

TERTIARY PLAN
SOUTH BROOKSIDE
MAY 2018



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1 Introduction

1.1 Study Area

The South Brookside Tertiary Plan study area is generally bounded by Brookside Road to the north, the “Natural Core” designation of the Official Plan (“OP”) and the rear property lines of the lands municipally known as 11044 and 11108 Yonge Street to the east, Naughton Drive to the south, and the rear lot lines of the properties fronting onto Leyburn Avenue to the west (refer to **Figure 1**). The Tertiary Plan study area is situated adjacent to the northwest boundary of the Yonge Street and Bernard Avenue Key Development Area (“KDA”). The KDA forms part of the Town’s network of centres and corridors identified in the Official Plan and is where intensification is directed. This Tertiary Plan Study Area was part of the Yonge and Bernard KDA Study Area, as such background information regarding this study area was prepared as part of that larger study process. (See Appendix A for more details.)

The majority of the Tertiary Plan study area is designated “Neighbourhood” in the OP. Lands along the eastern boundary of the study area are designated “Natural Core” in the OP, and form part of the Rouge River watercourse. At present, the Tertiary Plan study area is generally characterized by vacant lands within the interior of the Tertiary Plan study area and several existing residential single detached lots along Naughton Drive.

1.2 Purpose

The South Brookside Tertiary Plan is a land use planning and design study that is intended to guide development within the Neighbourhood designation of the OP, and provide specific direction on land use and design considerations within the Tertiary Plan study area in conformity with and further implementing the policy direction set out in the Official Plan. Tertiary Plans are documents that are prepared for smaller geographic areas of the Town where infill development and/or medium density development is deemed appropriate. The purpose of a Tertiary Plan is to assist Council, landowners, residents and proponents of development to interpret the policies of the Official Plan as it relates to where and how development is encouraged to take place in the Tertiary Plan study area.

Unlike Official Plans and Secondary Plans, a Tertiary Plan is not a statutory document that has legislative requirements set out in the Ontario Planning Act. Nonetheless, the Tertiary Plan establishes Council’s intent and direction for the area on matters related to the location of required infrastructure (i.e. streets and sidewalks), the layout of development blocks and land uses (including low and medium density residential uses), natural heritage protection, built form, and urban design considerations.

Figure 1: South Brookside Tertiary Plan Study Area Location



2 Vision and Principles

Development in the South Brookside Tertiary Plan study area is to be guided by the policies of the Official Plan and the following principles and objectives that were established for the Tertiary Plan study area through the Bernard KDA study process. Additional details regarding the Bernard KDA study process and how it informed the Tertiary Plan is set out in Section A.1.2 of **Appendix A**:

- Maintain and reinforce the stability of low-density residential neighbourhoods through built form recommendations to ensure intensification is compatible with and appropriately transitions to established residential neighbourhoods;
- Strengthen connections to the existing Greenway System and establish new open spaces to accompany redevelopment; and
- Improve connectivity by providing a fine-grain street network to create a multi-modal transportation system and support transit-oriented development.

The following vision statement reflects the broad principles set out for the area and is intended to guide development in the Tertiary Plan study area over the long-term:

Vision Statement:

“To create a vibrant, walkable community that provides an appropriate transition of development from the Bernard KDA to the existing neighbourhood, while improving connections and green spaces.”



Image: Principles for the South Brookside Tertiary Plan area.

3 Plan Elements

This Tertiary Plan sets out the vision and principles that have been established to guide development of lands within the Tertiary Plan area over the long-term. The plan applies to lands within the Neighbourhood designation within the Tertiary Plan study area. **Schedule 1** (Tertiary Plan Schedule) illustrates the recommended concept for the South Brookside Tertiary Plan area based on the vision and principles established for the area, and consider the input received from the community and stakeholders through the public consultation and engagement process. The Schedule sets out the underlying development framework for the Tertiary Plan area, and is based on the broad principle and objective of providing transition in built-form from the Bernard KDA to the existing Neighbourhood.

The Tertiary Plan is a comprehensive document intended to guide development within the Neighbourhood designation of the Tertiary Plan area and supplements the policies of the Official Plan. Among other matters, the Tertiary Plan provides direction on the following: the recommended structure of land use; the conceptual location and patterns of streets and circulation; the conceptual location of proposed parks; and areas identified as appropriate for low-density residential uses and medium-density residential uses.

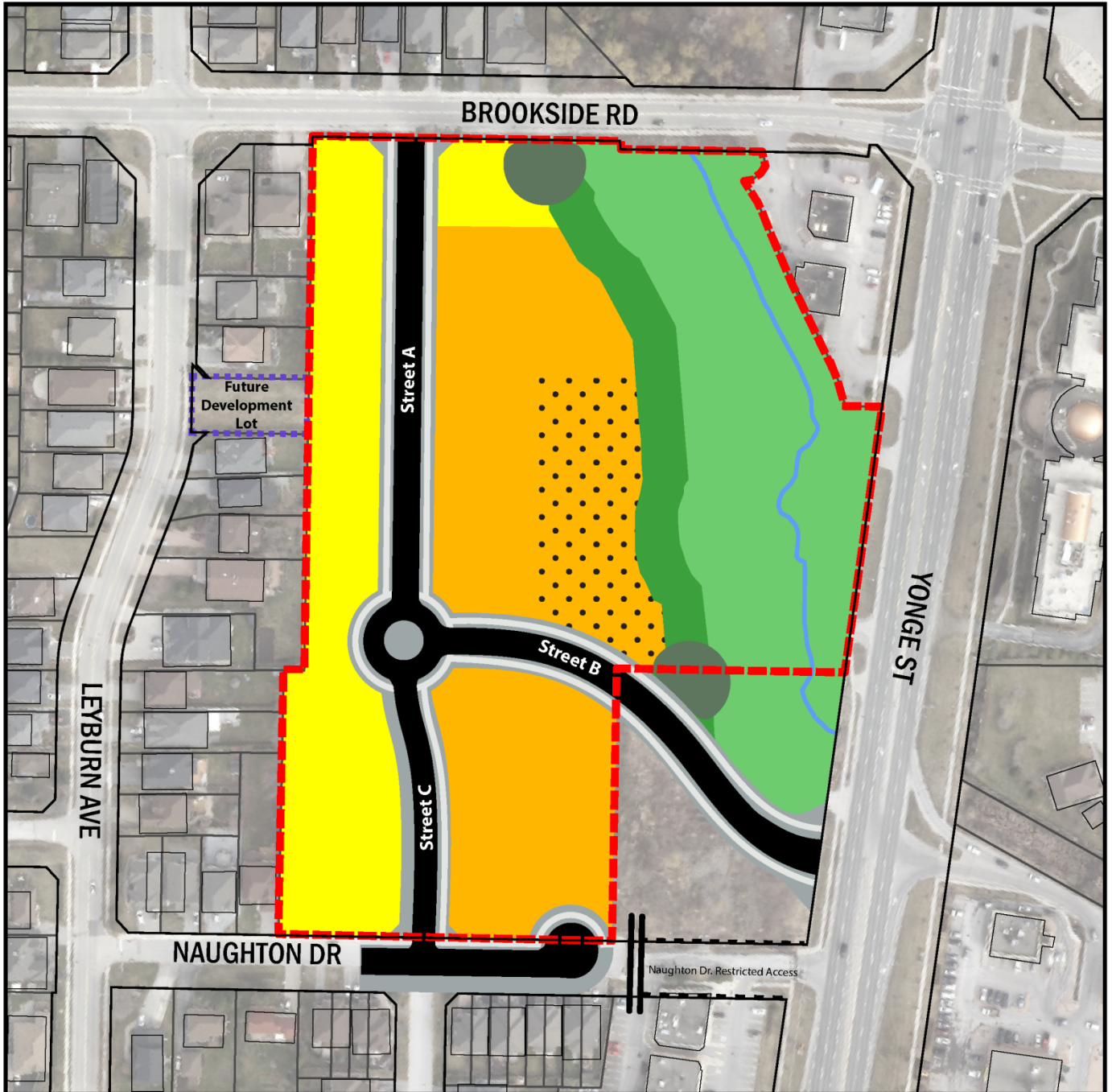
The Tertiary Plan and **Schedule 1** (Tertiary Plan Schedule) are to be read together with the Design Guidelines Section (Section 4) of the Tertiary Plan, which provides detailed guidance regarding matters of built form and design.

3.1 Tertiary Plan Schedule















The overall recommended structure of land use, streets, parks, and built-form for the Tertiary Plan area is set out on **Schedule 1** to the Tertiary Plan. The Tertiary Plan Schedule is generally comprised of the following components which are described in more detail in the subsequent sections of the Tertiary Plan:

- Street and pedestrian and cycling connections which identify the proposed location of new streets and pedestrian connections within the Tertiary Plan area to be achieved through future development;
- Low Density Residential Area which illustrates the locations appropriate for single detached and semi-detached dwellings;
- Medium Density Residential Area which illustrates the locations appropriate for townhouse dwellings;
- Medium Density Residential Overlay Area which illustrates the locations within the Tertiary Plan area appropriate for a greater mix of built form, including townhouse dwellings and low-rise apartment dwellings;
- Open Space network which identifies the proposed location of a linear park and associated parkettes to the linear park; and
- Natural Heritage which identifies areas of natural heritage including wooded areas, TRCA valley lands, and existing watercourses.

Schedule 1 – Tertiary Plan Schedule



LEGEND

- | | | | |
|---|---|--|---|
|  | Low Density Residential Area |  | Watercourse |
|  | Medium Density Residential Area |  | Greenway System |
|  | Medium Density Residential Overlay Area |  | Future Development Lot (potential) |
|  | Conceptual Linear Park |  | Naughton Drive Restricted Access |
|  | Conceptual Parkette |  | Tertiary Plan Study Area |
|  | Proposed Public Local Street | | |
|  | Sidewalk | | |
|  | Roundabout |  | <i>Note: The location of proposed streets, parks and/or built-form areas are shown conceptually and are for illustrative purposes only. Map not to scale.</i> |

3.2 Streets and Pedestrian and Cycling Connections

The Tertiary Plan Schedule identifies three new public street links to serve new development and provide pedestrian, cycling, and vehicular connections within the Tertiary Plan area. These streets are:

- **Street “A”**: a new public local street running south from Brookside Road to connect with Street “B” and Street “C” at a roundabout.
- **Street “B”**: a new public local street running west from a new signalized intersection with Yonge Street to connect with Street “A” and Street “C” at a roundabout.
- **Street “C”**: a new public local street running north from the intersection of Naughton Drive and Abitibi Street to connect with Street “A” and Street “B” at a roundabout. Street “C” connects the Tertiary Plan area with neighbourhoods to the south.

