Woodbridge Centre
URBAN DESIGN GUIDELINES

Prepared for: The City of Vaughan, October, 2010

FINAL DOCUMENT
# TABLE OF CONTENTS

## PART A - BACKGROUND

1.0 Introduction

1.1 Location 7
1.2 The Woodbridge Centre Secondary Plan 7
1.3 The Vision for the Woodbridge Centre 7
1.4 A Comprehensive Urban Design Framework 7

## PART B - URBAN DESIGN POLICIES

1.0 Built Form Framework 13

1.1 General Guidelines 13
1.2 Height Zones 13

1.2.1 Consider the human scale 13
1.2.2 Encourage a fine grain 14
1.2.3 Consider sunlight and shadows 14
1.2.4 Provide a continuous podium 14
1.2.5 Provide a transition in heights 15

1.3 Building Frontages, Orientation and Placement 15

1.4 Minimum Building Front Yard Setbacks 16
1.5 Ground Level Use, Entrances 16
1.6 Corner and Terminus Sites 18
1.7 Built Form Landscaping and Amenity 18

2.0 Heritage Conservation 19

2.1 Transition of New Buildings in Relation to Heritage Resource 19

2.1.1 The Woodbridge Heritage Conservation District Study Guidelines 19
2.1.2 Landscape Guidelines 22
2.1.3 Architectural Character Guidelines 22
4.0 Landmark Sites, Gateways and Nodes

3.1 Built Form and Open Space Landmark Sites 27
   3.1.1 Signature Architecture Landmarks 27
   3.1.2 Open Space Landmarks 27

3.2 Gateways and Pedestrian Nodes 29
   3.2.1 Primary Gateways 29
   3.2.2 Secondary Gateways 30
   3.2.3 Pedestrian Nodes 30

3.3 Streetscape Design 30
PART A - BACKGROUND
Map 1 and 2: Woodbridge Centre Location and Surrounding Context
1.0 INTRODUCTION

1.1 Location

The Woodbridge Centre area, as shown on Map 2, is defined as the area regulated by the policies established in the Woodbridge Centre Secondary Plan, which includes the area between Kipling Avenue to the west, the Humber River valley and Special Policy Area (SPA) lands east of Islington to the east, Langstaff Road to the north and Regional Road 7 to the south. Urban design consideration is given to the lands in the SPA south of Regional Road 7, which are subject to the policies of the Secondary Plan. Many of the guidelines established for the Kipling Avenue area, which forms part of the study area for the Secondary Plan, influence the urban design guidelines established for the Woodbridge Centre area.

1.1 The Woodbridge Centre Secondary Plan

This Woodbridge Centre Secondary Plan provides land use, urban design, and environmental policies for the Woodbridge Centre area within the general framework of Volume 1 of the City Official Plan. The Secondary Plan, which was the subject of the Woodbridge Focused Area Study Report, the Woodbridge Focused Area Transportation Assessment Report, and the Woodbridge Focused Area Study Special Policy Justification Report, provides the greater detail needed to guide future development in the Woodbridge Centre, given this area’s important role as a local centre and a Heritage Conservation District. The Urban Design Guidelines provided in this report provide a greater level of detail to guide urban design decisions that support the policies outlined in the Secondary Plan.

1.3 The Vision for Woodbridge Centre

The following Map 3 is a demonstration of the vision for the Woodbridge Centre. The area has a distinct character within the larger Woodbridge context in that it is defined by its heritage features and mixed uses, including commercial, institutional, residential, and open spaces. The Woodbridge Commercial Core is the historical commercial centre of the community and should continue to serve as an important social gathering area and commercial focus. The vision of the Plan is one of an enhanced local centre, with some residential intensification, a strong animated commercial avenue, and a designated public square. The Islington Avenue corridor, while also providing some residential intensification where appropriate, should retain the predominantly low density character and community-in-a-forest quality of the established adjacent neighbourhoods. The retention of the natural features and views, the focus on heritage character, quality built form, and the expansion and connection of the open space system, is intended to promote a stronger identity and community cohesiveness for the Woodbridge Centre.

