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Communication	
COUNCIL:	Oct 19/16
CW Rpt. No.	34 Item 9

DATE: OCTOBER 14, 2016

TO: MAYOR AND MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, DEPUTY CITY MANAGER
PLANNING AND GROWTH MANAGEMENT

SUBJECT: COUNCIL COMMUNICATION - OCTOBER 19, 2016

ITEM #9, REPORT #34 – COMMITTEE OF THE WHOLE – OCTOBER 5, 2016

RESPONSE TO COUNCIL REQUEST FOR UPDATE ON COMMUNITY AREA
POLICY REVIEW FOR LOW-RISE RESIDENTIAL DESIGNATIONS
ADOPTION OF URBAN DESIGN GUIDELINES FOR INFILL DEVELOPMENT
IN ESTABLISHED LOW-RISE RESIDENTIAL NEIGHBOURHOODS
FILE 15.120.2
WARDS 1 TO 5

Recommendation

The Deputy City Manager, Planning and Growth Management and the Director of Policy Planning and Environmental Sustainability recommend:

1. That staff be directed to finalize the guidelines with the requirement that conceptual designs be prepared, with stakeholder input, to investigate opportunities to incorporate private driveway or laneway internal circulation systems to accommodate development in deeper parcels fronting onto arterial roads, within the Low-Rise Residential Area, and that:
 - a. The conceptual designs are prepared to maintain the principles of the Infill Guidelines that serve to protect compatibility with the adjacent Low-Rise Residential Neighbourhoods;
 - b. The conceptual designs be incorporated into the guidelines as an appendix serving to illustrate how compatibility can be achieved; and
 - c. The guidelines and any clarifying amendments to the Vaughan Official Plan 2010 (VOP 2010) clearly indicate the requirement for the submission of official plan amendment applications to implement a private Townhouse laneway development in the Low-Rise Residential Area of the Community Area.
2. That the lands on the north side of Nashville Road between the CP Rail Line and Huntington Road be deleted from the area shown as "Established Community Areas Where the Guidelines Apply" on Map 1 – Vaughan's Stable Communities Areas of the guidelines.

Background

At the Committee of the Whole meeting on October 5, 2016, in consideration of the Community Area Policy Review and the adoption of Urban Design Guidelines for Infill Development in Established Low-Rise

Residential Neighbourhoods, it was requested that staff provide an update on the outcome of discussions with BILD previously scheduled for October 11, 2016.

Discussions with BILD

At the meeting, there was general agreement from BILD's representatives that the guidelines assisted in providing greater clarity as to the form of development permitted across the City. There were more focused and specific concerns raised related to the Townhouse Infill Guidelines in Section 5. The main issue related to policy 5.1 that provides:

Townhouses should be oriented to and have their front entrance on a public street. Private driveways or laneways should not be used to provide frontage for Townhouses either flanking the street or located at the rear of dwellings fronting on the street. Such a condition would create a front-to-back condition that would adversely affect the rear privacy of adjacent dwellings or dwellings on the same lot that front the street (Policy 9.2.3.2).

The main concerns were that the limitation on the use of private driveways or laneways was overly restrictive, the prototype has already been applied in Vaughan and in other municipalities, and that the guidelines did not recognize situations on arterial streets where there were deeper lots. The illustrating plan in the guidelines showed the example of a relatively shallow lot with a single row of Townhouses fronting onto the arterial road, with a single access to and from a driveway that leads to rear yard parking. This prototype is entirely appropriate for lots of sufficient frontage with depths of approximately 40-45 m. However, it was argued that the restriction on laneway frontages would make the development of the much deeper lots impossible, short of creating a public road system.

Staff concurs with the BILD position in this regard. There may be situations where a deep arterial parcel could be organized differently to accommodate an additional row of townhouse units using private drives or laneways. As noted, this type of built form, relying on a private internal circulation system, has been approved elsewhere in the City. However, these types of proposals have proceeded on the basis of an Official Plan amendment accompanying the zoning by-law amendment application.

The guidelines have been written to provide direction on the form of development in the Low-Rise Residential Area; and to supply guidance on the interpretation of VOP 2010 as to whether an Official Plan amendment is necessary for any given application. The objective of the guidelines, and the proposed policy amendments coming to public hearing, is to provide Council with the best tools possible to ensure compatible infill development. Staff has been consistent in asking for an official plan amendment application when faced with similar proposals. The guidelines provide greater clarity in this regard. The submission of an official plan amendment provides for a greater level scrutiny where the development may be more complex or more intense than development patterns in the established neighbourhood.

The BILD position at the meeting was that a development form applying the private road system could be done in a manner that respects the compatibility tests set out in VOP 2010 and the guidelines. While challenging, staff do not disagree that it may be possible. Staff is suggesting that it would be worthwhile to test some concept designs to see whether this might be achieved. This could be subject to further consultation with stakeholders, and the principles potentially applied in situations where an official plan amendment is required. If the concepts were workable they would be added to the townhouse component of the guidelines. A recommendation to this effect is provided above.

The Mapping Issue: The Nashville Community

A Communication received by Committee of the Whole, on October 5, 2016 referred to an area on the north side of Nashville Road between the CP Rail Line and Huntington Road. It requested that these lands be deleted from the area shown as "Established Community Areas Where the Guidelines Apply" on Map 1 – Vaughan's Stable Communities Areas of the guidelines. It is part of the North Kleinburg-Nashville

Secondary Plan Area and will be subject to a future Block Plan process, which will require more specific Urban Design Guidelines. It is also located in the Kleinburg-Nashville Heritage Conservation District Plan area. On this basis, staff have no objection to this request and a recommendation to this effect has been provided above.

Setbacks Issue

Other correspondence received by Committee of the Whole raised concerns with setbacks and prescriptive nature of the design guidelines. The staff response to this issue is addressed in the October 5th report.

Conclusion

Staff recommend proceeding with finalizing the guidelines, with the changes to mapping identified in this communication, along with the requirement that additional conceptual designs for townhouses be included. These changes result from communications received at Committee of the Whole and suggestions from the meeting with the York Chapter of BILD representatives.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'JOHN MACKENZIE', with a large, stylized initial 'J' and a horizontal line extending to the right.

JOHN MACKENZIE
Deputy City Manager
Planning and Growth Management

Copy To: Daniel Kostopoulos, City Manager
Jeffrey A. Abrams, City Clerk
Roy McQuillin, Director of Policy Planning and Environmental Sustainability
Melissa Rossi, Manager of Policy Planning