

# Kipling Avenue Corridor

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## S t u d y      R e p o r t



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Prepared for: **The City of Vaughan**

Prepared by: **OfficeforUrbanism**  
MBTW Group  
J.H. Stevens Planning & development Consultants (JHS)  
MMM Group Limited (MMM)  
Goldsmith Borgal and Company Architects (GBCA)  
Michael Spaziani Architect Inc. (MSAi)

Associated Technical Reports: Kipling Avenue Corridor Study, Transportation Analysis Study  
September, 2009, (MMM Group Limited)

Kipling Avenue Corridor Study, Detailed Streetscape Master Plan Report  
June, 2009, (MBTW Group)



# Acknowledgments

The **Kipling Avenue Corridor Study** is the result of the tireless efforts the City of Vaughan staff, the ward councillors that have made themselves available throughout the process, members of the community that have been the key stakeholders throughout the process and have demonstrated a passion for the Kipling Avenue Corridor, including residents, commercial property owners, organized community groups representatives, the development community, TRCA and C.P. Rail. The continued contribution and expression of ideas throughout the process have resulted in an exciting and inspiring Vision and Policies to guide the future of the Corridor, and an implementable Streetscape Master Plan for Kipling Avenue.

We would like to thank and acknowledge all of those who have inspired us, shared their input and participated throughout an extensive public consultation process. We also thank the residents for their encouragement and interest in re-initiating the Heritage Conservation District Study that will play a major role in the protection of heritage assets within the Kipling Corridor study area and Woodbridge.



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# Part A - Introduction





# 1.0 INTRODUCTION

## 1.1 Purpose

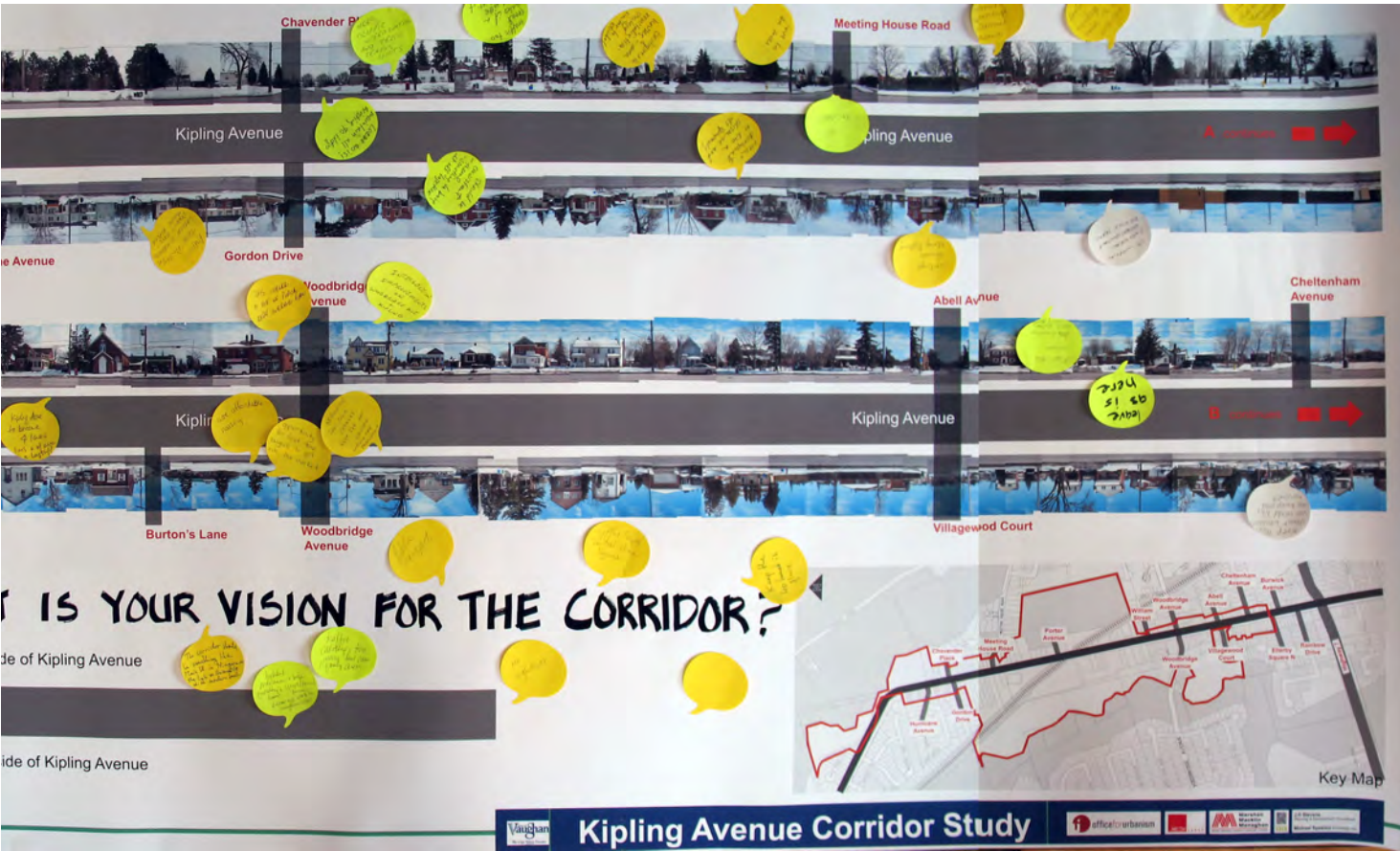
The purpose of the Kipling Avenue Corridor Study (2007) is to identify a vision, and develop the appropriate land use and urban design policy framework to guide the development of Kipling Avenue between Ellerby Square and Langstaff Road. The Study includes land use planning, urban design, transportation, heritage conservation components, and provides the basis for an amendment to the Official Plan.

Having considered the Provincial Policy Statement and the Region of York Official Plan, the Vision set out in this Plan supports the following key objectives:

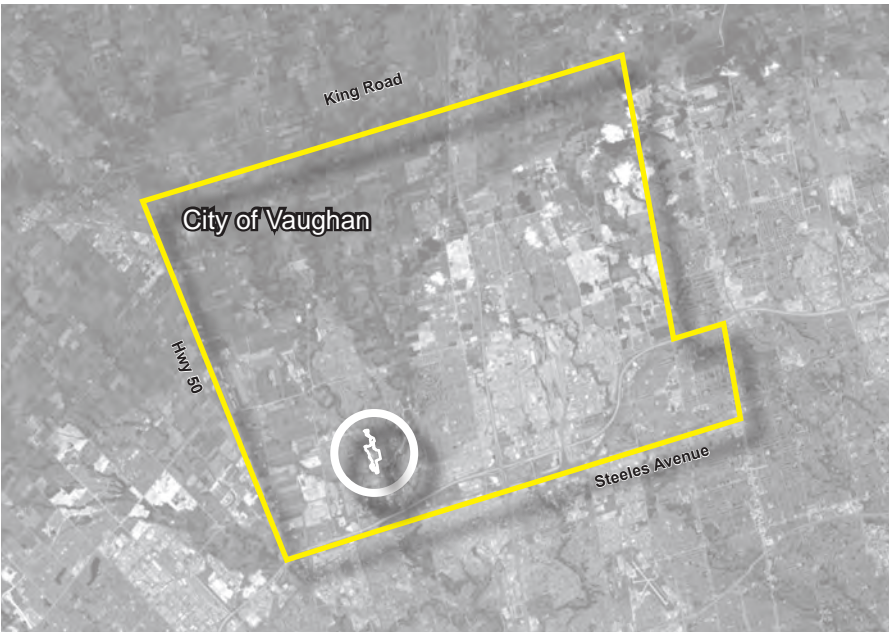
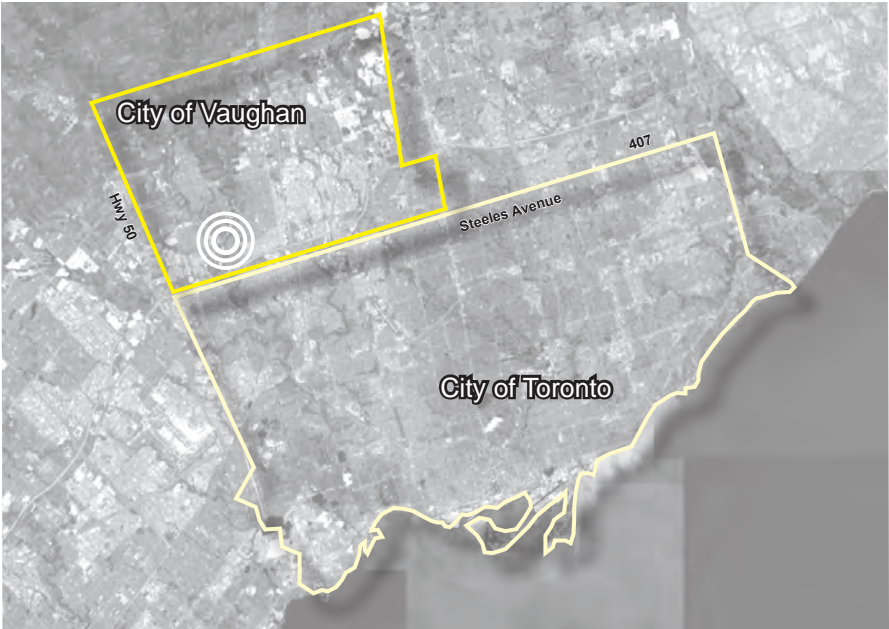
- i. To promote the Kipling Avenue Corridor as an area where residential and employment intensification are appropriate;
- ii. To promote a healthy community by providing employment opportunities, encouraging the use of public transit, promoting walking, cycling and trails, providing a range of housing options, protecting the natural environment, and improving community partnerships;
- iii. To ensure mixed use intensification will be supported by public transit services;
- iv. To protect and restore the Regional Greenlands System as a permanent resource for the Region; and,
- v. To protect and enhance the natural and built heritage.

The purpose of this Study and Official Plan Amendment is to provide land use policies to regulate development and redevelopment on lands within the Kipling Avenue Corridor Area. This Amendment amends the City of Vaughan OPA 356 and OPA 440, as necessary, establishing the appropriate planning framework to guide the long-term Vision for the area.

Significant changes in policy at the Provincial and Regional levels, as well as a number of recent development applications have occurred since the adoption of OPA 356 and OPA 440, and have resulted in amendments to the existing policies without an appropriate vision for the area. This Official Plan Amendment will implement the overall vision and guide how this area of Kipling Avenue should develop in the long term.







Schedule 1.0 : Kipling Avenue Corridor Study Area



# 1.0 INTRODUCTION

## 1.2 Location

The Kipling Avenue Corridor Study Area is identified on Schedule 1.0.

The outcome of the Kipling Avenue Corridor Study provides recommendations for the “Study Area”, which generally includes properties fronting on Kipling Avenue between Ellerby Square and Langstaff Road, as well as the Woodbridge Agricultural Fairgrounds (east of Kipling Avenue), and industrial lands (on the west side of Kipling Avenue). However, the study process has carefully considered an “Area of Influence” just beyond the Study Area, that can effect the decisions made for the study area in terms of establishing appropriate land use and built form, increasing connections and linkages, and enhancing existing amenities and open space, as examples. The “Area of Influence” extends approximately to Martin Grove Road to the west, Islington Avenue to the east, north to Langstaff Road and south of Highway 7, as identified below in Schedule 1.1, and includes the existing adjacent neighbourhoods, Woodbridge Core and heritage fabric, the Humber River corridor and conservation lands, the Board of Trade golf course, the C.P. Rail lands, and the Highway 7 commercial node. Understanding these areas is crucial to the role, function and success of Kipling Avenue.

## 1.3 Background

The Kipling Avenue Corridor Study was initiated by the City of Vaughan in January 2007. The Study process unfolded over four phases which entailed a series of public consultation events with property owners, residents, and other key community stakeholders.

The consultation events encouraged interested parties to provide input, gain information and work alongside the Study Team to shape the Study's outcomes. The process included the following key consultation opportunities:

- A Kick-Off Meeting (April 4th, 2007)
- Stakeholder interviews with landowners and others
- Forum 1 (May 1st and 2nd, 2007) including 2 Workshops with the Stakeholder Consultation Group and Public Open Houses
- Forum 2 (June 20th and 25th, 2007) including 2 Meetings with the Stakeholder Consultation Group and Public Open Houses
- Two additional meetings with the Stakeholder Consultation Group
- Workshops and Charrettes with Resident Groups
- A Final Open House
- A statutory Public Hearing

The outcomes and highlights of each of these events are summarized in Appendix A of the Kipling Avenue Corridor Official Plan Amendment.

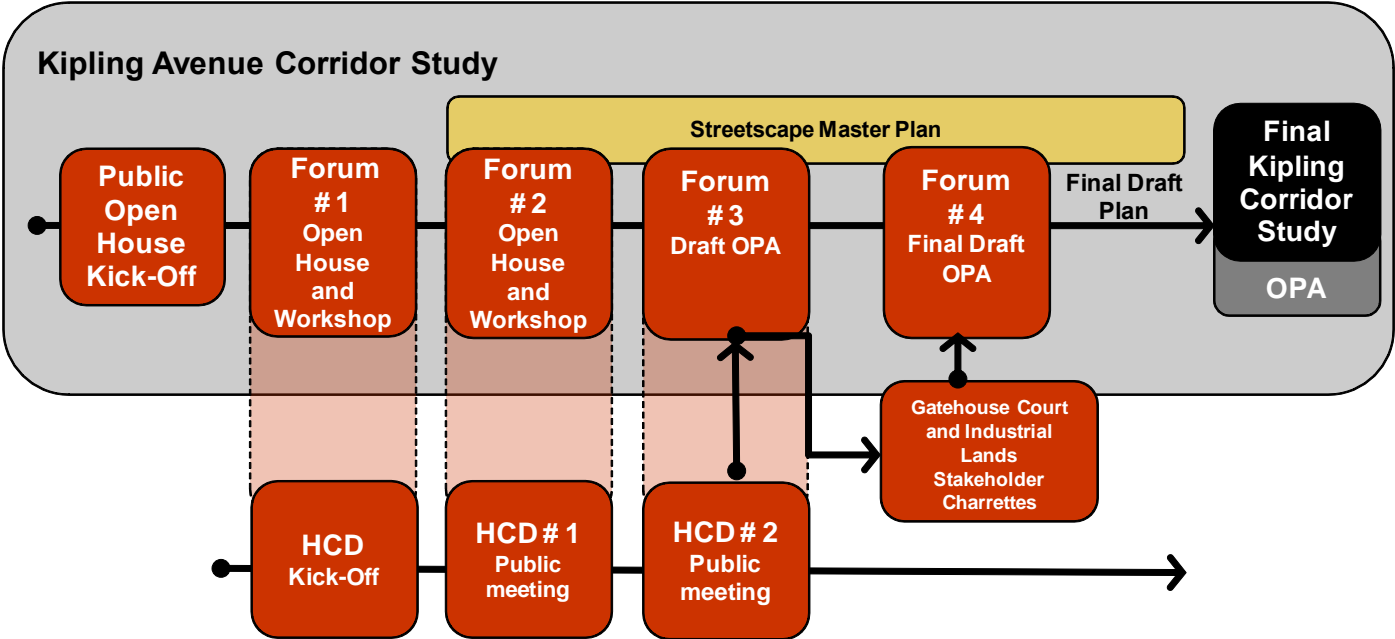


Schedule 1.1 : Kipling Avenue Corridor Study Area of Influence





Public Consultation Presentations, Open House Sessions and Workshop Outcomes



Kipling Avenue Corridor Study Work Plan: The Study Process

# 1.4 The Study Process

The Study process, as summarized in the Work Plan Summary Diagram, included a kick-off meeting to introduce the study and four large public Forums (including open houses, workshops, and presentations) where the public, City Staff, the Consultant Team and the Stakeholder Consultation Group collaborated to develop a vision for the area, and the subsequent design framework.

## The Kick-Off Meeting

The Kick-Off Meeting was the first public event of the Study and a great success with approximately 100 members from the community in attendance. The intent of the meeting was to introduce the consultants, the study process, the objectives of the Study, and the preliminary findings of the Study.

## Forum 1

Following this Kick-Off Meeting, the Consultant Team integrated the feedback in preparation for the Forum 1. A significant outcome during the Kick-off event was the decision to initiate the Woodbridge Heritage Conservation District Study for the purpose of conserving heritage buildings and landscapes within the Study Area and Woodbridge. The intent of the Woodbridge HCD Study was to determine the appropriate boundaries of a Heritage Conservation District, identify its heritage character and contributing heritage attributes, and develop a Plan and Guidelines to guide the future development within the HCD area. Both studies were carried out concurrently, as outlined in the adjacent Work Plan, which has helped to inform each process. The Consultant Team used the information generated to complete the first phase of the Study and the Opportunities and Constraints Analysis. These findings formed the basis of a set of draft Guiding Principles and Objectives and planning and design moves which established a "Vision" for the future of the Kipling Corridor.

## Forum 2

Following this, the consultant team further advanced the outcomes of the first Forum, exploring "Emerging Development Options" for specific sites within the Kipling Corridor area. These options were presented back to the public for feedback, and the community members were provided the opportunity to work with the consultant team to further develop the designs of the demonstration sites.

## Forum 3

The results of Forum 2 and the community input guided the development of the Land Use Policies for the Study Area. Concurrently, the consultant team also developed the Draft Streetscape Master Plan.

At the Forum 3 public event, an update of the work for both the Kipling Avenue Corridor and the Woodbridge Heritage Conservation District Studies was presented. The draft land use and design policies for the Kipling Avenue Corridor were

presented as well as the Woodbridge Heritage attributes and character areas, and the Woodbridge Heritage Character Statement. Community members were able to provide their input and ideas in an open floor discussion.

## Residents Group Consultation

Following the Public forums, two community stakeholder charrettes were held for two separate areas within the Study; the Gatehouse Court Residents and the Industrial Land Owners. The purpose of the charrettes was to address issues and concerns regarding aspects of the draft "Vision" framework, land use and related policies, and the form of development proposed. The results of both events were assessed and reviewed by the consultant team and City Staff and outcomes were incorporated in the development of the Draft Official Plan Amendment.

## Forum 4 - Final Open House

Additional meetings were held with the consultant team and City staff to refine the Draft OPA. a final presentation was held to present the Final Draft OPA and Study, the Transportation Assessment, and the Streetscape Master Plan. This event was the final opportunity for the community to provide their ideas and input as part of the consultant team process.

The study process was driven and moulded by the input and feedback from the extensive consultation process of the Kipling Avenue Corridor community and the Woodbridge community.

## Public Hearing

The Final Plan will be reviewed by Council in a Public Hearing at which the community will have additional opportunities to further guide the final outcome of the Plan.





Gothic Revival Church - 1882



Gothic Revival Style Architecture - Circa 1881



Edwardian Style Architecture - Circa 1910



Mature Heritage Landscapes



The Fairgrounds



Commemorative Stone - Location of the First Methodist Church

# 1.0 INTRODUCTION

## 1.5 Area History

The Kipling Avenue study area is significant in the context of Woodbridge in that it represents one of the highest concentrations of heritage properties in the City of Vaughan. It is of extreme importance in the context of this Official Plan Amendment (OPA), that the long term Vision for Kipling Avenue should consider the importance of the existing heritage structures and establish a long term development framework for the study area that seeks to maintain and enhance the heritage character as a local and regional asset for future generations to experience and enjoy.

Schedule 1.2 gives a brief overview of the history of the Kipling Avenue Study Area through its connection to the development of Woodbridge, and of the character of the heritage buildings and landscape that still exist today.

### 1.5.1 Development and Built-form

The first period of development relates to the pre-1900 settlement of the area and the construction of the school house (now demolished), two churches which still remain, and the development of the first major transport link in the form of the Toronto Grey and Bruce Railroad and Station. Factories, mills, and farmland continued to attract settlers until the late 18th century, their houses include those of the Gothic Revival style, as noted in the adjacent imagery.

The second period of development dates from the turn of the 19th Century. The new Canadian Pacific Railway (CPR) station continued to attract new settlers, although in smaller numbers after the departure of John Abell's factory operations. Turn of the Century development includes a number of Victorian and Queen Anne Revival properties.

The third period of development includes the Edwardian style houses of the Inter War period, and Victory housing dating from the 1950's, when the area saw a huge influx of immigrants from Europe after WWII.

### 1.5.2 Heritage Landscapes

The history of the Woodbridge Area is largely defined by the predominant natural open spaces of the Humber River Corridor, its tributaries, and the Fairgrounds, which comprise a substantial amount of open space within the study area.

#### The Fairgrounds

The original location of the fairgrounds was along the Humber River flats east of Wallace Street. In 1885, after straddling two locations of Woodbridge for several years, the Fairgrounds were permanently located at 100 Porter Avenue along Kipling Avenue where it exists today. Overtime, the fair supported local

businesses, culture and community events, and was largely recognized as a stage for elite Toronto society. Today, the fairground exists as "the Home of the Woodbridge Fall Fair", and is host to a variety of uses for the community and still remains as a significant asset to the Woodbridge Community and the City of Vaughan.

The Fairgrounds, which is 8 hectares in size, constitutes 16% percent of the total 47 hectares of the study area. This represents an expansive and historic open space resource, and is an integral amenity for year round use for the community. Opportunities to enhance the role and function, and to increase the use of the Fairgrounds should be explored.

#### The Humber River Corridor and Rainbow Creek Tributary

The forests of the Humber River were quite expansive throughout Woodbridge prior to suburbanization. An extensive amount of damage was done to the forest during the passing of Hurricane Hazel in the 1950's. Today, there are remnant pockets of mature tree stands throughout the Kipling Corridor study area, mainly at the northern end of Kipling Avenue, on heritage properties, and along the river. These remnant pockets, in conjunction with the existing built heritage fabric, define a unique village character for Kipling Avenue and the Woodbridge Community and should be maintained and enhanced to the furthest extent possible.

In 1999, the Humber River was designated as a Canadian Heritage River, which recognizes its importance in the history of first nations peoples, the early Euro-Canadian explorers and settlers of Upper Canada, as well as its contribution to the development of the nation.



# Timeline



**1799** Empire Loyalists begin to acquire property and settle in Vaughan

**1801** Records show earliest land acquisitions in the area

**1830** The first school house is built around present day 8000 Kipling Avenue



**1837** Rowland Burr arrives and obtains land and water mill rights. Builds a mill at present day Woodbridge and Kipling by the Humber. The settlement becomes known as "Burwick"

**1855** Name of Village changed at request of Post Office to avoid confusion with "Berwick" Woodbridge is chosen partly due to large number of bridges in the settlement

**1856** New Wesleyan Church constructed of brick adjacent to first log church on Meeting House Lane



**1875** Additions made to school at present day 8000 Kipling Avenue

**1877** Construction of Woodbridge Presbyterian Church at present day 7971 Kipling Avenue



**1600's** Etienne Brule explores the Humber River Valley with the Hurons



**1785** Humber Holland Survey. Route North from Toronto along the Humber also known as "Toronto Carrying Place"

**1797** Governor Simcoe completes first part of Yonge Street - Humber Holland Portage abandoned



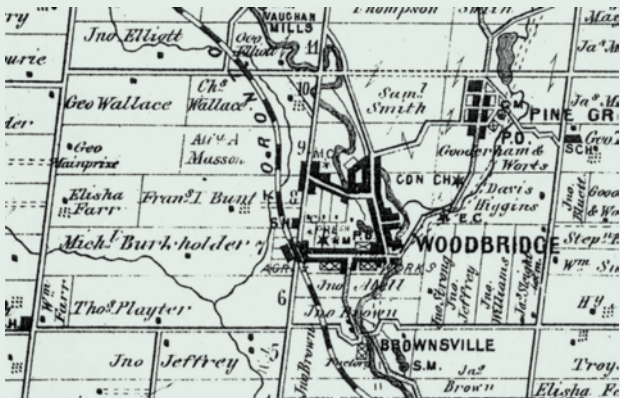
**1840's** Burwick has an agricultural fair and includes a Methodist and an Anglican Church

**1845** John Abell arrives in Burwick. Sets up first factory.



**1862** John Abell's Agricultural Implement factory opens, bringing prosperity to Woodbridge

**1871** Narrow gauge Toronto Grey and Bruce Railway opens - Track runs along west side of present day Kipling Avenue. Station located around present day 325 Woodbridge.



**1878** Woodbridge Village Plan and Lot Plan as published in The Historical Atlas of the County of York. Present Day Kipling Ave divides concessions 7 and 8. TGB station shown at present day Kipling and Woodbridge



1882 Incorporation of Woodbridge as a Village



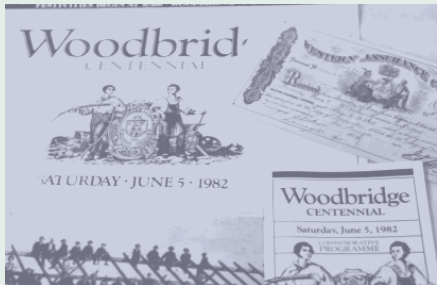
1914 Extension of the Toronto Suburban Railway Company's Weston Line to Woodbridge



1958 Crowds at the Woodbridge agricultural fair



1982 Woodbridge celebrates its centennial



Timeline



1883 Toronto Grey and Bruce Railway acquired by Canadian Pacific. CPR relocate line through village to cross Kipling Ave. at Porter Road and begin construction of New CPR station opposite Porter Road.

