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COMMUNICATION

CW (PH) - January 17/2017
ITEM - 2

From: GAIL BLACKMAN <blackmanfamily@rogers.com>
Sent: January-17-17 4:12 PM
To: DevelopmentPlanning@vaughan.ca
Cc: Clerks@vaughan.ca; Birch, Carol; Shefman, Alan
Subject: Submission re Public Meeting related to Zoning By-law Amendment File Z.16.037 and Daft Plan of Subdivision File 19T-16V008
Attachments: Vaughan Public Meeting Blackman Submission re Wycliffe Development Jan 17 17.docx; Public Hearing Blackman Submission Jan 17 17 Quotations from City of Vaughan Documents.docx; Pedestrian and Bicycle Master Plan Study MAP 4 Proposed Facility Network.pdf; Site Area and Context Map.pdf

In response to the above noted files regarding the development by Wycliffe Clark Limited in the vicinity of Bathurst Street and Clark Avenue West in Ward 5, please find attached my submission that outlines my concerns, along with other attachments noted in my submission.

I would ask that you publicize my concerns so that they can be addressed.

Respectfully,

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“Connections are the potential aspects ... that serve to strengthen and enhance the physical linkages within and between Urban Character Areas, as well as to the surrounding neighbourhoods. Although vehicular movement is accommodated, the emphasis of the Urban Design Framework and supporting Guidelines is on greatly improving the pedestrian experience, with respect to convenience, safety, comfort and visual appeal. In doing so, a culture of walking can be encouraged and nurtured so as to support transit use, stimulate foot traffic within and from surrounding areas, and create a vibrant street life ... while enhancing the sense of safety and security.”

(from Centre Street Urban Design Streetscape, City of Vaughan)

My name is Gail Blackman and I am a resident of the Westminster Green neighbourhood south of Clark Avenue. I would like to voice my concerns regarding the proposed development, pertaining to Zoning By-law Amendment File No. Z.16.037 and Draft Plan of Subdivision File 19T-16V008 (Wycliffe Clark Limited). Although I have concerns regarding the numerous exceptions to the *Zoning By-law 1-88 Standards and Requirements* requested by Wycliffe Clark Ltd., I am hoping that the Vaughan Development Planning Department will follow the guidelines set out by the City of Vaughan on the recommendation of its professionals. I will, therefore, focus on *Item d* of the “Matters to be Reviewed,” namely Pedestrian Linkages and its relation to *Item c*, pertaining to the Land Conveyance and Former Mullen Drive Right-of-Way.

My family has lived in this area since 1984, for six years on Troyer Court, just south of Milner Gate, east of Mullen Drive and since 1990, on Eddy Green Court, just south of Tansley Road on the west side of Mullen Drive. The oldest houses in the subdivision, I believe, date back to 1979. During this time, residents have benefitted from access to Clark Avenue via the land that formed the Mullen Street Right-of-Way. That a formal pedestrian walkway was not built in this location may be attributed to the fact that a roadway was expected to eventually be constructed there, most likely with sidewalks on both sides of the road, as on the rest of Mullen Drive. As a member of the former Westminster Green Ratepayers Association years ago, we were aware of the undeveloped land and the reserved right-of-way.

In the final draft of Vaughan’s Pedestrian and Bicycle Master Plan Study (copy attached), the City included a “Neighbourhood Signed Bike Route,” through the Mullen Drive Right-of-Way that would seem to support its intention to continue to allow access through this area for residents.

In May 2010, *without any notice to residents in our community*, a fence was suddenly constructed across the opening leading across this right-of-way. After contacting our local Councillor Alan Shefman, we were advised that the City of Vaughan had decided not to extend Mullen Drive as previously planned/allowed for, so had, therefore, divided the land. The land to the south of the fence would remain under the ownership of the City of Vaughan while the area north was to be sold. Notwithstanding this, shortly afterward, two openings in the fence were made to again give residents access to Clark Avenue West, including to key destinations such as the Bathurst Clark Resource Centre/Library, the Promenade Mall and bus stops.