The exact alignment of streets shall be determined through the development approvals process. All streets and the traffic roundabout shall be designed to appropriate standards and best practice guidelines to the satisfaction of the Town.

Street “A” and “B” were strongly recommended in the Transportation Report prepared by BA Group (Secondary Plan Transportation Considerations, June 2017) prepared as part of the planning study for the Bernard KDA to provide a connection from Brookside Road to Yonge Street and to create a new signalized intersection at Yonge Street over the long-term, thereby creating a connection between the east and west sides of Yonge Street. Street “C” was also recommended in that report to maintain connectivity to and from the existing Neighbourhood especially with the proposed future closure of Naughton Drive at Yonge Street.

As identified in Policy 12.4.4.2 of the Yonge and Bernard KDA Secondary Plan, Naughton Drive will remain in its current configuration without direct access to Yonge Street. A connection between Naughton Drive and Yonge Street will be made through new Streets “B” and “C”. With the future permanent closure of Naughton Drive, a proper termination of Naughton Drive will replace the existing barrier, while maintaining access to existing properties along Naughton. New public streets are encouraged to provide an enhanced streetscape, in accordance with the policy direction set out in the Yonge and Bernard KDA Secondary Plan.

To promote pedestrian and cycling movement through the Tertiary Plan area, sidewalks and cycling facilities shall be provided on public streets. Streets “A” and “B” are illustrated with a 20 metre right-of-way with sidewalks on both sides of the streets, and Street “C” is illustrated with an 18 metre right-of-way with sidewalks on one side of the street.

A vacant parcel of land owned by the Town exists on the east side of Leyburn Avenue, adjacent to the Tertiary Plan area. When the properties along Leyburn Avenue were developed, this parcel was left vacant in anticipation of being used for a future road connection. With connections available from the Tertiary Plan area to Brookside Road and Naughton Drive, an additional connection to Leyburn would be of limited use. This Town-owned land may instead be appropriate for a future development lot.



Image: Streets provide an important function for pedestrian, cycling and vehicular connectivity.

3.3 Residential Areas

3.3.1 Low-Density Residential Area

The Tertiary Plan identifies a “Low Density Residential Area” along the western edge of the Tertiary Plan area which abuts the Neighbourhood properties fronting onto Leyburn Avenue, and along the northern edge of the Tertiary Plan area at Brookside Road and along Naughton Drive west of the proposed Street “C”, as shown on **Schedule 1** (Tertiary Plan Schedule) to the Tertiary Plan. The general intent and function of this area is to allow for a lower density built-form within the areas of the Tertiary Plan that abut the existing Neighbourhood areas to the west and north, so as to ensure compatibility of built-form with the abutting neighbourhood.

- **Permitted Building Typologies:** Single Detached Dwellings; Semi-Detached Dwellings; and Duplexes

3.3.2 Medium-Density Residential Area

The Tertiary Plan identifies a “Medium Density Residential Area” in the eastern portion of the Tertiary Plan area, generally east of proposed Street “A” and Street “C”, and is shown on **Schedule 1** (Tertiary Plan Schedule) to the Tertiary Plan.

The general intent and function of the Medium Density Residential Area is to provide for a transition in built-form between the high-density, mixed use, transit-oriented development planned within the Bernard KDA and the existing adjacent Neighbourhood areas to the west and north of the Tertiary Plan area. The area will provide for a decrease in density and height away from the KDA, towards lands designated in the OP as Neighbourhood. In accordance with the criteria set out in Section 4.9.1.2 of the OP, the Medium Density Residential Area is situated in proximity to the bus rapid transit proposed along Yonge Street. In addition, lands within the Medium Density Residential Area will have access to a public local street and are in proximity to existing medium density residential uses along Naughton Drive and Abitibi Street.

- **Permitted Building Typologies:** Single Detached Dwellings; Semi-Detached Dwellings; Duplexes; and Townhouse Dwellings

3.3.3 Medium-Density Residential Overlay Area

The Tertiary Plan identifies a “Medium Density Residential Overlay Area” in the eastern portion of the Tertiary Plan area, generally east of proposed Street “A” and north of proposed Street “B” abutting the Rouge River valley lands which are under the jurisdiction of the TRCA, as shown on **Schedule 1** (Tertiary Plan Schedule) to the Tertiary Plan.

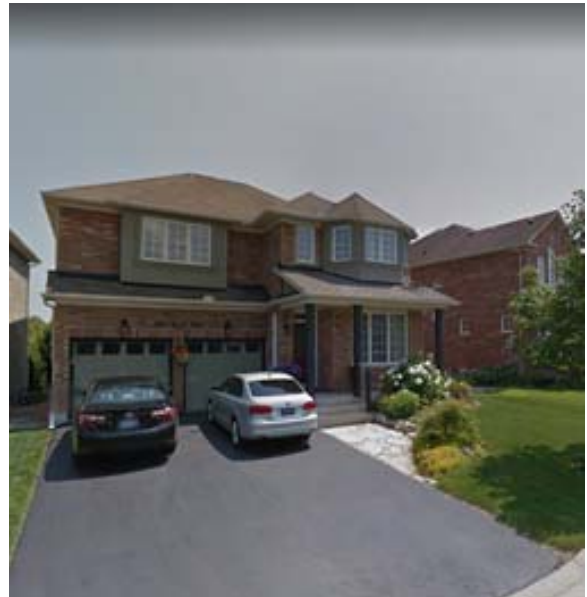


Image: Example single detached dwelling with generous landscaping and access off a public street.



Image: Example Street Townhouse dwelling with garage access off a public street.

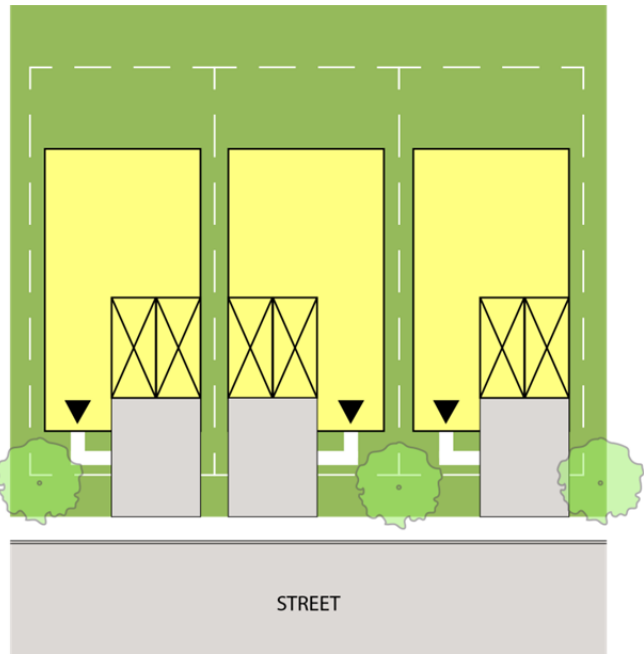
The general intent and function of this area is to allow for a greater mix of built form by permitting low-rise townhouse and apartment forms of dwellings along the eastern edge of the Tertiary Plan area adjacent to the Bernard KDA, and away from the established low-rise neighbourhoods to the west. This overlay area will also provide a gradual transition of built form within the Tertiary Plan area, with the greatest mix of built form at the eastern portion of the Tertiary Plan area, and decreasing towards the west.

- **Permitted Building Typologies:** Single Detached Dwellings; Semi-Detached Dwellings; Duplexes; Walk-up Apartment Dwellings; and Townhouse Dwellings

3.3.4 Example Building Typologies

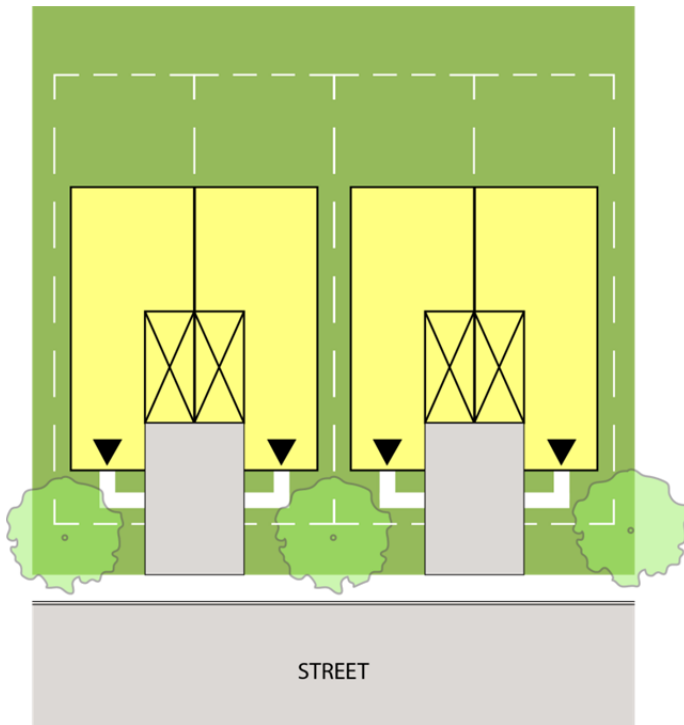
The following section illustrates examples of building typologies that may be accommodated within the Low Density Residential Area, Medium Density Residential Area and Medium Density Residential Overlay Area as set out on **Schedule 1** (Tertiary Plan Schedule) to the Tertiary Plan. The building typology illustrations set out below are not exhaustive, and are conceptual for illustrative purposes. While other typologies may be permitted, these descriptions can be adapted accordingly. Detailed design criteria for building typologies are set out in Section 4 of this Tertiary Plan.

Single Detached Dwellings



Description:
A single detached dwelling generally means a completely detached dwelling unit.

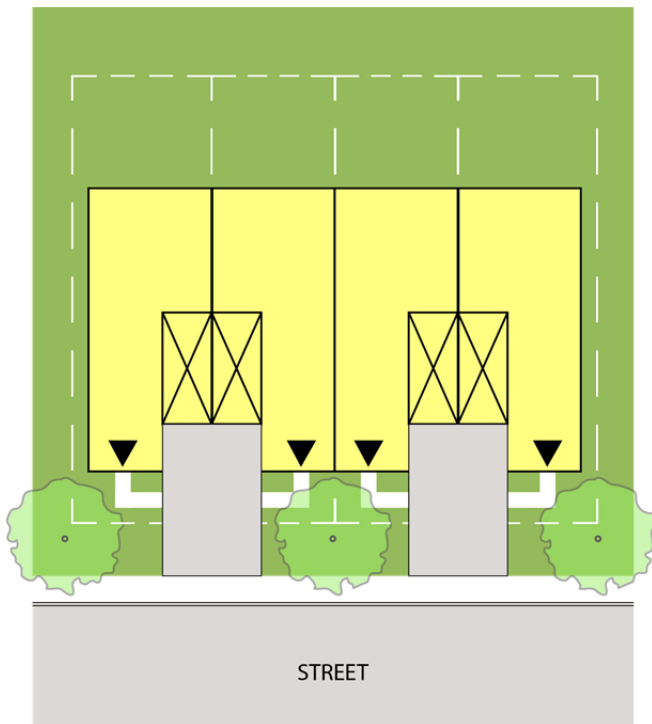
Semi-Detached Dwellings



Description:

A semi-detached dwelling is generally a building that is divided vertically into two dwelling units sharing a common wall above the established grade, and each of which has an independent entrance either directly to the outside or through a common vestibule.