1885 Abell fails to secure railway extension to his factory. Relocates to Toronto

1890 Farmers take part in riots protesting against toll roads in Woodbridge

1890's Population of Woodbridge falls following removal of Abell's factory

1920's Woodbridge fair proclaimed as the largest Agricultural fair in Canada

1950's Woodbridge's population triples after an influx of immigrants (predominantly Italian) following the end of WWII. New homes are built to accommodate new settlers

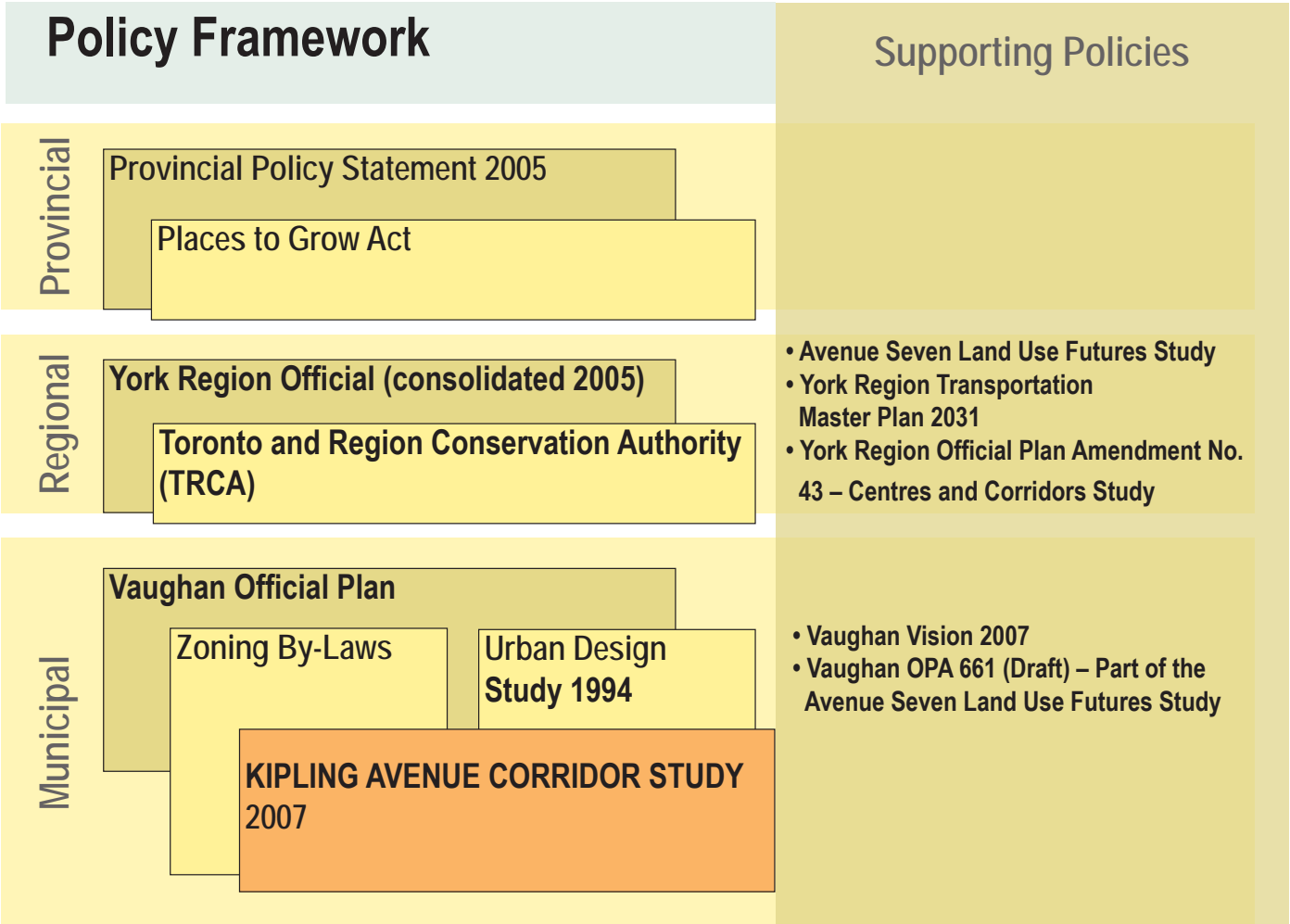
1954 Woodbridge fair grounds are used to house residents whose homes are affected by Hurricane Hazel



1971 New regional government of York Region established. The township merged with the Village of Woodbridge to form the Town of Vaughan

1991 Vaughan changes its legal status to the City of Vaughan

2007 The City of Vaughan continues to be one of the fastest growing cities in Canada, with a population of over 245,000. Woodbridge's population is currently estimated at 100,000.



Schedule 2.1 : Policy Framework

Schedule 2.2: Vaughan Zoning By-law - Zoning categories that fall within the Study Boundary:

A, R1, R2, R3, R4, RM1, RM2, M, M1, M2, C1, C3, OS2





# 2.0 BACKGROUND AND EXISTING CONTEXT

## 2.1 Policy Framework

There is a comprehensive Policy Framework at the provincial, regional, and municipal levels (See Schedule 2.1), to provide direction on planning matters for communities in Ontario. At the municipal level, the Kipling Avenue Study Area, is subject to the policies of the City of Vaughan Official Plan.

### 2.1.1 Provincial policy directives

#### i. Provincial Policy Statement 2005

The new Provincial Policy Statement (PPS) was approved in 2005 and provides direction on development and land use planning matters. The PPS focuses growth within settlement areas and away from sensitive resources. The PPS emphasizes that growth should occur through intensification and redevelopment in built up areas - providing a mix of uses, housing and employment opportunities, parks and open spaces, and transportation choices promoting pedestrian movement. Transit corridors within urban areas are identified as key areas for intensification and redevelopment.

#### ii. Places to Grow Act

The Province's *Places to Grow Act* took effect in June 2006. This Act provides a vision and growth plan for the Greater Golden Horseshoe, which centres on the Greater Toronto Area. The vision of the Greater Golden Horseshoe is based on a set of principles for guiding decisions for how land is to be developed and how public investments are managed. These principles include:

- Building of compact, vibrant and complete communities.
- Planning and managing growth to support a strong and competitive economy.
- Protecting, conserving, enhancing and wisely using the valuable natural resources of land, air and water for current and future generations.
- Optimizing the use of existing and new infrastructure to support growth in a compact, efficient form.
- Providing for different approaches to managing growth that recognize the diversity of communities.
- Promoting collaboration among all sectors – government, private and non-profit – and residents to achieve the vision.

### 2.1.2 Regional policy directives

#### i. York Region Official Plan (consolidated 2005)

The York Region Official Plan provides regional policy direction to ensure a regional vision is implemented. The Plan identifies a number of policies and objectives relevant to the study area, including:

- Directing the majority of growth to the Urban Areas identified in the Regional Structure Plan. The Kipling Avenue Corridor is located within the identified Urban Area.

- Protecting and restoring the Regional Greenlands System as a permanent resource for the Region. The Humber River and the Rainbow Creek natural corridors are identified as part of the Regional Greenlands System;
- Creating employment opportunities across the Region, reducing the overall levels of travel;
- Providing rapid transit services linking the Regional Centres with adjacent urban areas. Highway 7, immediately south of the Kipling Corridor Study Area is identified as a Regional Rapid Transit Corridor;
- Promoting healthy communities by providing employment opportunities, encouraging the use of public transit, (promoting walking, cycling and trails), providing a range of housing options, protecting the natural environment and improving community partnerships.

#### ii. Toronto and Region Conservation Authority (TRCA)

The TRCA manages natural resources within watershed areas. An "Ontario Regulation 166/06" (Development, Interference with Wetlands and Alterations to Shorelines) was approved by the Province in 2006, allowing the TRCA to regulate a broader scope of natural features and activities. In this regard, the TRCA recently updated the Humber Watershed Plan (2008). This watershed plan is intended to inform and guide municipalities, provincial and federal governments, TRCA, non-governmental organizations and private landowners as they update their policies and practices for environmental protection and stewardship.

The watershed plan is part of an adaptive management approach to address these challenges. The plan updates the previous publication of Legacy: A Strategy for a Healthy Humber (1997), since much has been learned about the Humber watershed over the years with continued monitoring, research and the experience of watershed partners. The plan has been updated in light of new information, a stronger scientific foundation and a better understanding of the effects of human actions on the ecosystem.

The main objective of the Regulation is to ensure public safety by minimizing the risk to life and property from flooding, erosion of riverbanks and slope instability. Development proposals adjacent to natural areas and flood plain areas will be reviewed by the TRCA within the context of the Provincial Policy Statement 2005 as well as the VSCMP and Ontario Regulation 166/06.

The TRCA has identified areas within and adjacent to the Kipling Avenue Study area in order to regulate development proposals, with the ultimate goal of reducing and minimizing the risk to life and property. New development requires TRCA approval where lands fall within the TRCA's Regulated Area which covers areas such as valleylands, stream corridors, wetlands, natural areas and erosion hazards such as valley slopes.

2.1.3 Municipal policies providing direction for development within the Kipling Avenue Corridor Study Area.

i. City of Vaughan Official Plan Amendments

The key municipal policies relevant to the Study Area are identified in three Official Plan Amendments: OPA 240 – Woodbridge Community Plan (1987) - Schedule 2.7; OPA 356 - Kipling Avenue Official Plan (1991) - Schedule 2.5; and, OPA 440 - Woodbridge Core Official Plan (1995) - Schedule 2.6. In addition, Council Approved OPA 661 - Avenue Seven Land Use Futures Study (2007) - Schedule 2.8 provide policy direction for areas surrounding the Study Area. The Official Plan policies provide the over arching policy direction that will guide development and redevelopment in the Study Area. (See also Schedule 2.3: Vaughan Official Plan Policy Areas and 2.4: Municipal Land Use Designations)

The objectives of the aforementioned Official Plan policies related to Kipling Avenue include maintaining the residential character of Kipling Avenue while providing for some redevelopment opportunities. Lands in the south end of the Study Area are designated to permit a mix of residential and commercial uses. Several of the Official Plan policies have been amended to respond to new development along the Kipling Avenue Corridor Study Area.

ii. Zoning By-Laws

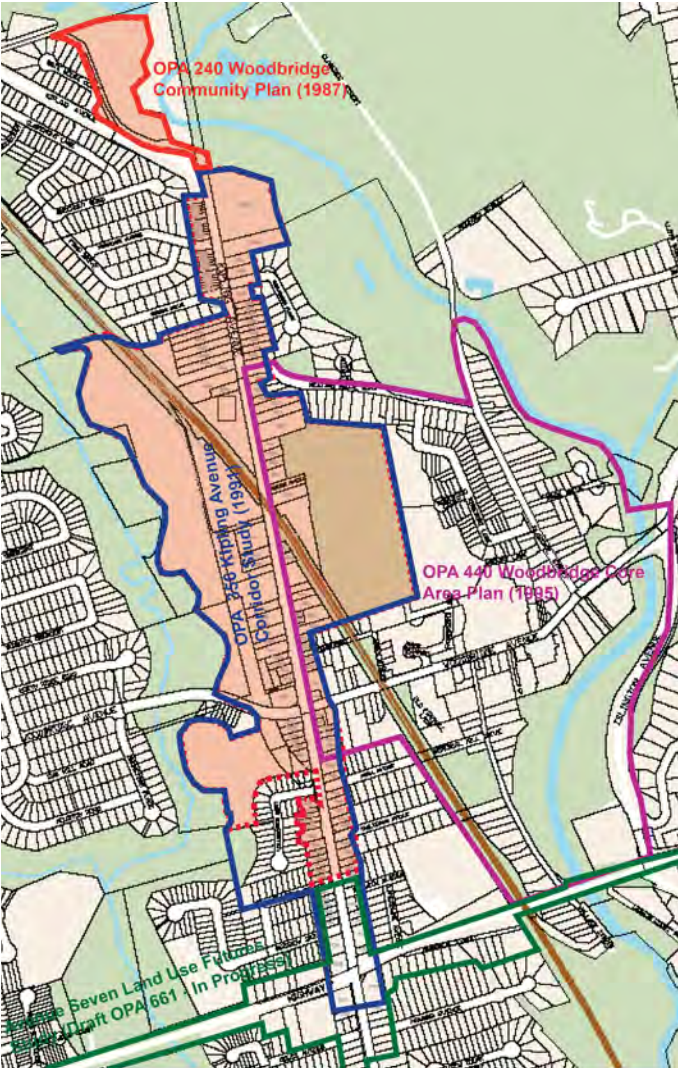
The Kipling Avenue Corridor Study Area includes several zoning categories, (Schedule 2.2), including: Single Family Detached Residential (R1, R2 and R3), Apartment Dwelling Residential Zone (RM), Street Townhouse Dwelling (RM1), Block Townhouse Dwelling/Apartment Dwelling/Multi Family Dwelling (RM2), Restricted Industrial Zones (M1), General Industrial Zones (M2), Transportation Industrial (M3), Restricted Commercial (C1), Local Commercial (C3), Open Space (OS2), and Agriculture - Residential/Commercial/Farming (A). Generally, permitted uses include, single family detached and semi-detached residential dwellings, street and block townhouses, apartments, multiple family dwellings, as well as industrial, agricultural, recreational, and commercial uses.

The Kipling Avenue Corridor Study and Plan propose new land use designations which will in turn require new zoning standards. City of Vaughan By-law 1-88 should be amended to include the new standards through a comprehensive zoning by-law amendment.

iii. Urban Design Study 1994

“Woodbridge Core Urban Design Guidelines: A set of Urban Design Guidelines” were approved by Vaughan Council in 1994 for the Woodbridge Core Area. The Guidelines provide direction on urban design, architectural and landscape

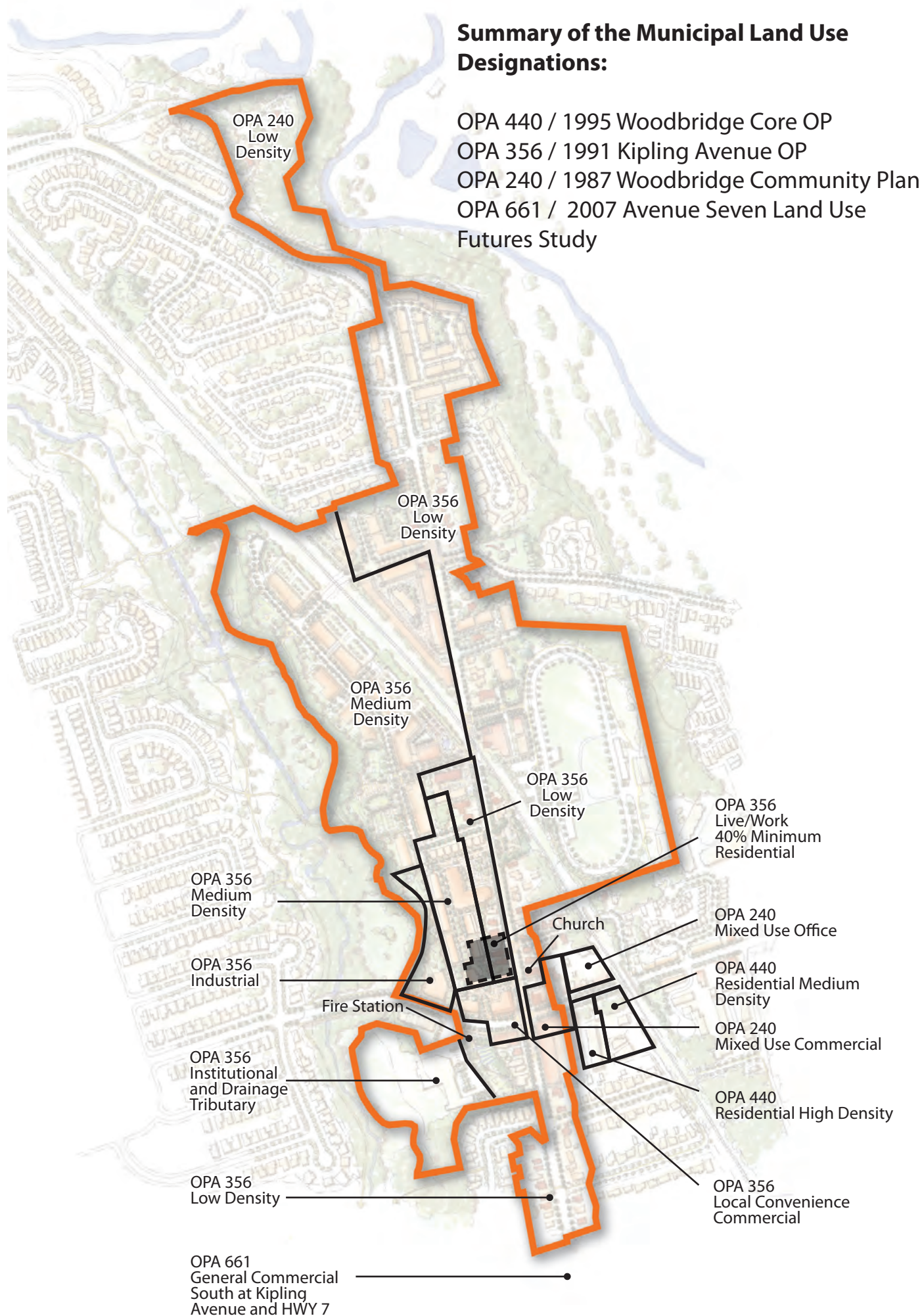
matters when reviewing development applications in the Core Area. They serve to implement the goals and objectives of the Woodbridge Core Official Plan (OPA 440) and provide guidance to the public and private sector in fulfilling these objectives as they pertain to urban form, landscaping and streetscape details.



Schedule 2.3: Vaughan Official Plan Policy Areas

Official Plan Amendments 240, 356 and 440 implement policies relevant to the Study Area. Recommendations made by the Avenue Seven Land Use Futures Study are included in the policies of OPA 661 currently under review. OPA 661 falls outside of the Study Area, immediately south of Ellerby Square.



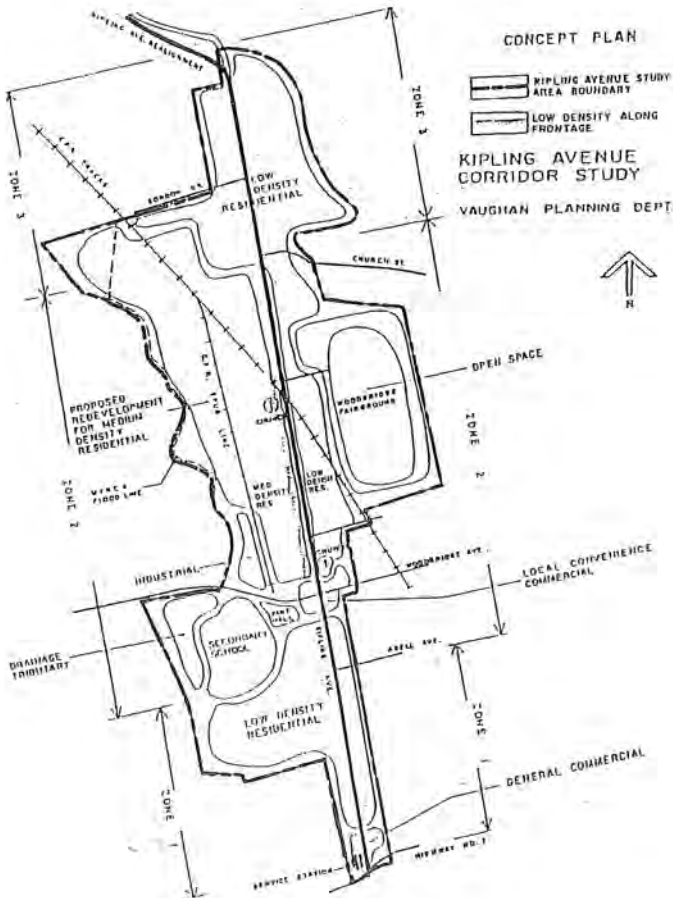


Schedule 2.4: Municipal Land Use Designations

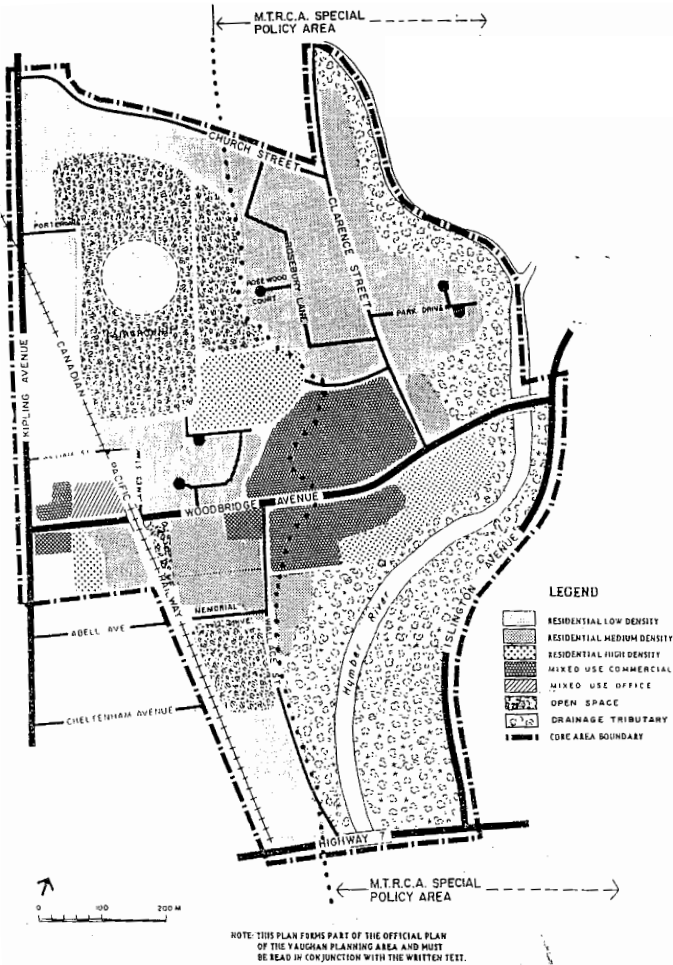
### 2.1.4 Supporting Studies

Other studies that have informed this Study include:

- Vaughan Vision 2007
- Vaughan OPA 661 – Part of the Avenue Seven Land Use Futures Study
- The Highway 7 Corridor Land Use and Transit Study
- York Region Transportation Master Plan 2031
- York Region Official Plan Amendment No. 43 – Centres and Corridors Study
- The Humber Watershed Plan (June 2008)
- TRCA's Valley and Stream Corridor Management Program (VSCMP)
- TRCA's Terrestrial Natural Heritage System Strategy (TNHSS) (2007)
- Ontario Regulation 166/06 (development, Interference with Wetlands and Alterations to Shorelines and Watercourses)



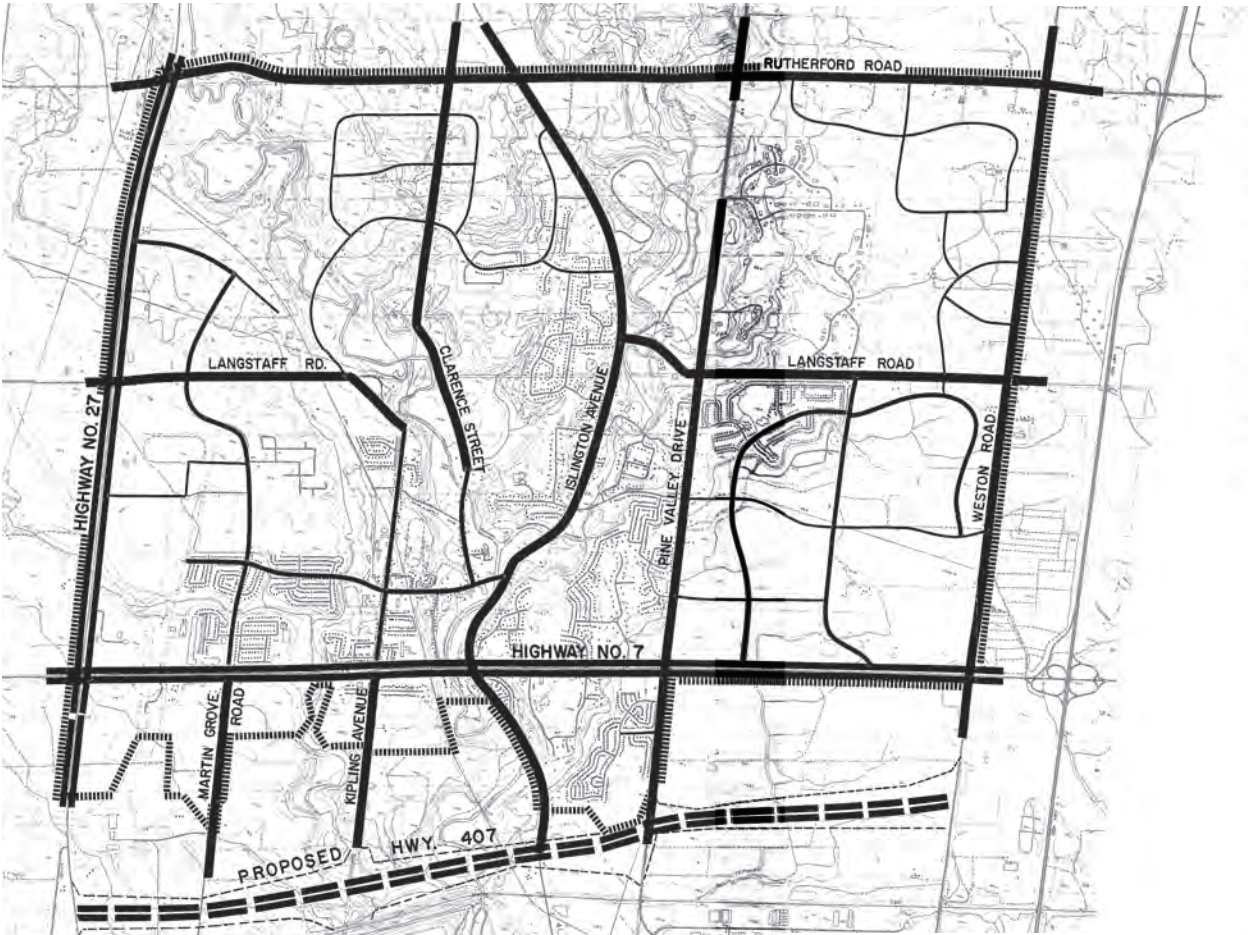
Schedule 2.5: Official Plan Amendment #356



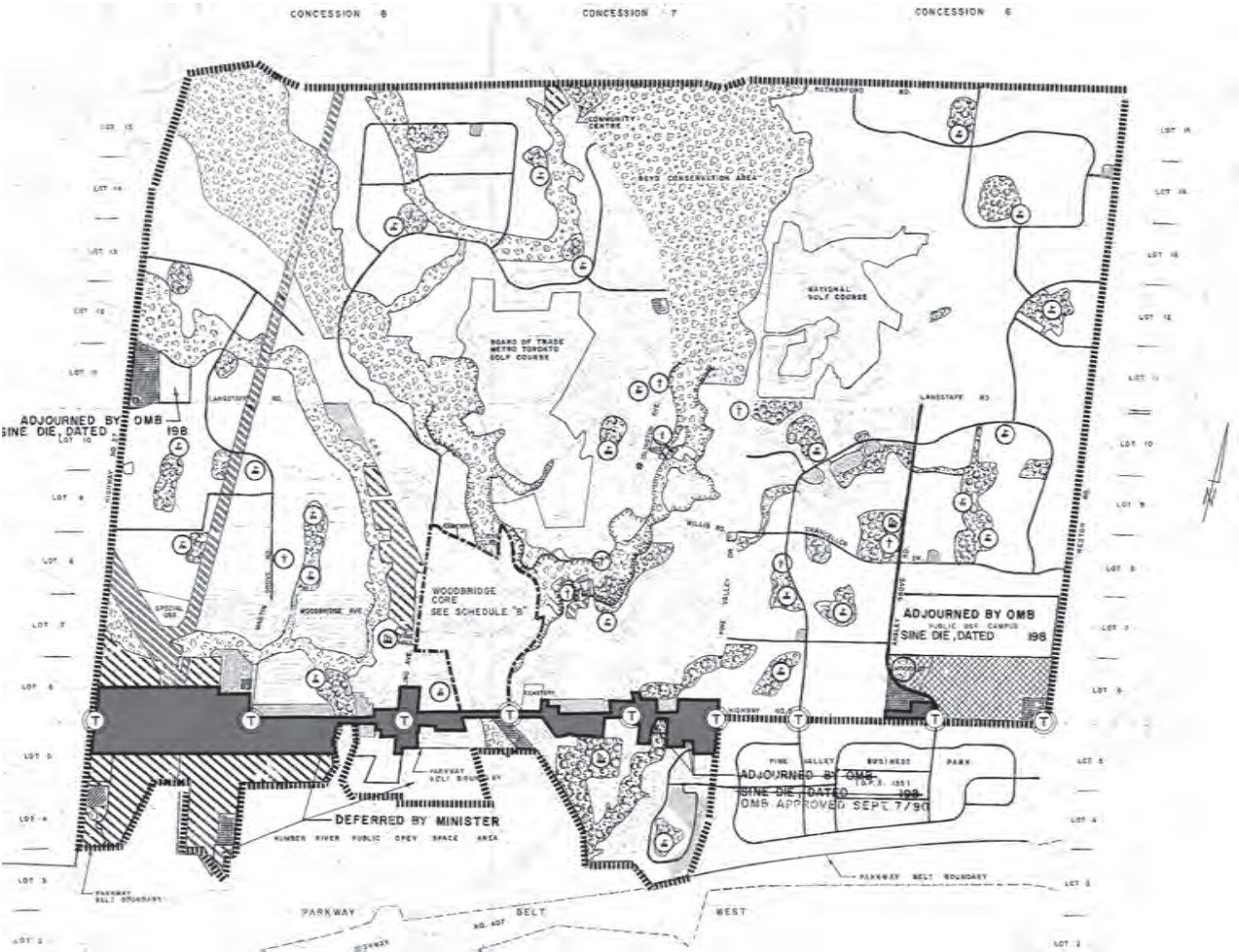
Schedule 2.6: Official Plan Amendment #440



# 2.0 EXISTING CONTEXT



Schedule 2.7: Official Plan Amendment #240



Schedule 2.8: Official Plan Amendment #661







# 2.0 EXISTING CONTEXT

## 2.2 Overview of Existing Conditions

### 2.2.1 The Role of Kipling Avenue in the Region and City (Schedule 2.9)

Historically, Kipling Avenue, once known as Eighth Concession Road, functioned as one of the main north-south spines in the City of Vaughan. The first settlers to Woodbridge built residences, the first school house, churches, agricultural industry, factories and mills in the Study Area. Kipling Avenue became even more attractive as a settlement corridor with the inclusion of the first major rail transport link.