Mr. Paul Solano, the Manager of the City of Vaughan Real Estate Department has recently advised that the land that made up the former Vaughan Right-of-Way was sold about a year to a year and a half ago to Reena that owns the building to the west of the Right-of-Way. When I shared my concerns regarding the lack of notice to residents who used the Right-of-Way, he informed me that if the City sold directly to an organization, it didn't need to consult with community residents. It would only need to do so if the land had been advertised for sale. Although I hold Reena in the highest regard for its fine work with people with special needs, I don't agree that the City should be exempt from transparency in not sharing its intentions with long-time residents of the surrounding neighbourhood who would no doubt be affected.

Last year when a notice sign was erected, advising that Weston Consulting was involved in a proposal for the area, I contacted Councilor Alan Shefman about the intentions for the site. Mr. Shefman advised that Wycliffe wanted to construct a "high-end townhouse development" there; he further shared that Wycliffe's plans would not allow for the existing pedestrian access to be continued. He also advised at that time that Wycliffe planned to sell part of its land to Reena so that it could expand its facilities, adding that Reena would not be including the existing pedestrian access in its plans either.

The Notice Sign regarding the proposed Wycliffe Development, recently posted on the south side of Clark at the intersection of Clark and the south entrance road leading into the Promenade Mall in accordance with the City's Notice Sign Procedures and Protocols, does not in any way suggest that the existing pedestrian access routes through the former Mullen Drive Right-of-Way would be affected. This is particularly worrisome. With only residents living within 150 metres of the development site being notified of the Public Meeting, this sign represents the primary and probably only notice for most of the pedestrians who have been using the Right-of-Way as their means of accessing Clark Avenue and especially, the Bathurst Clark Resource Library, the Promenade Mall and the bus stop on the north side of Clark, for so many years. If the sign does not advise this is an issue, those reading it would not have reason to contact the City.

As a resident who received the Notice of a Public Meeting with the map attachments, I was particularly surprised to discover last week when I visited the Vaughan website that there are *seven* pages of accompanying documents that have been prepared for the meeting that we did not receive. These pages clearly detail the existing By-law 1-88 standards and RT1 Residential Townhouse Zone Requirements and note the exceptions that Wycliffe is requesting, exceptions that are certainly not clear to the reader of the maps that were provided to us with such miniscule details and measurements. On speaking with a number of neighbours who also received the Notice in the mail, they shared that they did not realize from the mailing that the pedestrian access was at risk of being removed. One neighbour who lives south of Milner Gate beyond the 150 metre catchment area for receiving notices and frequently walks to the library and mall via Mullen Drive and the right-of-way," actually thought that the plans allowed for continued access, as she had seen two "pedestrian connection" areas noted on the Wycliffe plans I had shared.

She had not realized that these were merely pedestrian connections into the townhouse development that did not lead southward onto Mullen Drive.

Because the pages with the exceptions details were not included with the Notice of a Public Meeting mailing, many residents have not recognized that exceptions to Vaughan's guidelines are even being requested. Nor do they realize that these additional documents have been linked to the website link for the Public Hearing. If the City of Vaughan truly wants to collaborate with the community about this development, it should have ensured that its residents know about the exceptions or have alerted residents that they would need to go to the Vaughan website to search for additional documents. As part of York Region, we should be respecting one of the guiding principles of its *Centres and Corridors Program* and *Context Sensitive Solutions*, to "plan projects in collaboration with the local community."

The transparency of this process --or lack thereof-- is a concern for me. However, most at stake at this time is the actual question of the pedestrian access, so I will now turn my focus to that.

By removing access to what is now being referred to as the "former" Mullen Right-of-Way, residents in the area south of the development will now have to use the pedestrian connection that is located about .15 km to the west. If they want to go to the library or Promenade Mall, they will then have to return about .15 to the east just to arrive back at end of what would have been Mullen Drive. To *safely* arrive at a bus stop on the north side of Clark Avenue West, they would need to walk .2 km west to cross at the New Westminster intersection or walk .3 km east to the traffic lights at the entrance to the Promenade Mall, east of the Bathurst Clark Library. For aging residents and young children, this extra distance can pose some hardship. As stated in so many Vaughan publications (copies of which are attached) and York Region's CSS with its goal to "create vibrant streets for York Region that provide a range of safe and reliable transportation options while being sensitive to the adjacent land uses and the needs of the community," our communities should be more pedestrian-friendly, not less so. If it is too difficult to walk, residents will resort to driving, if they are able to do so.

