduced ecological function. The watercourses are subject to flooding, and there is a floodplain associated with the watercourses and the adjacent areas.

### B.4.2 Existing Tree Cover

In addition to street trees, there are a number of wooded areas situated internal to the study area, to the rear of existing properties along Weldrick Road West and Yongehurst Road and principally near the eastern end of the study area closest to the planned north-south local street. Investigations undertaken as part of recent proposed planning applications in the eastern end of the study area revealed these wooded areas to be mixed deciduous forests, varying in species, maturity and physical condition.



**Image:** Baif Park located immediately south of the study area, as seen from the Weldrick Road West entrance path.

### **B.4.3 Surrounding Parks**

Two public parks are located in the immediate vicinity of the study area. The parks are “Neighbourhood Parks” as defined by the Official Plan and the Richmond Hill Parks Plan.

Baif Park is a 1 hectare Local Park situated on the south side of Weldrick Road West facing the southern edge of the study area, with connections to both Weldrick Road West and Baif Boulevard. It contains small-scale play structures, walkways, and open, passive areas.

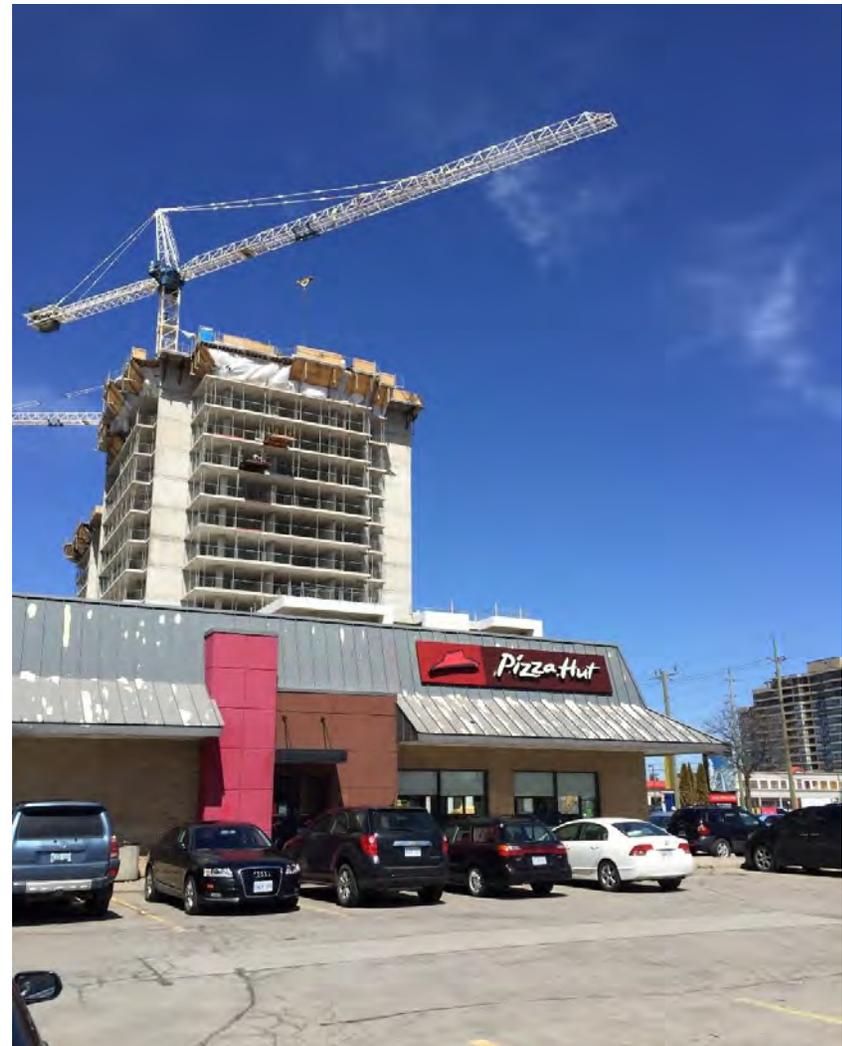
Grist Mill Park is a 1.6 hectare Local Park situated at the terminus of where Yongehurst Road as it intersects with Kersey Crescent, located outside of the study area. The park contains a combination of small-scale play structures and open, passive areas associated with the abutting creek corridor.

The Richmond Hill Parks Plan notes the northern portions of the study area along Yongehurst Road, just west of Yonge Street are within an under-served area for park services. “Under-served” is generally defined as being outside of a 400 metre walking radius.

## B.5 Surrounding Context

The following development patterns and street patterns are particularly relevant to the study area.

- a) The area immediately abutting the east side of study area forms part of the Yonge Street “Regional Mixed Use Corridor,” which is currently characterized by single storey commercial plazas with associated parking facilities and a gas station. The high density, mixed-use form of development envisioned by the Official Plan (2010) for this location is being realized. A high density, mixed-use development with ground floor retail/commercial uses is currently under construction at 9600 – 9618 Yonge Street at the southwest corner of Yonge Street and Yongehurst Road.
- b) Yonge Street is currently a four lane Arterial Street (six lanes with turning lanes at intersections) running to the east of the study area. The Yonge Street corridor contains the higher order VIVA rapid transit route that runs between the Finch GO Terminal and the Newmarket GO Terminal in the south and north, respectively. A VIVA stop is located at Yonge Street and Weldrick Road West. An upgrade to a VIVA station is planned to be implemented through the deployment of Bus Rapid Transit upgrades in the near future.



**Image:** Redevelopment of 9600-9618 Yonge Street, immediately to the east of the study area and designated “Regional Mixed Use Corridor” in the Official Plan.

- c ) The area immediately to the south of study area, between Springhead Gardens and Yonge Street, contains existing, high-rise apartments and townhouses multiple residential forms. At Yonge Street, there are five apartment buildings ranging from 8 to 15 storeys in height between Weldrick Road West and Baif Boulevard, with accesses to both streets. Closer to Springhead Gardens, and separated from the apartment buildings by Baif Park, there is a 2-storey block townhouse complex with driveways accessed from Springhead Gardens.
- d ) Kersey Crescent is a two-lane Collector Street to the west of the study area that provides the connection to Sorrento Drive. It carries part of a local transit route running along Springhead Gardens, Weldrick Road West, and Kersey Crescent.
- e) Springhead Gardens is a two-lane Local Street running to the south of the study area, terminating at Weldrick Road West. It carries part of a local transit route running along Springhead Gardens, Weldrick Road West, and Kersey Crescent.
- f) A new north-south Local Street parallel to Yonge Street is planned immediately to the east of the study area. The north-south local street is planned to have a 20 metre right-of-way. The land for a portion of the central section of the planned north-south local street have been secured by the Town through the approval of the development at 9600-9618 Yonge Street. However, a northern extension to Yongehurst Road and a southern extension to Weldrick Road West remain privately owned at this time.

**Figure:** Street network surrounding the study area.



**Image:** Existing high-rise apartments on the south side of Weldrick Road West facing the study area.