Today, Kipling Avenue functions as a “Village Road”, and continues to be one of the main north-south routes through the Woodbridge community. Kipling Avenue connects residents to communities south of Highway 7 to the City of Toronto and north to Elder Mills, and represents one of the highest concentrations of heritage properties in the City of Vaughan. The fabric of the Corridor is still reflective of some of the original built residences, churches, schools, functioning light industry, and historic Fairgrounds. It also functions as one of the main local road connections east to the Woodbridge Centre and west to Martin Grove Road and community.

### 2.2.2 Topography (Schedule 2.9)

Kipling Avenue is situated between two major river valleys and green open space corridors: Rainbow Creek, a tributary of the Humber River to the West, and the Humber River Corridor to the East. The majority of the Study Area along the Corridor is flat with the exception of the north portion of the Study Area. Beyond the study boundary, the land generally slopes away toward the two main valley corridors, most noticeably along the eastern edge of the Fairgrounds, at the intersections of Meeting House Road and Kipling Avenue, at Woodbridge and Kipling Avenue, along the northern properties of Kipling Avenue before Langstaff Road, and at the southwestern edge of the industrial lands.

The sloped edges, some of which are presently inaccessible, provide some of the best views to the valley lands from the Corridor, as well as to some of the most interesting features within Woodbridge such as, the rail bridges, the Board of Trade Golf Course and mature landscape, the river, the Memorial Hill Park and Tower, and the surrounding conservation lands. The edges of the Study Area provide some of the best opportunities for trails, trail connections, and enhanced landscaping as well as opportunities for forms of development for the Corridor that takes advantage of views and slopes.

### 2.2.3 General Land Uses (Schedule 2.10)

The Kipling Corridor Study Area consists primarily of single family and townhouse residential dwellings, many of which are heritage structures. There is also light and heavy industrial uses to the west, and a large Fairground property to the east.

Institutions such as schools and churches also define the study area. At the Woodbridge Avenue intersection there exists some mixed commercial/office/retail uses. There are several recently approved applications along the corridor that propose mainly low-rise residential townhouse development with some 4-6 storey condominiums and some live/work units. Other than the Fairgrounds and the TRCA conservation lands and the Christian District School park lands, there are no other parks or open spaces within the study area. The Christian District School Board park has occasional City permitted uses. There are also a few vacant properties located along Kipling Avenue.

### 2.2.4 Existing Site Character and Surrounding Context (Schedule 2.11)

The Study Area has a distinct character within the larger Woodbridge context in that it is defined by mixed uses including commercial, industrial, institutional, and residential. Kipling Avenue is also intersected by a rail corridor. The Woodbridge Core Area immediately east of the study area, comprises primarily commercial uses, with some higher density residential uses, and is characterized as a core commercial area. The existing character of the Study Area is predominantly stable low-density residential bordering the valley corridors, mixed with institutional and recreational uses.

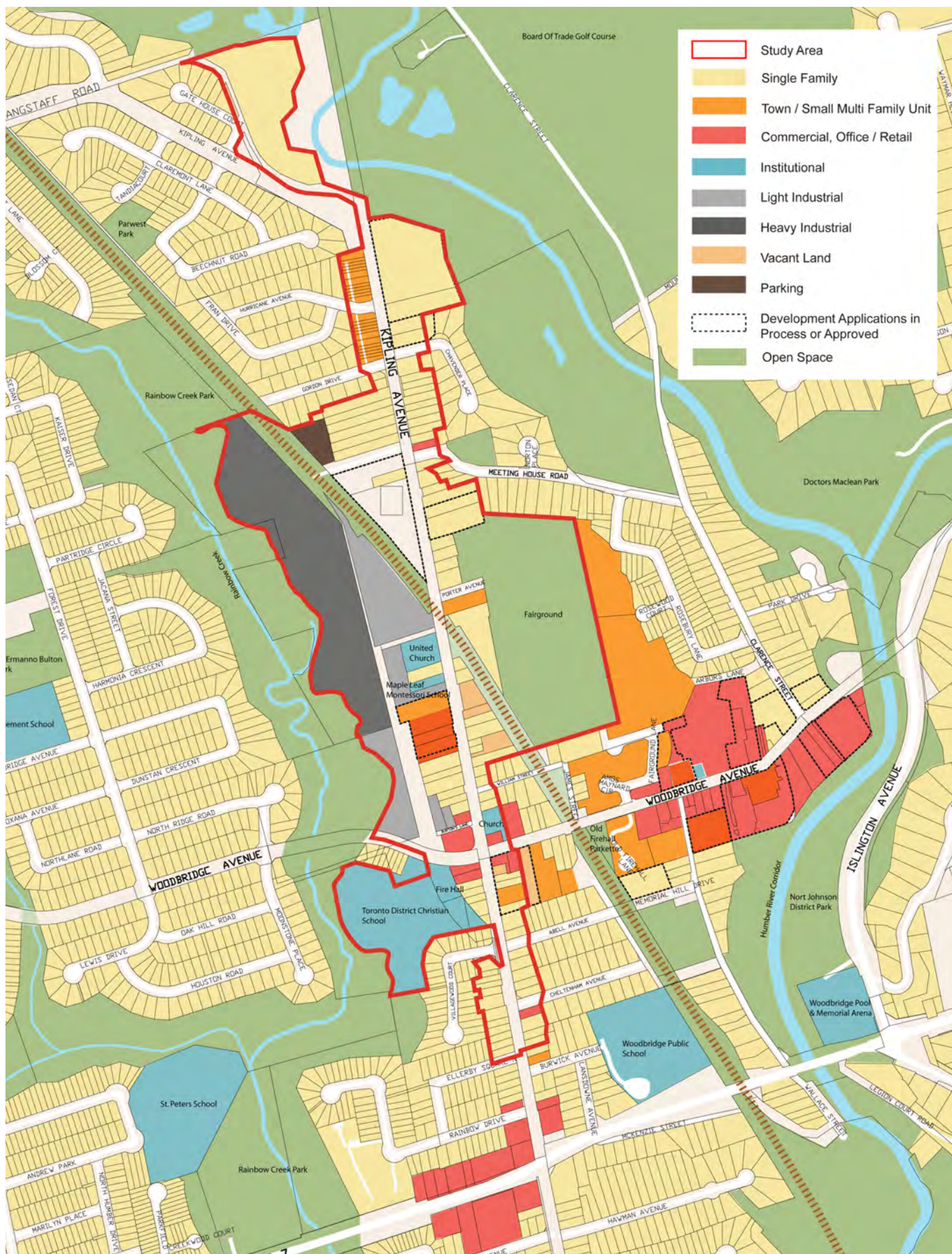
Within the Study Area, there are distinct character changes from north to south Kipling. The northern end of Kipling, north of Meeting House Road, is characterized by heritage fabric and consists of mainly detached single family residential development with large setbacks and side yards, mature treed landscapes and an area of townhouses displaying slightly higher density. The area south of Meeting House Road to Woodbridge Avenue is defined by a mix of single family heritage homes, industrial, the Fairgrounds, and the rail corridor, and is less cohesive than the northern end.

There is a distinct transition or node at the Woodbridge and Kipling Avenue intersection, which has an eclectic mix of commercial forms and is represented differently at each of the four corners. The uses here include boutique style house form commercial/office, a small retail public square, mixed use commercial/residential, and a new 6 storey mixed use commercial/residential gateway building. The house form commercial character is predominant in the southern end of Kipling Avenue, and is intermixed within the single family residential fabric.

### 2.2.5 Major Green Corridors and the Natural Environment (Schedules 2.12 - 2.14)

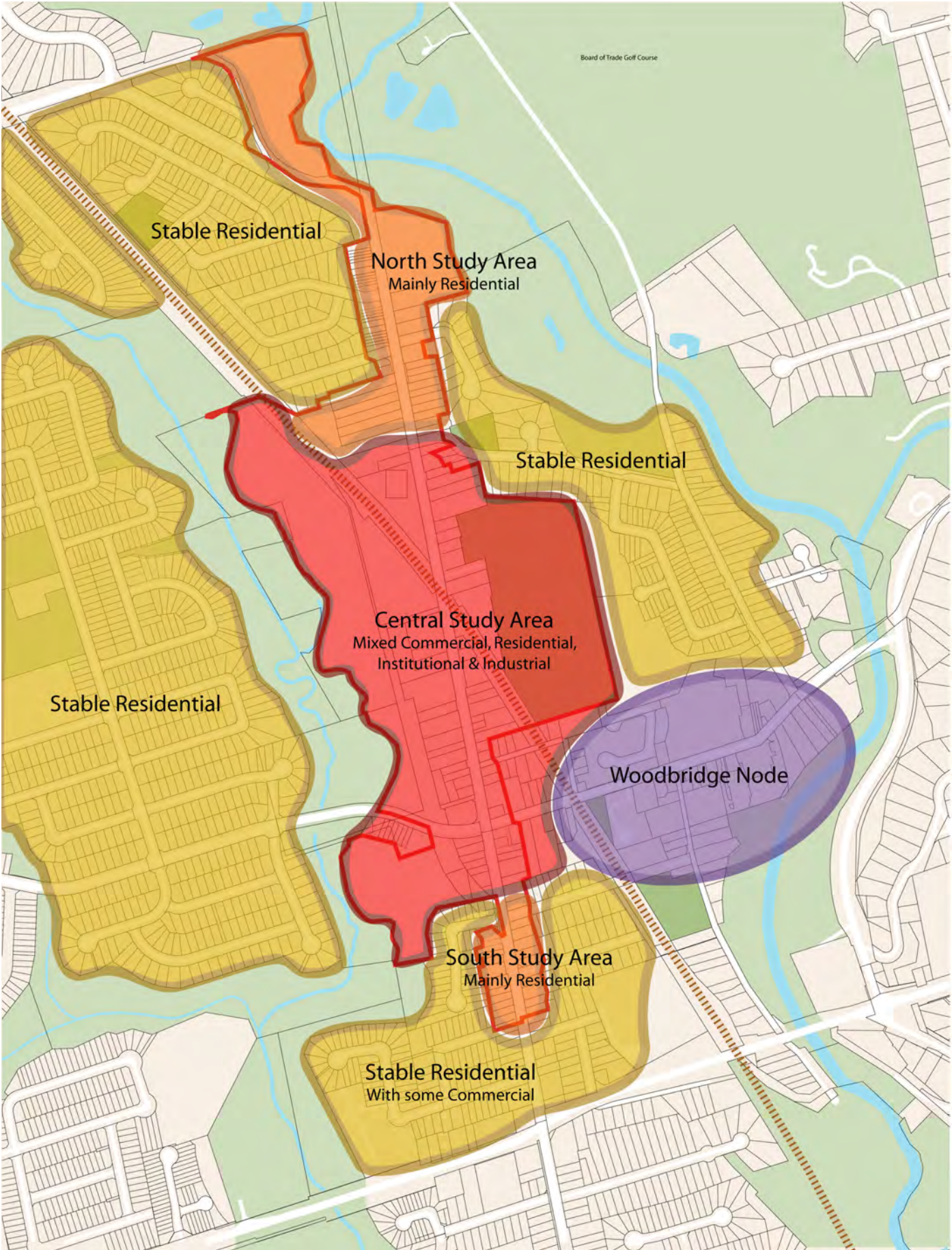
The green corridors found on either side of the Study Area are part of the larger Humber River open space network, and includes the Kortright Centre for Conservation and the Boyd Conservation Area to the north. There is an existing and proposed system of





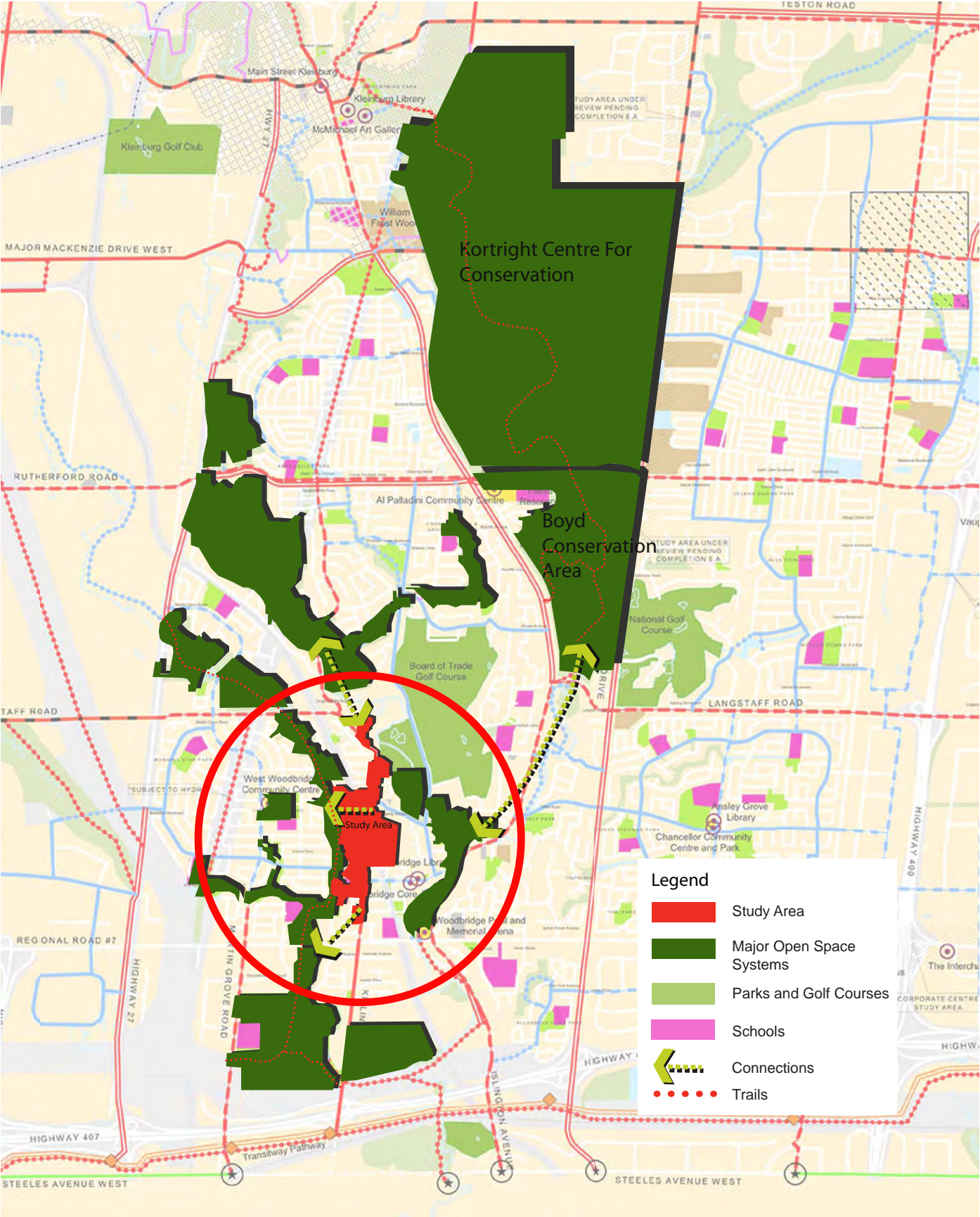


# 2.0 EXISTING CONTEXT



Schedule 2.11: Character Areas





Schedule 2.12: Major Green Corridors

# 2.0 EXISTING CONTEXT

trails that connect the Kipling Avenue Corridor Community to the very scenic Humber River system of parks, golf courses, forest landscape and bodies of water.

Other than the River Valley System, there are few existing neighbourhood parks and parkettes within the Study Area. Most of the Corridor's community park amenities and key open space landmarks such as Memorial Hill Park and Tower, are located within the surrounding Humber River System or just outside of the study boundary. The Fairgrounds constitutes a large percentage of the existing open space within the Study Area. Although it is private lands, it is accessible to the public and is used for programmed open space events throughout the year, such as the Annual Woodbridge Fair.

In order to protect and preserve the natural river corridors and adjacent open space, the TRCA has defined and regulated these systems as conservation lands and has established two boundaries that prohibit development encroachment and destruction of the natural forest and river system:

## The Regional Storm Flood Plain Boundary and Conservation Lands

The Regional Storm Flood Plain and abutting Conservation Lands (lands that extend from the flood plain to the TRCA Regulation Limit, whether in public or private ownership), are intended to conserve and enhance the natural ecosystem and to maintain biological diversity within Vaughan. Conservation Lands have been identified by the TRCA and are regulated and managed by the TRCA and the City of Vaughan. The TRCA Regulation Limit is the area subject to the TRCA's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06). The Regulation Limit does not represent the development limit. The development limit is established through the application review process. Proposed development works for properties located within the Regulation Limit Area will require a permit under the Ontario Regulation 166/06.

### Regional Storm Flood Plain

Properties within the Kipling Avenue Study Area are, for the most part, above the flood line, meaning, these properties are located outside of the Regional Storm Flood Plain. Properties, or parts of a property that lie within the flood plain or conservation areas as determined by the TRCA, must seek approval by the City of Vaughan and the TRCA for any development including:

- construction and/or reconstruction;
- change of use to a building;
- site grading;
- temporary or permanent placement or removal of fill material; and,
- the interference and alterations to watercourses, including the construction of storm water management ponds and outfalls.

## 2.2.6 Pattern of Traffic Circulation (Schedules 2.15 - 2.17)

The close proximity to Highway 7 and Woodbridge Avenue provide east/west access to the Corridor. Highway 7 is the south major arterial road access point and gateway to Kipling Avenue and to the Study Area. Woodbridge Avenue functions as a secondary gateway to the small commercial node along the Corridor and connects to the Woodbridge Core and Market Lane. The C.P. Railway runs diagonally through the corridor, intersecting Kipling Avenue at grade and in close proximity to the surrounding residential, institutional and industrial fabric.

There is a York Region Transit (YRT) loop that runs south along Kipling Avenue to the Woodbridge Core and York University, but provides only limited service (twice daily). Truck access to industry is provided along Kipling, north of Woodbridge Avenue. The area south of Woodbridge Avenue is more pedestrian-oriented than the north with several signalized crossings and an identified Community Safety Zone. In addition, currently there are no identified bike routes within the study area. A multi-use trail system exists within the Humber Valley, but there are limited pedestrian access routes from Kipling Avenue. The 20 year City of Vaughan Pedestrian and Bicycle Master Plan proposes community and neighbourhood bike lanes and signed bike routes throughout the corridor, as well as expanded multi-use recreational pathways within the valley. This study supports the Master Plan in achieving a connected pedestrian and bike network within the Study Area and to the surrounding Woodbridge neighbourhoods.

## 2.2.7 The Built Form (Schedules 2.18, 2.19, 2.21, 2.22)

A mapping of the building footprints within the Study Area illustrates that the built form is predominantly low density, comprising of numerous small buildings along Kipling Avenue, and larger building footprints in the industrial areas west of Kipling Avenue. In addition, there are several gaps, vacancies, substantial and varying building set-backs in the street wall, creating a pattern of discontinuity and irregularity, resulting in a street environment that does not look cohesive. There is also a segment of Kipling where reverse frontages occur - ie. fenced backyards facing the street. The street cross sections of Schedule 2.21, which correspond to the sections labelled on Schedule 2.22 show the irregular pattern of built form to the street.

Building heights along Kipling Avenue are generally 2 to 3 storeys with some recently approved developments having maximum heights of 6 floors. The industrial buildings are mainly two storeys in height, but appear to be three to five storeys having greater floor to ceiling heights than the surrounding residential built form.