A key aspect of the vision is the support for a shift in the dependency of vehicular use to other transportation modes such as transit, cycling, and walking. The vision for the Woodbridge Centre recommends the intensification of development that supports this multi-modal shift as opposed to future road widening. The vision also builds upon other initiatives such as the City of Vaughan’s Pedestrian and Cycling Master Plan, which also seeks to establish a shift toward non-auto modes of travel in order to create a healthier pedestrian-friendly environment and encourage healthier lifestyles.

1.4 A Comprehensive Urban Design Framework

One of the key objectives of the Secondary Plan and the corresponding Urban Design Guidelines is to provide an overall urban design framework for Woodbridge Centre. As part of the Woodbridge Focused Area Study process, the urban design guidelines associated with studies applicable to areas within Woodbridge Centre have been reviewed. As a result, a set of general policies have been developed in the Secondary Plan to provide an urban design policy framework which are strengthened by
the detailed urban design guidelines herein. The following conclusions from the Woodbridge Focused Area Study have been made in terms of providing a comprehensive set of urban design guidelines for the Woodbridge Centre:

1. All general design guidelines from the Kipling Avenue Corridor Secondary Plan that are applicable to the Woodbridge Centre area have been retained as general policies in the Woodbridge Centre Secondary Plan. The focus of the guidelines herein include the built form framework, heritage conservation, and landmark sites, gateways and nodes.

2. All general guidelines from the Woodbridge Heritage Conservation District Plan (WHCD) that are applicable to the Woodbridge Centre have been retained within this document as guidelines for development, protection, and conservation of heritage resources within the Woodbridge Centre area, and include heritage conservation and the transition to new built form in relation to identified heritage resources and stable residential neighbourhoods.

3. Additional policies which support the urban design framework are introduced in the Secondary Plan to address identified gaps in the existing framework, including:
   a. policies for the protection of the heritage character of the stable residential neighbourhoods;
   b. specific guidelines to further define and enhance the character of the Islington Avenue Corridor, Clarence Street, and Woodbridge Avenue, and to guide development in these areas;
   c. the identification of new open spaces and trail opportunities to achieve the required parkland and recreational needs for the area; and,
   d. opportunities to create a pedestrian-oriented environment, encouraging a shift to other modes of travel.

The majority of the urban design policies and guidelines within the Islington Avenue OPA 597 (not including the incorporated environmental guidelines), have been replaced by general policies established in the Secondary Plan and include:

1. Urban design policies specific to the Islington Avenue.

2. Specific urban design policies for the Woodbridge Commercial Core and the Market Lane Site Specific Development Area.

3. Specific urban design policies for Clarence Street regarding the protection of its right-of-way.

The following Urban Design Guidelines are meant to correspond with and be referenced to the policies of the Woodbridge Centre Secondary Plan. The guidelines support the Land Use Framework and Urban Design Policies established in the Plan, and are meant to provide additional specific urban design direction for the development of Woodbridge Centre.
PART B - URBAN DESIGN GUIDELINES
1.0 BUILT FORM FRAMEWORK

1.1 General Guidelines

The built form framework defines the desired future character and function of built elements within the Woodbridge Centre Area. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm.

- Built form character, style, and massing shall be respectful of the heritage character of the area and of the contributing heritage fabric.

- The design of buildings shall be respectful of the character of abutting contributing heritage buildings and landscapes, and shall maintain similar side yard and front yard setbacks, be of a similar building height, and have building frontage width that are consistent with adjacent dwellings – see Woodbridge Heritage Conservation District Plan Guidelines.

- Use of the Woodbridge Heritage Conservation District architectural guidelines as a design framework shall be encouraged for all areas within Woodbridge Centre that are outside of the Woodbridge Heritage Conservation District boundary, in order to ensure that future development will be in keeping with the sense of place and character of the area.

- Buildings shall be designed to be individually and collectively supportive of the overall character of the area.

- Maintain the heritage characteristic of “nestled houses within a forested setting” of the older neighbourhoods - one of the main features that make Woodbridge Centre distinct. Avoid the development of single family residential house forms that maximize the extent of properties without consideration of the character defined by existing front yard and side yard setbacks and integration of the natural landscape.

- Seek out design elements that support the sense of place and character. The use of architectural styles that are complimentary to the area are encouraged.

- Avoid excessive repetition and monotony, or widespread “sameness” by providing a complementary variety of building forms, heights, building materials, and colours.

- Exterior building materials and colours that are durable and stylistically appropriate to the area should be employed to new built form. Refer to section 1.5.4: Architectural Character Guidelines of the Woodbridge Heritage Conservation District Plan Guidelines.