If the pedestrian linkage at the "former" Mullen Right-of-Way is taken away from residents living to the neighbourhood in the south, there would be no access to their own neighbourhood between the pedestrian link west of Aish Hatorah Synagogue and Bathurst Street. This represents a distance of approximately .55 km or 550 metres. According to the recently approved City of Vaughan document, ***Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhood***, "where there are opportunities, infill development should expand the network of sidewalks, pathways and trails in the larger neighbourhood." Furthermore, as put forward in ***Centre Street Urban Design Streetscape*** when considering mid-block pedestrian connections, "where blocks exceed 160-metres, mid-block pedestrian connections should be provided." Although in this case the City was referring to blocks along Centre Street where there might be buildings, parking lots and covered building arcades, surely this same consideration for

access should be given to residents in other areas. This would be supported by *Item e* on the list of matters to be reviewed at the January 17th Public Hearing as it is stated that “the proposed development must conform to the Centre Street Urban Design Guidelines and Centre Street Streetscape Plan which includes Clark Avenue West from Bathurst Street to New Westminster Drive.”

Indeed, if the matter of providing a pedestrian linkage through the former Mullen Drive Right-of-Way is not dealt with now, it may prove to be too late in future. As part of Wycliffe’s application, it reveals its intention to sub-divide its property so that it can convey land to Reena. As Councillor Shefman has confirmed, Reena plans to construct a second building on its site. Presumably, Reena and Wycliffe have collaborated on this and Wycliffe is only conveying the portion of land that Reena would require to be able to construct this building. Once the Wycliffe application is approved, any future discussions about a pedestrian connection here would rest solely with Reena who would most likely only have enough land for a building. If the City of Vaughan, Wycliffe, Reena *and* the neighbouring community collaborate together *now*, there would still be flexibility in Wycliffe’s, Reena’s and the City of Vaughan’s plans to include consideration for continued pedestrian access for residents from their neighbourhood through to Clark Avenue West and its “key destinations.”

Regarding the ownership of the undeveloped lot on the north side of the T-intersection at Mullen Drive, Tansley Road and McMorran Crescent, I would respectfully ask the City of Vaughan to reconsider its intentions for the site. I have been informed by Councillor Shefman and Mr. Paul Solano that the city intends to divide this lot into two properties that the City would then sell to two buyers. In accordance with the recently approved, ***Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods***, Policy 9.1.2.3 a and b regarding lot frontage and area, “in the case of lot creation, new lots should be equal to or exceed the frontages of the adjacent nearby and facing lots” and “the area of new lots should be consistent with the size of adjacent and nearby lots.” The frontage of the city-owned lot is approximately 75 ft. The frontage of the property at 219 McMorran Crescent east of the lot is about 53 ft; the frontage of the property at 266 Tansley Road west of the lot is about 44 ft. If the City were to sub-divide its one lot, the resulting frontage of the two new lots would be considerably less than the frontage of the adjacent lots. I would, therefore, strongly suggest that the City of Vaughan consider either one house and a pedestrian walkway, or perhaps more fittingly, a parkette and a pedestrian walkway. Given that the City may receive “cash-in-lieu of parkland dedication” from the developers, these funds could then benefit the very residents of the neighbourhood who have helped this community thrive for so many years.

As the City of Vaughan so succinctly stated in its Official Plan, Elements of a Great City 9.1.1, “great cities can all boast of a vibrant public realm. Vaughan is committed to building a truly remarkable public realm throughout the City.” As we move through this process together, I would hope that the City truly takes into the consideration the needs of *all* of its residents and follows the guidelines that it has put into place after careful thought and investigation by its very

capable professionals. After reading through so many of the documents that the City of Vaughan has published and posted on its website, it is evident that Vaughan has a clear vision for *our* future. We should not be swayed by redevelopment in a different direction. I would respectfully ask that the Vaughan Development Planning Department and other Vaughan officials remain steadfast and committed to this vision and the consistent guidelines the City of Vaughan has set out.

Together we will be more than the “City above Toronto.” To echo our mayor, we *will* be the “Place to Be.”