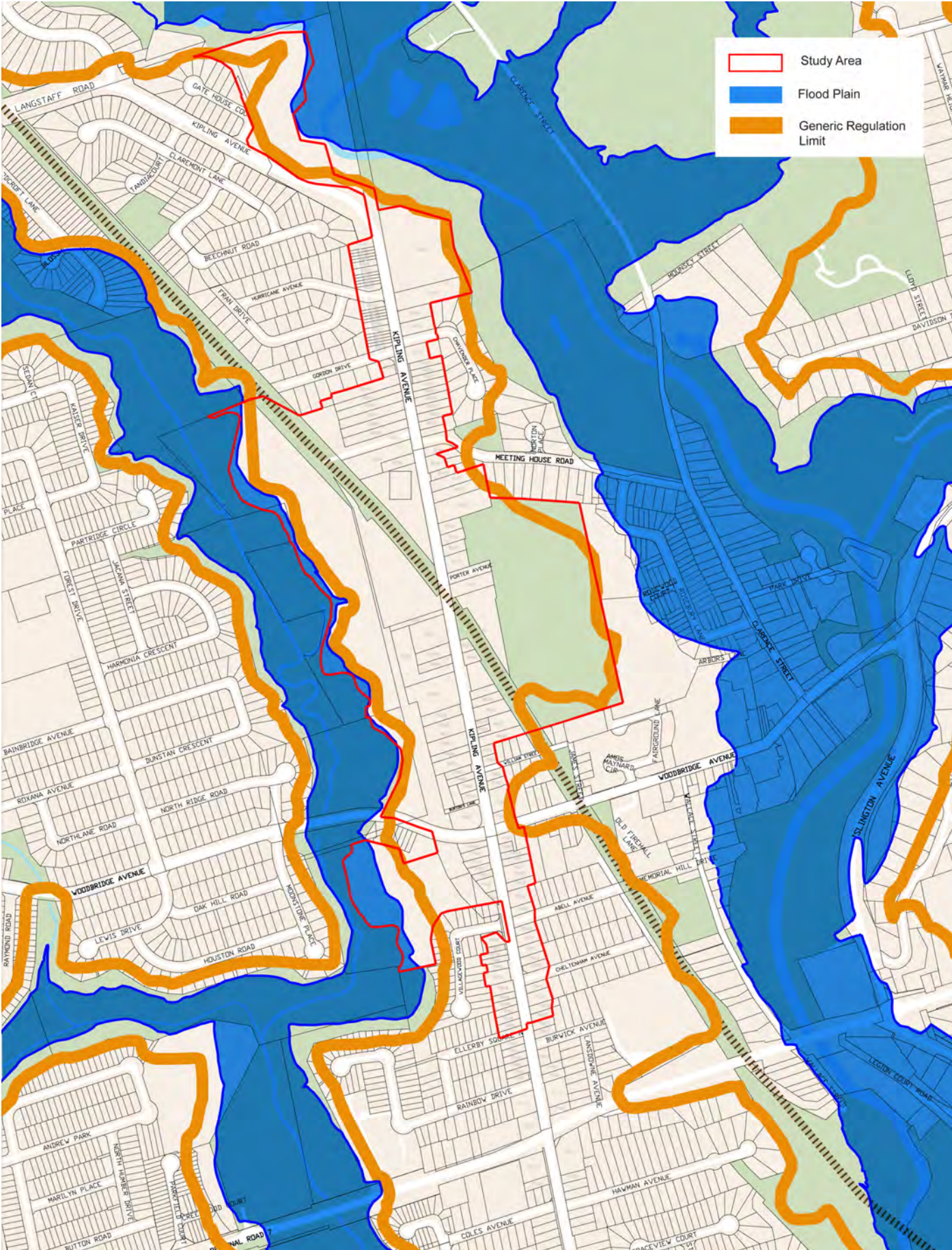




Schedule 2.13: Open Space and the Natural Environment

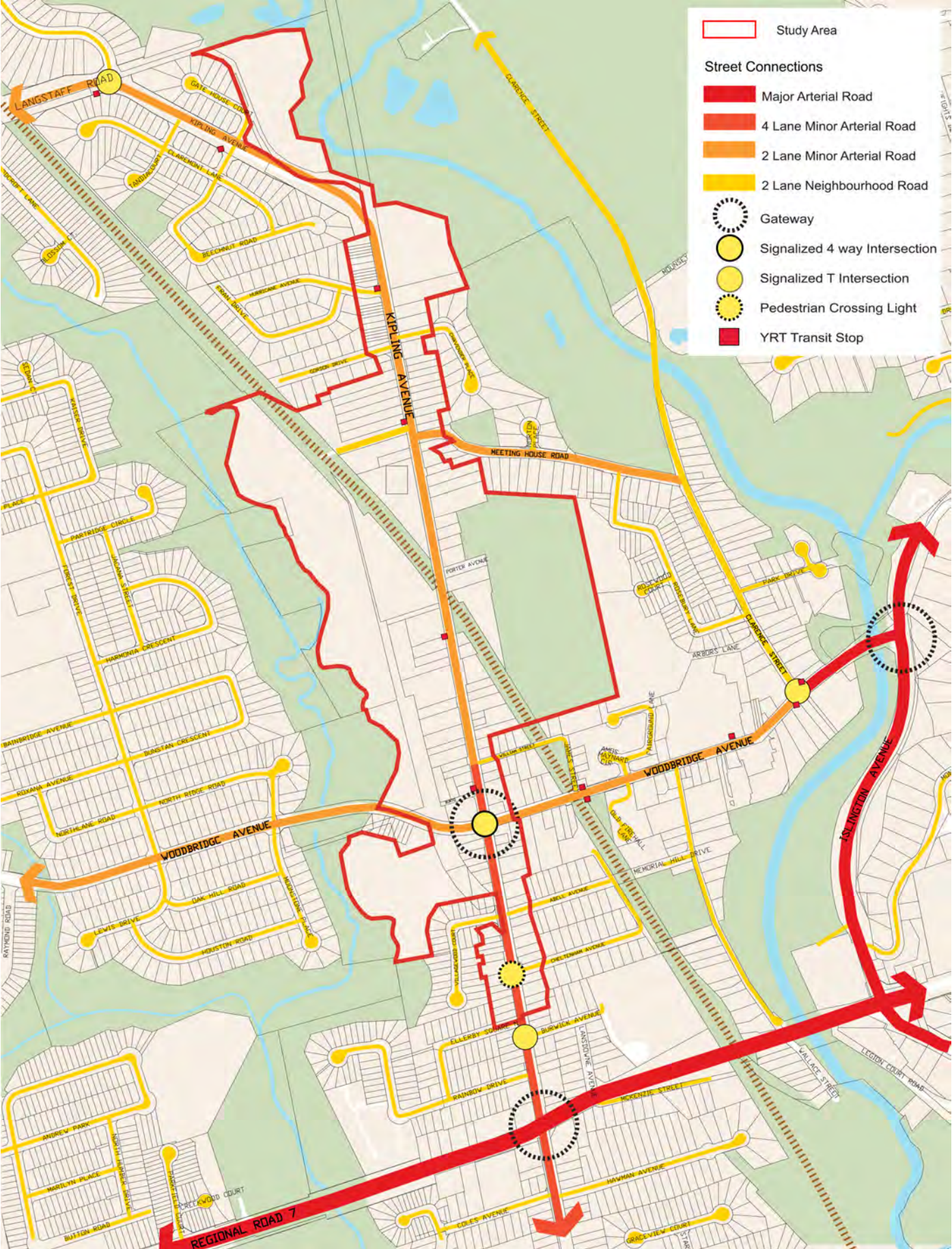


# 2.0 EXISTING CONTEXT



Schedule 2.14: The Regional Storm Flood Plain and Regulation Line

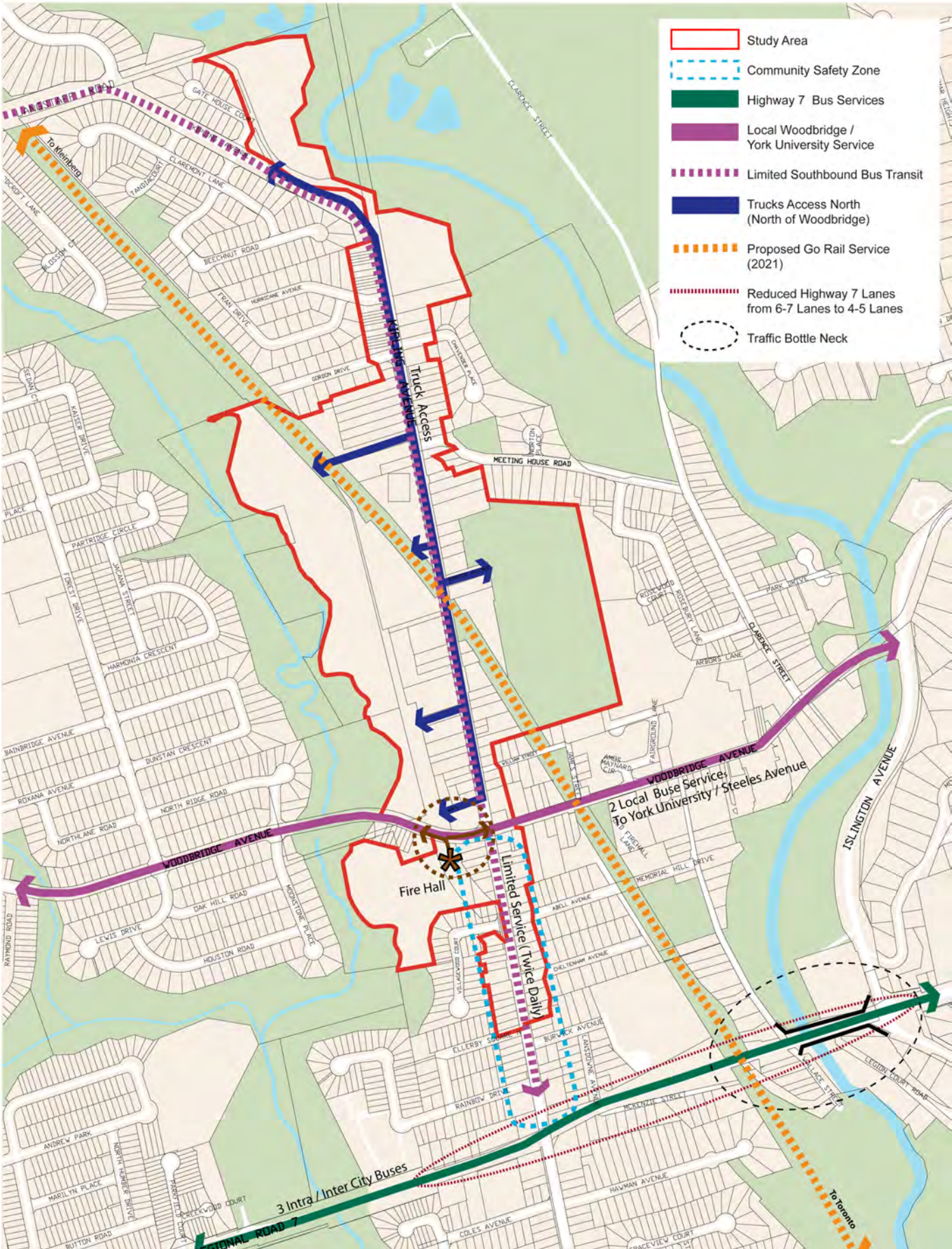




Schedule 2.15: Vehicular Circulation

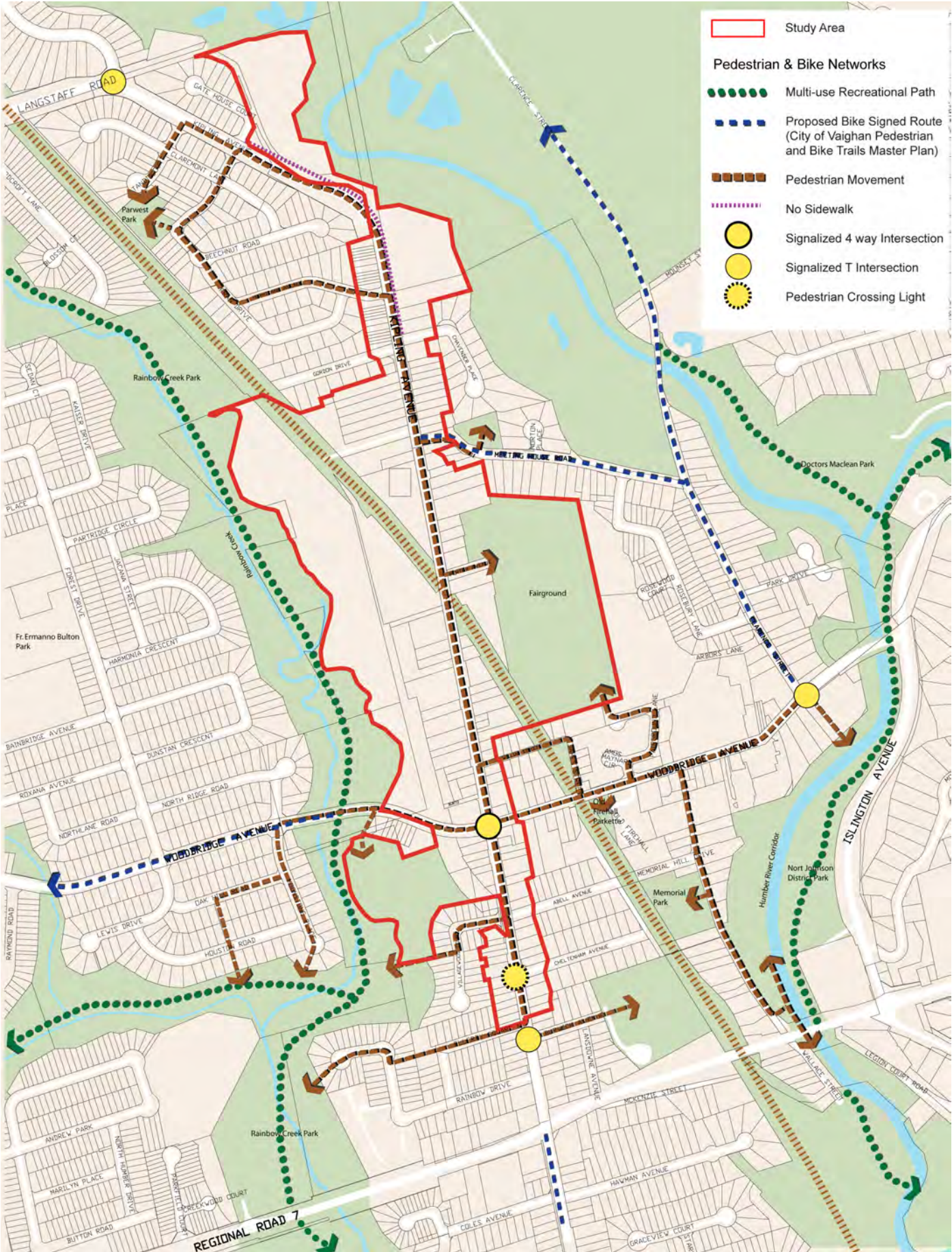


2.0 EXISTING CONTEXT



Schedule 2.16: Transportation Network





Schedule 2.17: Pedestrian and Bike networks

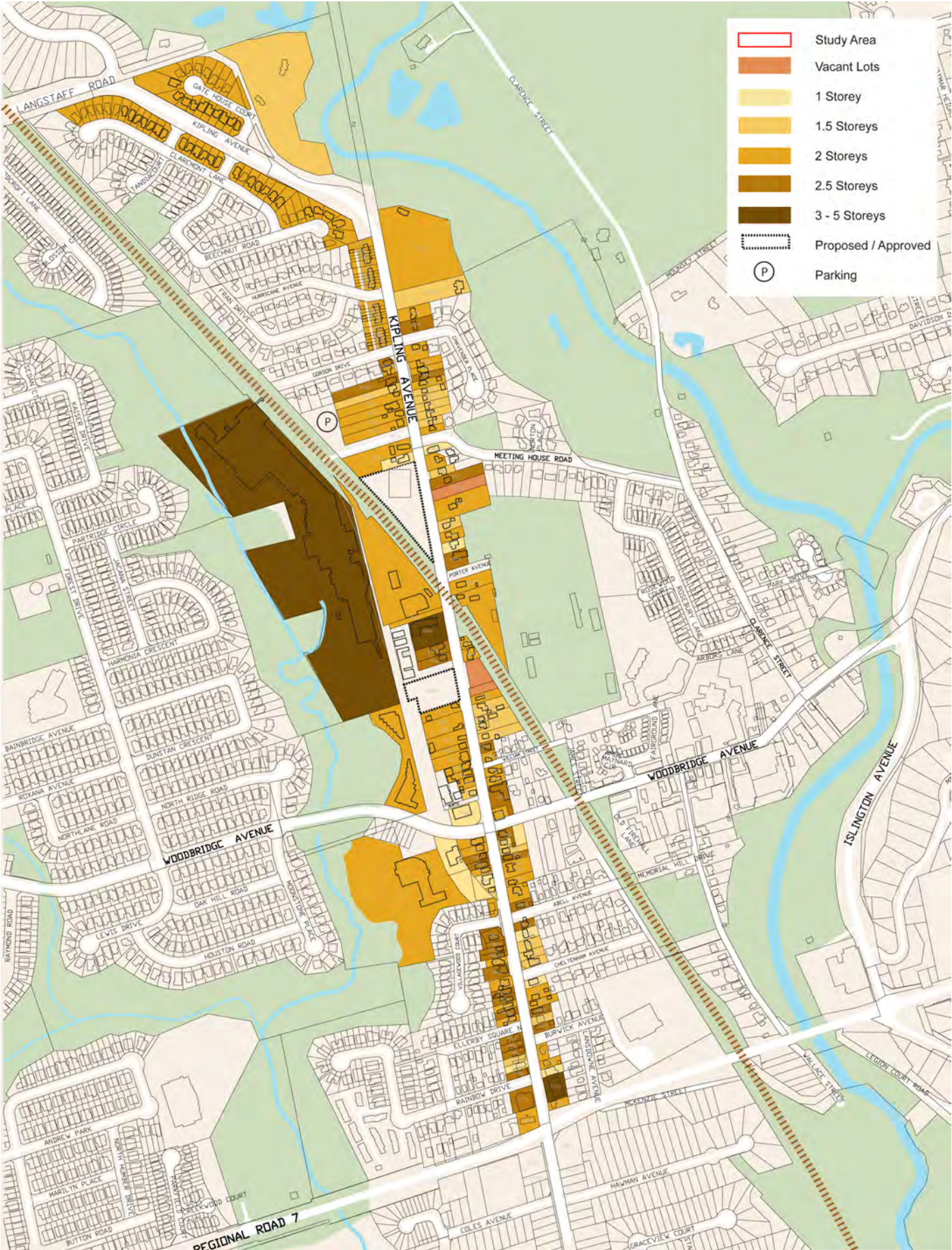


# 2.0 EXISTING CONTEXT



Schedule 2.18: Building Footprint

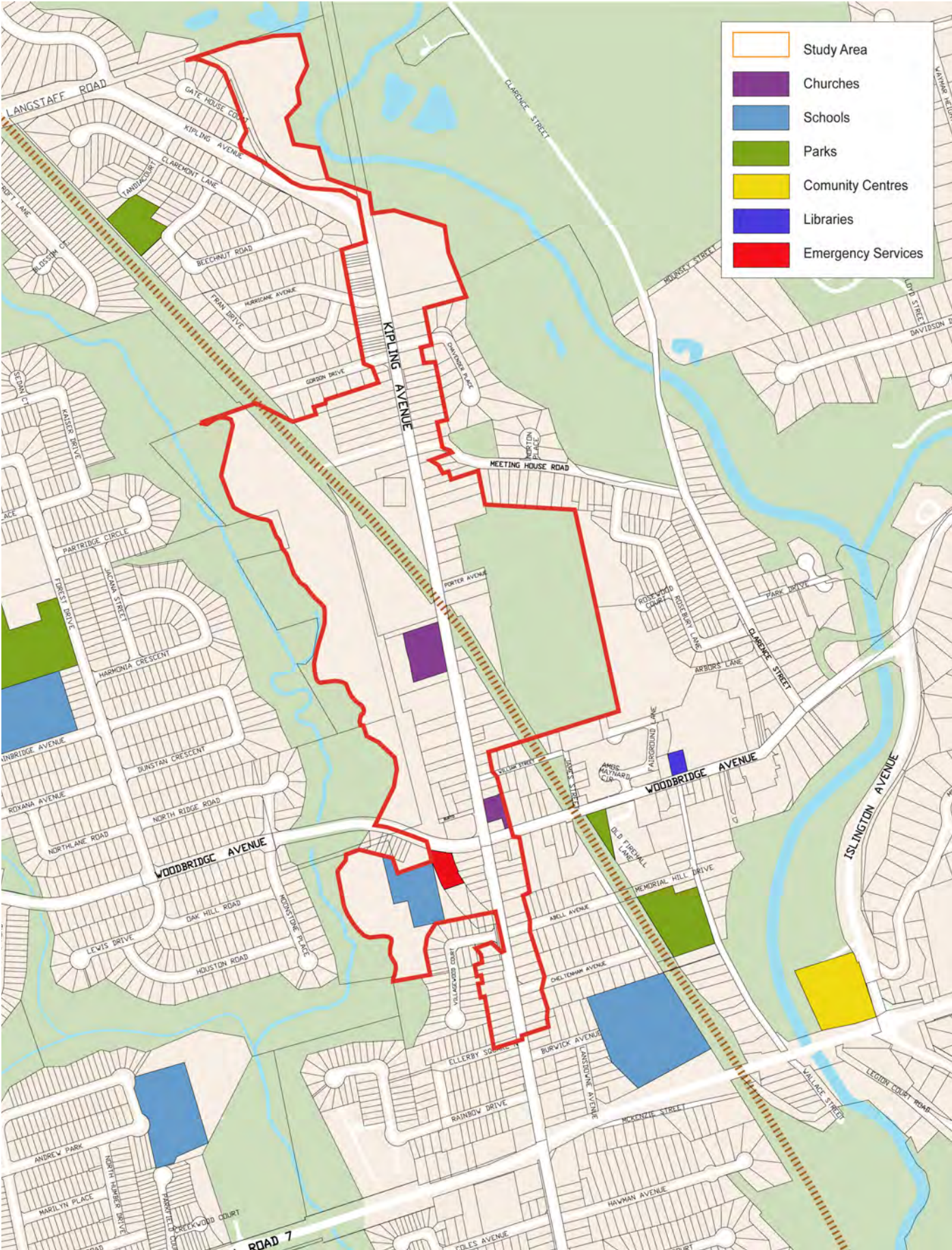




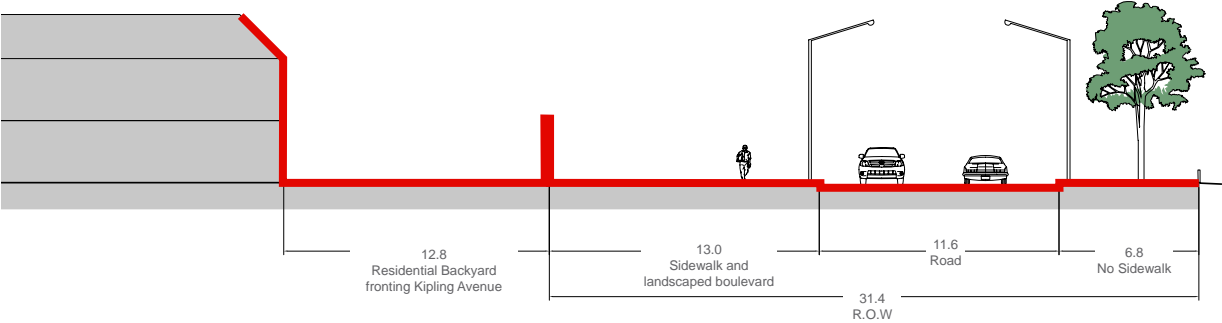
Schedule 2.19: Building Heights



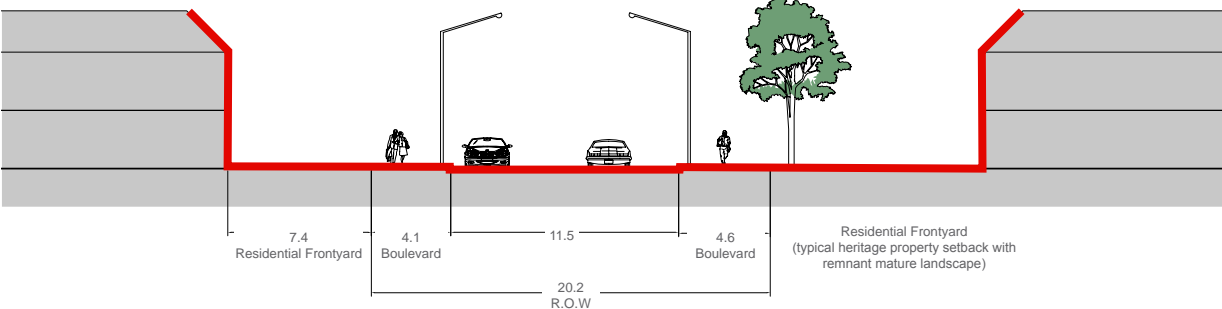
2.0 EXISTING CONTEXT



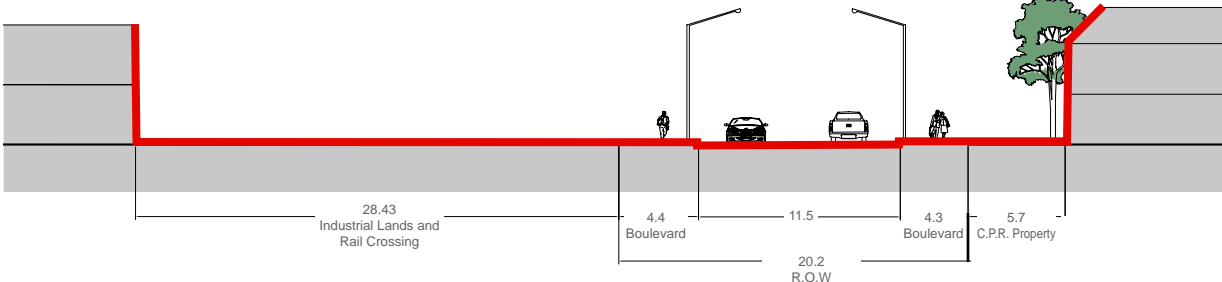
Schedule 2.20: Community Services



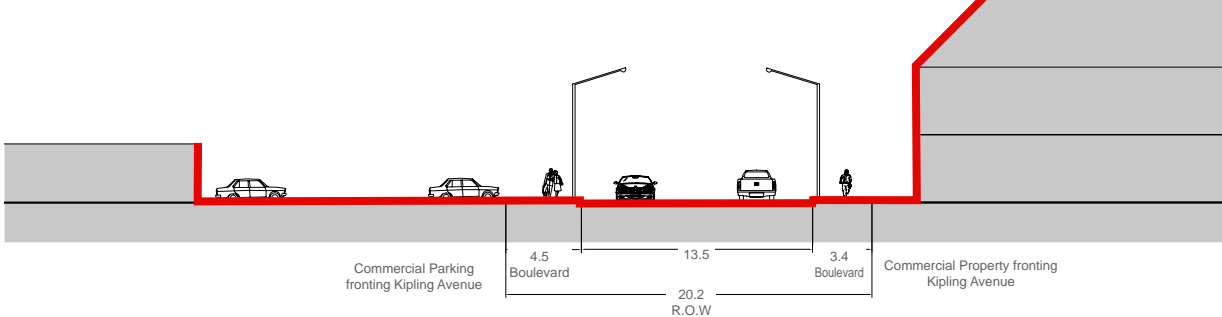
**Section A-A Kipling Avenue North End - Residential Development Backing Kipling Avenue**



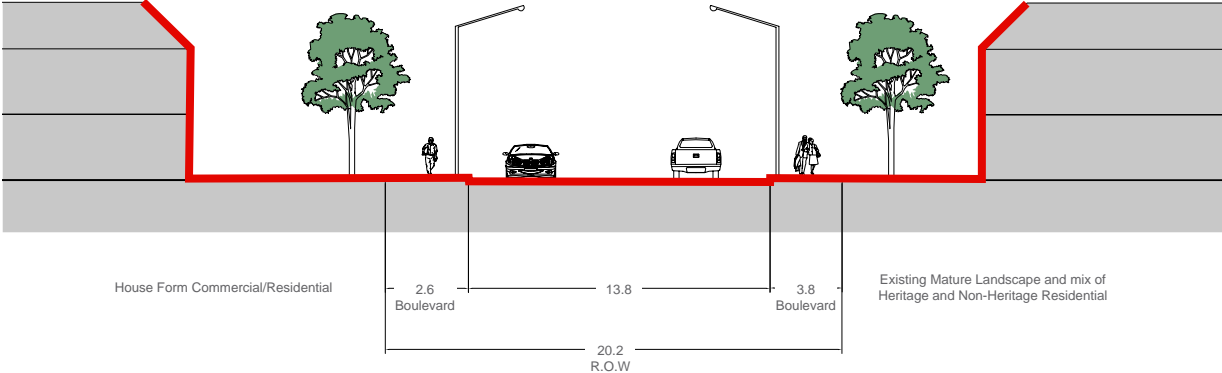
**Section B-B Kipling Avenue at Meeting House Road - Area of a Significant Collection of Heritage Buildings**



**Section C-C Kipling Avenue at Porter Road and the Rail Crossing - Industrial Development Fronting Residential**



**Section D-D Woodbridge and Kipling Avenue Intersection - Commercial Development and Parking Fronting Kipling Avenue**



**Section E-E Kipling Avenue South End - Residential Development Fronting Kipling Avenue and Existing Mature Landscape**

Schedule 2.21: Building Setbacks and Cross-Sections along Kipling Avenue (referenced in the adjacent Schedule 2.20)



# 2.0 EXISTING CONTEXT

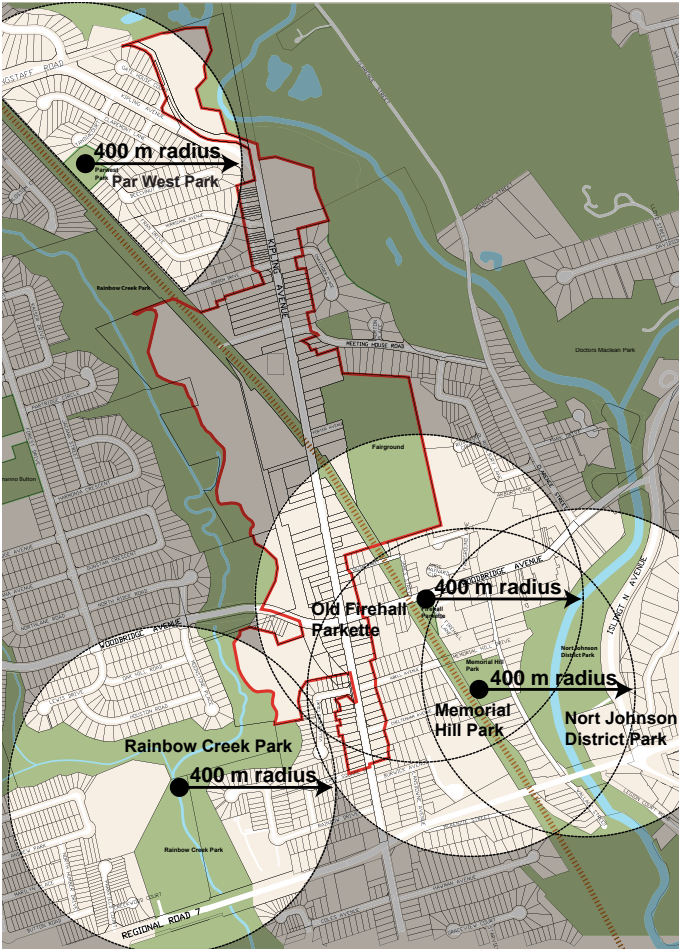


Schedule 2.22: Building Setbacks and Referenced Sections





Schedule 2.23: Centres



Schedule 2.24: Parks and Open Space



Schedule 2.25: Churches, Community Centres and Libraries



Schedule 2.26: Schools



# 2.0 EXISTING CONTEXT

## 2.2.8 Community Services

(Schedules 2.20, 2.23 - 2.26)

Based on the feedback received from the Community Forums, the community, at present, seems to be well served by the existing amenities and resources. The most obvious deficiency in terms of community amenities is the limited access to neighbourhood parks and open space.

### Centres

There are two Neighbourhood Centres within a five minute walk from Kipling Avenue: the Woodbridge/Kipling Avenues node, having a concentration of commercial uses around the intersection; and the Woodbridge Core including a mix of commercial and residential uses. The height of activity is focused in the southern end of the Study Area.

### Local Schools

There are three elementary schools within the Study Area vicinity. The Woodbridge Public School is within a five minute walk from Kipling Avenue. St. Peter's Elementary School and St. Clement Elementary School are approximately ten minutes from Kipling Avenue. St. Peter's Elementary School is the closest but mainly serves the community south of Woodbridge. The Toronto District Christian High School serves a larger catchment area and has a significant school bus service.