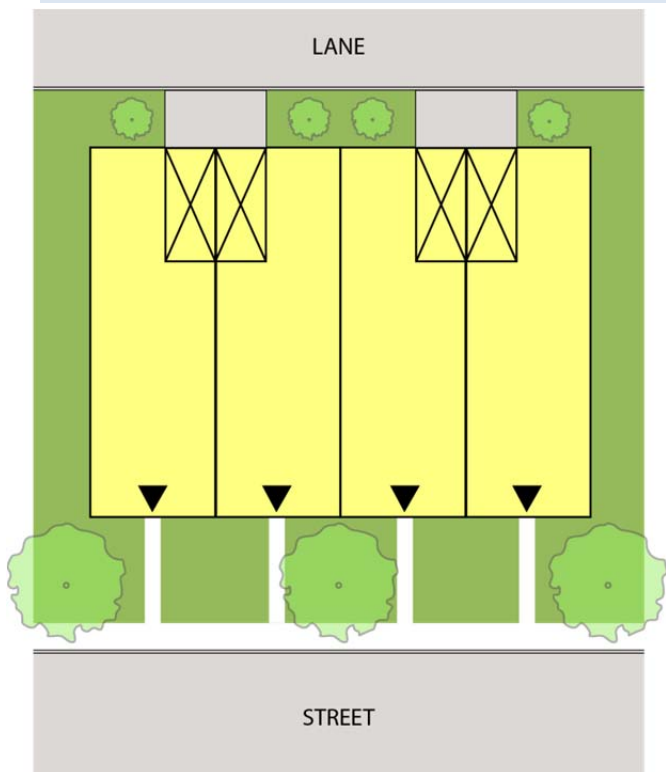
Traditional Street Townhouse Dwellings



Description:

Traditional street townhouse dwellings are townhouse blocks generally containing units arranged vertically in a row that are typically 2 to 3 storeys in building height and which have driveway access from the front of the townhouse unit. Vehicular access may be through either a public street or through a private street or parking area internal to the site and pedestrian access is from the front of the unit.

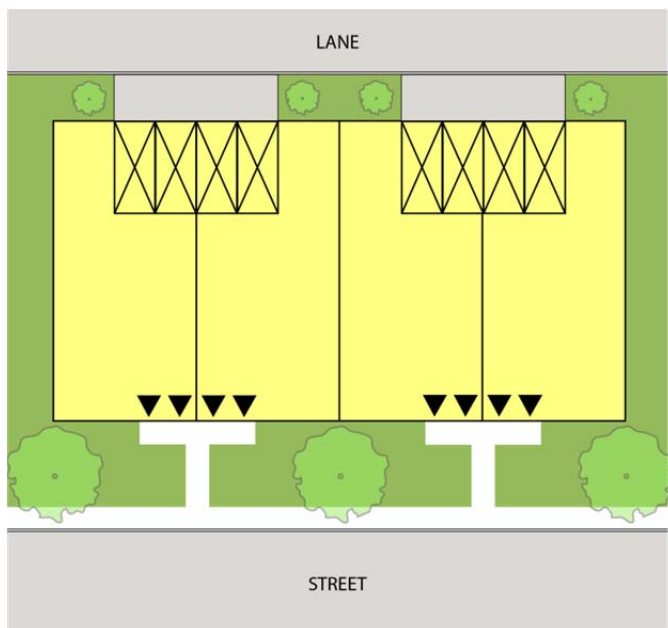
Rear Lane Townhouse Dwellings



Description:

Rear lane townhouse dwellings are townhouse blocks generally containing units arranged vertically in a row that are typically 2-3 storeys in building height and which have driveway and garage access from the rear of the unit. Vehicular access is typically through a private lane or parking area internal to the site and pedestrian access can be from the front or back of the units, or both.

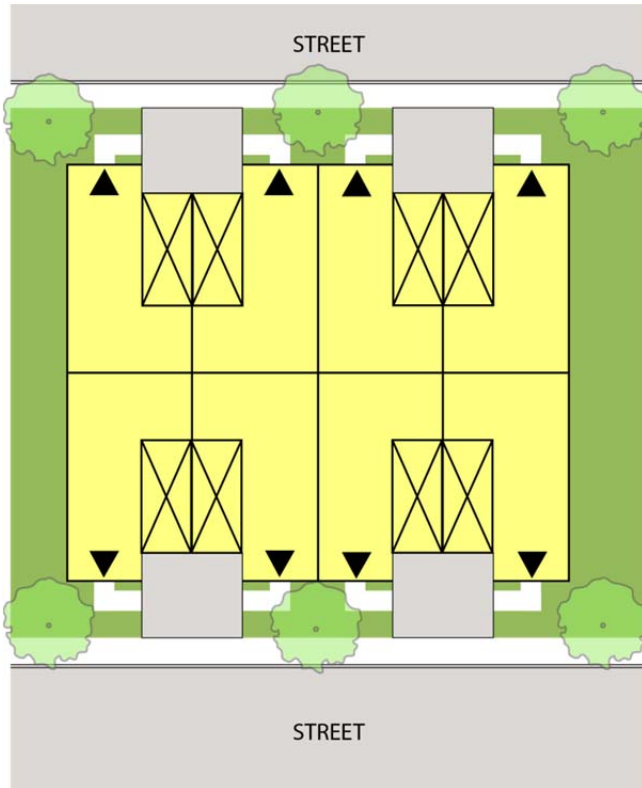
Stacked Townhouse Dwellings



Description:

Stacked townhouse dwellings are townhouse blocks generally containing units arranged both vertically in a row and horizontally with units above. They are typically accessed through a private street/lane or parking area internal to the site. Parking may also be provided underground for these units. Pedestrian access can typically be from the front or back of the units, or both.

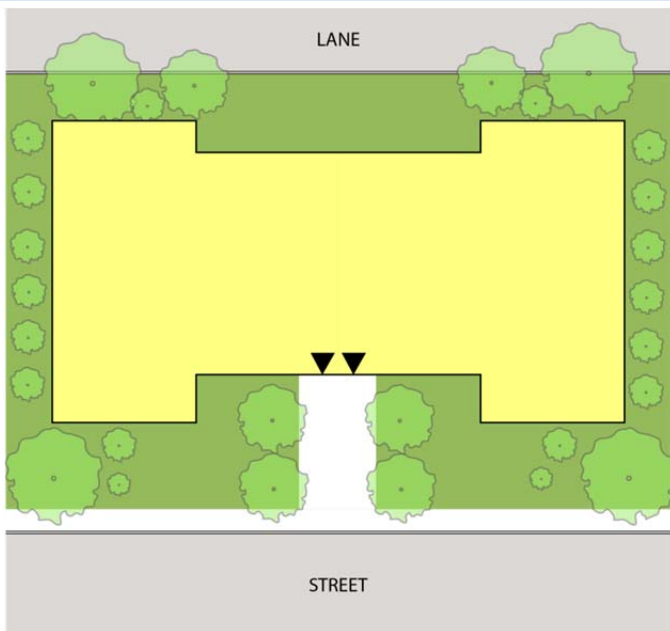
Back-to-Back Townhouse Dwellings



Description:

Back-to-Back townhouse dwellings are townhouse blocks generally containing units arranged vertically in a row and may be physically attached to another row of units behind. These units typically have no rear yards but often have balcony space for outdoor amenity. Back-to-Back townhouses are typically 2 to 3 storeys in building height, and vehicular access can be through a public street or a private street/lane from the front of the units (and sides for corner units). Parking may also be provided underground for these units.

Low Rise Walk-up Apartments



Description:

Walk-up apartments are buildings which typically do not have an elevator and which generally consist of multiple residential dwelling units that have a common entrance from street level and where occupants obtain access to their dwelling units through common halls. Vehicular access is typically through a public street, private lane or parking area internal to the site.

3.4 Natural Heritage

In the eastern portion of the Tertiary Plan area, there is a watercourse (a tributary of the Rouge River) as well as associated valley lands and wooded features. As required by the Oak Ridges Moraine Conservation Plan (ORMCP), a 30 metre minimum vegetation protection zone (buffer) is required from the meander belt for the watercourse. The natural features and associated buffers are identified on **Schedule 1** (Tertiary Plan Schedule) to the Tertiary Plan as “Greenway System”. Development shall not be allowed to occur within the limits of the “Greenway System”.

A Natural Heritage Evaluation (NHE) is required to be completed as part of a development application on lands adjacent to the area identified as “Greenway System” on the Tertiary Plan schedule in order to determine the exact location of all natural features and associated buffers. An amendment to this Tertiary Plan or the Official Plan shall not be required for refinements to the “Greenway System” designation as determined through a NHE to the satisfaction of the Town and the Toronto and Region Conservation Authority (TRCA).



Image: The tributary of the Rouge River is located along the eastern portion of the Tertiary Plan area and forms part of the context and natural heritage features within the area.

3.5 Parks

The Tertiary Plan Schedule identifies a conceptual Linear Park along the western edge of the Greenway System, with two parkette entrances to the Linear Park (south side of Brookside Road, and north side of Street “B”).

The location of the Linear Park adjacent to the Greenway System allows for a better public connection with the Greenway System, and gives the appearance of a larger park. However, the natural features and their associated buffer areas do not constitute parkland. A Linear Park will provide both active and passive recreational opportunities for local residents. The Linear Park may include public amenities such as a multi-use trail, seating, public art, and play and/or exercise structures. The multi-use trail network along the length of the Linear Park will increase pedestrian and cycling connectivity by connecting Brookside Road and the north end of the Tertiary Plan area to Yonge Street and the Yonge and Bernard KDA. The location of the Linear Park also allows for a future connection to a potential trail north of Brookside Road and east of Yonge Street, continuing along the watercourse. The width of the Linear Park will vary along its length and at no point shall it be less than 15 metres in width, and may be wider in certain locations in order to create better transition and a straighter edge with adjacent development. A midpoint connection, or connections, from the neighborhood to the linear park should also be provided. Plantings within buffer areas associated with natural features shall be encouraged to protect natural features, and to visually delineate the limits of natural areas and the adjacent linear park.