Included Attachments:

- * Quotations from City of Vaughan Documents
- * Pedestrian and Bicycle Master Plan Study (Final Draft January 2007)
- * Site and Area Context Map (created by City of Vaughan; copy provided by Weston Consulting and the Torgan Group)

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Quotations from City of Vaughan Documents (highlighted below) that Support the Vision of Pedestrian-Friendly Communities:

From **Webpage intro https://www.vaughan.ca/services/business/urban_design/Pages/URBAN-DESIGN-GUIDELINES.aspx**

The Vaughan Official Plan sets out a clear set of intentions and expectations through policies and development criteria to promote the creation of our public realm, attractive and pedestrian-oriented built form, and sustainable and green buildings.

Urban design guidelines and streetscape plans are adopted to advance the vision, goals and objectives of the Official Plan for the design of streets, parks, open spaces and buildings. These guidelines are applied during the evaluation of proposals through the development application process.

From **City-Wide Streetscape Implementation Manual and Financial Strategy For Intensification Areas and Heritage Conservation Districts**

“A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.” - Complete Streets for Canada

from Chapter 1, p. 11

https://www.vaughan.ca/services/business/urban_design/General%20Documents/City-Wide%20Streetscape%20Plan.pdf

Support Active Transportation (p. 13) The (streetscape) manual aims to develop streetscapes which are alive with all modes of active transportation (walking, cycling and transit) to support happy and healthy lifestyles. Incorporating facilities and amenities to support active transportation modes is an important consideration in the design of the streetscape. For example, locating bike parking at nodes and key locations within the amenity zone; providing a comfortable pedestrian realm through the use of trees for shade, seating, waste and recycling receptacles, and streetscape planters for protection from the vehicular roadway; and, strategically locating transit shelters to allow for adequate pedestrian circulation and access.

Municipal Policy (p. 25) Great cities can all boast of a vibrant public realm. Vaughan is committed to building a truly remarkable public realm throughout the City (City of Vaughan Official Plan, Elements of a Great City 9.1.1). The primary consideration for enhancements to the street network are to support transit and rapid transit, cycling, walking and other alternatives to automobile use (City of Vaughan Official Plan, Street Construction, Improvements and Maintenance 4.2.1.29).

Context Sensitive Design (p. 33) The structuring elements of streetscapes for the City of Vaughan are road classification, streetscape type and level of service. These elements are useful tools for the design of streets that respond both to the local context and the context of the greater regional area. It is important that the streetscape is designed with consideration of the context of the street in the overall street network, the function of the roadway, the functions within the pedestrian boulevard, the adjacent land uses, and the future development of the area.

Strategy (p. 35) There are three structuring elements to streetscapes in Vaughan: Road Classification • Streetscape Type • Level of Service. In the past, level of service was associated with the roadway and vehicular traffic, simply considering the ability of a roadway to effectively move traffic flow and meet transportation needs. Complete streets encompass the entire streetscape and all modes of transportation, including equal consideration for cyclists and pedestrians.

York Region (p. 36) York Region's Centres and Corridors Program is an integrated approach that combines the planning of urban pedestrian-friendly / walkable and bikable communities with the construction of new rapid transit lines and stations. York Region is currently developing a Context Sensitive Solutions (CSS) design approach to street design with the following goal: "To create vibrant streets for York Region that provide a range of safe and reliable transportation options while being sensitive to the adjacent land uses and the needs of the community."

The Region's CSS Guiding Principles (p. 36) are: 1. Tailor solutions to fit the context 2. Tailor the process to reflect the transitioning role of the road 3. Plan projects in collaboration with the local community 4. Plan for multiple transportation modes to promote sustainable, flexible solutions 5. Use sound professional judgement to determine priorities for the road design

From **Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods**

4.16. Where there are opportunities, infill development should expand the network of sidewalks, pathways and trails in the larger neighbourhood. New pathways should be barrier free. (Policy 9.1.1.2 / 9.1.1.3 / 9.1.1.4) (p. 8)

5.25. Where a site is large enough to accommodate a local public street or street network to provide access and frontage for Townhouses in the interior of the site, the street or street network should link to existing streets in the surrounding neighbourhood where possible, and opportunities to extend the street or street network across adjoining sites fronting the arterial in the future should be considered and protected for the future. Dead end streets, cul-de-sacs, streets that appear to be private and gated access points should be avoided. (Policy 9.1.1.2 / 9.1.1.3 / 9.1.1.4)