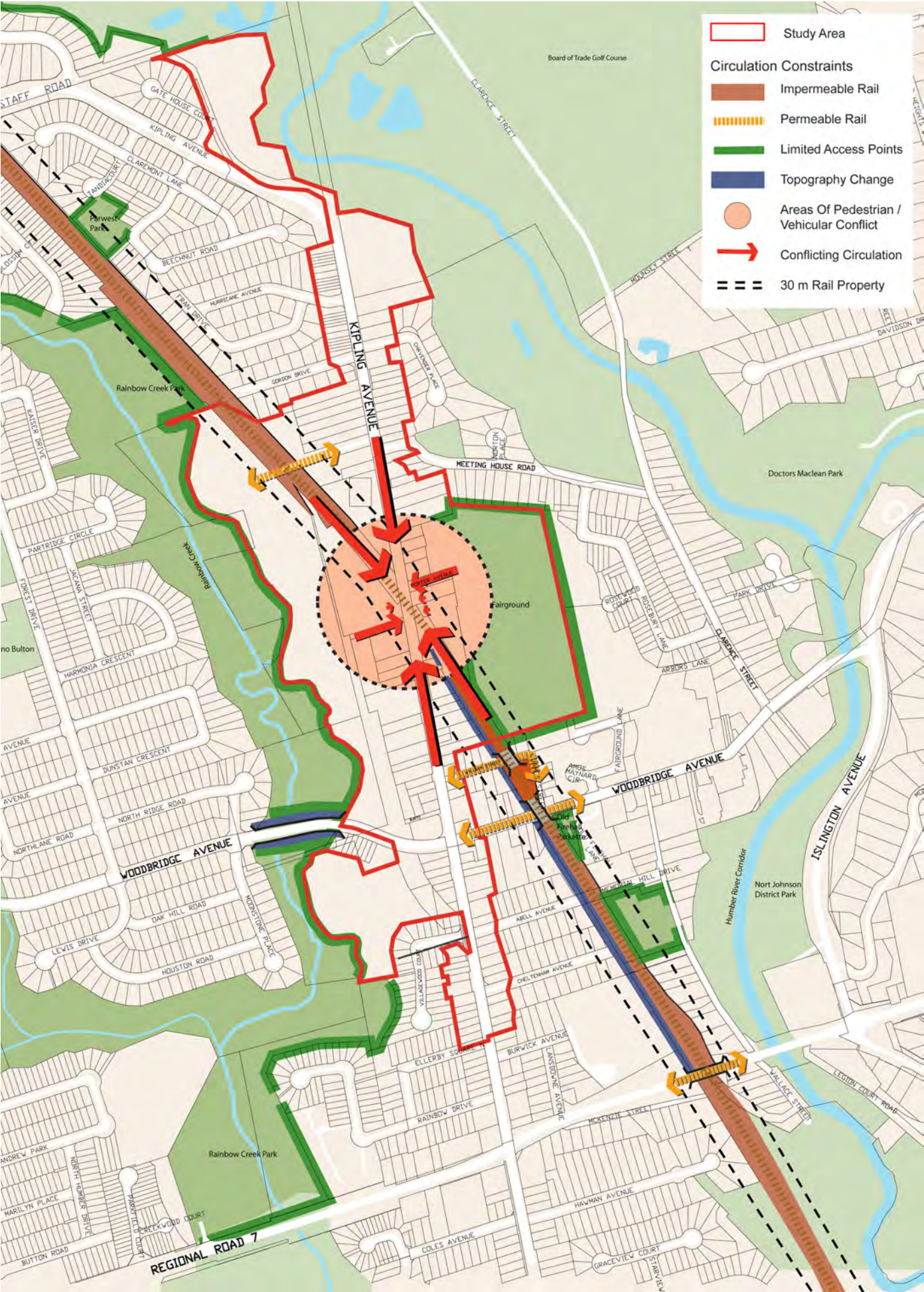
### Churches/Community Centres/Libraries

There are two churches on Kipling Avenue: Woodbridge United Church, and Woodbridge Presbyterian Church. In addition, the Kipling neighbourhood is served by the Market Lane Library, and the Woodbridge Pool and Memorial Arena, located north of Highway 7. Both of these facilities are located within a five to ten minute walking distance of the study area.

### Parks and Open Space

There are two community parks within a five to ten minute walking distance from Kipling Avenue: Rainbow Creek Park and Nort Johnson Park. There are also the following neighbourhood parks and parkettes within the same walking distance: Par West Park and Memorial Parkette to the north; and Memorial Hill Park and Old Fire Hall Parkette at the southern end of the Study Area. None of these open spaces are clearly identified or directly accessible from Kipling Avenue.





Schedule 2.27: Permeability



# 2.0 EXISTING CONTEXT

## 2.3 Constraints and Opportunities

### 2.3.1 Issues and Constraints (Schedule 2.27)

One of the key challenges in the development of the Kipling Avenue Corridor is to create a unified vision that respects and enhances the distinct characteristics of the corridor. Issues include the compatibility of uses, circulation, balancing new uses with the existing fabric in terms of intensity, scale and architectural form; public safety, sensitivity towards the mature landscape and the need for neighbourhood scale open space amenities.

#### Compatibility of Use and Circulation

A noted land use conflict within the study area is the presence of industrial businesses and associated traffic, and unsightly uses such as truck parking lots, in close proximity to residential neighbourhoods. The juxtaposition of the rail corridor to the existing neighbourhood context creates additional circulation conflicts along the Avenue mainly because of ambiguous crossing conditions. The rail corridor, and the industrial uses, also create east/west barriers, inhibiting pedestrian movement and accessibility to river valleys, existing trails, and other key open spaces.

#### Balancing New and Existing Uses

Other challenges include establishing a balance between the need to provide a diversity of housing opportunities, and increase commercial and recreational amenities for the Kipling study area, while respecting the unique character and essence of the heritage fabric, especially along Kipling Avenue.

### 2.3.2 Opportunities

There are several opportunities for the Corridor that emerged from the community consultation, background research, and analysis. Each of these opportunities were considered in the development of the Vision.

#### 2.3.2.1 Preserve the Heritage Character

##### Built Form

The heritage character is still strong and quite valued in the community, and any new development should conserve, integrate and complement the heritage fabric wherever possible. In terms of the built form, apart from existing residential use, there are opportunities to conserve and integrate the existing fabric with uses such as live/work, boutique style retail or service related office. These are also uses that encourage employment opportunities and increase the amenity along the Corridor.

##### Mature Landscape

Significant heritage resources also include the remnant old growth forest landscape which contributes to the character of

the public realm, and is part of the original charm of the area. Opportunities to integrate and add to the existing mature trees should be considered in any new development, to enhance the character of the streetscape and public realm.

#### Views and Landmark Features (Schedule 2.28)

There are several opportunities throughout the Study Area to enhance key views and promote special landmark features that are mainly located just outside of the Study Area, but are visible to varying degrees from Kipling Avenue. Most of the special landmark features have heritage significance that can enrich the walking and visual experience of the Study Area.

#### 2.3.2.2 Public Realm

Opportunities to enhance the public realm should be encouraged to provide an Avenue that is green, pedestrian and bicycle friendly, and that can accommodate social activity; this will animate the study area and create a safe pedestrian environment. The extensive front yard setbacks and the existing right-of-way provide an opportunity to make public and private contributions to greening the avenue to provide an attractive, safe and sociable public realm.

#### 2.3.2.3 Open Spaces and Pedestrian Connections

Opportunities to increase the amount of neighbourhood parkland and open space and establish linkages to the surrounding green corridors and neighbourhood amenities should be encouraged and identified, especially in the context of new development. This can be done through parkland dedication rights; through joint partnerships with the TRCA respecting trails and programmed open space use of conservation lands.

#### 2.3.2.4 Vacant and Underutilized Sites

Some vacant sites exist along Kipling Avenue, south east of the rail crossing for example, that can be better utilized, providing opportunities for neighbourhood parks, increased public amenities and linkages to existing trails and open spaces. Other sites provide infill opportunities to strengthen and support the existing heritage fabric and character, and establish a sense of cohesion along Kipling Avenue.

#### 2.3.2.5 The Fairgrounds

The Fairgrounds, which is 8 hectares in size, constitutes 16% percent of the total 47 hectares of the study area. This represents an expansive and historic open space resource, and is an integral amenity for year round use for the community. Opportunities to enhance the role and function, and to increase the use of the Fairgrounds should be explored.





Schedule 2.28: Views and Landmark Features



# 2.0 EXISTING CONTEXT

## 2.3.2.6 Mixed Use Commercial Development

Opportunities to intensify and expand mixed-use commercial development should be explored along the Corridor to establish a more animated and amenity rich environment.

## 2.3.2.7 Areas with Intensification Opportunities

### The Industrial Lands

Due to their proximity to valley lands, industrial lands within the study boundary should be considered for residential uses, providing opportunities to increase the critical mass with increased residential development. This would also encourage opportunities for additional amenities to service both the existing and future neighbourhoods of the Corridor. The redevelopment of these lands for residential use would provide opportunities for trail access and use of the river valley, and bike and pedestrian connections to the west neighbourhoods.

### The Woodbridge and Kipling Avenue Node

Approved development has already set the stage for intensification at this key node, which has the potential to provide a gateway for the Avenue and a more prominent connection to the Woodbridge Core. Intensification opportunities at this node increase the potential for additional retail use, neighbourhood amenities and available housing forms for the community. Intensification here also supports the existing adjacent businesses south of Woodbridge Avenue and in the Woodbridge Core.

## 2.3.2.8 Transportation

There are opportunities to enhance the existing transit routes and increase the availability of public transportation along the Corridor to better serve the community. There are also opportunities within the existing right-of-way to accommodate bike lanes, on-street parking, and enhanced sidewalks.

Opportunities exist for new streetscape improvements to the Fairgrounds gateway and Porter Avenue, to the westerly road north of the United Church; and the industrial lands along Kipling Avenue. This would help to define and manage safe railway crossings and circulation at that juncture. This node also has the potential to be developed as a destination or central neighbourhood hub along the Corridor that may facilitate ancillary amenities.

## 2.4 The Woodbridge Heritage Conservation District (HCD)

(Schedules 2.29 - 2.32)

The Heritage Conservation District (HCD) Study (2008), was undertaken to determine the appropriate boundaries of a heritage conservation district for the Woodbridge area, identify the heritage character and contributing heritage attributes, and develop a plan and guidelines for future development within the HCD area. The Heritage Conservation District boundary overlaps and includes most of the Kipling Corridor study area. This study has been undertaken concurrently with the Kipling Avenue Corridor Study in order to help guide development decisions for the existing heritage properties within the Kipling Corridor study boundaries. The following conclusions from the Woodbridge HCD Plan apply to the Kipling Corridor.

The Woodbridge HCD study to date concludes the following:

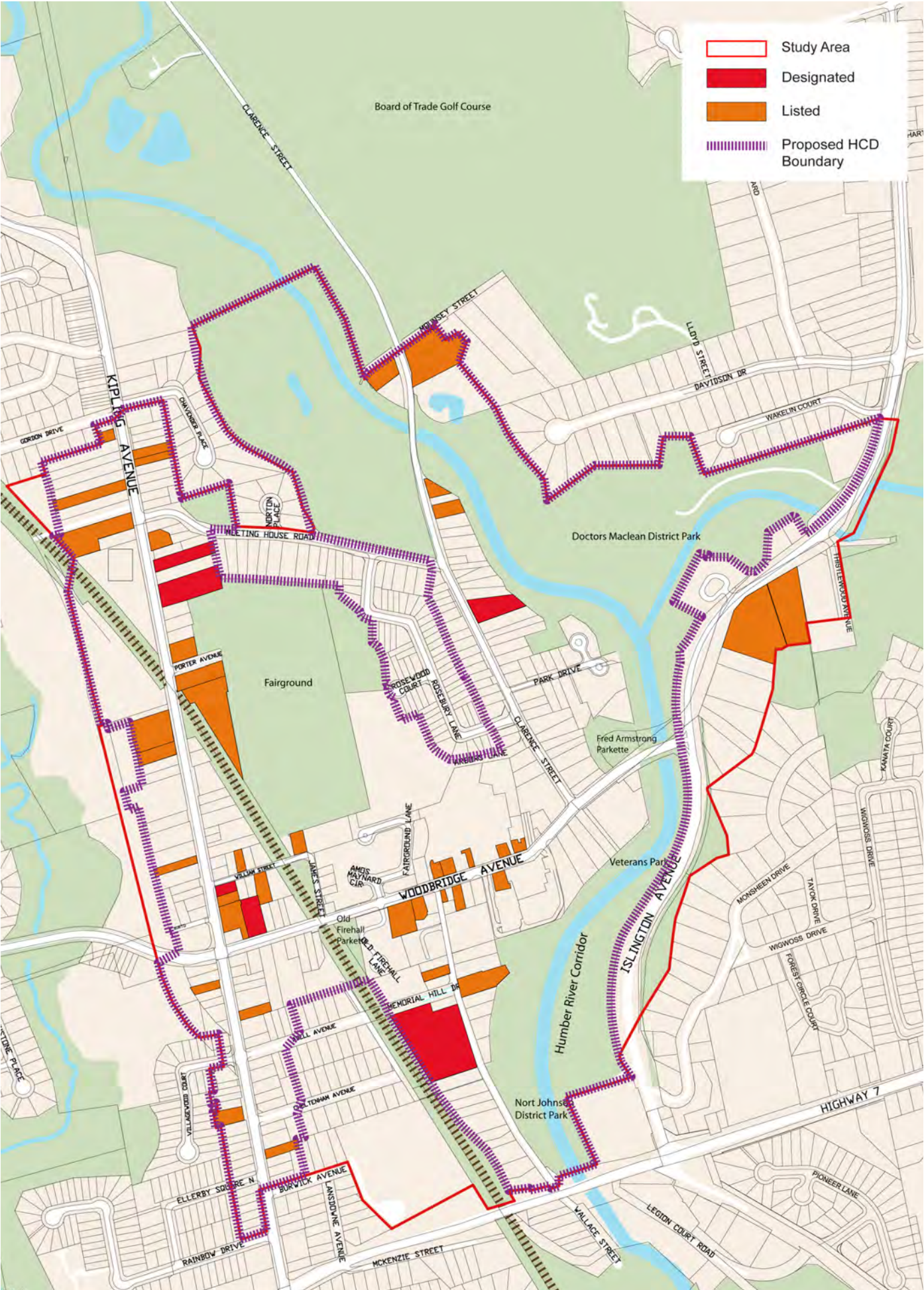
- There is an HCD Character that emerges from the collection and association of landscapes, properties and structures within the district;
- there are a number of properties that contribute to the HCD Character;
- there are significant clusters of properties that contribute to the HCD Character;
- there are a number of properties do not contribute to the HCD Character, but given their location and proximity, have the potential to significantly influence the long-term heritage character of the HCD;
- the collection of 'contributing' and 'non-contributing' properties with the potential to significantly influence the HCD character, have a distinct and definable boundary; and,
- there are unique Heritage Character Areas, with unique Heritage Attributes, that can be further identified within the HCD.

For this reason, the HCD Study proposes to designate the HCD under Part V of the Ontario Heritage Act, and the following is included as a measure for designation:

- The Heritage Character Statement;
- The Heritage Attributes of each Heritage Character Area; and
- The Heritage Attributes associated with the HCD's urban design and architecture.

When seeking to develop a property that is located within the Woodbridge HCD, the HCD Plan will take precedence over the Kipling Avenue Corridor Study.

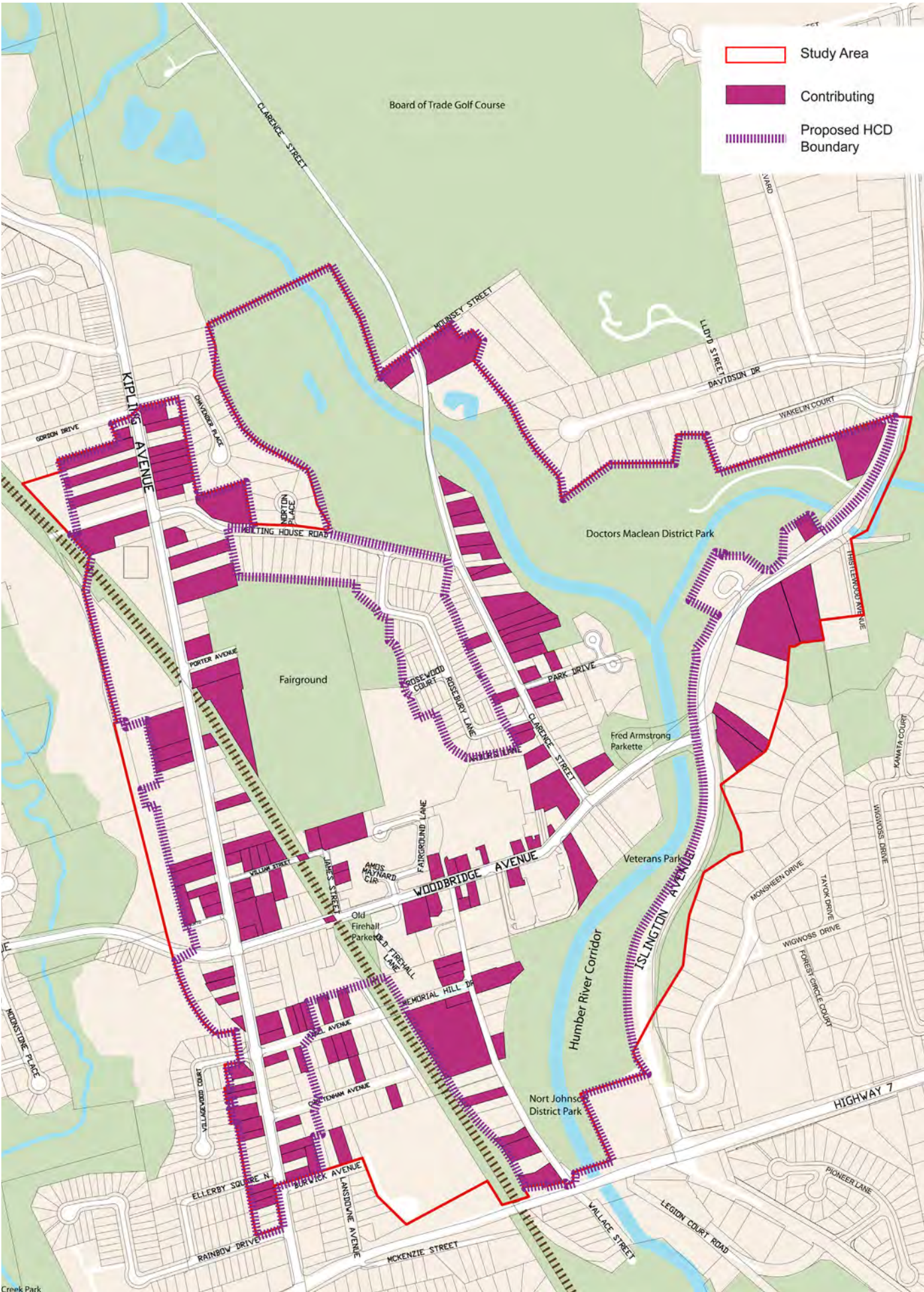




Schedule 2.29: Listed and Designated Heritage

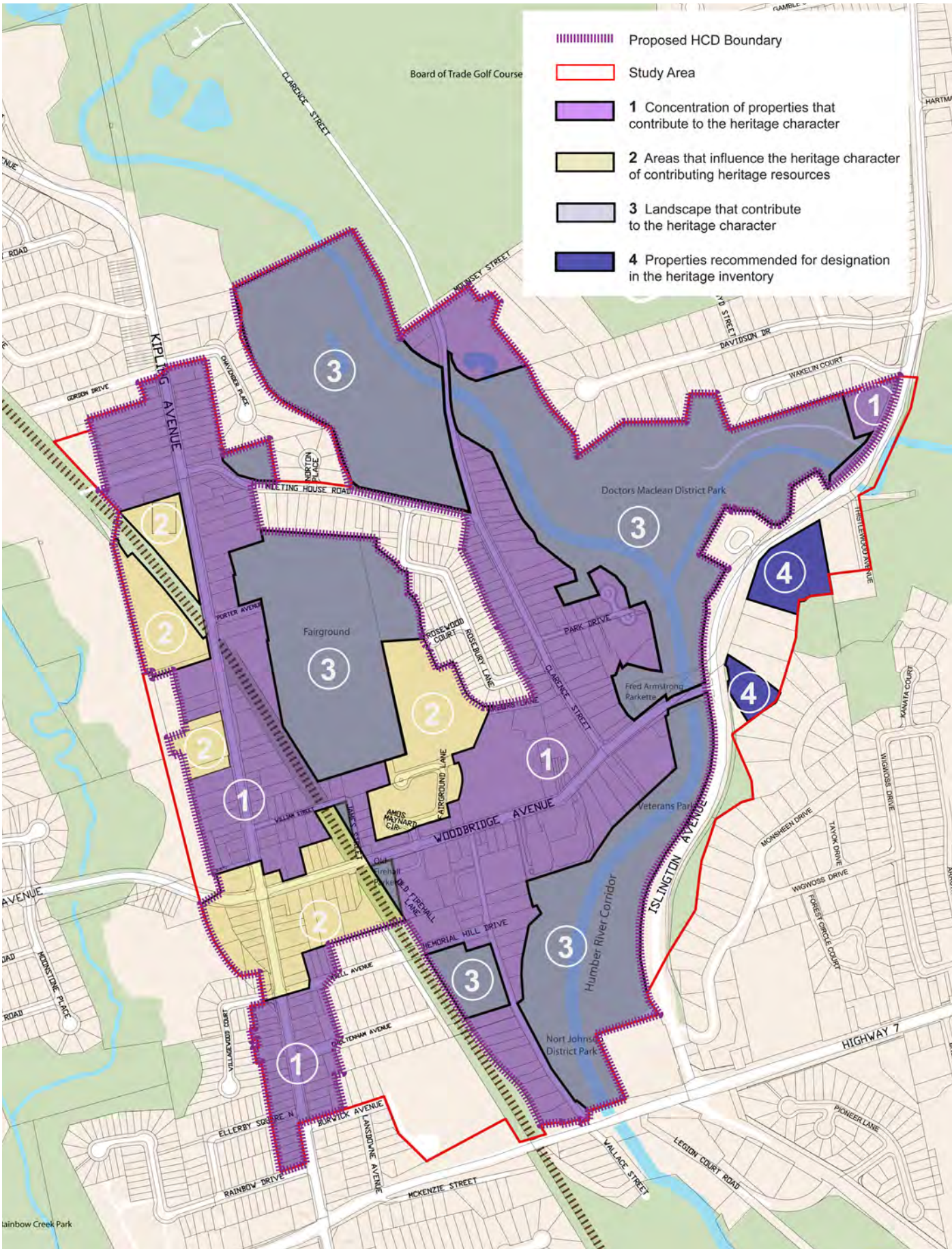


# 2.0 EXISTING CONTEXT



Schedule 2.30: Heritage Contributing Buildings

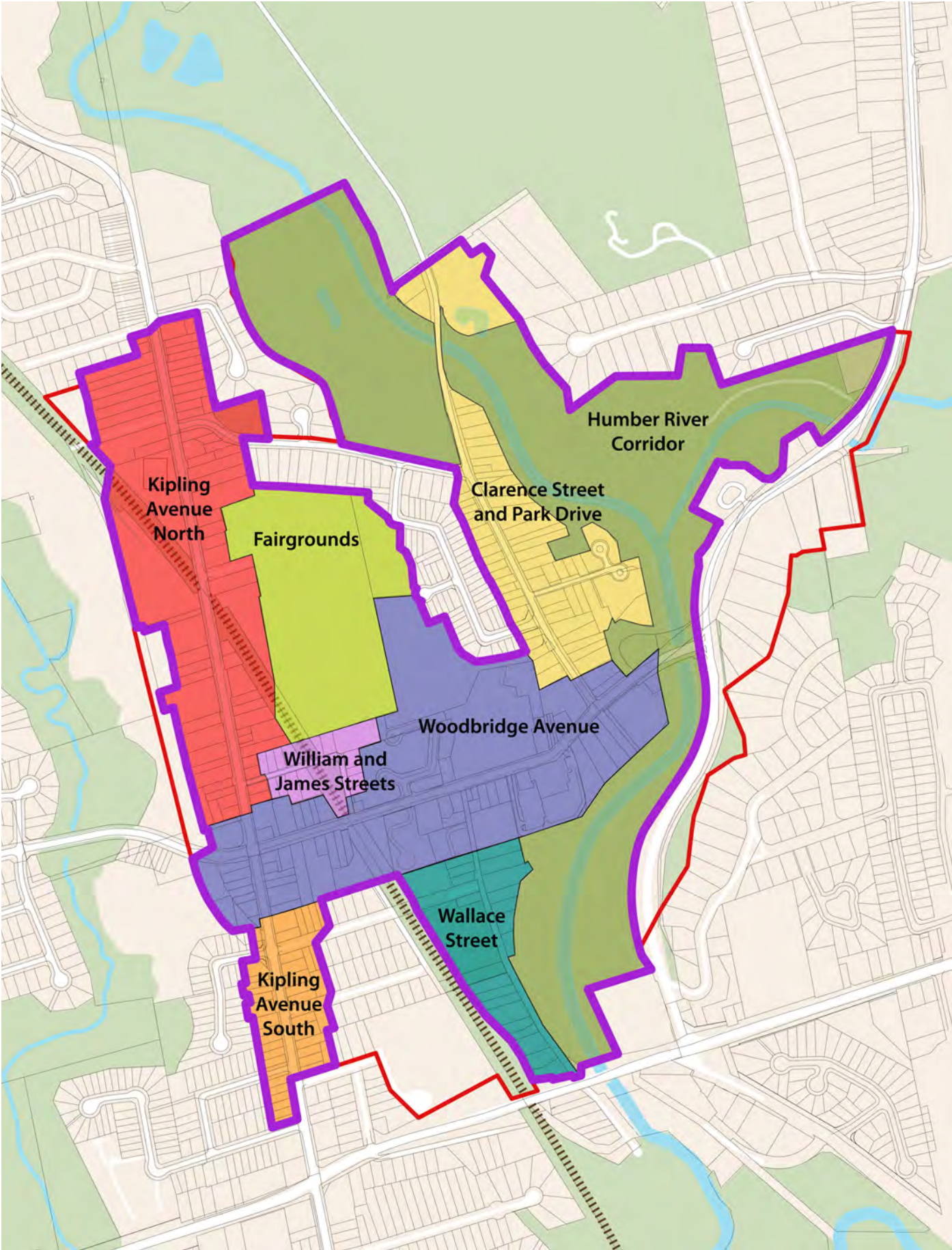




Schedule 2.31: Proposed HCD Boundary



# 2.0 EXISTING CONTEXT



Schedule 2.32: Heritage Character Areas





8227 Kipling Avenue - Heritage Contributing Building of Victory Housing Style



# Part B - The Plan





Schedule 3.0: Concept Plan



# 3.0 PLAN CONCEPT

## 3.1 Overview

The Kipling Avenue Corridor Plan Framework includes:

i. The Vision for the Kipling Corridor Area for the next 20 years considers:

- **An Improved Public Realm:** a completed trail network throughout the Study Area both north/south and east/west, an improved green streetscape for Kipling Avenue, enhanced landscaping, improved and safe crossings and connections, animated building uses, and landscaped frontages.
- **Enhanced Open Spaces:** enhanced mature forest areas and conservation areas (including valley land open space areas), increased park space and connections, enhancement of existing parks and the Fairgrounds.
- **Established Pedestrian Priority Zones** along the Study Area that provide safe circulation and connections, and an enhanced character along Kipling.
- **Increased Community Services** in the form of additional park and public squares, increased access and use of the river valleys where feasible and where use complies with TRCA's programs and policies, and does not negatively impact significant natural areas.
- **Infill Development along Kipling** to strengthen and reinforce the heritage fabric and bring cohesion to the built form.
- **Increased Mixed Residential Development** to increase the variety of available housing stock for the community, to increase and support public amenities along Kipling Avenue by providing a critical mass of residents, and to introduce new road access opportunities.
- **Improved Transportation** providing a new multi-modal framework, enhanced rail crossings, increased bus service along Kipling Avenue, increased on-street parking, bike lanes, and the introduction of new public streets to facilitate access to new development.
- **Increased Mixed Use Development** to enhance the commercial and business opportunities for the Study Area.

ii. The Planning and development principles which form the underlying ideas to guide decision making toward the implementation of the overall community Vision;

iii. An Urban Design Framework; and

iv. A Streetscape Master Plan which defines a new Vision for Kipling Avenue, geared toward the restructuring and enhancement of the streetscape from building face to building face and an overall improvement of the public realm conditions for the Study Area.