Image: Linear Parks function as linkages or connections between parks and other destinations, providing walkways, paths and trails for passive recreation.

Two parkettes are conceptually located at the entrances to the Linear Park from public streets. These areas will act as the primary access points to the Linear Park. The parkettes will also function as landmarks for the neighbourhood, and as prominent entrances to the Linear Park and will become focal

points and meeting places for local residents. To accomplish these goals, the parkette areas may include amenities such as seating, community gardens, and public art.

4 Design Guidelines

This section provides design guidance with respect to Community Context, Site Design and Building Design considerations within the Tertiary Plan area, and supports the built form recommendations prescribed in Section 3 of the Tertiary Plan and the preferred development concept shown on **Schedule 1** (Tertiary Plan Schedule). The design guidelines set out in the Tertiary Plan, in association with the Town's town-wide Urban Design Guidelines, shall be utilized in the review and evaluation of development applications within the Tertiary Plan area.

4.1 Community Context

The following community context guidelines shall apply to all forms of development within the South Brookside Tertiary Plan area:

- Development shall evaluate the existing and planned context of the Tertiary Plan area, and demonstrate how the proposed development responds appropriately to this context.
- Where development abuts the Greenway System, it shall be encouraged to provide for a single loaded road along the Greenway System with pedestrian access to the public realm. Development shall be encouraged to provide opportunities for resting/seating along the Greenway System through the design of vista blocks along publically accessible lands to ensure maximum visibility and public accessibility to the feature.
- Development shall be designed to maximize views to the Greenway System and to the proposed public park.
- Development should provide appropriately sized block lengths to enhance the pedestrian realm and encourage active transportation. Blocks should generally range in length between 200 to 250 metres to promote walkability. Blocks longer than 250 metres should provide mid-block pedestrian connections with a minimum width of 6.0 metres.
- Development shall connect to the existing public street network, where feasible, to improve the overall function and permeability of the network. Development should also provide pedestrian connections to trails, cycling routes, parks, bus stops, and public amenities.
- Development shall minimize the impact of shadows and maximize access to sunlight, sky views, and privacy to adjacent properties.
- Development shall provide for a transition in building height and massing down to adjacent lower-scale dwellings.
- Development shall incorporate sustainable water conservation technologies and low impact development measures for stormwater volume control in accordance with the Town's approved Sustainability Metrics and the Town's Urban Master Environmental Servicing Plan (MESP).



Image: Example of a pedestrian mid-block connection, which improves permeability between streets and development.

4.2 Site Design

4.2.1 Placement of Buildings

- Development should be encouraged to identify priority lots within the development. Special design treatment and additional articulation should be provided to ensure buildings respond appropriately to their prominent locations.
- Development shall generally locate and orient dwellings and/or buildings to provide definition and support to existing and new edges of streets, parks, and open spaces.
- Development shall site buildings, entrances, and pedestrian amenities strategically to create architectural interest and to enhance the public realm.
- A facing distance of 15.0 metres should be provided between buildings (townhouse blocks or low-rise apartments) to ensure appropriate light and privacy is maintained. Additional separation between townhouse blocks should be provided if below-grade units are proposed.

4.2.2 Pedestrian and Vehicular Network

- Development shall provide safe, direct, and universally accessible pedestrian and cycling connections to parks, the Greenway System, public sidewalks, and public amenities.
- Development shall consolidate access points wherever possible and provide for safe and appropriate pedestrian and cycling access to underground parking facilities.
- Development shall connect to local streets and provide through lanes to minimize vehicular turnaround.
- Development shall provide for a sidewalk on at least one side of private roads, with a minimum sidewalk width of 1.5 metres.
- Pedestrian crossings should be clearly identified through distinctive paving or painted markings.

Parking

- Underground parking shall be preferred over surface parking.
- Garage entrances and ramps leading to underground parking should be integrated into the design of the building. In addition, access stairs, garbage collection/storage areas, and loading areas should be incorporated into the design of the building.

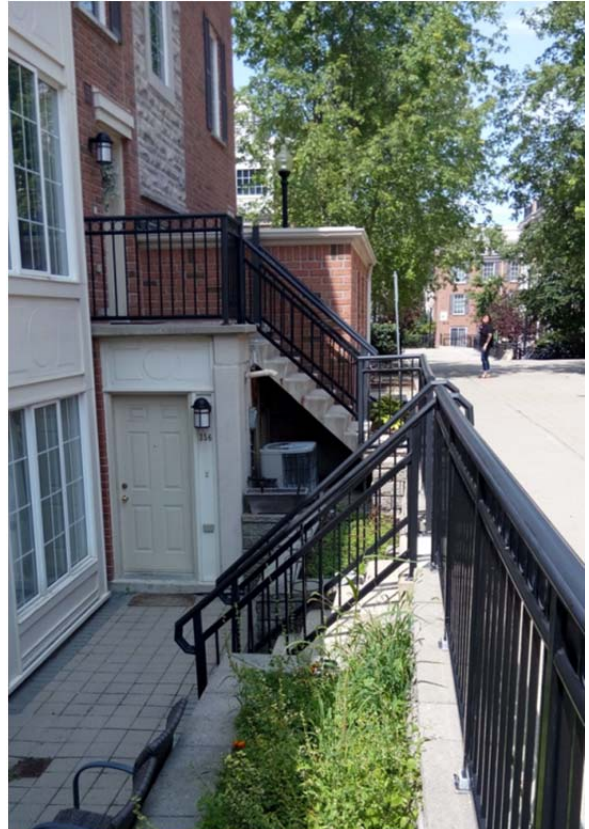


Image: Example of stacked townhouse dwellings which provide privacy and sunlight for below-grade units.



Image: Example of design treatment and articulation provided on a corner lot.

- Development shall ensure that below-grade parking structures do not limit the opportunity for mature landscape treatments and tree growth on site by providing appropriate soil volume, quality, and depth.
- Where surface parking is provided, it should be minimized to the extent possible and located at the rear or side of the building.
- Development shall provide landscape treatment including landscaped islands and screening/buffers to minimize the visual impact of surface parking.

Enhanced Treatment of Laneways

- Development should provide a mix of units with single- and double-door garages to provide opportunities for landscape elements, including tree plantings.
- Where stacked units are proposed with rear lane access, only single-door garages per unit should be provided.
- At a minimum, two trees per block of townhouses should be planted along the rear lane with adequate soil volume provided.
- Structural soil shall be required where adequate soil volume cannot be provided for tree survival.
- Paving should be provided on driveways to delineate driveways from the rear lanes. Permeable pavers, surface texture changes, banding, and pedestrian crossings should be provided.
- Built-in planters are encouraged to be provided along private lanes, between units and on terraces.



Image: Example of enhanced treatment of laneways with landscaping elements including tree planting using structural soil and permeable pavers.

Loading and Waste Collection

- Loading and waste collection should be integrated into building design. Where loading and waste collection cannot be accommodated inside the building, loading and waste collection areas shall be located at the side or rear of the building so they are not visible from the street.
- Where loading and waste collection areas are provided at-grade, extensive landscape treatment and/or architectural design treatment should be provided to screen these areas from public views.

4.2.3 Landscape Design

Landscaped Area

- Landscaped areas should be designed to enrich pedestrian experience, enhance the visual image of the development, and improve the overall ecological function of the site.
- Development should group trees and shrubs to soften and enhance building elevations. A

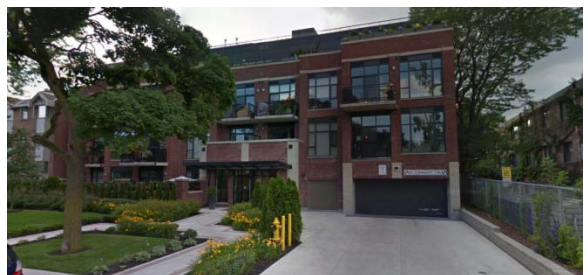


Image: Example of a low-rise apartment with landscaping that enriches the pedestrian experience.

diversity of native species should be planted along streets, laneways, urban spaces, and amenity areas.

- The provision of public art and enhancement of the public realm in strategic places should be encouraged.
- A minimum soil volume of 30 cubic metres of high quality soil per tree should be provided.

Amenity Area

- Development should provide for a range of uses and amenities in well-designed open spaces.
- Publicly accessible open spaces at-grade are highly encouraged to be located in a central location within the development, or adjacent to parks and the Greenway System.
- Roof top, private terraces, gardens, and indoor shared amenity areas should be provided in addition to at-grade outdoor amenity areas.
- Private amenity areas should be provided in terraces above the garages, and are encouraged to cover a portion of the driveway along rear lanes.

Front Yard Landscaping

- Development should enhance the character of the street and provide for a semi-public transitional landscaped area.
- Development shall provide soft landscaping, and protect existing mature trees where possible.
- A minimum of 45% of the front yard area should be dedicated to landscaping.
- Permeable pavers should be provided to connect the main entrance of a dwelling unit to its individual driveway.



Images: Example of front yard landscaping and building façade that enhance the public street and the pedestrian experience.

Courtyards/Pedestrian Mews

- A well designed shared green space between front to front stacked, low-rise buildings or townhouse blocks should be provided, where applicable.

Screening of surface parking and loading

- Where surface parking, loading, and waste collection areas are provided at-grade, extensive landscape treatment should be provided to screen these areas from public views.

4.3 Building Design

4.3.1 Height and Massing

- Building heights shall be in accordance with the Official Plan policies.
- Where a site is developed with more than one building, the collective architectural composition



Image: Ensure pedestrian mews including walkways, green space, and tree plantings are provided between front-to-front building blocks of stacked townhouses.

of the buildings should be considered in terms of massing, street relationship, and visual impact on adjacent buildings.

4.3.2 Lot Frontage and Unit Width

- Interior single detached lots should have a minimum lot frontage of 13.0 to 15.0 metres. Corner lots should have a minimum frontage of at least 16.0 metres.
- Interior semi-detached lots should have a minimum lot frontage of at least 14.6 metres. Corner lots should have a minimum frontage of at least 16.4 metres.
- Townhouse units in a row should be limited to a maximum of 8 units (6 preferred) per block.
- A minimum unit width of 6.0 metres should be provided for traditional street and back-to-back townhouse units.
- Rear lane townhouses with unit widths less than 6.0 metres may be permitted, subject to the requirements and guidelines set out for “Enhanced Treatments of Laneways” and in Section 4.3.3 “Garages” of this Tertiary Plan.