From **Centre Street Urban Design Streetscape**

1.2 Purpose

Develop a mixed-use and transit-supportive corridor that:

- Evolves from an auto-oriented street to a multi-modal corridor;
- Enhances the pedestrian experience and facilitates pedestrian movement throughout the area; (p. 4)

Urban Designs Principles & Themes

Streetscape Quality (p. 7)

- To promote a pedestrian friendly street environment through high quality design throughout the area.
- To create a strong community focus building on a principal “Main Street” and local gateways.

Community Connections (p. 8)

- To encourage pedestrian connectivity from the street and Town Centre into the established community through the creation of an integrated street, pathway, and open space system
- To encourage connectivity throughout the area with open space, parkland, pathways, and semi public open space elements

Sensitivity to Adjacent Development

- To ensure that development throughout the area is of a human scale and provides a sensitive transition to surrounding neighbourhoods.

Town Centre Character Area:

Infill and redevelopment should reinforce smaller walkable block sizes with buildings that are street-oriented, providing animated and pedestrian-scaled grade level conditions. (p. 18)

3.4 Connections (p. 30)

Connections are the potential aspects of the Centre Street Corridor that serve to strengthen and enhance the physical linkages within and between Urban Character Areas, as well as to the surrounding neighbourhoods. Although vehicular movement is accommodated, the emphasis of the Urban Design Framework and supporting Guidelines is on greatly improving the pedestrian experience, with respect to convenience, safety, comfort and visual appeal. In doing so, a culture of walking can be encouraged and nurtured so as to support transit use, stimulate foot traffic within and from surrounding areas, and create a vibrant street life that will strengthen the viability of street-oriented retail uses while enhancing the sense of safety and security. Design guidance for these connections is provided in the Public Realm Guidelines.

The key components for Connections include:

Potential Street Connections: Potential Street Connections correspond to be public or private connections within large development areas and that link to the broader street network. These connections are to accommodate vehicular, pedestrian and cycling movement and where appropriate and possible extend existing streets into the development areas. The alignments are conceptual and intend to provide guidance for creating a rational and walkable street and block structure.

Pedestrian Connections: Pedestrian Connections correspond to existing and potential linkages through development areas and to surrounding neighbourhoods. These pathways, sidewalks or trails serve to complement the street networks and provide an additional network of convenient, safe and appealing connections to encourage and support the walkability of the Centre Street Corridor. These connections generally correspond to mid-block locations, end of street links, and linear open spaces.

4.2.3 Mid-Block Pedestrian Connections (p. 54)

Pedestrian connections should enhance the convenience and overall experience of getting to and from a destination on foot. Pedestrian connections are particularly encouraged for commercial/ mixed-use blocks in order to enhance pedestrian circulation and connectivity.

Design Guidelines a. Where blocks exceed 160-metres, mid-block pedestrian connections should be provided between buildings, through parking lots, and/or through covered building arcades. b. Mid-block pedestrian connections should be no less than 4.5m wide and provide safe barrier-free pedestrian access within the site and to adjacent uses. c. Entry locations to mid-block pedestrian connections should be easy to find, clearly visible, safe and have direct connections to the public sidewalk. d. In order to provide a safe and secure environment for pedestrians, public pedestrian walkways should be designed according to Crime Prevention Through Environmental Design (CPTED) principles, including: i. adequate lighting; ii. clear sight lines, allowing view from one end of the walkway to the other; iii. appropriate landscaping that avoids creating blind spots or concealing spaces; and, iv. transparency and animated uses adjacent to public walkways to ensure informal surveillance and enhance the sense of safety Greater than 160 m Min. 4.5m wide Midblock connection (when over 160m)

4.2.4 Crosswalks (p. 55)

Design Guidelines a. In order to promote walkability and a pedestrian-focused environment, every signalized intersection should include an articulated pedestrian crosswalk. b. Signalized pedestrian crosswalks should be provided at mid-block locations or non-signalized intersections where important destinations and/or significant walking traffic is anticipated, such as major retail areas, open space and public uses such as schools and libraries.