- For any new development, heritage resources, pedestrian connections, natural views, tree canopy, and environmental features shall be protected and enhanced.

1.2 Height Zones

Height Zones are meant to ensure that the building envelope and height make a positive contribution to adjacent properties and the public realm. The following shall be considered with all new or renovated buildings:

1.2.1 Consider the human scale

- The “human scale” makes reference to the experience of the building mass in relation to the size of its users. Buildings and the elements which constitute the façade shall have a proportion and scale that is welcoming to its users. For example, the relative size of a door, a window, or a staircase shall be proportioned with the scale of users. The
human scale is most important in areas that are accessible or visible from the public realm, such as the first few storeys of a building facing the street.

introduce a pattern of doors and windows, and a ground level that offers a variety of experiences in a short interval. Avoid large blank walls or an uninterrupted building mass.

Consider human scale.....

..... and active at-grade uses

1.2.2 Encourage a fine grain

- A “fine grain” makes reference to a pattern of buildings, or design elements within a building, that are small in scale and change frequently, thereby creating a dynamic and animated environment for pedestrians.

- Buildings shall be visually divided into a hierarchy of building volumes, façades that

1.2.3 Consider sunlight and shadow

- Light and shade are one of the most measurable ways in which a building mass will have an impact on its surroundings. New buildings shall be able to maximize the development potential, without causing undue shadow impacts on adjacent properties or public spaces.

- Protecting adequate sunlight penetration for residential uses and public spaces, including streets, parks, open spaces and other recreational areas, will be most important during the spring and fall seasons.

1.2.4 Provide a continuous podium

- In the Woodbridge Avenue, Islington Avenue, and Kipling Avenue commercial nodes, pedestrians will interact closely with the first 2 to 4 storeys of a building. At this level it is
1.0 BUILT FORM FRAMEWORK

1.2.5 Provide a transition in heights

- Notwithstanding the allowable height, buildings shall respect the scale of adjacent buildings by providing a proper transition in heights. Designing a proper transition is most important when new development is adjacent to: heritage properties, a lower density land use, or a public open space.

Provide a continuous street wall. The continuity of the building base along the full length of the property and street with animated uses is a good way to provide a well defined and welcoming pedestrian environment.

- Additional height, above the podium base, shall step-back. Terracing higher portions of the building will protect views, sunlight penetration, and the sky view.

1.3 Building Frontages, Orientation and Placement

The siting of buildings, in terms of their location within a property and in terms of the orientation of their facades, are a critical factor in the definition of a welcoming and safe pedestrian environment along streets and public spaces.

- Buildings shall be sited to promote positive building-to-street relationships. All building frontages shall be oriented toward public streets and other public spaces, in order to clearly define the public realm, have eyes-on-the-street, create a consistent street wall (recognizing varying sideyard setback characteristics), and to create an attractive street environment for pedestrians.
• For residential development fronting a street or public space, where a lane is not possible for parking access, buildings shall be sited so the dominant element is not the garage driveway, the garage, or in the case of an apartment building, the access to parking. Wherever possible, the garages shall be located on the side or rear of the building and not facing the street, and minimum driveway widths shall be used.

• All buildings within the study area, oriented toward public streets, shall have clearly defined primary entry points that open directly on to the public sidewalk.

• A maximum driveway width for low, medium, and high-density developments shall be established and controlled at the time of Site Plan application.

• Service areas shall not be visible from the street.

• For all new development, buildings shall be sited to first address the intersection or corner locations, secondly the primary street frontages, and thirdly the local street frontages and other publicly accessible open spaces.

• Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the Study Area.

• Buildings located along the river valley shall have double frontages; facing both the street and the river valley, but will only require primary entry points from the street.

• Buildings shall be arranged to create pedestrian comfort in courtyards and private/shared open spaces. These open spaces shall be oriented toward the street and be visible and accessible from the street.

• Pavilion style buildings within a public square shall have frontages on all sides and service entrances for these buildings shall be kept to a minimum and be discretely integrated in the design of the building facades.

• For all new development, parking will not be permitted between the edge of the public right-of-way or public realm and the building face or setback area.