4.3.3 Garages

- Development that provides garages at the front of the building should be designed so that the garages are not the dominant feature in the streetscape. Tandem car garage designs shall be encouraged to minimize the impact of garages on building elevations and on the streetscape.
- Garage door width should be limited to 2-car garages for a single detached dwelling.
- Garage width of a townhouse unit or a semi-detached unit should not exceed 50% of the unit’s lot frontage.
- Garages should be paired wherever possible to allow for on-street parking, and to maximize opportunities for landscaping including tree planting.
- Garages should not project beyond the main wall face or the front porch of the dwelling.
- In a rear lane condition, development should provide for a mix of units with single- and double-door garages to provide opportunities for at-grade landscape strips between units.
- An appropriate setback should be provided from the garage wall of a rear-lane unit to the lane right-of-way to accommodate landscape strips between units.
- Driveways leading to garages should not be wider than the garage they serve, and are encouraged to be paved with permeable materials to reduce stormwater runoff.
- For low rise walk-up apartments, garage entrances leading to underground parking should be integrated into the design of the building.



Images: Examples of townhouse dwellings with front facing garages.

4.3.4 Façade Treatment

- The design and scale of the building façade should enhance the pedestrian experience and ensure visual interest is provided.
- Design excellence should be evident in all aspect of building design, including the choice of materials, proportion and massing, detailing, and colours.
- Building design should articulate the elevations of dwelling units in a manner that provides variations between dwelling units, but reinforces common characteristics that visually unites the blocks. The siting of identical building elevations side-by-side or directly opposite on the same street is strongly discouraged.
- Building design should maximize windows, doors, front porches, and balconies to promote eyes on the street.
- Development should avoid large expanses of blank walls. Publicly exposed elevations should be articulated and designed with architecturally finished treatments.
- The number of risers at the front façade should be limited to 6 risers.
- Varying depth and articulation should be provided to break up the monotony of terrace line along rear lanes.



Images: Examples of townhouse dwellings with a variety of elevation treatments.

4.3.5 Projected Elements

- Development should provide front entrances that are clearly visible and directly accessible from streets, parks, and pedestrian mews.
- Projecting elements such as porches and canopies should be provided within the permitted setback area.



Image: Examples of semi-detached dwellings with projecting elements.

5 Implementation

Schedule 1 (Tertiary Plan Schedule) to the Tertiary Plan will be implemented by a series of tools, in keeping with Official Plan policies. Accordingly, development within the Tertiary Plan study area shall be subject to the comprehensive policies of the OP and the key directions set out in the Tertiary Plan. This section of the Tertiary Plan describes the tools and planning mechanisms that shall be utilized for development proposed within the South Brookside Tertiary Plan area. The tools described herein are derived from the policies set out in the Official Plan, and should be read in conjunction with the policies of the OP. The implementation requirements for the area shall be dictated through the consideration of various planning matters, including but not limited to:

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

5.1 Planning Approvals and Requirements

5.1.1 Pre-Application Meeting

Section 5.4 of the Official Plan sets out the policies for pre-application meetings prior to the submission of applications under the Planning Act. Proponents of development are required to attend a pre-application meeting with the Town.

5.1.2 Zoning

At the time of preparing this Tertiary Plan, Zoning By-laws 190-87 and 2523, as amended, are the Zoning By-laws presently in effect within the Tertiary Plan area. The majority of the Tertiary Plan area is zoned “R6 – Residential Single Family Six” pursuant to Zoning By-law 190-87, as amended, and “RR – Rural Residential” and “F – Flood” pursuant to Zoning By-law 2523, as amended. Both Zoning By-laws 190-87 and 2523 predate the adoption of the Town’s OP and set out the following provisions:

- The “R6” zone pursuant to Zoning By-law 190-87, as amended, permits single detached dwellings with minimum lot frontages of 15.24 metres (50 feet) ;
- The “RR” zone pursuant to Zoning By-law 2523, as amended, permits single detached dwellings with minimum lot frontages of 45.72 metres (150 feet);
- The “F” zone applies to the lands along the easterly portion of the area along the Rouge River valley lands and does not permit development other than institutional uses related to a flood control or a conservation project;

Accordingly, Zoning By-law Amendment applications within the Tertiary Plan area would be required for properties in the Low Density Residential Area to permit, among others, single detached dwellings with frontages that are less than those set out under the existing Zoning By-laws 190-87, and 2523, as amended, and to permit townhouse dwellings and apartment dwellings in the Medium Density Residential and Medium Density Residential Overlay Area in accordance with the built form and design guidelines set out in Section 4 of this Tertiary Plan. The Design Guidelines in Section 4 of the Tertiary Plan are to inform Zoning By-law Amendments implementing the Tertiary Plan Schedule, as appropriate.

5.1.3 Section 37 (Bonusing)

As noted in Section A.2 of this Tertiary Plan, the OP contemplates maximum building heights of 3-4 storeys within the Neighbourhood designation, as well as a maximum density of 50 units per hectare for medium density residential uses. The OP also contemplates situations where a density and/or height

bonus may be permitted by way of an agreement between the Town and a proponent of development in accordance with Section 37 of the Planning Act. Policies related to increases in height and/or density are set out in Section 5.5 of the OP. Recognizing that the present zoning permissions in the Tertiary Plan area generally do not implement the vision set out in this Tertiary Plan, agreements stipulating increases in height and/or density shall be based on the proposed increases in height and/or density in relation to the permissions set out in the OP. In instances where it may be appropriate to permit additional height and/or density within the Tertiary Plan area other than that identified in the OP, in such circumstances the Town must be satisfied that the proposed increase is appropriate for the location, and in keeping with the vision and principles of the OP and this Tertiary Plan, and that a community benefit is provided.

5.1.4 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, as amended, establishes that all development within the Town is subject to Site Plan Control, with certain exceptions. 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. Lands within the Medium Density Residential Area and Medium Density Residential Overlay Area as shown on Schedule 1 to the Tertiary Plan shall be subject to Site Plan Control where multiple residential forms of development (e.g. townhouses, walk-up apartments) are proposed consistent with the recommendations on built form set out in this Tertiary Plan. The Design Guidelines of Section 4 of the Tertiary Plan are to inform Site Plan applications implementing the Schedule 1, as appropriate.

5.1.5 Development Studies

The submission of studies, reports, plans and other required information shall be submitted by proponents of development through the development approvals process as part of the complete application submission requirements set out in Section 5.3 of the Official Plan.

Tree Inventory and Preservation Plan

Section 3.2.3.21 of the Official Plan requires 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 are required at the proponent’s expense.

Natural Heritage Evaluations

Setbacks from Natural Core areas shall be required to be more specifically defined through a Natural Heritage Evaluation at the time of development. In accordance with 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” require the preparation of a Natural Heritage Evaluation as part of the planning approvals process. Where required, Natural Heritage Evaluations are generally intended to, among other matters:

- Identify boundaries and characterize key natural heritage and/or key hydrological features;
- Assess any potential impacts and cumulative effects of the development proposal on key natural heritage or key hydrological features,
- Identify buffering requirements, and,
- Identify any other necessary mitigation or integration measures

Geotechnical and Hydrogeological Reports

There are unique groundwater conditions within the Tertiary Plan area that are highly site specific. Accordingly, groundwater-related development constraints and approaches to development will be defined on a site-by-site basis at the time of development. Development applications will be required, among other matters, to complete Geotechnical and Hydrogeological reports, to the satisfaction of the Town, to strengthen the level of oversight of the development process and confirm that sound engineering solutions are being implemented to protect groundwater and ensure stability of future buildings in the Tertiary Plan area. Low-impact development strategies shall be required to promote groundwater recharge.

Stormwater Management Strategy

Details of the stormwater management strategy for each proposed development will be determined during the development application process. Functional Servicing Reports shall be required to demonstrate conformity to the Richmond Hill Urban MESP as well as Town and TRCA standards. Transportation including parking requirements and transportation demand measures shall be assessed through the development application process and the submission of detailed transportation studies to be provided by proponents of development.

Transportation Demand Management Strategy

Section 3.5.1.2 of the Official Plan sets out policies to encourage a range of choices in mobility, with priority given to public transit and active transportation. To reduce travel demand and shift travel modes away from single occupant vehicles, development proposals shall be required to prepare and implement Transportation Demand Management (TDM) strategies to the Town's satisfaction. In support of the TDM strategies, development proposals shall utilize the Town's most current Parking Strategy or transit-oriented parking rates for the purposes of the Transportation/Parking Study submissions to the satisfaction of the Town. As the Zoning By-laws in effect within the Tertiary Plan area predate the Town's parking standards in the current Parking Strategy, Zoning By-law Amendment application(s) would be required to implement the parking standards set out in the Parking Strategy.

5.1.6 Concept Plans and Urban Design Briefs

Development in the South Brookside Tertiary Plan area may be required to submit a concept plan in accordance with the requirements set out in Section 5.2 of the Official Plan. Where required, the concept plan shall be prepared in accordance with the requirements of the Official Plan and shall form part of the complete application submission requirements prescribed by the Planning Act. Where required, the concept plan shall, among other matters:

- Identify the boundaries proposed for development;
- Identify the layout and use of the land proposed for development; and
- Identify the form of development proposed and its relationship to abutting lands and the larger Tertiary Plan area.

Urban Design briefs, in accordance with the policies and requirements of the Official Plan (Section 5.27) may also be required to demonstrate how the proposed development meets the policies of the OP and addresses the relevant urban design guidelines set out in the Tertiary Plan, Official Plan and town-wide Urban Design Guidelines.