The plan focuses on selected nodes along Kipling Avenue to demonstrate:

- defined gateway treatments and enhanced landscaping;
- new trail head connections;
- on street parking, bus stops, bicycle lanes, and reduced vehicular lane widths;
- safe and enhanced pedestrian crossings and defined pedestrian priority zones; and,
- widened sidewalks for retail and café outdoor seating.



Opportunities for an Improved Public Realm





Schedule 3.1: Public Realm (Concept Plan)



# 3.0 PLAN CONCEPT

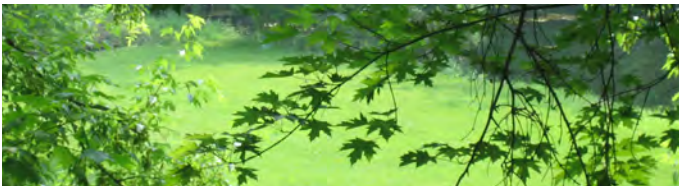
## 3.2 The Vision

The Vision for the Kipling Avenue Corridor is intended to guide future development in a direction that balances the attractive qualities of an urban environment, yet maintains the village essence in an area that is still strongly defined by its heritage characteristics, and has the potential to become an area of distinction for the City of Vaughan. The Vision seeks to emphasize the scattering of assets that represent the corridor and weave them into a connected and cohesive fabric of new built form and open spaces that can establish a distinct identity for the area. Kipling Avenue has the potential to be transformed into a healthy, walkable environment that is oriented to the pedestrian, and reflective of the area’s historic diversity of land uses.

The Vision imagines Kipling Avenue as a picturesque pedestrian area that connects two major river corridors and other major open spaces, and functions as a magnet of interest and amenity for the surrounding community.

The Concept Plan envisions a network of connected streets and open spaces, and provides a framework for the future development of the area. The Concept Plan, (Schedule 3.0) is a rendered demonstration of the principles, the “big moves”, and the policies recommended for the Kipling Avenue Area. The Vision includes specific recommendations for the different areas, which comprise the Kipling Avenue Area. These include:

- The Public Realm
- North Kipling
- The Industrial Lands
- South Kipling



### 3.2.1 Public Realm (Schedule 3.1)

The following annotations describe the Vision and the recommendations set forth in the plan, as illustrated through the Concept Plan (Schedule 3.0) and include:

- 1 New trail access and connection to conservation lands.
- 2 Gateway treatment at key intersections along Kipling Avenue and on visual termini.
- 3 Improved streetscape along Kipling Avenue, including: tree planting, sidewalks, crosswalks, and buildings that front Kipling with active uses.

- 4 “Rainbow Creek Road” - the new east/west pedestrian and vehicular road connection across Kipling Avenue to the new Parkside Drive, new neighbourhood parks, and a proposed mixed residential neighbourhood between Rainbow Creek and the west side of Kipling Avenue.
- 5 Improved intersection and gateway to Rainbow Creek west and the Humber River Valley east, with enhanced landscaping and heritage buildings as gateway elements.
- 6 Enhanced private landscape setting fronting Kipling Avenue to accentuate an existing heritage building within an approved residential development site and to contribute to the beautification of the Kipling Avenue streetscape.
- 7 New public parks and amenities that will develop within the new mixed-residential neighbourhood alongside the rail corridor and a new public park on the existing fire station property.
- 8 An improved and enhanced Rainbow Creek Valley Corridor with new trail connections to the adjacent neighbourhoods, Kipling Avenue and Woodbridge Avenue.
- 9 Enhanced Fairgrounds with new landscaping, trails/trail connections and a new parkette.
- 10 Improved pedestrian oriented gateway to the Fairgrounds, including a double row of trees, enhanced landscape materials and furnishings, and the integration of a heritage building.
- 11 **Pedestrian Node** - “Kipling Corridor Junction” at the rail crossing - a new Pedestrian Priority Zone with improved pedestrian, bicycle, vehicular and trail circulation and rail crossing; enhanced east/west pedestrian connections to the Fairgrounds, Rainbow Creek and new parks along Parkside Drive; enhanced streetscaping.
- 12 New neighbourhood park facing an enhanced parkette within an approved development site along Kipling Avenue with safe pedestrian crossing lights and access west to the Rainbow Creek Corridor.
- 13 **Pedestrian Node** - Enhanced streetscaping at the Woodbridge and Kipling Avenue gateway with a new public square, widened sidewalks, street furniture, art, and bike lanes.
- 14 New bike lanes along Kipling Avenue.
- 15 “Industry Avenue” - a new east/west pedestrian and vehicular connection from Kipling Avenue to Parkside Drive and the new Rainbow Creek Neighbourhood.





Schedule 3.2: North Kipling Avenue (Concept Plan)



# 3.0 PLAN CONCEPT

## 3.2.2 North Kipling (Schedule 3.2)

The following annotations describe the north portion of the Corridor and the recommendations set forth in the plan, as illustrated through the Concept Plan and include:

- 1 Low-rise development concept for lands within an existing property with an extensive TRCA open space buffer and heritage buildings.
- 2 North Kipling gateway and new trail connections and linkages to existing parks and open space.
- 3 Approved townhouse development with a central parkette and new trail linkages to existing open space.
- 4 Approved duplex and single family residential development.
- 5 Enhanced access and connections to memorial parkette.
- 6 Potential residential intensification with townhouse form development surrounding an existing heritage building with an enhanced landscape setting and new trail access to the Fairgrounds.
- 7 Approved “live/work” mixed use residential development with enhanced central public square, landscaping, and heritage building.
- 8 Potential residential intensification with low density townhouse form development, a large courtyard fronting Kipling Avenue and the integration and enhancement of existing heritage buildings.
- 9 The intersection of Meeting House Road and “Rainbow Creek Road” is a key connecting node along Kipling Avenue, and is an opportunity to celebrate existing heritage buildings as gateways to the future Rainbow Creek residential development and to the historic route to the Humber River Valley and neighbourhoods.



Opportunities for New Neighbourhood Uses



Opportunities for New Open Spaces

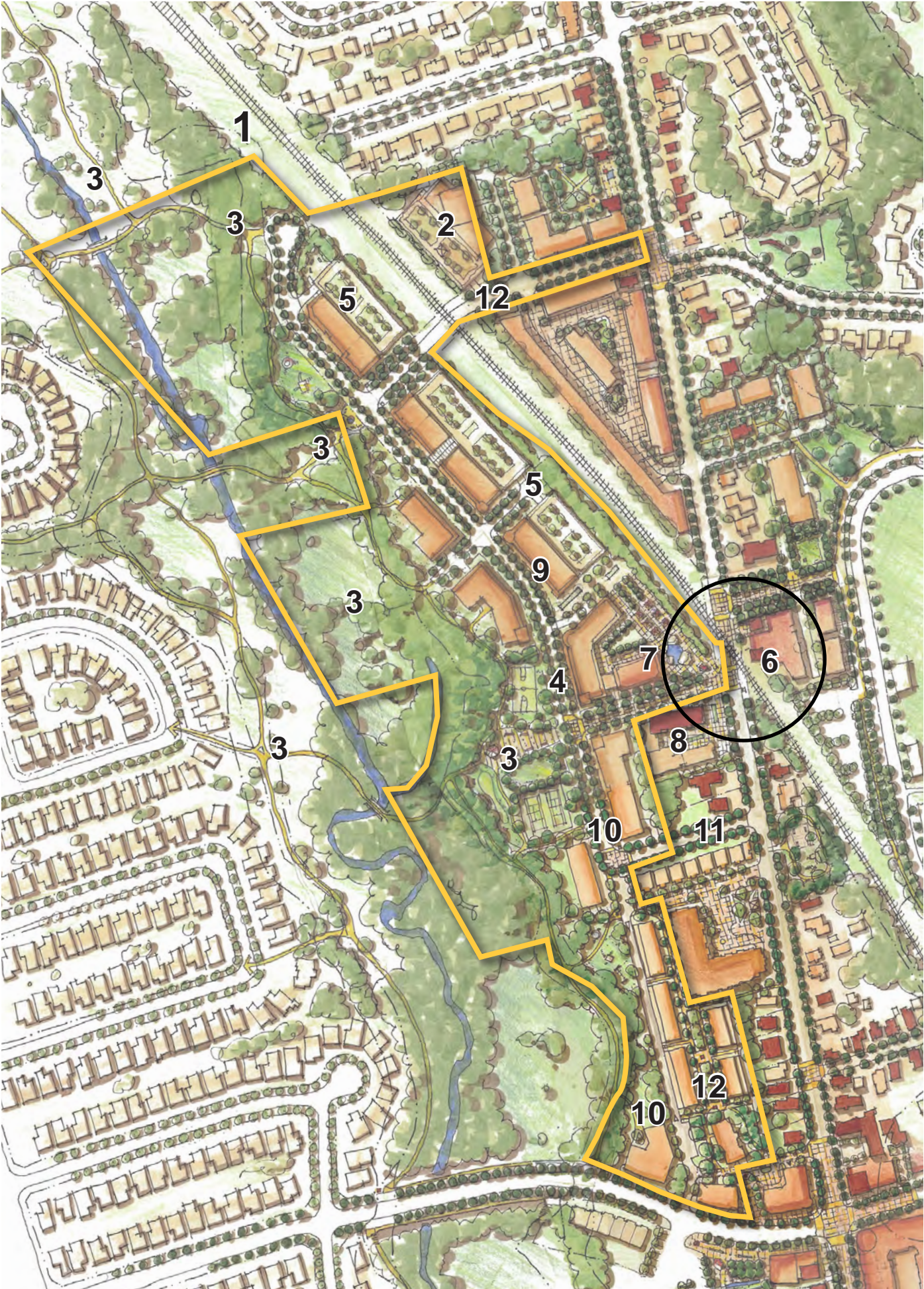


Opportunities for an Existing Heritage Memorial Parkette



Opportunities for an Enhanced Landscape and Gateway Treatment





Schedule 3.3: Industrial Lands (Concept Plan)



# 3.0 PLAN CONCEPT

## 3.2.3 Industrial Lands (Schedule 3.3)

The following annotations describe the Industrial Lands and the recommendations set forth in the plan, as illustrated through the Concept Plan and include:

- 1 Mixed Residential Development of the Industrial Lands.
- 2 Parking lot site conversion to apartment style high density residential use fronting onto a new residential street and a new townhouse residential development.
- 3 Increased trail network throughout Rainbow Creek with trail connections in locations that are considered ecologically appropriate to the valley, that link Kipling Avenue to the west neighbourhoods and new neighbourhood scale parks and parkettes. Opportunity to increase park amenity within conservation lands.
- 4 Introduction of the new “Parkside Drive” and extended east/west streets allow for new riverside residential development, new neighbourhood parks and increased pedestrian access to the creek.
- 5 Parking garages can be developed within the 30m railway setback.
- 6 “Kipling Avenue Junction” - A Pedestrian Priority Zone with integrated heritage buildings in an enhanced context, new east/west connections to the Fairgrounds and the Rainbow Creek Corridor, and new public amenity.
- 7 Mixed use commercial/residential development integrating existing industrial buildings within a central market public square.
- 8 Integrated and enhanced heritage church property - potential for shared underground parking with neighbouring development allowing for infill development on the church site.
- 9 Mainly higher density residential, 4-6 storeys at the north end of the industrial lands residential development.
- 10 Mainly mid density residential, up to 4 storeys, south of Porter Avenue West with a mixture of apartments and townhouses.
- 11 New east/west connections from Kipling Avenue to “Parkside Drive” and the new industrial lands residential development, with a new “Rainbow Creek Road” at the northern end and a new “Industry Avenue” at the southern end of the Study Area.
- 12 Low Density Residential Neighbourhood - See section 4.1.3 for a detailed description of this area.



New Parks and Open Spaces



Pedestrian Priority Zone

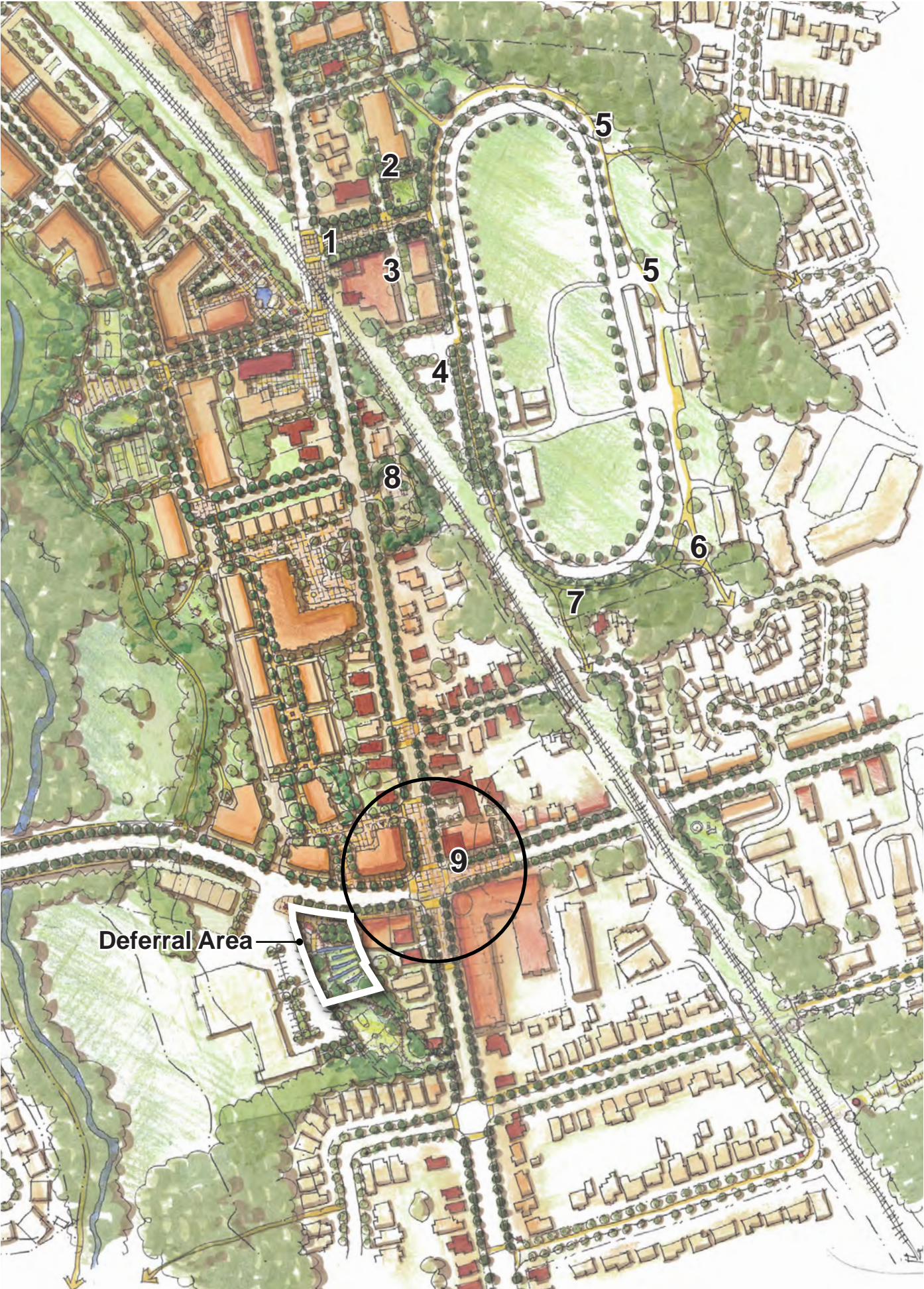


Increased Amenity in the Rainbow Creek Corridor



Opportunities for New Residential Development within the Industrial Lands





Schedule 3.4: South Kipling Avenue (Concept Plan)



# 3.0 PLAN CONCEPT

## 3.2.4 South Kipling (Schedule 3.4)

The following annotations describe the south portion of the Corridor and the recommendations set forth in the plan, as illustrated through the Concept Plan (Schedule 3.0) and include:

- 1 The Fairgrounds Gateway Enhancement: new streetscaping and integration of heritage properties as gateway elements.
- 2 Opportunity site for a new building for the Fairgrounds for uses such as offices, a heritage and tourism centre for the Woodbridge Community, or a permanent market facility. A new building can also be considered in conjunction with a new parkette as a public amenity related to recreational use of the grounds and trails.
- 3 Opportunity site for new residential uses such as townhouses or apartments and commercial use, integrating the existing heritage buildings at Porter Avenue and Kipling Avenue.
- 4 Potential site for event parking for the Fairgrounds and to accommodate increased amenities within the “Kipling Avenue Junction”.
- 5 Enhanced Fairgrounds with increased east/west trail connections and linkages to existing and new park sites.
- 6 Enhanced existing north/south trail connection and linkage to Woodbridge Core and Market Lane.
- 7 New north/south trail connection to the Old Fire Hall Parkette and to Memorial Hill Park.
- 8 New parkette with pedestrian access to Rainbow Creek.
- 9 **Kipling and Woodbridge Avenue Four Corners:**
  - Pedestrian Priority Zone - enhanced streetscaping and gateway treatment.
  - 4-6 storey mixed use commercial/residential development to frame the intersection and create a pedestrian animated node and southern gateway to Kipling Avenue and the Woodbridge Core.
  - Enhanced heritage context and infill development to bridge the gaps along Kipling Avenue.
- 10 A new neighbourhood park had been considered for this site. However, the Toronto District Christian High School has submitted a proposal to purchase this parcel from the City of Vaughan so that it may be considered for a Performing Arts Centre through a public/private partnership arrangement with the City. (See Section 4.1 Precincts for further explanation of the Deferral Area)



Gateway Enhancement



Pedestrian Priority Zone



Mixed Commercial - Residential Use



Enhanced Use of the Fairgrounds





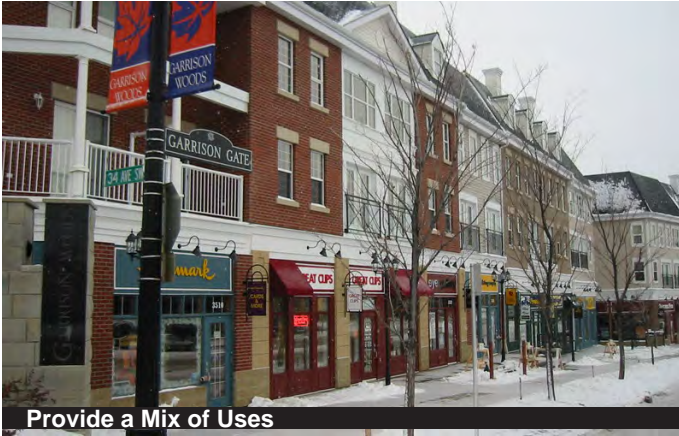
Foster a Sense of Place



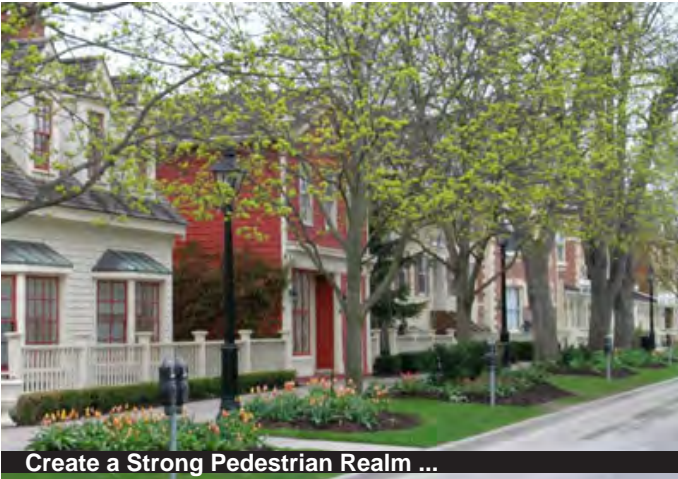
Create a Supportive Transportation Network



Protect Heritage Resources



Provide a Mix of Uses



Create a Strong Pedestrian Realm ...



Enhance a Green Environment & Open Space System



...& Walkable Streets



Achieve a Critical Mass



# 3.0 PLAN CONCEPT

## 3.3 Principles and Objectives

The following principles support the Vision, and represent the fundamental objectives to be considered in the decision-making related to all public and private sector initiatives within the Kipling Avenue Area:

### 3.3.1 Principle – Foster a Sense of Place

Development shall contribute to a defined identity and a ‘sense of place’ for the Kipling Avenue Corridor Area, and the area should be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of uses.

Objectives:

- To design a consistent streetscape and a cohesive approach to architecture that draws upon existing assets, including heritage structures and landscapes.
- To develop an attractive, pedestrian-oriented street that enhances the public realm with intimately-scaled open spaces, active at-grade uses, gathering spaces, and safe and well-connected boulevards and pathways, resulting in a safe, animated and walkable environment.
- To ensure building design is appropriately scaled to frame public spaces and create a comfortable pedestrian environment.
- To fill in the gaps in the urban fabric to create a continuous, attractive pedestrian environment and an appropriately-scaled urban form, which enhances the character of the street.

### 3.3.2 Principle – Protect Heritage Resources

All new development shall respect Kipling’s heritage assets and contribute to its heritage character.

Objectives:

- To ensure that the scale and massing of new development contributes to the heritage character and attributes of the area.
- To ensure that open spaces, green corridors and trail connections are considered part of the area’s heritage resources.

### 3.3.3 Principle—Create a Supportive Transportation Network

The design of the transportation network should support a range of users, including pedestrians, cyclists, public transit, and private vehicles.

Objectives:

- To develop a street network, which is well-connected and is supported by public transit to facilitate vehicular movement; which is safe, and efficient and reduces traffic congestion.
- To ensure that new development supports investment in

public transit through increased densities and efficient design.

- To design streets and the public realm to ensure safe relationships between pedestrians, cyclists, and vehicles.
- To provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the area, as well as to surrounding areas in Vaughan.
- To mitigate areas of transportation conflict, such as at the railway crossings and along railway corridors, to facilitate improved circulation throughout the area.

### 3.3.4 Principle – Provide a Mix of Uses

The Kipling Avenue Study Area shall accommodate and encourage a mix of uses to support a vibrant community and healthy economy.

Objectives:

- To establish a mixed-use environment which includes compatible residential, commercial and institutional uses to encourage residents to live and work in the area.
- To ensure an appropriate transition between uses and different building types.
- To provide a variety of housing types to accommodate a broad demographic population, including a complimentary range of heights, unit types and sizes.

### 3.3.5 Principle – Enhance a Green Environment and Open Space System

The Kipling Avenue Area shall be made “green”, including public and private open spaces, streets, pathways and trails.

Objectives:

- To ensure that green open space corridors (i.e. the Humber River and the Rainbow Creek Corridors) are conserved, enhanced and well-connected.
- To ensure that development will be located outside of hazard lands and that the risk to life and property will be minimized to the furthest extent possible
- To provide trails/paths throughout the green corridors, public parks and neighbouring communities that are continuous, accessible, well-linked, and facilitate movement throughout the Kipling Avenue Area.
- To create a park and open space network that supports an array of both passive and active recreational uses, as well as varying community needs.
- To ensure the Fairgrounds remain a key open space amenity for the community, are well-connected to surrounding neighbourhoods, and are designed to encourage year-round activities, while respecting their heritage significance.



**3.3.6 Principle – Achieve a Critical Mass**

The population density on Kipling Avenue should support its role and function as a vibrant neighbourhood within the City of Vaughan.

Objectives:

- To plan and design the Kipling Avenue area to support intensification and compact urban form, in order to provide residents with a variety of uses and activities within walking distance, support local amenities, increase transit options, and ensure a vibrant street life.



# 3.0 PLAN CONCEPT

## 3.4 Key Recommendations of the Study

The land use recommendations arising from the Kipling Avenue Corridor Study (2008) form the basis for the Amendment to the City of Vaughan Official Plan Amendments 240, 356 and 440. They are based on the vision, principles and objectives, and analysis conducted in the Study and summarized as follows:

### 3.4.1 A strong pedestrian realm – Walkable streets

- Kipling Avenue should be designed as a safe, pedestrian-friendly environment, well-connected to other neighbourhoods and green spaces.
- The Kipling Avenue Corridor, as a whole, including Kipling Avenue and adjacent areas, should strive to become a wonderful place for people to walk and participate in the everyday activities of urban living.
- This priority should be reflected in everything; from the way in which buildings face the street with animated uses to the welcoming quality of the streetscape, from the regular spacing of pedestrian crossings to the completion of an integrated trail system.

### 3.4.2 A sustainable urban environment, a compact urban fabric

- The Kipling Avenue corridor area shall strive to achieve a more sustainable form of urban development, one that:
  - encourages people to walk and use active modes of transportation;
  - provides a mix of residential, commercial, institutional, employment and open space uses, within walking distance;
  - accommodates a critical mass of residents, able to sustain a range of activities within walking distance; and
  - protects natural conservation areas and seeks to enhance the overall green infrastructure.

### 3.4.3 Kipling Avenue, a picturesque avenue supported by heritage and higher density residential

- Kipling Avenue should retain and regain its heritage character as a picturesque green avenue, which has been its past identity within Vaughan. The character of Kipling Avenue should entail:
  - a significant tree canopy;
  - buildings that front onto Kipling Avenue with active at-grade uses and are setback, offering a landscaped front yard;
  - the weaving together of a wide range of building types and uses, within a strong green streetscape that enhances the public realm and creates walkable streets;

- a variety of intimately scaled open spaces and gathering spaces;
- safe and well-connected boulevards and pathways; and
- appropriately scaled buildings that frame public spaces and create a comfortable pedestrian environment.

- The relatively modest scale of Kipling Avenue (2-3 storeys) will be supported by the adjacency of new higher-density residential areas, to the west (4-6 storeys). These will bring forth the critical mass of people, who will allow a variety of uses in the vicinity to become increasingly viable (everything from parks to retail), they will help animate public and civic spaces such as the trail system, and will result in a safer environment with “eyes on the street”.

### 3.4.4 Support Woodbridge Core

- Kipling Avenue should support the character and function of all surrounding areas.
- Woodbridge Core, specifically, will continue to grow as an urban centre and a regional destination, which concentrates grade related retail in a tight street configuration. Kipling Avenue, by contrast, will develop with a quieter character, which will continue to allow for a mix of uses (including retail), in a looser format, with more green spaces, a enhanced tree canopy, and geared more to sustaining the everyday activities of residential neighbourhoods.

### 3.4.5 Improve connections and ease of movement, and enhance the natural environment as an integral part of the study area

- A healthy and vibrant urban environment will require pedestrian and bicycle connections which are safe, comfortable and effective.
- The green infrastructure of the Kipling Avenue area, including the street network, is designed to:
  - accommodate, and encourage, walking and active modes of transportation;
  - form a fine network of interconnected paths and trails, that provide access to different areas;
  - provide east-west connections and access to open space systems along the Rainbow Creek valley and the Humber River valley, where it is considered ecologically appropriate; and,
  - provide a healthy and beautiful context in which to live, work and recreate, which balances the needs of the community, while placing high priority on the protection and enhancement of significant pristine natural areas.