1.4 Minimum Building Front Yard Setbacks

• Building setbacks for the Kipling Avenue Corridor Area and the Woodbridge Heritage Conservation District area are identified in the Kipling Avenue Corridor Secondary Plan and the Woodbridge Heritage Conservation District Study. See the specific policies in the Woodbridge Centre Secondary Plan for the front yard setbacks along Islington Avenue. Refer to the Woodbridge Heritage Conservation District Study for setback guidelines pertaining to contributing heritage buildings.

• All residential streets in general shall have a minimum 4.5 metre building setback from the right-of-way, to allow for enhanced landscaping and to create a pedestrian oriented street character.

1.5 Ground Level Use, Entrances

The design, use and animation of the ground level of buildings are significant elements in defining the character and experience of the street as a welcoming and safe pedestrian environment. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority.
1.0 BUILT FORM FRAMEWORK

Corner terminus sites

Visual terminus sites

Fully integrated parking and servicing

Rear and on-street parking

Private open space enhancements

Roof gardens and balconies
• All mixed-use buildings, or buildings with a commercial use, shall have the commercial use located at grade and have identifiable at grade entrances fronting the street.

• All commercial use building entrances shall be flush with the public sidewalk.

• It is encouraged that all corner buildings have corner entrances, where possible.

• All ground level uses, including residential uses, shall have a prominent presence on the street.

• All residential units located at grade shall have a direct entrance from the street that functions as a front door and has the characteristics of a front door.

1.6 Corner and Terminus Sites

Some sites, buildings and/or portions of buildings, given their visual prominence, have a special role to play within the urban design of the street.

• New developments on corner sites shall orient to both street frontages.

• New developments on terminus sites shall align design features to the view axis which, in addition to tall elements, can include aligned entries or portico openings.

• As new development on corner and terminus sites can shape the image and character of an area, they shall have greater civic obligations to ensure that the highest possible standards in design and material quality are achieved.

1.7 Built Form Landscaping and Amenity

For new development, especially in areas where there are higher building heights and densities, private open space enhancements are encouraged as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm.

• On broad sidewalks in retail areas, outdoor spill-out activities such as patios are encouraged to further animate the street.

• Roof gardens shall be encouraged on all above-grade surfaces especially on structured parking roof tops.

• For any new buildings, balconies shall be designed as an integral part of the building rather than appearing to be “tacked-on”. They shall be either flush with the façade or be provided as a terrace in a building step-back condition.

• Courtyards, forecourts, and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.
2.0 HERITAGE CONSERVATION

Refer to the Woodbridge Heritage Conservation District Plan Policy Document, 2009 for specific policies and guidelines.

2.1 Transition of New Buildings in Relation to Heritage Resource

One of the key driving factors for the Woodbridge Centre is the conservation of the existing heritage fabric, which includes structures, landscapes and open space that contribute to the existing heritage character. The intent is to establish a framework for development that guides the integration of new structures within the existing heritage context, in such a way that they harmonize with contributing buildings, and contribute to the Woodbridge Centre’s heritage character.

New and renovated structures and landscapes, as well as additions to existing structures and landscapes, shall be sympathetic to the heritage character and the heritage attributes of ‘adjacent’ heritage resources. The term ‘adjacent’ includes properties that a) touch; b) form part of a cluster; c) form part of a continuous street wall; and d) are visible from each other. Refer to the Woodbridge Heritage Conservation District Plan Guidelines Section 3.2.3 pertaining to transitions of new buildings in relation to heritage resources which discusses conservation of heritage resources, height guidelines, sideyard, backyard and frontyard setback guidelines, landscape guidelines, and architectural character guidelines.

2.1.1 The Woodbridge Heritage Conservation District Plan Guidelines

The following guidelines, as established in the Woodbridge Heritage Conservation District Plan, shall be used to assist in the process of achieving the proper transition of building scales, heights, and presence, in order to create a harmonious relationship between new structures, and landscapes with contributing properties within the Woodbridge Centre.

The term “contributing buildings” describes the buildings that have been identified through the Woodbridge Heritage Conservation District Plan as contributing to the heritage character of the Woodbridge Heritage Conservation District, and which shall be therefore conserved. A list of the properties with contributing buildings is included in Appendix A, Schedule C of the Woodbridge Heritage Conservation District Plan.

i. Conservation of Heritage Resources

- Buildings and structures listed as ‘contributing’ in the Woodbridge Heritage Conservation District Plan may not be demolished or moved.
- The City of Vaughan may require a Heritage Impact Assessment when it considers that cultural heritage value may exist, or be affected by any new construction.

ii. Conservation of Heritage Character

- Contributing buildings display a variety of setbacks and side yard conditions, reflecting the different construction periods and original use.