Appendix A – Planning and Physical Context

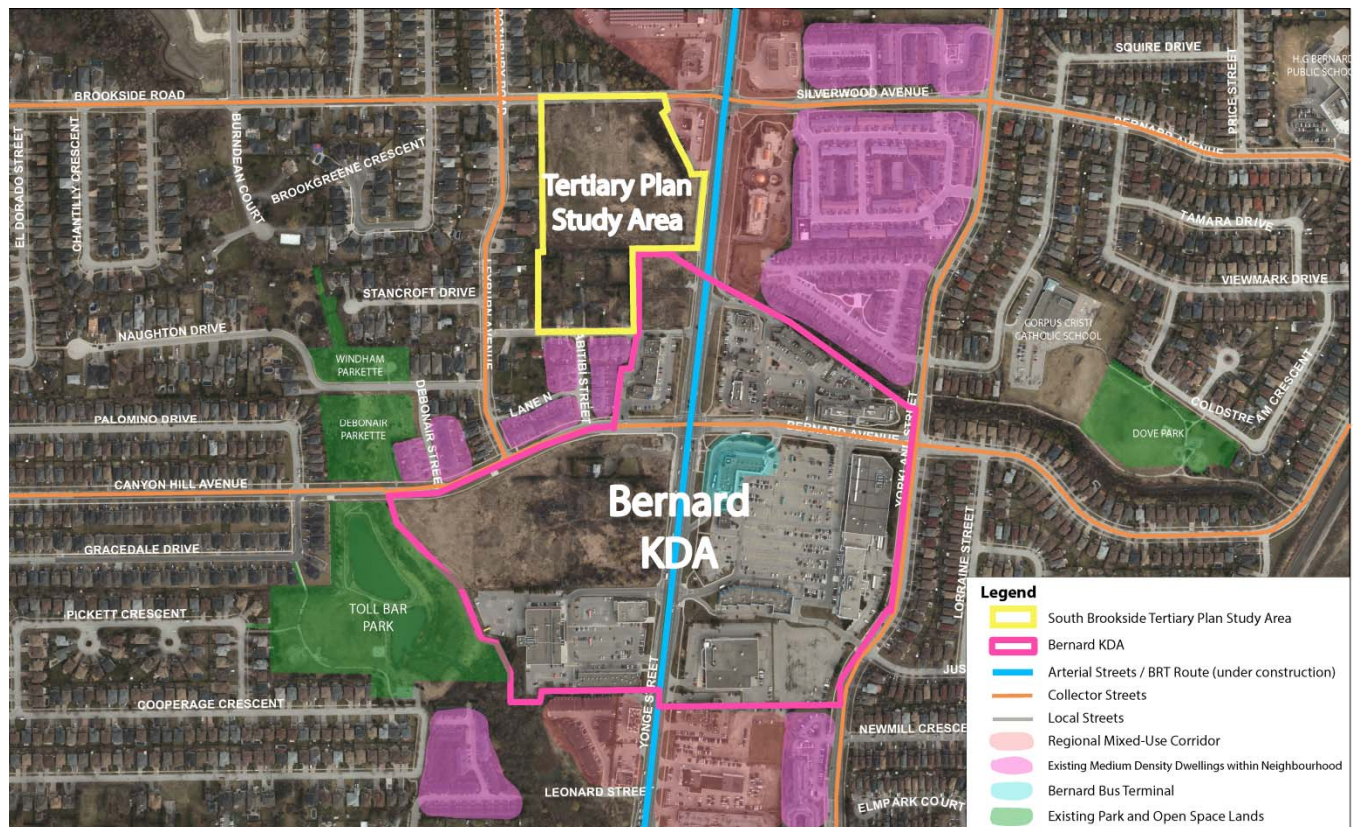
A.1 Existing Physical Context

The Tertiary Plan study process included a comprehensive review of the planning framework applicable to the study area including a review of the relevant policies and requirements set out in the Town’s Official Plan and a review of the key directions established for the Tertiary Plan study area through the planning study for the Yonge Street and Bernard Avenue Key Development Area (KDA). Additionally, through the broader KDA study analysis of the physical context, natural heritage, transportation and infrastructure was also undertaken. The following sub-sections summarize the key points of the planning framework and provide a summary of the existing physical context within and surrounding the Tertiary Plan study area.

A.1.1 General Pattern and Form of Development

The South Brookside Tertiary Plan study area is generally characterized at present by vacant lands towards the interior of the area and several existing single detached dwellings which are situated at the southern boundary of the study area along Naughton Drive. The area is flanked by single detached dwellings to the west, single detached dwellings and a natural heritage/hydrological feature forming part of the Rouge River watershed to the north, commercial development and/or vacant lands fronting onto Yonge Street to the east, and existing single detached and townhouse dwellings to the south. **Figure A1** illustrates the existing context within and surrounding the study area.

Figure A1: Study Area Context



Lands adjacent to the South Brookside Tertiary Plan study area include lands to the north, east and southeast along Yonge Street which form part of the Regional Mixed Use Corridor (“RMUC”) and the Yonge Street and Bernard Avenue KDA. The RMUC and the KDA form part of the Town’s network of centres and corridors and is where intensification of high-density, transit-oriented mixed use

development is directed. To the west of the study area is low-density residential dwellings (i.e. single detached) and medium density residential dwellings (i.e. townhouses and rowhouses) along Naughton Drive which form part of the abutting Neighbourhood. A large townhouse community is also located to the east of the study area (east of Yonge Street) along Silverwood Avenue and Yorkland Street which provides transition from the high density development along Yonge Street and the low-density residential Neighbourhood east of Yorkland Street.

Current access to the Tertiary Plan study area is provided from Brookside Road and Naughton Drive. There is also an existing Town-owned parcel of land situated off of Leyburn Avenue along the western boundary of the Tertiary Plan study area which came into ownership by the Town in the late 1980's. This parcel was intended to be developed as a municipal right-of-way in conjunction with lands within the Tertiary Plan study area, but has since remained vacant. With respect to parks, open spaces and community uses, the study area is served by existing Town parks including Toll Bar Park, Debonair Parkette and Dove Park which are designated Neighbourhood parks that exist to the southwest and east of the study area respectively (refer to **Figure A1: Study Area Context**). In addition, the South Brookside Tertiary Plan study area is served by a broad range of community uses which are in proximity to the Tertiary Plan area including local schools (Richmond Hill High School, H.G Bernard Public School and Corpus Christi Catholic School) located east of Yonge Street, and the Elgin West Community Centre located west of the study area on Bathurst Street.

The study area is also in proximity to York Region Transit's existing Bernard Bus Terminal, located at 10909 Yonge Street. Significant public rapid transit investment is planned along Yonge Street through the VIVA bus rapidway initiative which is targeted for completion by the end of the year 2020. The study area is generally within a 5-10 minute walking distance to the existing Bernard Bus Terminal and the proposed VIVA rapidway bus station at Yonge Street and Bernard Avenue Avenue.

A.1.2 Yonge Street and Bernard Avenue KDA Planning Study and Key Directions

On July 10, 2017, Council endorsed the Recommendations Report for the Yonge Street and Bernard Avenue KDA which set out key directions for the development of a Secondary Plan and Implementing Zoning By-law for the KDA. The planning study for the Bernard KDA also included the lands to the northwest of the KDA between Brookside Road, Naughton Drive and east of Leyburn Avenue ("northwest lands"). The northwest lands represent the study area for the South Brookside Tertiary Plan. The background work considered these lands comprehensively, and determined that the Tertiary Plan study area is appropriate for some forms of medium density residential development¹.



Images: Existing street townhouse dwellings along Abitibi Street in proximity to the Tertiary Plan area.



Images: Existing single detached dwellings along Naughton Drive.

¹ See Bernard Key Development Area Planning Study Recommendations Report, June 13, 2017

The policies of the Official Plan and the Recommendations Report for the Bernard KDA provide the overarching framework for the South Brookside Tertiary Plan. The Bernard KDA study process included a broad review and assessment of the Tertiary Plan study area and was informed through a public consultation process which concluded that some forms of low and medium-density residential uses are appropriate for the area based on the land use permissions set out in the “Neighbourhood” designation of the OP, including the criteria for medium-density residential development along collector streets and local streets as described in this Tertiary Plan. In addition, it was determined that the lands designated Neighbourhood and Natural Core within the Tertiary Plan study area would provide for a transition of development and built-form from the KDA to the areas located outside of the KDA boundary in order to address concerns expressed by the community regarding the impact of new development on established neighbourhoods.

The following key directions respecting connectivity, compatibility, greenway/open space and built-form/transition were established for the Tertiary Plan study area through the Bernard KDA study process and recommendations, and help to inform the development of the Tertiary Plan:

Built-Form and Transition

- Low and medium-density residential development should be directed to the area outside of the KDA boundary to create transition to the existing neighbourhood and to benefit from proximity to transit infrastructure;
- The design and massing of medium density and low density residential development in the Tertiary Plan study area will provide for a decrease in density and height away from the KDA, towards lands designated as Neighbourhood. The accompanying open spaces will support redevelopment in this area, and maximize connections to the existing Greenway System;

Greenway and Open Space

- The Tertiary Plan study area provides an opportunity to strengthen connections to the existing Greenway System and to establish new open spaces to accompany redevelopment;

Connectivity

- To improve connectivity in the Tertiary Plan area and to the adjacent neighbourhood by providing a fine-grain public street network. This would include new public streets which connect with the recommended street network for the broader Bernard KDA in order to create a multi-modal transportation system and support transit-oriented development; and

Compatibility

- Development should maintain and reinforce the stability of low-density residential neighbourhoods through built form policies to ensure intensification takes place in a way that protects and appropriately transitions to established residential neighbourhoods.

Accordingly, the Recommendations Report for the Bernard KDA recommended that in accordance with the “Neighbourhood” policies of the OP, Council approve a Tertiary Plan for medium density development within “Neighbourhood” designated lands. A Council-approved Tertiary Plan will provide direction for medium density development and will ensure that such development is compatible and represents a “good fit” within the physical context and character of the surrounding area.

A.2 Richmond Hill Official Plan

Lands within the South Brookside Tertiary Plan study area are designated “Neighbourhood” and “Natural Core” pursuant to Schedule A2 (Land Use) of the Town’s Official Plan, and are generally vacant with the exception of several single detached dwellings that exist along the Naughton Drive frontage, opposite Abitibi Street.

The policies of the Official Plan direct that the predominant use of land within the Neighbourhood designation shall be for low-rise residential uses. Low-density residential uses such as low-rise single detached, semi-detached and duplex dwellings are permitted. Medium density residential uses such as low-rise townhouses and walk-up apartments are also permitted in accordance with the policies of Section 4.9.1.2 of the Official Plan. Section 4.9.1.2 of the OP sets out locational criteria and requirements for medium-density residential uses on lands designated Neighbourhood.

OP Policy 4.9.1.2 (2)

“Development of medium density residential uses may be permitted on lands that have frontage on:

- a) An arterial street;*
- b) A collector street and is within walking distance to a public transit stop and as identified in a Tertiary Plan undertaken by the Town and approved by Council or identified as part of a priority infill area under policy 4.9.1.1(1); and*
- c) A local street and only in proximity to an existing medium density residential development as identified in a Tertiary Plan undertaken by the Town and approved by Council or identified as part of priority infill area under policy 4.9.1.1(1)”*

In addition to the locational criteria and the requirement of a Tertiary Plan, the following is a summary of some of the relevant policies of the OP which are applicable to the Tertiary Plan study area including the development of medium-density residential uses such as low-rise townhouses and walk-up apartments within the Neighbourhood designation, and policies respecting the provision of parks, natural heritage and public streets. It should be noted that the OP provides a full comprehensive list of policies that apply to development within the Tertiary Plan study area and is the basis upon which proposed development in the Tertiary Plan study area is to be assessed and reviewed to determine conformity with the Town’s broader planning framework. Accordingly, development in the Tertiary Plan study area shall be subject to the comprehensive policies of the OP and the key directions set out in this Tertiary Plan which supplements the OP.