Key Recommendations - Precedent Images



# 3.0 PLAN CONCEPT

## 3.4.6 Redevelop industrial areas

- This Plan anticipates eventual phasing out of the industrial uses along Rainbow Creek. When that happens, the Plan provides a framework and guidance for how this redevelopment should take place. It is anticipated that the Rainbow Creek area be developed in a way that supports and enhances the quality and character of the Kipling Avenue Area and protects and enhances the natural environment and its features. This includes:
  - developing as a complete residential neighbourhood, including a mix of uses and community amenities;
  - introducing new streets, which will provide: east-west connections to the Rainbow Creek valley and Kipling Avenue; and north-south connections and frontage to public open spaces;
  - introducing an enhanced pedestrian-oriented scale of development blocks ;
  - fostering a higher residential density to support increased public amenities; and.
  - protecting natural conservation areas along Rainbow Creek.

## 3.4.7 Conserve heritage resources to build a future with a unique identity

- Kipling Avenue, Woodbridge, and Vaughan have a long and rich history, which has left a legacy that is manifest through many of the area's buildings, landscapes, open spaces, bridges, and natural features. These are a significant asset, from which to begin shaping a future. By capitalizing on heritage resources and building upon cherished aspects of the heritage character, the area can continue to develop a unique sense of place and identity.
- New developments have the opportunity to build upon heritage elements to establish a distinctive sense of identity, unique within Vaughan and beyond.
- New development and streetscape plans within the Kipling Avenue Corridor should integrate and conserve heritage buildings and landscapes, and should be sympathetic to other heritage resources within the area.

## 3.4.8 Conserve the Fairgrounds

- The Fairgrounds, which is 8 hectares in size, has been, and will continue to be, an integral part of the area's history and identity. Conserving the heritage character of the Fairgrounds and the viability of its use is a worthwhile objective.
- The Fairgrounds property is the only significant open space that exists along the Kipling Avenue ridge. Other open spaces lie within the valleys to the east and west. As

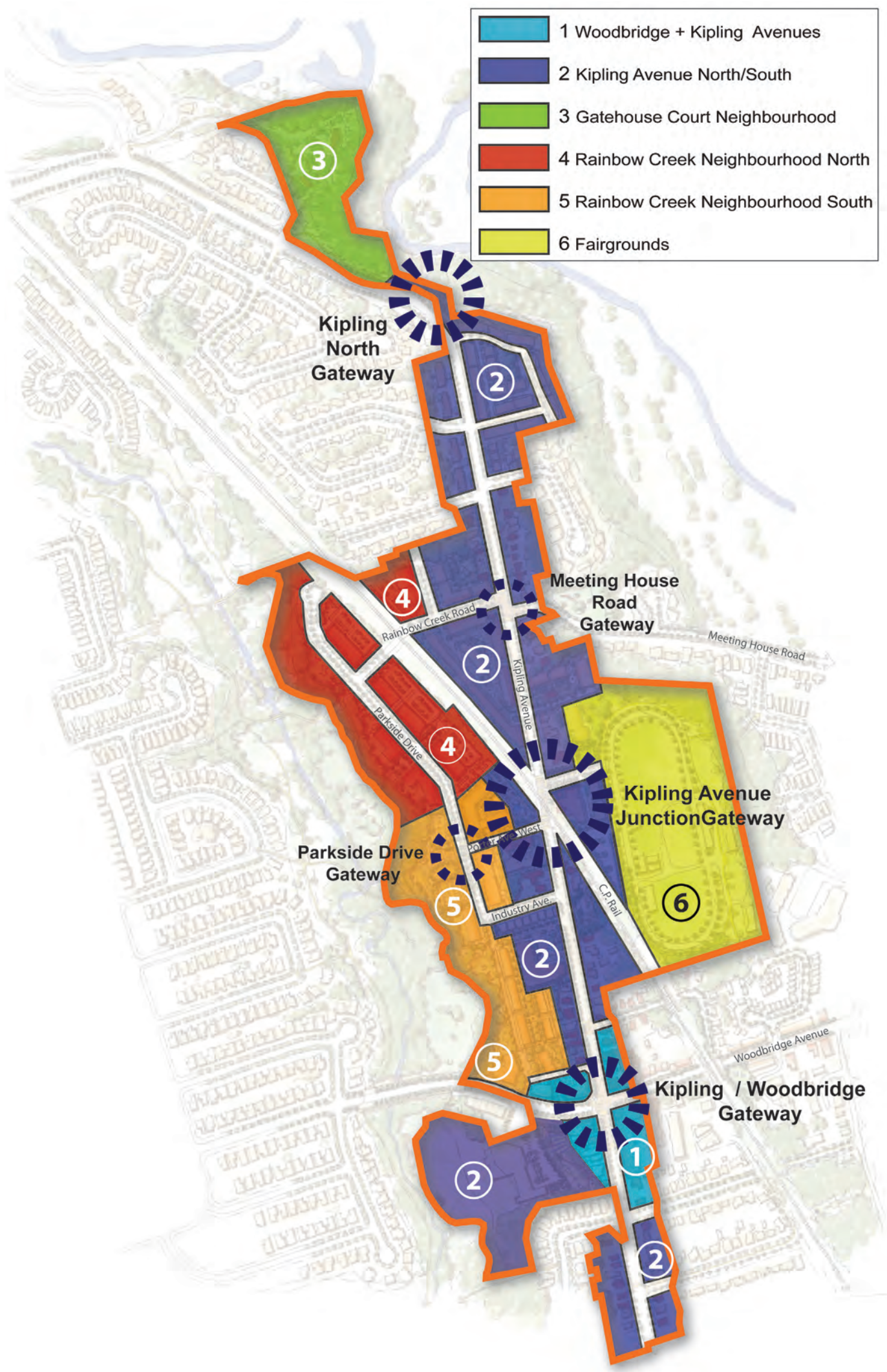
such, the Fairgrounds have a prestige location with respect to views, function and a concentration of tree canopy. Correspondingly, it also holds a significant responsibility towards providing the type of open space amenity that can enhance the quality of life for everyone in the area.

- The Fairgrounds is uniquely positioned to:
  - provide connections to the different pathways and trails that lead towards Kipling Avenue, Woodbridge Core, the natural conservation lands, and the Humber River Valley;
  - provide residents and visitors with year-round activities and amenities (e.g. a Farmer's Market); and
  - conserve a healthy tree canopy and heritage landscape by protecting the natural conservation lands located within the Fairgrounds;
- Currently the Fairgrounds is not easily visible and difficult to locate for visitors. A key part of the Plan is to enhance the Fairgrounds profile and visibility by:
  - designing a prominent gateway at Kipling Avenue that incorporates existing heritage structures and landscape features along Porter Avenue; and
  - opening connections to the east as well as to the south and north, in a way that can be well recognized and used by residents and visitors.

## 3.4.9 Improve the Kipling / Woodbridge intersection

- The intersection of Kipling Avenue and Woodbridge Avenue, for many years, has been a landmark centre of activity. At one point in history, it concentrated several hotels and notable buildings. Today, it has the opportunity to create a renewed gateway and urban node.
- This intersection will be the only portion of Kipling Avenue that extends the character of Woodbridge Avenue, including:
  - grade related retail fronting all streets, with residential above;
  - a reduced setback and a tighter street section; and
  - buildings that are 4-6 floors in height.
- This intersection provides a transition between the denser urban form of Woodbridge Avenue and the Country Road character of Kipling Avenue.
- For neighbouring residential areas, it provides a concentration of retail that can encourage pedestrian activity.
- There is opportunity to provide a significant gathering place at this intersection, which may be linked and associated with some of the commercial activities at grade level (e.g. outdoor café patios).





Schedule 4.0: Precincts and Gateways



# 4.0 URBAN DESIGN POLICIES

## 4.1 Precincts (Schedule 4.0)

This section identifies the desired future character and function of the various distinct precincts within the Kipling Avenue Corridor Area. The definition of the precincts is a result of both the Vision generated for Kipling Avenue Corridor, and the analysis generated through the Woodbridge Heritage Conservation District Study.

The character identified for each precinct is prescriptive. The intent is to guide future development and public investments, in a way that serves to: a) conserve significant elements of the existing character; and b) to reinforce the future Vision.

### 4.1.1 The Character of the Corridor

The “Vision” for the Kipling Avenue area as described in the previous section, is intended to achieve a “complete” neighbourhood, with a “fine-grain” mix of land uses located within walking distance. The area is also intended to accommodate a different range of housing types, which will derive in part from different densities, to allow for a variety of users and age groups to reside in the area. The amount of development being proposed for the Study Area will generate an approximate 1022 new residential units, (see Schedule 4.1) The increased residential presence is intended to establish a critical mass for the area that will encourage a vibrant, walkable pedestrian oriented environment with increased amenities, a variety of house forms, small businesses and an enhanced public realm.

#### 1. Woodbridge/Kipling Avenue Node - High Density Mixed Use

The Woodbridge/Kipling Avenue node is envisioned as the primary mixed use high density commercial/residential node. Historically, this intersection was a key gateway for Woodbridge as it functioned as the gathering place for commercial trades and social events, and was the terminus to the Woodbridge Avenue commercial core and the receiving point of goods for the Toronto Grey and Bruce Train Station. The land use designation for this area is meant to revitalize the area as the southern gateway to the Kipling Avenue Corridor, allowing four to six storey building heights to frame the intersection, to introduce a significant amount of residential use and pedestrian presence, and to establish a high quality public realm with setbacks to accommodate an urban square and enhanced streetscaping.

- A Main Street that extends along Woodbridge Avenue, east to Islington Avenue and west to Kipling Avenue, with a mix of at grade pedestrian oriented uses such as retail, offices and restaurants and a variety of other uses above grade, mostly residential.
- A street wall of buildings between 4 and 6 storeys at the intersection.
- A welcoming environment where small-scaled storefronts

open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.

#### 2. Kipling Avenue - Mid Density Mixed Use

The policies of the Mid Density Mixed Use area is generally structured to maintain a lower scaled residential character that is typical of the existing heritage characteristics of Kipling Avenue. A maximum of 3 storeys (11m) is proposed for future development in order to maintain the scale of Kipling Avenue and a minimum setback to 3.0m is proposed to be reflective of the existing typical deep setbacks. Residential units include a range of detached to townhouses and live-work units. Although mainly residential in nature, this designation allows for the evolution of Kipling Avenue to include uses, such as, commercial and retail as dictated by future demand. It also allows for opportunities to increase the public park amenities along Kipling Avenue.

- A road that maintains a significant function as part of the public realm in the region, providing pedestrian access and views to significant public destinations and amenities, including: Woodbridge Core, the Fairgrounds, and the open spaces associated with the Humber River and the Rainbow Creek.
- A picturesque heritage Avenue, with a significant tree canopy and buildings that front directly onto Kipling Avenue. There should be active at-grade uses and buildings should be setback, offering a landscaped front yard.
- A pedestrian friendly street, that provides pedestrian connections to a range of parks, open spaces, trails and walkways, and to commercial and residential areas, throughout the area.
- A residential character and scale, with buildings that average 2-3 floors, and include some commercial and live-work uses.
- An area of Vaughan that displays and conserves significant heritage buildings, structures, and landscapes.

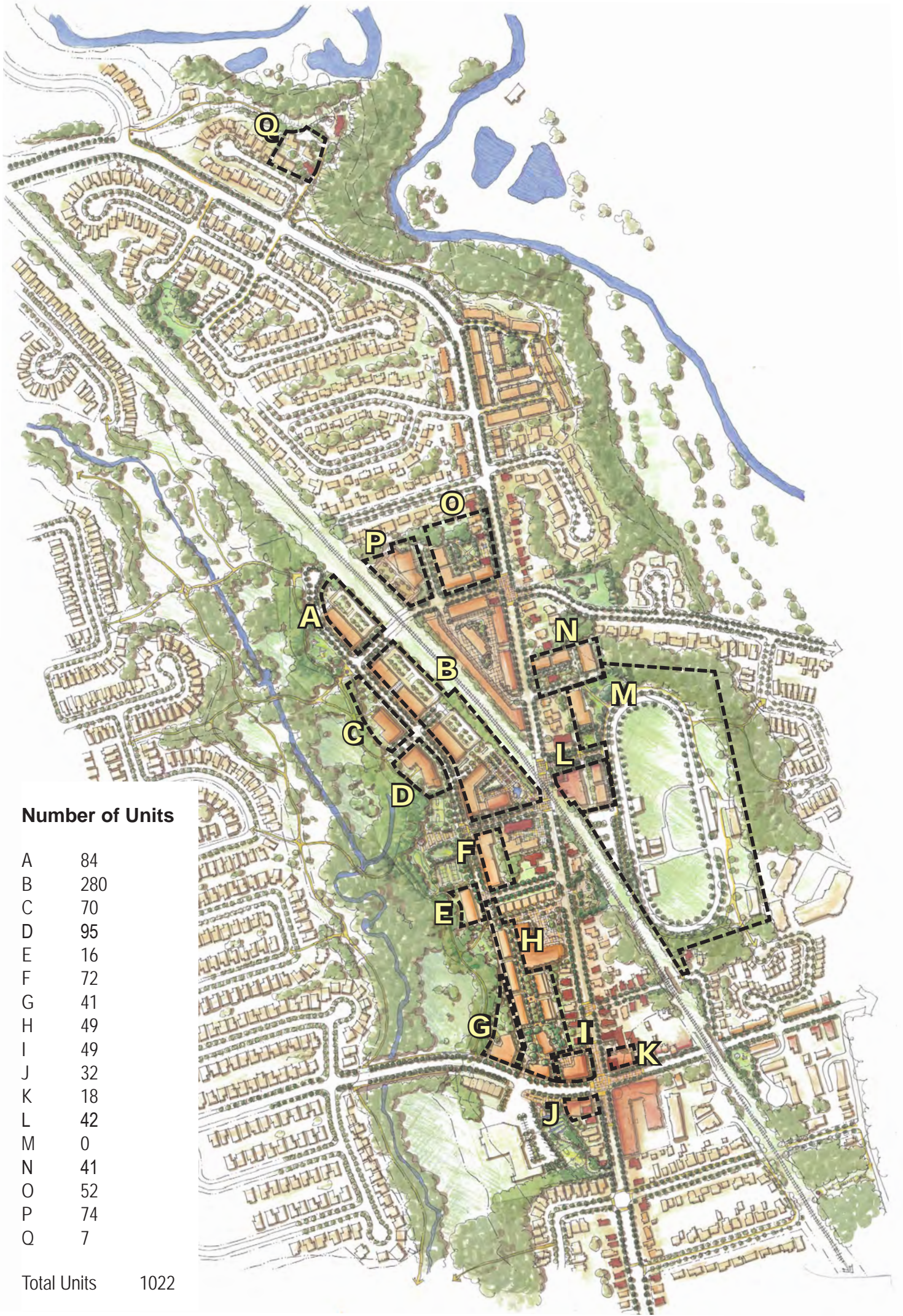
#### 3. The Gate House Court Neighbourhood - Low Density Residential

The Gate House Court neighbourhood is to remain a low density residential pocket adjacent to the conservation lands. Gate House Court road should be completed with single family detached units to maintain the character of the street. Semi-detached units are permitted on the lands located east of the existing Gate House Court development.

#### 4-5. Rainbow Creek Neighbourhood North and South

The industrial lands provide an opportunity to increase the residential presence and diversify the type of housing within the area, as well as provide opportunities for large open space





Schedule 4.1: Projected New Unit Counts



# 4.0 URBAN DESIGN POLICIES

amenities. The area is envisioned to accommodate higher density built form as the lands are situated adjacent to the valley and west of the rail lands. The opportunity to provide a convenience retail store within the north and south neighbourhoods that caters to these residential pockets is also permitted.

The area is envisioned to accommodate higher density built form as the lands are situated adjacent to the valley and west of the rail lands. Appropriate limits of development will be identified given the proximity to the Humber River valley corridor. The delineation of the natural features in this area will provide an approximation of the extent of developable lands. An appropriate open space buffer (minimum of 10 meters) will be required between the valley corridor and proposed development areas.

## i. Rainbow Creek Neighbourhood North - High Density Residential Neighbourhood

The adjacency of the northern end of the industrial lands to the river valley provides an opportunity to establish a pocket of higher density neighbourhood that integrates residential with an open space environment. The rail corridor also provides a buffer between the lower scaled development east along Kipling Avenue. The permitted heights for this area are four to six storeys. The desirable built form ranges from townhouses to apartments and are envisioned to be pedestrian oriented in form, allow for an interplay of open space, access, and views to the valley. The location of a convenience retail store should be located in a highly visible area within the neighbourhood and fronting Parkside Drive.

- A new neighbourhood, that is intimately connected to both Kipling Avenue and the open spaces surrounding Rainbow Creek, through a network of pedestrian connections and streets.
- An area of mostly residential uses, with the amenities and small scaled commercial uses that can support a complete neighbourhood.
- A neighbourhood that can accommodate a significant residential population, through higher density developments that are adjacent to significant green areas.
- An area in which all streets are welcoming to pedestrians, with active grade related uses, and ample landscaping.

## ii. Rainbow Creek Neighbourhood South: The Central and South West Areas - Mid Density Residential Neighbourhood

The mid portion of the Rainbow Creek development area provides a transition in building scale and height towards the lower scale residences on Woodbridge Avenue and Kipling Avenue, with mid-density development.

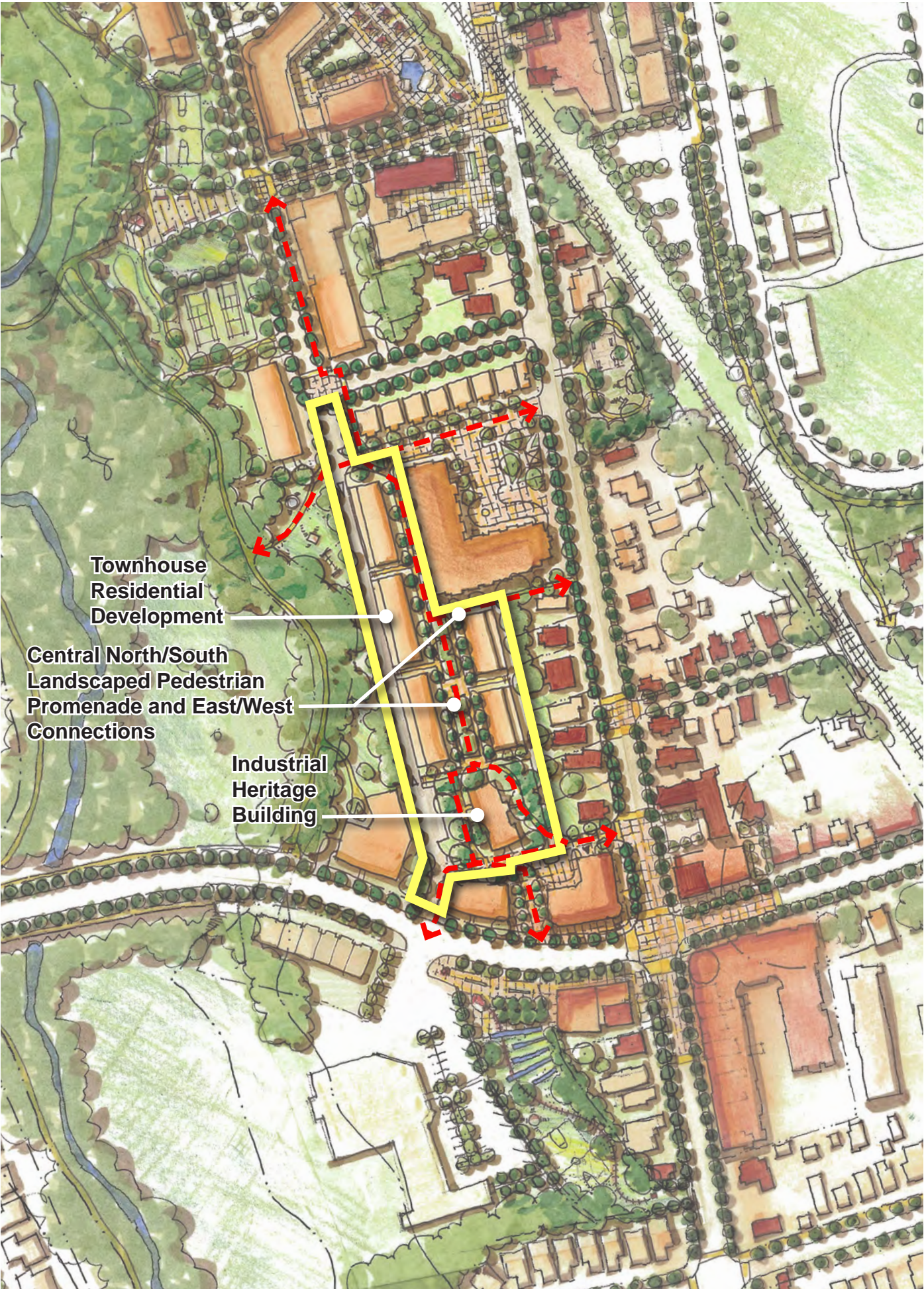
## iii. Rainbow Creek Neighbourhood South: The South East Area - Low Density Residential Neighbourhood

The low density residential neighbourhood is located immediately west of the established low density residential fronting on the west side of Kipling Avenue. The designation also includes the rear portion of some of these Kipling Avenue properties. The concept plan for these lands contemplates a block townhouse development with a minimum 8 metre central pedestrian sidewalk and landscaped area.

The following are general minimum policy requirements for the development of these lands:

- The lands must develop comprehensively, considering the best future development scenario for the easterly adjacent properties along Kipling Avenue and the westerly industrial properties along the river corridor, providing opportunities for increased north/south and east/west pedestrian circulation, and connections to Kipling Avenue, Woodbridge Avenue and the river valley.
- The permitted residential uses for these lands, with the exception of the contributing heritage industrial building, include block townhouses, stacked townhouses, street townhouses, and semi-detached dwellings, with a maximum FSI of 0.70.
- The development of these lands must be respectful of the contributing heritage industrial building at the end of Burton's Lane, as identified in Schedule E. The recommended use for the heritage building include small scale, grade related neighbourhood amenity uses, such as daycare, service commercial, or art studios.
- The development of these lands must allow for a public pedestrian connection that is visually and physically accessible from Woodbridge Avenue and the Rainbow Creek Neighbourhood South, to Parkside Drive and the Rainbow Creek Neighbourhood North. The pedestrian connection should take the form of a generous landscaped promenade between the townhouse developments, as a shared neighbourhood amenity and public "greenway". Any proposed townhouse development must front the promenade.
- The central promenade, where it is located between residential development, should include a continuous minimum 1.5 m sidewalk and landscaped area which together should form the minimum 8m promenade.
- The minimum 1.5 metre sidewalk must be constructed within the first phase of the Low Density Residential Neighbourhood development.
- The promenade and heritage building should remain clearly visible from Woodbridge Avenue, and a historic recognition of the heritage building's significance and the old C.P. Rail





Schedule 4.2: The Rainbow Creek South Industrial Lands Low Density Residential Neighbourhood



# 4.0 URBAN DESIGN POLICIES

line should be considered as part of the promenade open space fronting Woodbridge.

- Vehicular access to the residential units must be located at the rear, through a rear lane access.

## 6. The Fairgrounds

The Fairgrounds is envisioned to remain as a significant cultural heritage landscape and open space amenity for the community. Ancillary buildings that are associated with the Fairgrounds use may be considered and should be complimentary in scale to the adjacent built form, no higher than three storeys, and be located in an area that does not detract from the existing open space quality of the lands.

- An area to be maintained as a significant open space for the community.
- A place that conserves existing significant greenery and tree canopy, that is part of the rural character, and should extend to the surrounding context.
- An enhanced open space as a destination to several important pedestrian connections and trails.
- Buildings located on site are maximum three storey structures that are characteristic of a rural character and setting.
- A centre programmed throughout the year with fairs, events, and functions, (e.g. a farmer's market) that attract residents and visitors from Vaughan and beyond.
- Enhanced as an important connection and contributing forest landscape to the natural conservation area directly to the east.
- Porter Avenue, as well as new public connections around the perimeter, are designed gateways and treated as significant elements in the overall open space system of the area.

## Open Space / Parks

A variety of new park types are being proposed for the study area that range from neighbourhood parks, parkettes, public squares, as well as opportunities for increased access to the river valley. The intent is to provide an increased and connected network of open space opportunities for both the existing and future neighbourhoods. Trail access into the adjacent river valley corridors will be increased, if considered appropriate by the TRCA. Further assessment of the river valley will be required in order to determine any issues regarding sensitivity of vegetation and/or the integrity of the slope.

## The Flood Plain and Abutting Conservation Lands

The designation of the flood plain and abutting conservation lands is intended to conserve and enhance the natural system. No form of development is permitted in the flood plain. As above, further assessment of the river valley will be required in order to determine any issues regarding sensitivity of vegetation and/or the integrity of the slope.

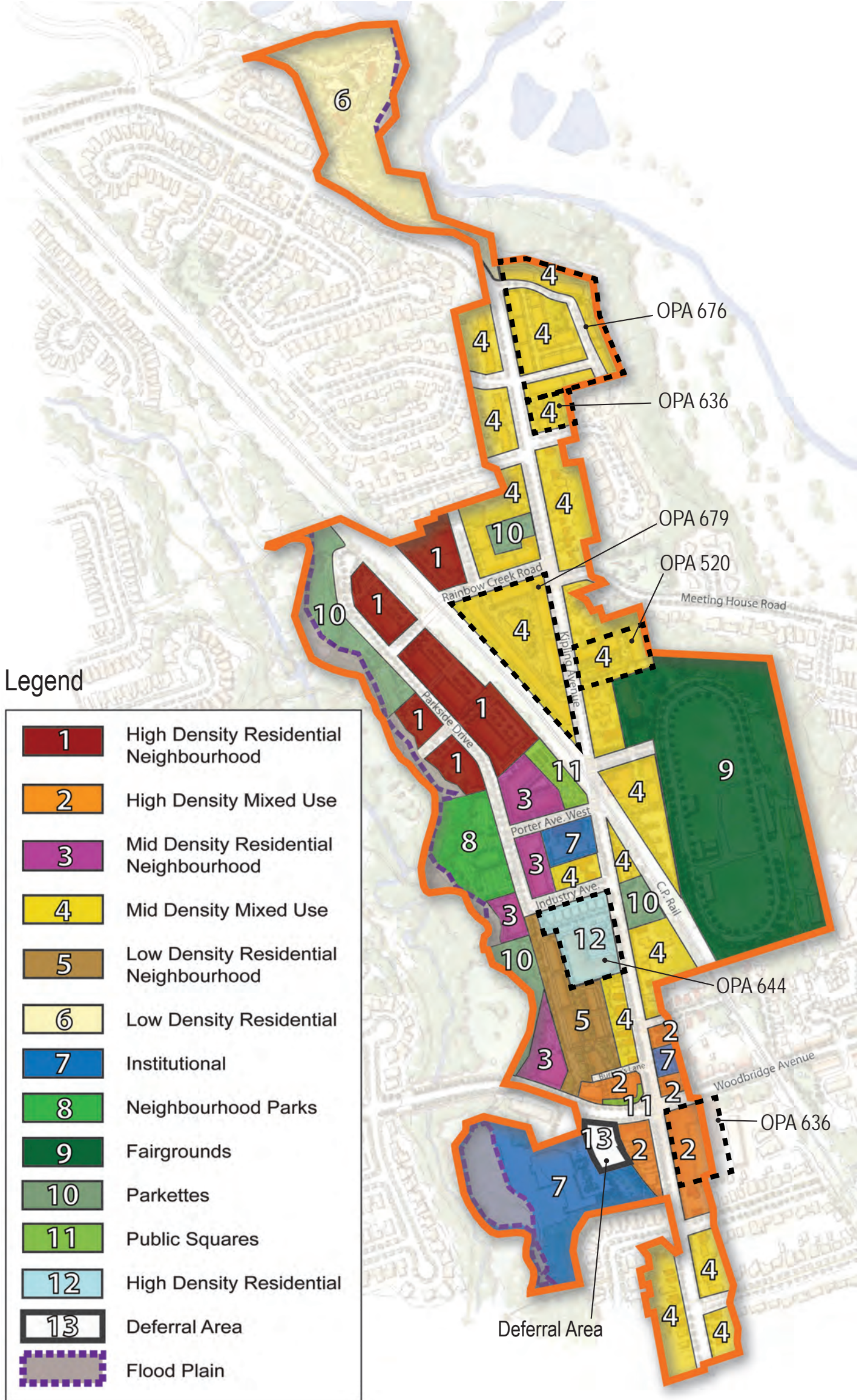
## 4.1.2 Phasing of Development for the Rainbow Creek Neighbourhood

(Schedule 4.2)

Currently, the industrial properties within the study area are considered stable, and development of the Rainbow Creek precinct, as envisioned in the plan, provide the best opportunity within the Study Area to create a complete neighbourhood. Build-out of the industrial lands, therefore, may be a long term phased scenario and dependent on future residential development pressures.