H - Contributing Heritage Resources
• New development shall be sympathetic to this character and shall develop in a way that does not detract, hide from view, or impose in a negative way, on existing heritage contributing resources, as per the following height and setback guidelines.

• The historic setbacks of contributing buildings shall be maintained and contributing buildings shall not be relocated to a new setback line. New buildings shall be sympathetic to the setbacks of adjacent contributing buildings.

iii. Height Guidelines

• The height of contributing buildings shall be maintained.

• New buildings shall transition from the height of adjacent contributing buildings with a minimum 45 degree angular plane, starting from the existing height of the contributing building. The height of a contributing building is measured from the average elevation of the finished grade at the front of the building to the highest point of the roof surface for a flat roof and a mansard roof; and, to the mean height between the eaves and the highest point of a gable, hip, or a gambrel roof.
2.0 HERITAGE CONSERVATION

- The setback requirement to adjacent contributing heritage buildings shall be at least half the building height. This transition pertains to the back and side yards of a contributing building.

iv. Sideyard and Backyard Setback Guidelines

- New buildings shall have a sideyard, and backyard setback from contributing buildings a distance equivalent to half the height of the contributing building.

  * the parts of the contributing building that will be enclosed or hidden from view by the new construction, do not contain significant heritage attributes, and the three dimensional form of contributing buildings can be maintained; and,

  * new construction is of a good architectural quality and contributes to the district’s heritage character.

iv. Frontyard Setback Guidelines

- The historic setbacks of contributing buildings shall be maintained and contributing buildings shall not be relocated to a new setback line. New buildings shall be sympathetic to the setbacks of adjacent contributing buildings.

- When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings shall transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.

- Consideration may be given to the construction of new buildings, and additions to contributing buildings, joining with contributing buildings only when:

  * new construction is located in the parts of the contributing building that is not visible from the street or from a public space;

  * new construction is setback from the street frontage of the contributing building, to maintain open views and vantage points from the street to the contributing buildings, and to support the unique heritage character of the street;
• Where heritage contributing buildings are set further back from the recommended minimum building setback line, any new development adjacent to the heritage contributing building shall be set back, at a minimum, to a line measured at 45 degrees from the front corner of the existing heritage contributing building.

• Where heritage contributing buildings are located on either side of a new development site, and are set further back from the minimum building setback line; the setback for the development site will be the average of the front yard setbacks of the two properties on either side.

2.1.2 Landscape Guidelines

• New buildings and landscapes shall contribute to the heritage character and attributes of adjacent contributing landscapes such as parks, public squares, open spaces, recreational areas, and landscaped areas within private properties.

• Pedestrian connections between adjacent landscaped areas shall be maintained and enhanced.

• Significant visual connections between adjacent landscaped areas shall be maintained and enhanced.

• New and renovated buildings shall provide an active, welcoming façade facing significant landscapes and public spaces.

2.1.3 Architectural Character Guidelines

i. New Buildings-Architectural Design

• Within the heritage district new architecture will invariably be constructed. This will occur as buildings on vacant sites, replacement buildings for non-contributing existing structures or severely deteriorated older buildings.

• New buildings will fall into two categories, replica or reconstructed buildings and contemporary buildings.
ii. Replica / Reconstructed Buildings

- On some sites the opportunity may exist to replicate a formerly existing structure with a new building, or as a part of a larger building proposal. This approach is to be encouraged where good documentary evidence exists. The replication of a historic building shall proceed in a similar manner to the restoration of an existing, but altered or deteriorated structure.

- Design of the building shall be based upon documentary evidence including photographs, maps, surveys and historic design/construction drawings.

- Replica designs shall be prepared by practitioners skilled in historic research, and historic construction design and detailing.

- The interior space and basic structure of a replica building is not required to, but may also, use historic materials or details as long as the exterior presentation replicates the original structure.

iii. New Buildings in the Heritage District

- Entirely new buildings may be proposed where no previous buildings existed, or where original buildings are missing or severely deteriorated, and where non contributing buildings have been removed.