Among other matters, the policies of the OP set out policy direction such as the following, as it relates to parks, natural heritage, public streets and development within the Neighbourhood designation:

Neighbourhood

- A maximum density of 50 units per hectare (20 units per acre) (OP Policy 4.9.1.2(3));
- A maximum building height of 3 storeys, except on an arterial street where the maximum building height shall be 4 storeys (OP Policy 4.9.1(4));
- Development shall be compatible with the character of the adjacent and surrounding area in accordance with policy 4.9.2.4 of this Plan (OP Policy 4.9.1(3));
- Site design which would inhibit future infill development shall not be permitted (OP Policy 4.9.2(1));
- Applications for development may be required to submit concept plans, in accordance with Section 5.2 of this Plan, which demonstrate how development meets the land use and design policies of this Plan (OP Policy 4.9.2(2));
- The relevant urban design guidelines which have been approved by Council shall be utilized in the review and evaluation of development applications and related studies in accordance with the policies of Section 3.4.12 of this Plan (OP Policy 4.9.2(3));
- Development shall be compatible with the existing character of adjacent and surrounding areas with respect to: predominant building forms and types; massing; general patterns of streets, blocks and lanes; landscape areas and treatments; and general pattern of yard setbacks (OP Policy 4.9.2(4)); and

- Where development is subject to an infill plan or tertiary plan, the criteria as set out in an infill plan or tertiary plan approved by Council shall apply (OP Policy 4.9.2(4));
- Urban open space connections within the Neighbourhood and to abutting areas shall be encouraged to provide pedestrian and cycling mobility (OP Policy 4.9.2(6));

Parks, Natural Heritage and Hazardous Lands

- Dedication of lands for park or other public recreational purposes required as a condition of development in accordance with Section 42, 51.1 and 53 of the Planning Act (OP Policy 3.1.8(3));
- Development may be required to demonstrate through a concept plan how the proposed development will contribute to the connectedness and creation of a continuous urban open space system by providing new parks and/or urban linkages between Neighbourhood areas, centres and corridors, employment lands and the Greenway System (OP Policy 3.4.4 (2));
- The urban open space system shall include the following types of parks: (a)Community Parks; (b)Neighbourhood Parks; (c)Linear Parks; and (d)Urban Squares (OP Policy 3.4.4(8));
- The Town shall requires that parks are located so as to frame or take advantage of significant views and landmarks, wherever possible (OP Policy 3.4.4(19));
- Where parkland immediately abuts or is within close proximity to residential areas, appropriate measures shall be taken to reduce adverse noise and visual impacts, including lighting effects, and the location and buffering of parking and other facilities (OP Policy 3.4.4(22));
- Linear Parks shall be designed to: (a) include both hard and soft surface materials; (b)provide safe passage and visibility through the provision of adequate lighting and appropriate landscape species (OP Policy 3.4.4(25));
- Urban Squares shall be designed to: (a) provide spaces framed by buildings and/or landscaping which are open to the sky; (b) include ample seating opportunities to provide resting, meeting, or gathering places within the urban open space system; (c)include hard surfaces such as stairs, planters and/or ramps that can serve as additional seating areas; and (d) enhance or complement the sense of place and character of the area (OP Policy 3.4.4(26));
- The Town shall seek the dedication of key natural heritage features and key hydrological features and their associated minimum vegetation protection zone(s), through the development approval process to an appropriate public agency at no public expense (OP Policy 3.2.1(8));
- The limits of a key natural heritage feature or a key hydrological feature or its functions must be determined through the approval of a draft approved plan of subdivision, consent or through a site plan approval. Once the limits of the feature have been determined through an approval process, the limits shall not be reduced (OP Policy 3.2.1(9));
- Development shall be directed away from hazardous lands and hazardous sites by designating all floodplain lands, with the exception of Special Policy Areas and flood vulnerable areas, as part of the Greenway System (OP Policy 3.2.2.3(1));
- Improved connectivity of the Greenway System shall be established by the creation of new natural and urban open space linkages where possible through the development approval process, publicly initiated capital projects, and the Town's community stewardship initiatives (OP Policy 3.2.1(10));

Public Streets

- Development shall promote a compact land use pattern by establishing walkable public street patterns and lot fabric to allow for future development and intensification; creating a pedestrian-oriented built-environment through the design and placement of buildings and landscaping on a site; and creating or continuing a fine-grained street network (OP Policy 3.4.1(30));

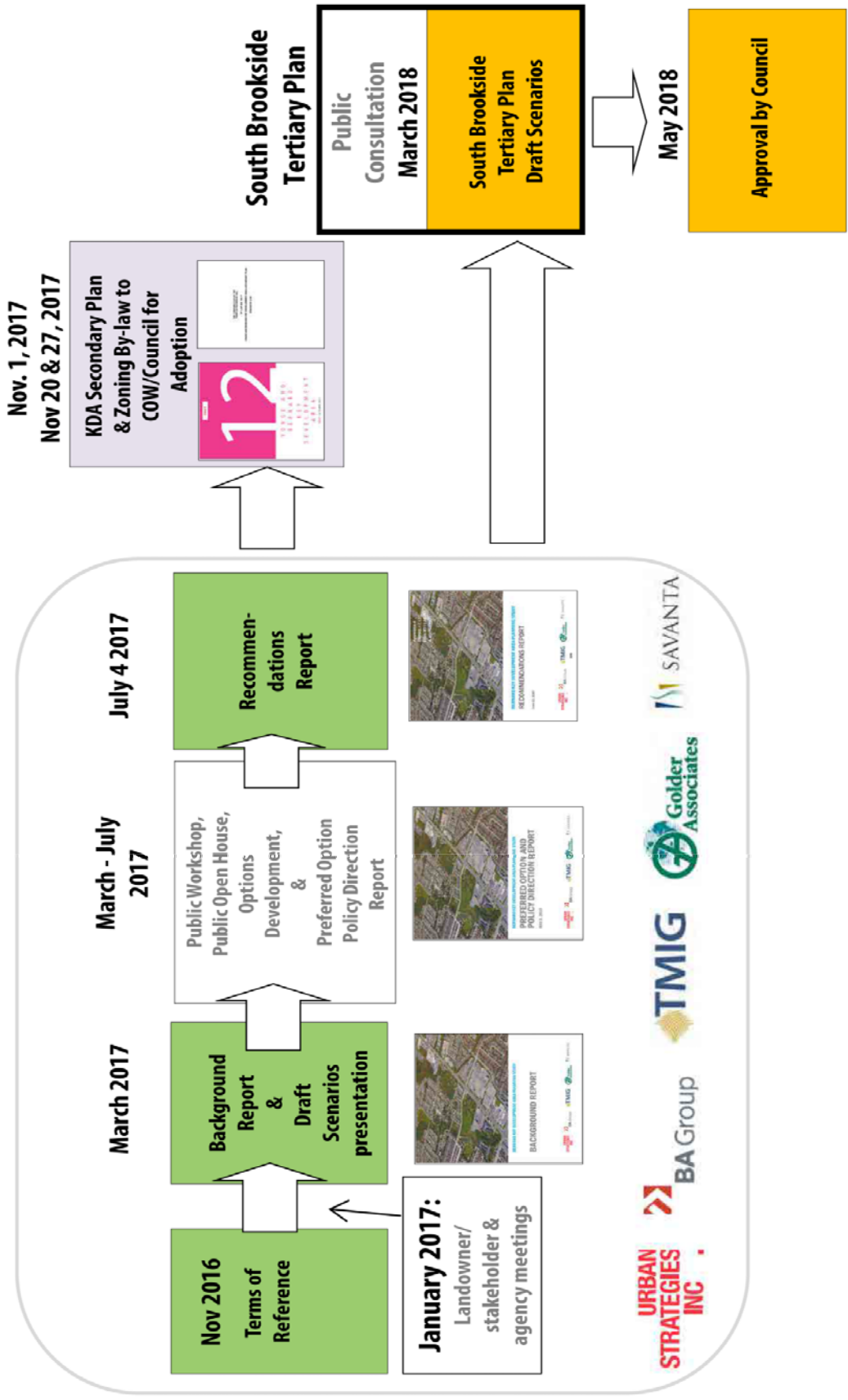
- The facades of buildings facing a street should not be interrupted by garages or service bay openings which shall be encouraged to locate in the side or rear of a development site and should be designed so as to not dominate the streetscape (OP Policy 3.4.1(31));
- The Town shall encourage a range of choice in mobility with priority given to public transit and active transportation while balancing limited street capacity and competing uses. The following transportation system user hierarchy shall be supported: (a) Active Transportation (Pedestrian and Cyclists); (b) Public Transit; (c) High Occupancy Vehicles (HOV) and goods movements; and (d) Single Occupant Vehicles (OP Policy 3.5.1(2));
- The Town shall reinforce connectivity in the transportation system to increase pedestrian and vehicular movement (OP Policy 3.5.1(18));
- The Town shall encourage a variety of trail types and linkages, both soft surface and hard surface, throughout the transportation system (OP Policy 3.5.2(4));
- Development shall incorporate pedestrian and cycling facilities, where feasible, to encourage walking and cycling as a means of travel among destinations within the Town (OP Policy 3.5.2(8));
- Development shall be required to provide connections to public transit stops, where appropriate (OP Policy 3.5.3(3));
- The primary function of local streets shall be to provide direct access and facilitate the movement of low volumes of traffic to collector streets and some arterial streets in accordance with the policies of the OP (OP Policy 3.5.6(5)).

A.3 Consultation

Public consultation informed the development of the South Brookside Tertiary Plan. An extensive public consultation and engagement process was undertaken as part of the development of the Yonge Street and Bernard Avenue KDA planning study wherein key directions were established for the South Brookside Tertiary Plan study area. **Figure A2** illustrates the project process and outcomes from the Yonge Street and Bernard Avenue KDA planning study, as endorsed by Council, which provided direction to prepare a Tertiary Plan for the South Brookside study area.

As part of the preparation of the South Brookside Tertiary Plan, the public engagement process continued to solicit feedback on the Tertiary Plan study area and included an open house, a targeted survey outlining possible scenarios for the Tertiary Plan study area related to streets, parks and built-form, meetings between Town Staff, landowners and stakeholders and Town Council meetings. The development of this Tertiary Plan has considered the input and feedback received from both the Tertiary Plan and Yonge Street and Bernard Avenue KDA study processes.

