

Shelly Cham

From: Lamyaa Salem
Sent: Wednesday, June 26, 2019 2:50 PM
To: Shelly Cham
Cc: Joanne Leung
Subject: Urban design comments on Yonge MCD lands outside the KDA

Follow Up Flag: Follow up
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Hi Shelly,

Urban design staff have reviewed the following:

- Urban design brief, prepared by Weston Consulting, June 2019
- Draft Plan of Subdivision
- Draft Zoning-By-law
- Preliminary floor plans, elevations and 3D rendering
- Latest e-mails sent by Weston Consulting, June 24, 2019 12:11 PM

Please note that the submitted documents are inconsistent and unclear with regards to the information on unit width, lot frontages of semi-detached, proposed building heights, etc. Staff have therefore, provided high-level comments only. However, detailed comments will be provided at such time a site plan application is submitted for the area contains stacked townhouse blocks and the adult life building. For blocks contain single and semi-detached units, architectural design control will be a condition for the draft plan of subdivision approval. The architectural design of the low-density houses shall be in accordance with City approved Architectural Design Control Guidelines for the site.

Single-detached units

1. Staff do not support the statement in pg. 41 of the submitted urban design brief: "the garage width not to exceed more than 75% of building frontage". Garage width should be limited to standard 2-car garages with a maximum garage width of 6.0m.
2. The proposed architectural design appears to have a rooftop amenity area which is not in keeping with the neighbourhood character. The single-detached units have rear yard amenity, and the proposed rooftop amenity is not supported.

Semi-detached units

1. A minimum side yard setback of 1.2m on each side should be provided.
2. Staff do not support the proposed minimum lot frontage of 13.0m as in the draft zoning by-law. The lot frontage should support a minimum unit width of 6.0m and 1.2m side yard setback on each side.
3. Each unit should be limited to one-car garage to a maximum garage width of 3.0m
4. Maximum number of storeys shall be 3-storeys
5. The elevation drawing suggest that semi-detached units will have a rooftop amenity area which is not supported given that these units have appropriate rear yard, and they're backing onto existing single-detached dwellings.
6. Side-facing elevations on Brookside Road should be treated as primary elevations
7. Driveways and garages could be provided on the outer side of the buildings as an alternative to what has been proposed specifically in units at the terminus street views.
8. Architectural design effort should be given to units at the street and mews terminus views.
9. The architectural design of the units should not be limited to one design. At-least 3 different models with alternative elevations and distinct colour packages should be provided for street animation.
10. Grade changes should be minimized, and a maximum of 5 steps may be provided at the front elevation.
11. Soft landscaping should be provided at-grade in the front yard area where possible.
12. Pedestrian crossing should be provided at strategic locations to facilitate pedestrian movements to the park

Stacked townhouse blocks

13. It is not clear to staff how units are counted in each of the 36-unit blocks, please submit block floor plans for review.

14. The 12.0m facing distance between stacked townhouse blocks should be increased to 15.0m as per the city-wide urban design guidelines.
15. It is not clear how sunken units will be treated especially when they are fronting onto the public right of way. A streetscape elevation and cross sections should be submitted showing the proposed architectural treatments and details and how they fit with the overall design of the buildings. On the other hand, how privacy of these units will be maintained.
16. Minimize the number of steps at the front of the blocks to a maximum of 7 steps at the front elevations
17. Sidewalk should be provided at least on one side of the private lane/fire route to connect pedestrian from the southern blocks to the park
18. Landscape treatments and tree planting in the pedestrian mews and along walkways should be provided
19. Delineated pedestrian crossing should be provided to facilitate pedestrian movements to the park.

Adult Life Building

20. The location of the ramp to underground parking appears to be too close to the main entrance of the building. The main entrance of the building, and a drop off area should be provided away from the ramp to the underground parking and loading.
21. Be mindful of the proposed side yard setback to the abutting lands subject to KDA policies
22. All elevations, especially the elevation fronting onto the natural area should be treated as primary elevation.

I trust this is of assistance.

Regards,

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