- The intention in creating designs for new buildings shall not be to create a false or fake historic building. The objective shall be to create a sensitive well designed new structure “of its time” that fits, and is compatible with the character of the district and its immediate context. Designers of new buildings in the district shall have a proven track record respecting the creation of designs in similar historic contexts.

- The design of new buildings in the Woodbridge Heritage Conservation District shall carefully consider also the requirements for density, scale, height, setbacks, coverage, landscape open space, view corridors, angular plane and shadowing. Further, character areas have been identified in the Woodbridge Heritage Conservation District. Each character area has identifiable characteristics including commercial mainstreet as opposed to residential, building scale spacing and setback, which shall also be understood and respected.

- Architectural considerations include the following attributes: contemporary design, material pallet, proportions of parts, solidity verses transparency and detailing.

iv. Contemporary Design

- Contemporary work shall be “of its time”. This is consistent with the principles stated in the Venice Charter, Appleton Charter, and other Charters recognized internationally as a guide for heritage work. This does not mean that new work shall be aggressively idiosyncratic, but that it shall be neighbourly and respectfully, fit its “village” context, while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it shall avoid blurring the line between real historic “artifacts”, buildings, bridges and other structures.

- Contemporary as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, shall be avoided.
v. Material Pallet

- Whereas there is a very broad range of materials in today’s design pallet, materials proposed for new buildings in the district shall include those drawn from ones historically in use in Woodbridge. This includes brick, stone, stucco, wood siding and trim; glass windows and store fronts and various metals. The use and placement of these materials in a contemporary composition, and their incorporation with other modern materials, is critical to the success of the fit of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, and careful consideration of colour and texture, all add to the success of a composition.

vi. Proportions of Parts

- Architectural composition has always had at its root the study of proportion. In various styles rules of proportion have varied from the complex formulas of the classical orders to a more liberal study of key proportions in buildings of the modern movement.

- In the design of new buildings in this heritage district, work shall take into account the proportions of buildings in the immediate context, and consider a design with proportional relationships that make a good fit.

- An example of this might be windows. Nineteenth century buildings without fail, used a vertical proportion system in the design and layout of windows; including both overall windows, singly or in built up groups, and the layout of individual panes.

- In buildings of the art deco and art modern period, windows are often found to be of a horizontal proportion. Although not universally the case, this horizontal proportioning is a character defining feature of these styles.

vii. Solidity Verses Transparency

- Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched windows. This relationship of solid to void makes these buildings less transparent. It was a characteristic that was based upon technology (ability to make large windows and to heat space), societal standards for privacy, and architectural tradition. Buildings of many 20th century styles in contrast use large areas of glass and transparency as part of the design philosophy.

- In this historic district the relationship of solidity to transparency, is a characteristic of new buildings that shall be carefully considered. It is an element of fit. The nature of the immediate context for the new building in each of the defined character areas shall be studied. The level of transparency in the new work shall be set at a level that provides a good fit on the street frontages.

- In the Woodbridge Avenue Commercial Core, a main street approach can be taken, and a more transparent building permitted between the proportion of 20% solid to 70 % solid.

- In all other areas, this proportion shall reflect a more traditional residential proportion of 40% solid to 80% solid.

viii. Detailing

- In contemporary design philosophy the expression goes “God is in the details”, this is to say a beautifully detailed building is usually a successful one (alas not always so).
In part this is due to the expressive nature of the fundamental construction components of modern buildings.

- In past styles, for example, structure was often hidden behind a veneer of other surfaces, and “detailing” was largely provided by the use of coloured, shaped, patterned or carved masonry and/or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building, such as architectural, structural, mechanical and electrical systems, can potentially add to the artistic composition.

- For new buildings, the detailing of the work shall once more refer to the nature of the immediate context, and the attributes of the area in which it is to be placed.
Map 4: Landmark Sites

Legend
- Signature Architecture Opportunities
- Signature Parks and Open Spaces
- Signature Natural Areas
3.0 LANDMARK SITES, GATEWAYS AND NODES

Landmarks, gateways, and nodes are the special places and features within the Study Area, and are meant to define and enhance the character and identity of the Study Area, as well as provide specific functions at strategic locations. The Landmark Sites, as identified on Map 4: Landmark Sites, include locations for signature architecture and open spaces. Collectively, these sites shall help define the area as a distinct and special place within Woodbridge.