Implementation:

Undertake an Urban Design Study to Guide Change to the Promenade Mall Lands (p. 103): The Promenade Mall lands occupy an extensive area and hold great potential for infill or redevelopment that is more transit supportive and conducive to an appealing pedestrian environment. Whether this is to occur in the near or longterm, the City ought to take a proactive role in establishing the guiding framework for the development of these lands. In doing so, the evolution of these lands into a coherent environment can be ensured that also clearly articulates key urban design objectives such as ensuring a walkable street and block network, open space amenities and appropriate built form. Accordingly, the City should initiate an urban design study involving the landowners, stakeholders and broader community in establishing an area-specific guiding framework, guidelines and supporting policies.

References to Townhouse Guidelines in Vaughan Documents highlighted below

From Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods

Policies 9.2.3.1 and 9.2.3.2 articulate the development criteria for those three building types (*Low-Rise Residential, Detached Houses, Semi-detached Houses and Townhouses*), reinforcing and reiterating that new development on lands designated Low-Rise Residential will be required to “respect and reinforce the scale, massing, setback and orientation” of other units of the same type in the immediate area. Townhouses generally are required to front onto a public street, and rows of townhouses shall not exceed six attached units.

The following general guidelines should be applied to all new infill development in established low-rise residential neighbourhoods, excluding townhouses. The policy numbers that follow each guideline refer to the relevant Vaughan Official Plan 2010 (VOP 2010) policies that these guidelines clarify and support.

Chapter 4 ***General Low-Rise Residential Infill Guidelines*** The form and character of infill development should be in keeping with the general form and character of existing development and streetscapes in the surrounding neighbourhood:

The prevailing pattern of lot widths, lot depths and lot area in a neighbourhood should be maintained. The subdivision of a lot to create two or more lots should only occur if the width of the new lot(s) are equal to or exceed the frontages of the adjacent and nearby lots. (Policy 9.1.2.2 / 9.1.2.3)

4.16. Where there are opportunities, infill development should expand the network of sidewalks, pathways and trails in the larger neighbourhood. New pathways should be barrier free. (Policy 9.1.1.2 / 9.1.1.3 / 9.1.1.4)

5. Townhouse Infill Guidelines

The following guidelines apply specifically to townhouse developments in established low-rise neighbourhoods. Townhouses are not appropriate within Vaughan’s medium-lot and large-lot neighbourhoods comprised of Detached Houses, since their form and parking requirements would significantly alter the neighbourhood character. They may be considered appropriate at the edge of a neighbourhood, however, on a lot fronting an arterial road. As a general guideline that informs many of those below, townhouse developments on arterial streets may have a greater density and mass than existing development in the surrounding established residential area but should have a relationship to the street and adjacent properties that is consistent with the prevailing pattern of building orientation, setbacks and landscaping.

5.8 The height and massing of townhouse blocks should be compatible with the character of the adjacent or surrounding neighbourhood. Blocks of townhouses shall consist of no more than 6 units consistent with VOP 2010 Policy 9.2.3.2 (a). (Policy 9.2.3.2)

5.9. The separation between townhouse blocks on the same site should be a minimum of 3 metres to allow for landscaping. Where the separation will provide pedestrian circulation, the separation between townhouse blocks on the same site should generally be 6 metres. (Policy 9.2.3.2)

5.10. The rear of the townhouse unit should be setback by 12 metres from the rear laneway. A minimum of 3 metres landscaped buffer from the rear property line to the rear laneways should be provided. (Policy 9.2.3.2)

5.25. Where a site is large enough to accommodate a local public street or street network to provide access and frontage for Townhouses in the interior of the site, the street or street network should link to existing streets in the surrounding neighbourhood where possible, and opportunities to extend the street or street network across adjoining sites fronting the arterial in the future should be considered and protected for the future. Dead end streets, cul-de-sacs, streets that appear to be private and gated access points should be avoided. (Policy 9.1.1.2 / 9.1.1.3 / 9.1.1.4)