Figure A2: Yonge Street and Bernard Avenue KDA Secondary Plan and South Brookside Tertiary Plan Project Process and Outcomes



A.4 Analysis and Key Findings

The following summary highlights the key points of the physical context for the Tertiary Plan study area and establishes the underlying framework for the Tertiary Plan including the vision, land use, built-form and design considerations as described in the subsequent sections of the report:

- The study area is generally characterized by vacant lands within the interior of the Tertiary Plan study area, and a mixture of 1 and 2-storey single detached dwellings along the Naughton Drive frontage with most buildings constructed in the late 1950's. The most recent residential dwelling was constructed in 2015-2016. Within proximity to the study area (to the south and east) is existing medium-density residential uses generally in the form of townhouses which form part of the overall study area context;
- There has been limited infill development in the Tertiary Plan study area over the last several decades. Where development has occurred, it has been situated along Naughton Drive through replacement housing and lot severances. There is an opportunity to provide for a mix of housing and built form in the Tertiary Plan study area through future infill development;
- The Tertiary Plan study area is presently accessed by Brookside Road and Naughton Drive which are designated in the Official Plan as a collector street and local street respectively. Leyburn Avenue to the west of the Tertiary Plan study area is designated in the OP as a collector street. Lands within the Tertiary Plan study area meet the locational criteria for the consideration of medium-density residential uses as set out in Section 4.9.1.2 of the OP;
- The Tertiary Plan study area has limited connections to the surrounding public street network. This limits pedestrian, cycling and vehicular connectivity to the study area. There is an opportunity to provide for a fine-grain street network through the Tertiary Plan study area to improve connectivity for all users;
- There is an existing parcel of Town-owned land located at the western boundary of the Tertiary Plan study area off Leyburn Avenue. These lands were conveyed to the Town in the late 1980's to form part of a future road allowance but has since remained vacant. There is an opportunity through the Tertiary Plan process to determine the appropriate use of these lands;
- Sidewalk patterns through the Tertiary Plan study area generally consist of sidewalks on both sides of



Image: (Viewing North) Existing vacant lands within the Tertiary Plan area with access off Brookside Road and Naughton Drive.



Image: (Viewing East) Restricted access to Yonge Street from Naughton Drive.



Image: (Viewing South) Natural Heritage area along the Rouge River watercourse, west of Yonge Street, along the east side of the Tertiary Plan area.

the street (Brookside Road and Leyburn Avenue), with the exception of Naughton Drive which is limited to sidewalks on only one side of the Street (north side); and

- There are lands along the eastern boundary of the Tertiary Plan study area which are designated Natural Core in the Official Plan and which consist of hazardous lands and key natural heritage and key hydrological features associated with the Rouge River watercourse. Hazardous lands are defined in the Official Plan as property or lands that could be unsafe for development due to naturally occurring processes such as along river, stream, and small inland lake systems, land including that covered by water to the furthest landward limit of the flooding hazard or erosion hazard limits. The area consisting of key natural heritage and key hydrological features requires further study through a Natural Heritage Evaluation as part of the development approvals process to determine appropriate buffers between development and key natural heritage and key hydrological features. Development is to be directed away from hazardous lands and hazardous sites by designating them as part of the Greenway System.

A.5 Conceptual Scenarios for South Brookside

The preparation of the South Brookside Tertiary Plan included the development of various scenarios related to streets, parks and built-form which were presented to the public, landowners and key stakeholders for input through the Tertiary Plan public consultation and engagement process. The scenarios are illustrated in **Figures A3, A4, and A5**, and are described in more detail below.

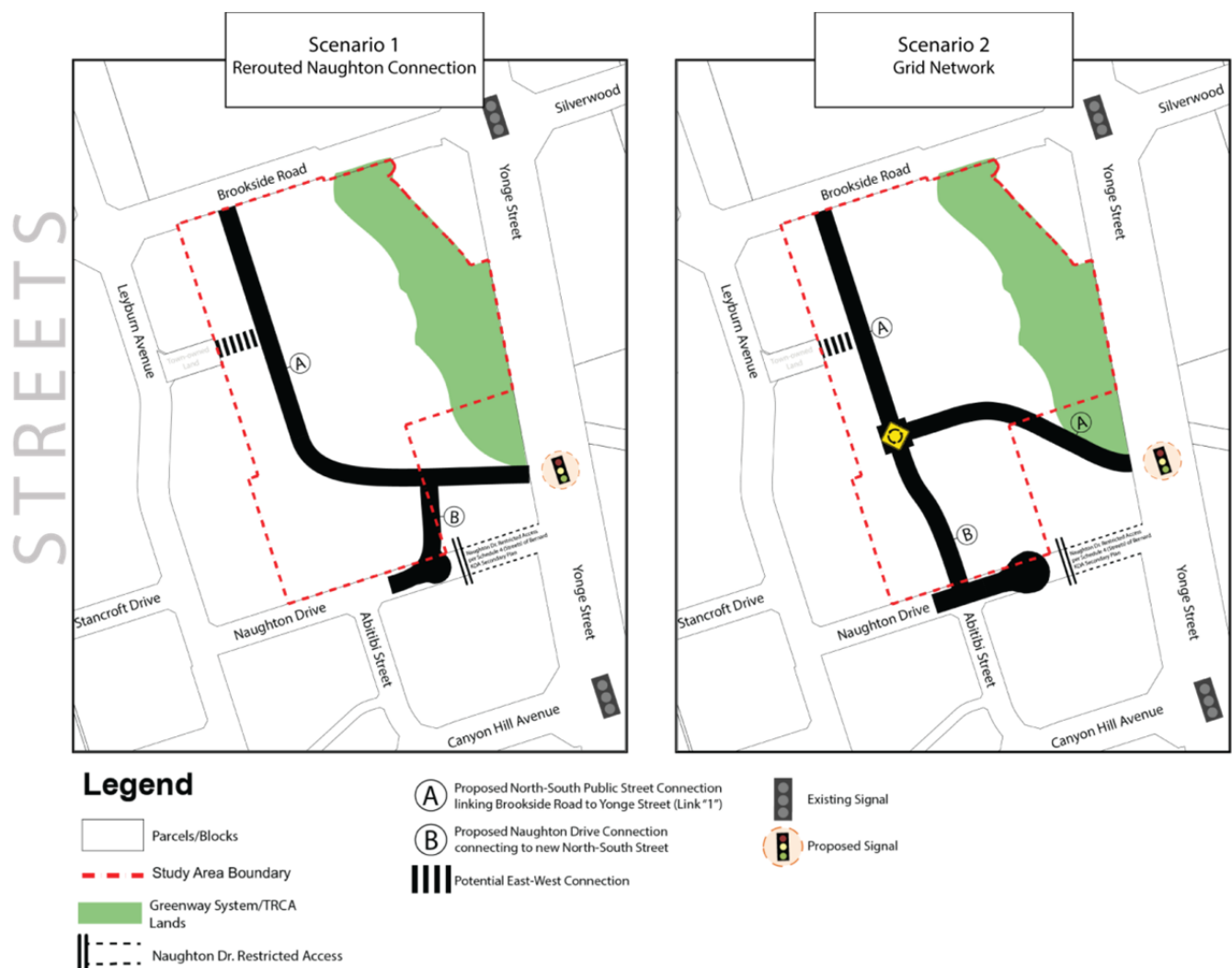
While not determinative, the scenarios represent conceptual alternatives for the Tertiary Plan study area which were developed to help inform the configuration of streets, the location of parks and the layout of built-form within the Tertiary Plan study area. These layers, when combined, inform the underlying development framework for the Tertiary Plan study area, and serve to define its physical makeup and relationship to the surrounding context.

A.5.1 Streets

The South Brookside Tertiary Plan study considered potential street connections in the Tertiary Plan study area, and included alternatives for the Town-owned lands located west of the study area on Leyburn Avenue. The following scenarios related to streets were proposed for consideration:

- Scenario 1 (Rerouted Naughton Connection) is based on the recommended street network considered as part of the Recommendations for the Bernard KDA and illustrates a north-south public street between Brookside Road and Yonge Street. In addition, a north-south connection off of Naughton Drive is illustrated to facilitate connectivity through the Tertiary Plan study area and the surrounding street to the Bernard KDA;
- Scenario 2 (Grid Network) illustrates a north-south public street between Brookside Road and Yonge Street, and a north-south connection off of Naughton Drive intersecting with Abitibi Street to facilitate a fine-grain street network through the Tertiary Plan study area and facilitate connections to the existing street network that surround the Tertiary Plan study area;
- Both Scenarios promote additional connectivity for pedestrians, cyclists and vehicles through the Tertiary Plan study area and include consideration of the Town-owned lands off of Leyburn Avenue to be potentially used over the long term for a pedestrian path, linear park, public road allowance or future development lot;

Figure A3: Tertiary Plan Scenarios (Streets)



A.5.2 Parks

The following scenarios related to parks were proposed as potential alternatives for the location and configuration of parks in the Tertiary Plan study area:

- Scenario 1 (Urban Square) is based on the recommended park and open space network considered as part of the Recommendations for the Bernard KDA and illustrates an urban square which straddles the Bernard KDA and the South Brookside Tertiary Plan study area, north of the proposed north-south street connecting Brookside Road to Yonge Street.
- Scenario 2 (Linear Park) illustrates a linear park option adjacent to the Rouge River valley lands with parkettes at the north and south ends of the Tertiary Plan study area.
- Both Scenarios aim to provide park land to balance intensification within Tertiary Plan study area.

Figure A4: Tertiary Plan Scenarios (Parks)



A.5.3 Built Form

The Tertiary Plan considered built form alternatives to help illustrate the potential layout, location and configuration of built-form within the South Brookside Tertiary Plan study area. Two built form scenarios were proposed as follows:

- Scenario 1 (Modest Mix of Built Form) represents a modest approach to the layout and configuration of built form within the Tertiary Plan study area through infill and intensification. This scenario illustrates single detached and semi-detached dwellings along the edges of the Tertiary Plan study area and immediately adjacent to the existing Neighbourhood, townhouse dwellings for the area west of the proposed north-south street linking Brookside Road and Yonge Street, and townhouse and apartment dwellings focused between the north-south public street and the abutting Rouge River valley lands to the east.
- Scenario 2 (Greater Mix of Built Form) represents a more intense mix of built form within the Tertiary Plan study area and consists of single detached and semi-detached dwellings along the north and west edges of the Tertiary Plan study area immediately adjacent to the existing Neighbourhood, townhouse dwellings west of the proposed north-south street linking Brookside Road and Yonge Street and extending to the Naughton Drive frontage, and townhouse and apartment dwellings focused between the north-south public street and the abutting Rouge River valley lands and extending further north towards Brookside Road.
- Both Scenarios allow for intensification to occur by providing a transition (in terms of the change in height and density and building types across an area) between the high density Bernard KDA and the existing lower-rise surrounding neighbourhood.

It should be noted that this Tertiary Plan recommends a preferred concept for the Tertiary Plan study area which builds on the aforementioned scenarios related to parks, streets and built form. The preferred concept for the Tertiary Plan (refer to Schedule 1) is described in more detail in Section 3 of the Tertiary Plan and articulates a unified vision of these elements for the South Brookside Tertiary Plan area.

Figure A5: Tertiary Plan Scenarios (Built Form)