- Obtaining LEED building standards and incorporating green building technologies for new developments/buildings, will also contribute to the area as a distinct and special place.

3.1 Built Form and Open Space Landmark Sites

3.1.1 Signature Architecture Landmarks

Most of the significant built form landmarks are focused mainly in areas of higher densities such as Kipling Avenue West, Woodbridge Avenue, and Islington Avenue. The following are general criteria for architectural landmarks:

- The design of the buildings shall reinforce the distinct character of the area and showcase a high quality of architecture and materials.

- The collective of new buildings proposed within the industrial lands, along Woodbridge Avenue and Market Lane, and along Islington Avenue, shall display a landmark quality and stature that will raise the bar in terms of architectural quality, and contribute to the architectural enhancement of the area.

- The built-form shall demonstrate high quality materials and innovative design that allows for physical and visual integration, and interplay of the public realm and open spaces.

- Built-form elements shall include having numerous openings and mid-block pedestrian connections to the streets and valley system where applicable; shall have visually accessible courtyards and gardens, as well as terraces, balconies, and green roofs as outdoor amenity space.

- Gateway buildings shall display a language of architectural features that defines and demarcates the gateway node as a key focal point and shall function to orient people towards the key areas.

- Buildings shall also work individually to provide a diversity and interest in architectural form that establishes a pleasing and comfortable built form, and public realm.

- All buildings along the valley edges shall front the street as well as the valley, and uses such as servicing and parking entrances shall be visually hidden from the valley, parks and pedestrian trails.

- Buildings around the public square and plaza shall have architectural features that enhance the quality of public space, and provide a sense of enclosure and orientation.

3.1.2 Open Space Landmarks

Most of the open space landmark sites are heritage features and are dispersed throughout the Study Area. These sites constitute a variety of forms from memorial sites and bridges at a small scale to the Woodbridge Fairgrounds and Doctor’s Maclean Park at a much larger scale. Most of the sites are tucked into the residential fabric and provide an element of surprise and discovery. The accessibility to, and visual presence of, such sites shall be enhanced through measures such as discrete signage, trail connections, enhanced landscaping, visible art elements, and mapping of the sites posted at the trail head nodes.
Map 5: Street Network Nodes and Gateways
3.0 LANDMARK SITES, GATEWAYS AND NODES

- The open space landmark sites shall be given special treatment in terms of quality of landscaping, materials, and design that are unique to each open space.

- Opportunities to enhance the distinct characteristics of the existing landmark sites shall be considered as a first priority such as, enhanced landscaping and additional tree planting of the mature canopy.

3.2 Gateways and Pedestrian Nodes

3.2.1 Primary Gateways

The primary gateways as shown on Map 5, serve to define the boundaries of the Study Area in terms of establishing an identifiable character, place, and quality. Each gateway shall be treated as a distinct node with unique characteristics and landscape enhancements.

- **Woodbridge Avenue and Kipling Avenue Gateway**: A framing of higher density development, signature architectural buildings, at-grade pedestrian activity, and a new pedestrian public square define this Gateway. Buildings shall be articulated at the corners with primary entrances facing the street, with a high level of streetscaping to identify the gateway as a distinct place, and to organize pedestrian and vehicular movement.

- **The Kipling Avenue Junction**: This gateway celebrates the entrance to the new Parkside Drive neighbourhood and highlights the presence of two major open space systems within the Kipling Avenue Study Area. A new landscaped public square with flexible space to service the new neighbourhood and existing community, an enhanced streetscape treatment along Kipling Avenue, the Public Square, and the Porter Avenue entrances (east and west) defines the Kipling Avenue Junction Gateway.

- **Kipling Avenue North**: The gateway treatment for the northern end of Kipling Avenue shall represent the distinct mature landscape character of the Study Area, as the gateway is situated in the most treed area of the Avenue and at a key northern trailhead. A gateway feature can be represented in the form of enhanced landscaping or art, and shall incorporate trail signage and way-finding information.

- **Islington Avenue and Highway 7**: This gateway celebrates the main southern entrance into the Study Area from Highway 7, and shall be defined by distinct streetscaping and a landscape gesture toward the Memorial Arena. As the SPA at the south west corner restricts the opportunity for a gateway signature building, the frontages of the existing built form shall be enhanced with streetscaping and public art and the intersection shall be made pedestrian friendly in terms of improved street crossings and signalization.