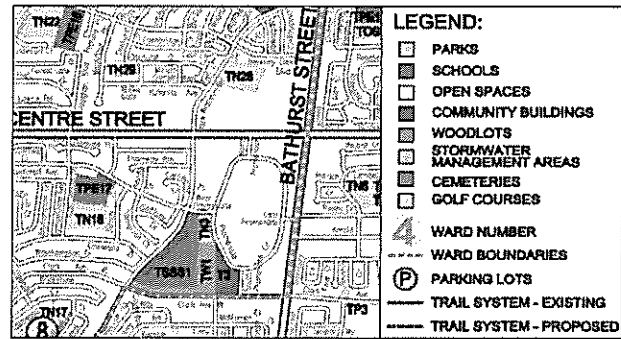
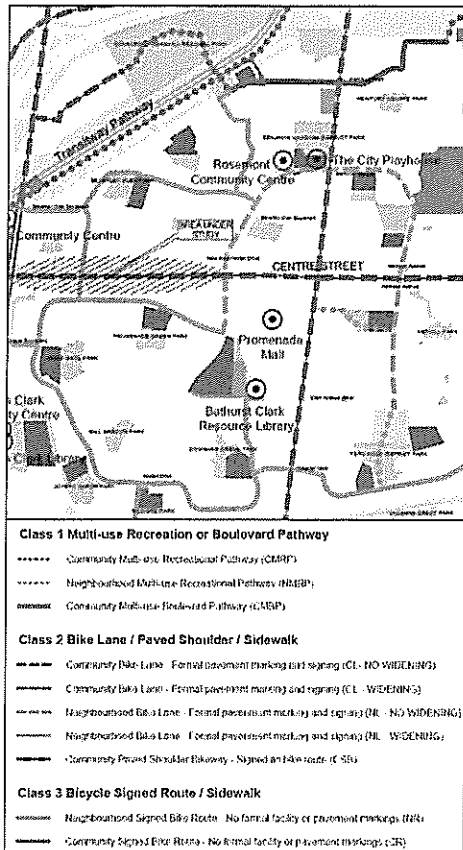
Townhouse Infill Guidelines Summary:

- Orient townhouses to have their front entrance on a public street.
- Provide front yard setbacks consistent across the site and of a minimum of 4.5 metres.
- Provide parking and servicing areas for townhouses at the rear of the units or underground, accessed from a laneway or driveway.
- Provide an interior side yard setbacks of 1.5 metres minimum.
- Build townhouses with a minimum width of 6 metres and a minimum depth of 12 metres. Blocks of townhouses shall consist of no more than 6 units.
- Separate townhouse blocks by a minimum of 3 metres to allow for landscaping. Where provided with pedestrian circulation, the separation should generally be 6 metres.
- Provide a minimum setback of 12 metres from the rear of the townhouse to a rear lane way.
- Give each townhouse a private backyard that is fenced or screened with landscaping for privacy.
- Retain and protect existing healthy, mature trees.
- Create a landscape strip with a minimum width of 1.5 metres to buffer laneways and driveways from side property lines.
- Create a landscape strip with a minimum width of 3 metres to buffer laneways and driveways from rear property lines.
- Place visitor parking in a central location at the rear of units with pathway(s) to allow visitors access to the front entrances.

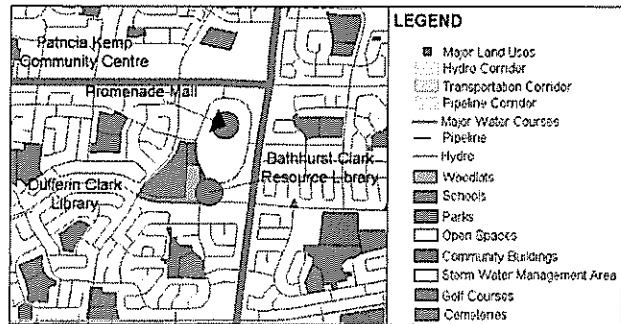
References to Division of Lots (i.e. Vaughan-owned lot on north side of T-intersection of Mullen Drive, Tansley Road and McMorran Crescent) (highlighted below):

From **Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods**

Policy 9.1.2.3 a. Lot frontage: In the case of lot creation, new lots should be equal to or exceed the frontages of the adjacent nearby and facing lots; b. Lot area: The area of new lots should be consistent with the size of adjacent and nearby lots;



Map 1 - City of Vaughan Parks, Open Spaces & Facilities



Map 2 - Attractions and Destinations