- **Islington Avenue and Woodbridge Avenue Intersection**: This is the main easterly entrance into the study area, and is demarcated by the bridge and the river valley. In terms of gateway treatment, the emphasis shall be placed on the heritage of the “bridge”, the valley system and Humber River.

- **Woodbridge Avenue and Clarence Street Intersection**: This intersection is considered the primary gateway into the Woodbridge Core and shall be treated in the same manner as the Kipling Avenue and Woodbridge Avenue intersection.
• Davidson Drive and Islington Avenue Intersection: This is the southerly gateway into the Islington Avenue "village". It is at this juncture that the heritage characteristics of the avenue are experienced such as the cottage type built form, deep setbacks, narrow frontages, forested private landscapes, and the eclectic mix of uses, density and building form. It is also at this juncture that there is an opportunity for a trail head, and trail connection along the east river valley as identified in OPA 597, and a trail connection to the golf course and Doctor’s Maclean Park. Trail signage, enhanced streetscaping and paving materials, and safe pedestrian crossing measures, shall be implemented at this intersection.

• Gamble Street/Pine Grove Road and Islington Avenue Intersection: The Gamble Street intersection is the main gateway to the unique “Hayhoe Mills” neighbourhood, valley and forest landscape, as well as the bridged pedestrian crossing that connects the eastern neighbourhoods. To the west, it is the gateway to the older scenic residential neighbourhoods that surround the golf course. Trail and heritage signage, enhanced streetscaping and paving materials, and safe pedestrian crossing measures shall be implemented at this intersection.

• Islington Avenue North: The northerly end of Islington Avenue is demarcated with the church as a gateway feature and a forested landscape to the east. The Church parking shall be fronted with enhanced street tree planting and landscaping to screen the front parking lot, and to create a canopied entrance into the village, emphasizing the mature forest landscape of the deep set properties to the east.

3.2.2 Secondary Gateways

The secondary gateways are located at Meeting House Road and Kipling Avenue, Meeting House Road and Clarence Street, Woodbridge Avenue and Wallace Street, and Hayhoe Lane and Islington Avenue.

• The secondary gateways are key entryways into the neighbourhoods. They are identified as places that require enhanced streetscaping, mainly at the intersections, such as special landscaping and paving materials, enhanced frontages to corner heritage buildings, and signalized pedestrian crosswalks.

3.2.3 Pedestrian Nodes

There are several pedestrian nodes within the Woodbridge Centre area, as shown on Map 5, that occur at key junctures, mainly along the Avenues, that function as key gateways to major open spaces and to the neighbourhoods.

• Pedestrian nodes shall provide places to meet, congregate, and increase social activity and pedestrian amenities. The nodes shall provide opportunities to celebrate the heritage character of the area, and are the focus for high quality enhanced streetscaping treatments.

3.3 Streetscape Design

The following are general roadway and transit standards established in OPA 695 that shall be considered for the entire Study Area. Reduced roadway and transit standards shall be encouraged, in order to minimize street widening and increase the opportunity for a generous public realm:

• Travel lanes - 3.0m - 3.3m wide
• Combined Travel and Transit lanes - 3.75m wide
3.0 LANDMARK SITES, GATEWAYS AND NODES

- Transit lanes - 3.75m wide
- On-street parking lanes - 2.5m wide
- Bike lanes - 1.45 - 1.5m

The Avenues - Woodbridge, Kipling, and Islington

A cross section for the Avenues would include a defined palette of materials that contribute to creating an overall cohesiveness and character for the study area, such as street signage, benches, garbage and recycling, and pedestrian scaled lighting. The palette shall be based on achieving a completed streetscape master plan for Woodbridge Centre based on the Kipling Avenue Corridor Streetscape Master Plan established in the Kipling Avenue Corridor Secondary Plan.

- Materials for the Avenues shall be of high quality to provide longevity to the streetscape, pedestrian friendly for ease of access and walkability, and shall allow ease of maintenance and servicing. The style of materials shall strengthen the identity for the Woodbridge Focused Area and complement the existing heritage fabric.

- Where possible, new streetscaping shall include additional street tree planting to create a narrow roadway effect.

- Lighting standards used on site shall be compatible with the historic character of the area.