- Partial build-out of the Rainbow Creek area is expected and should proceed through a comprehensive planning process in order to ensure that the character and function of this precinct is achieved.
- The successful build-out of this neighbourhood should proceed as a phased scenario and is dependent on the collaboration of all landowners in terms of implementing the necessary infrastructure, such as roads and parks, in a form that serves to benefit the overall plan in the short and long term, and does not restrict future development opportunities.
- Issues related to road access and connections for example, that are key to good future development should be resolved prior to site plan approval.
- Land owners may be required to enter into Developer Group Agreements prior to having a development application considered. This will ensure that the front ending costs and land dedication for desirable infrastructure such as key road connections, parks and common elements such as sidewalks and landscaped areas, are achieved and landowners of earlier phase development can be compensated in the future.





Schedule 4.3: Land Use



# 4.0 URBAN DESIGN POLICIES

## 4.2 Land Use Designations

The land use designations, as identified in Schedule 4.3 are reflective of the diversity of uses and support various distinct character areas within the Study Boundary. The policies established for the various designations, are intended to achieve a framework for development that identifies new and/or enhances existing distinct areas within the Corridor, namely Kipling Avenue, the Woodbridge/Kipling Avenue node, the industrial lands north and south, the Gate House Court neighbourhood, the river corridor and the Fairgrounds, and to achieve the best land use potential for each area. The land use structure seeks to identify the best opportunities for parks, neighbourhood scale amenities, enhancement of views and access to the valley, and appropriate areas for increased height, density, and built form.

### Commercial Hierarchy

In order to provide a sustainable scenario for commercial businesses throughout the Study Area, the Plan seeks to achieve a hierarchy of commercial uses among the areas of the Woodbridge Core, Kipling Avenue and within the neighbourhoods. The Plan envisions the Woodbridge Core to remain as the main mixed-use commercial area to service the community. Kipling Avenue is intended to provide supportive small scale grade related uses, such as retail and service commercial, business and professional offices, and eating establishments, that encourage a social, walkable, and animated pedestrian environment. Additional opportunities for convenience retail in a few locations is permitted within the new neighbourhoods of the Industrial Lands North and South.

General land use policies that apply to all land use designations are:

- a. Commercial uses may include retail and office uses, and in neighbourhood designations may include ancillary commercial uses such as a corner store. Commercial uses, particularly retail should be located at grade level and face the street.
- b. Civic uses shall be limited to the following: government offices, libraries, community centres and places of worship.
- c. Commercial uses are only permitted as part of a mixed-use building.
- d. Structures that include commercial uses must be a minimum of 2 storeys and a minimum of 7 meters high.
- e. Parking areas and parking structures, with the exception of those located within the “Low Density Residential” designation, must not be visible from the street. Wherever possible parking lots should not be visible from public parks, parkettes or public squares.

- f. Drive-through facilities, gasoline service stations, gas bars and uses that require outdoor storage, are not permitted.

Schedules 4.3 - 4.12 delineate the boundaries and location of the following land use designations:

- Low Density Residential Use
- Low Density Residential Neighbourhood Use
- Mid Density Mixed Use
- Mid Density Residential Neighbourhood
- High Density Mixed Use
- High Density Residential Neighbourhood
- High Density Residential - OPA 356
- Institutional
- Neighbourhood Parks, Parkettes and Public Squares
- Conservation Lands
- Site Specific Policies – The Fairgrounds
- Flood Plain

For the purpose of calculating density, FLOOR SPACE INDEX (FSI) shall be the GROSS FLOOR AREA of a development divided by the GROSS SITE AREA. The deployment of allowable density must not result in buildings exceeding the maximum number of floors or the maximum lot coverage.

The area included in the calculation of residential density shall include areas of a property reserved for setback requirements, the land for the buildings, private roads and driveways, parking areas and landscaping, amenity areas related to the specific development, but shall exclude all other lands such as natural conservation areas.

Some level of flexibility may be given to the land use standards identified in this section, if the intent is to improve on the land use structure and policies. Precise land use standards will be established in the zoning bylaw and may vary from the targets shown, provided the City is satisfied that the overall intent of the plan, in terms of scale and intensity, are achieved.





Schedule 4.4: Low Density Residential

4.2.1 Low Density Residential

- Maximum building height: 8.5 m (2 storeys)
- Minimum building height: 4 m (1 storey )
- Maximum lot coverage: 40%
- Minimum setback: 4.5 m
- Maximum density: 0.50 FSI

The Low Density Residential designation remains applicable to this pocket of land within the Study Area.

Permitted uses include residential units: single family detached and semi-detached dwelling units.

- Permitted uses on the frontage facing Gate House Court shall include only single family detached dwelling units to maintain the character of the exisiting residential court.
- Permitted uses on lots that do not front onto Gate House Court include residential units: single family detached and semi-detached dwelling units.



# 4.0 URBAN DESIGN POLICIES

## 4.2.2 Mid Density Mixed Use

- Maximum building height: 11 m (3 storeys)
- Minimum building height: 8.5 m (2 storeys )
- Maximum lot coverage: 50%
- Minimum setback: 3 m
- Maximum density: 0.60 - 1.0 FSI

The **Mid Density Mixed Use** designation represents a low scale, mixed use area, with a healthy residential base that provides amenities and ancillary retail for adjacent neighbourhoods. This area is focused around Kipling Avenue, north and south of Woodbridge Avenue. The intent is to allow uses along Kipling Avenue to evolve and adapt, as the demand for commercial and retail space changes. This area is ideal for grade-related live-work units that may change overtime, as new residential neighbourhoods are established, towards the west.

Permitted uses include a broad variety of residential, commercial, recreational and open space, uses that will support the heritage character of Kipling Avenue, and a healthy pedestrian environment.

Permitted uses include:

- residential units: detached, semi-detached, street townhouses, and live-work units;
- small scale, grade related and service commercial, business and professional office, daycares, and eating establishments, as part of a mixed-use building with a maximum gross floor area of 100 square metres; and,
- parks and public squares.

Additional Policy Considerations:

- Kipling Avenue has the highest concentration of heritage resources within the Corridor. Notwithstanding the allowable height and setbacks, all new construction must abide by the guidelines for transitioning from heritage resources outlined in Section 4.5 Transitions of New Buildings in Relation to Heritage Resources.



Schedule 4.5: Mid Density Mixed Use





Schedule 4.6: Low Density Residential Neighbourhood

4.2.3 Low Density Residential Neighbourhood

- Maximum building height: 11 m (3 storeys)\*
- Minimum building height: 8.5 m (2 storeys )
- Maximum lot coverage: 60%
- Minimum setback: 3.5 m
- Maximum density: 0.70 FSI

Permitted uses include:

- residential units: semi-detached, street townhouses, block townhouses, and stacked townhouses;

\* The lands immediately west of the 5 storey building located at 8026 Kipling Avenue are restricted to 2 storey (8.5 metre) maximum height residential units.

- one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building; and,
- parkettes and public squares.

Permitted uses for the Heritage Building include:

- Small scale, grade related neighbourhood amenity uses, such as a daycare, service commercial, or art studios.



# 4.0 URBAN DESIGN POLICIES



Schedule 4.7: Mid Density Residential Neighbourhood

## 4.2.4 Mid Density Residential Neighbourhood

- Maximum building height: 13 m (4 storeys)
- Minimum building height: 8.5 m (2 storeys )
- Maximum lot coverage: 80%
- Minimum setback: 4.5 m
- Maximum density: 2.0 FSI

The **Mid Density Residential Neighbourhood** designation represents a transition between the High Density Neighbourhood areas and areas with a lower-scaled residential use.

Permitted uses include:

- residential units: semi-detached, townhouses, apartment buildings;
- one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building; and,
- parkettes and public squares.



4.2.5 High Density Mixed Use

- Maximum building height: \* 13 m (4 storeys) podium with 19 m (6 storeys) maximum, stepping back on a 45 degree angular plane from the podium
- Minimum building height: 8.5 m (2 storeys )
- Maximum lot coverage: 60%
- Minimum setback: 0 m (consider 3m when additional public realm is required)
- Maximum density: \* 3.0 FSI

The **High Density Mixed Use** designation represents the primary retail and commercial centre for the area. It is also intended to concentrate a significant residential population. It is focused at the intersection of Woodbridge Avenue and Kipling Avenue. The intent of the Plan is to establish an animated, pedestrian-oriented, and compact urban environment.

Permitted uses include a broad variety of residential, commercial, employment, institutional, civic, recreational and open space uses that will support a “fine-grained” urban street and a healthy pedestrian environment.

Permitted uses include:

- residential units: townhouses, apartment buildings;
- small scale, grade related retail and service commercial, cafes and restaurant uses as part of a contiguous mixed-use building, with a maximum gross floor area of 200 square metres, where the street frontage width of any individual store front does not exceed a maximum of 10 metres;
- small scale office uses that are a contiguous component of a mixed-use building, (located at grade);
- public and institutional uses, public health facilities, places of worship, cultural and social facilities, (located at grade); and,
- community facilities such as day care facilities, parks and public squares, (located at grade).

Policies that apply in a **High Density Mixed Use** area include:

- the street-facing ground level shall not include residential uses;
- stand alone, single use buildings are not permitted; and,
- all buildings must be sited close to, and fronting, the street right-of-way.



Schedule 4.8: High Density Mixed Use

\* In some locations within this designation, limited lot areas combined with the presence of heritage buildings, may preclude the achievement of maximum heights and/or FSIs.

Refer to Section 4.5 Transitions of New Buildings in Relation to Heritage Resources, for specific guidelines pertaining to any new development along Kipling Avenue.





#### Schedule 4.9: High Density Residential Neighbourhood

#### 4.2.6 High Density Residential Neighbourhood

- Maximum building height: 13 m (4 storeys) podium with 19 m (6 storeys) maximum stepping back on a 45 degree angular plane from the podium
- Minimum building height: 8.5 m (2 storeys)
- Maximum lot coverage: 80%
- Minimum setback: 3 m
- Maximum density: 2.5 FSI

The **High Density Residential Neighbourhood** designation is intended to develop a residential neighbourhood that integrates residential and open space uses oriented to a scale that is pedestrian friendly.

Permitted uses include a variety of residential and open space uses.

Permitted uses include:

- residential units: townhouses, apartment buildings;
- parkettes and public squares; and,
- one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building.

Policies that apply in a **High Density Residential Neighbourhood** area include:

- a maximum of 4 storeys are permitted facing the street. Additional storeys must stepback at a 45 degree angular plane from the podium.



4.2.7 Open Space / Parks

The **Open Space / Parks** designation represents a variety of publicly accessible land uses that centre on an open space, ranging from neighbourhood parks to a hard-landscaped public square. It is the intent of this Plan to develop a diverse range of open space types, connected through a larger network of open spaces.

Permitted uses include:

- parks, playgrounds, sport and athletic fields, picnic areas, swimming pools, day camps, and outdoor passive amenities;
- indoor and outdoor recreational facilities; cultural uses;
- public/private utilities, where required; and,
- does not include a track for the racing of animals, snowmobiles or any type of motorized vehicle, golf courses, golf driving ranges or miniature golf courses.

Policies that apply to an **Open Space / Park** area include:

- must be publically accessible;
- must be easily accessible to pedestrians;
- when a private property abuts an open space, buildings shall be designed to front the open space, with doors and windows, creating a built form edge to the public open space;
- blank walls, surface parking, garages, structured parking, and service areas should not front directly onto an open space / park; and,
- lands utilized for stormwater management facilities should not be considered as any part of the parkland dedication requirement provided through the Planning Act.

4.2.8 Site Specific Policies - The Fairgrounds

- Maximum building height: 11 m (3 storeys)

The **Fairgrounds**, which is 8 hectares in size, is a unique area within Vaughan and requires a site specific designation. The intent of this Plan (and of the Woodbridge Heritage Conservation District) is to conserve the Fairgrounds as a significant cultural heritage landscape, and as a significant open space amenity within Vaughan.

Permitted uses include:

- uses permitted within a Open Space / Park designation;
- outdoor exhibits, fairs, and markets;
- a track for the racing of animals;
- any general farming, agricultural use or animal husbandry, which is not obnoxious to the public welfare, and such uses or enterprises as are customarily carried on in the field of general agriculture;
- office space associated with the management of the Fairgrounds;
- ancillary buildings associated with the Fairgrounds activities, may be considered and shall be designed to contribute to the framing and layout of the Fairgrounds; and,
- does not include a track for the racing of snowmobiles or any type of motorized vehicle, golf courses, golf driving ranges or miniature golf courses.



Schedule 4.10: Proposed Open Space and Parks



Schedule 4.11: The Fairgrounds



# 4.0 URBAN DESIGN POLICIES

## 4.2.9 Regional Storm Flood Plain and Abutting Conservation Lands

The **Regional Storm Flood Plain** and abutting **Conservation Lands** (lands that extend from the flood plain to the TRCA Regulation Limit, whether in public or private ownership), are intended to conserve and enhance the natural ecosystem and to maintain biological diversity within Vaughan. Conservation Lands have been identified by the TRCA and are regulated and managed by the TRCA and the City of Vaughan. The TRCA Regulation Limit is the area subject to the TRCA's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06). The Regulation Limit does not represent the development limit. The development limit is established through the application review process. Proposed development works for properties located within the Regulation Limit Area will require a permit under the Ontario Regulation 166/06.

### Regional Storm Flood Plain

Properties within the Kipling Avenue Study Area are, for the most part, above the flood line, meaning, these properties are located outside of the Regional Storm Flood Plain. Properties, or parts of a property that lie within the flood plain or conservation areas as determined by the TRCA, must seek approval by the City of Vaughan and the TRCA for any development including:

- construction and/or reconstruction;
- change of use to a building;
- site grading;
- temporary or permanent placement or removal of fill material; and,
- the interference and alterations to watercourses, including the construction of storm water management ponds and outfalls.

### Conservation Lands

Permitted uses within Conservation Lands include:

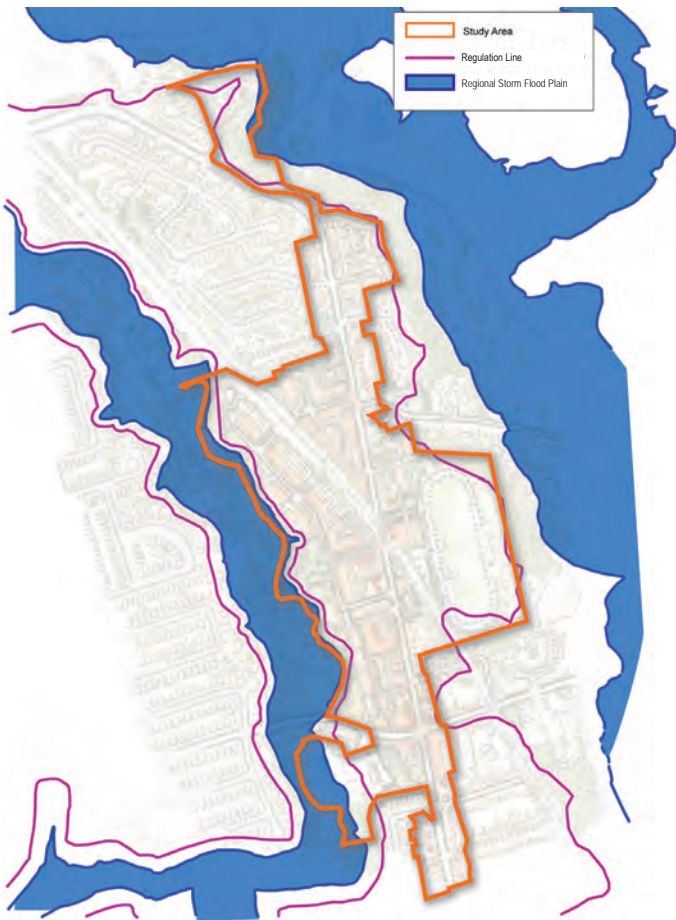
- compatible recreational uses such as trails and low impact playgrounds;

Policies that apply to **Conservation Lands** include:

- No Conservation Lands shall be used in calculating the lot frontage, lot area, coverage or yards required for a development, or be considered as any part of the parkland dedication requirement provided through the Planning Act.
- A minimum 10m ecological buffer from the greater of the stable top of bank, dripline of significant vegetation or Regional Storm Flood Plain shall be provided to the City of Vaughan, outside of the development lot or block, adjoining a valley or stream corridor, as part of the public open space system.



Schedule 4.12: Flood Plain and Abutting Conservation Lands



Schedule 4.13: The Regional Storm Flood Plain and Regulation Line





Schedule 4.14: Block Pattern, Street Network and Linkages



# 4.0 URBAN DESIGN POLICIES

## 4.3 Block Pattern, Street Network and Linkages

(Schedule 4.14 - 4.17)

The block pattern and street network defines a pattern, grid and hierarchy of streets, and linkages to guide the siting and orientation of future developments and development blocks. For the most part, the plan reinforces the existing structure of blocks and streets. It is mainly along the western side, between the Rainbow Creek and the railway that the need for a new block pattern and street network is identified. As development opportunities arise within the Study Area, achieving permeable block patterns and a fine network of vehicular and pedestrian connections is essential. The pattern, grid, and hierarchy of streets, as illustrated in Schedule 4.14 and 4.15, should be implemented through the development process.

The City encourages the consolidation of land parcels to facilitate comprehensive development, particularly in the Rainbow Creek neighbourhoods. In particular the City shall be satisfied that:

- good block patterns, street connections, and pedestrian linkages are established to achieve the goals of the vision;
- development proposals consider the comprehensive requirements of the neighbourhood and adjacent lands in establishing road and pedestrian connections;
- streets and blocks are configured to provide building frontages and addresses to the street and encourage parking access at the rear via a rear lane;
- opportunities to increase public access and linkages to parks and open space amenities are achieved as part of good block development;
- private streets and laneways are discouraged, but, if allowed, development should provide public pedestrian access, connect to other streets or laneways and be visually appealing and pedestrian friendly; and,
- to consolidate open space to create a more substantial public amenity where this opportunity arises.

The following sections describe the recommended character, function, and hierarchy of new and existing streets within the Study Area. Further detail and description is given for each street category within the Study Area in Section 4.11: Detailed Streetscape Design policies.

### 4.3.1 Primary Streets

Primary Streets are mixed use commercial/residential streets and are considered main access roads within the street network.

- These streets should function as two way connections with R.O.W.'s from 20m to 26m, accommodate various modes of transportation such as on street parking, transit and bicycles, and be provided with a higher quality streetscape treatment.

#### i. Kipling Avenue North and South

Kipling Avenue North and South should function as the main primary street within the Corridor, having a 26m R.O.W., which accommodates a double row of street trees, and maintains a deep building setback that is characteristic of most of the Avenue. The 26m R.O.W., as recommended in the OPA 600, should be maintained for Kipling Avenue north and south, as it provides opportunities to increase the street tree canopy, and enforce the “green character” prescribed for Kipling Avenue and the study area in general. Bike lanes are to run along the length of Kipling Avenue to Highway 7. The 3.0m building setback beyond the R.O.W. allows for the future built form to be more in keeping with the existing heritage building setbacks and provides an additional opportunity for private landscape enhancements. The heritage character of this street should be emphasized and enhanced, and the streetscape designed to attract a greater pedestrian presence, (See Section 4.1: Precincts).

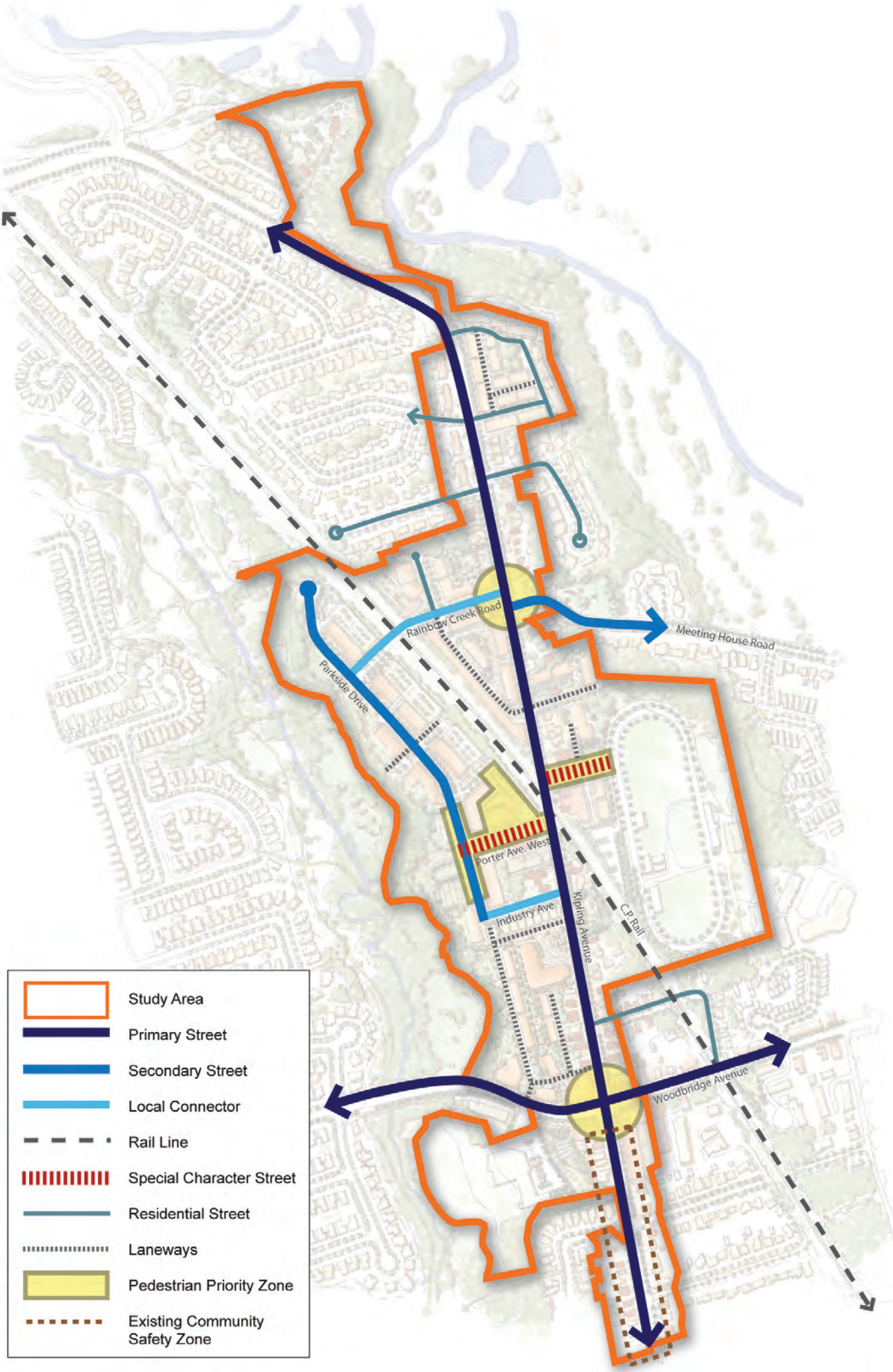
Kipling Avenue, south of Woodbridge Avenue, has a wider roadway width, with additional travel lanes to accommodate the volume of traffic entering the avenue from Highway 7. Peak hour on-street parking will be possible on the east side of the avenue.

#### ii. Woodbridge Avenue East

Woodbridge Avenue should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment, to support an enhanced commercial presence and character. Woodbridge Avenue, between Kipling Avenue and Islington, should maintain a 20m R.O.W. because of the location of the existing heritage buildings. There are a significant amount of buildings along this avenue that are considered contributing to the heritage character of the avenue and the area, many of which have minimal or zero setbacks to the 20m R.O.W. These buildings should remain in situ, which affects the feasibility of having a 26m R.O.W. allowance, as recommended in the OPA 600. On-street parking should be encouraged along Woodbridge Avenue as a key element to enable existing and future businesses to flourish and is necessary to the success of the commercial context of the area.

Marked bike lanes on Woodbridge Avenue, between Islington Avenue and Kipling Avenue, (as envisioned in the City of Vaughan Bike Master Plan), is not recommended as it inhibits the opportunity for on-street parking within the 20m R.O.W. In terms of providing bike access, Woodbridge Avenue, from Islington to Kipling Avenue, should be considered under the “Class 3 Facility: Signed Only Routes” category as identified in the Bike Master Plan, which defines an on-street signed bicycle route used to “form a connection to the bike network”, (see Section 4.4.3 of





Schedule 4.15: Street Network



# 4.0 URBAN DESIGN POLICIES

the City of Vaughan's Pedestrian and Bicycle Master Plan). The existing and future traffic volumes for Woodbridge Avenue are considered to be moderate, and is envisioned to have slower moving traffic, as it is viewed as a pedestrian priority area. This would make a signed bike route manageable along Woodbridge Avenue.

## iii. Woodbridge Avenue West

The protected 26m R.O.W is feasible on Woodbridge Avenue, west of Kipling Avenue and should be maintained, which allows for enhanced streetscaping within the boulevard, and should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment.

### 4.3.2 Secondary Streets

Secondary Streets should function similarly to primary streets, but are mainly residential in character. These streets should also function as two way connections with a minimum 20m R.O.W. Secondary Streets should be given a higher quality streetscape treatment and allow for bike lanes and on-street parking.

#### i. Parkside Drive

Parkside Drive is envisioned as a new secondary north/south street that runs parallel to Kipling Avenue, mainly servicing the proposed Rainbow Creek Neighbourhood North. This street functions as the key vehicular spine for the new neighbourhood and the main connection to Kipling Avenue and the river valley. Parkside Drive enables the creation of new frontage to both the Rainbow Creek Valley public open space system, and to new development blocks that support a high-density residential neighbourhood. This is a grand street, with lush greenery, and ample space for pedestrian interaction.

Achieving as many points of access to Parkside Drive from Kipling Avenue increases the ability to realize the full development potential for the industrial lands, as well as provides opportunities to redevelop existing adjacent properties.

Key aspects of its design include:

- a high-quality pedestrian environment that links buildings, amenities and open spaces and provides east-west connections to the river valley and Kipling Avenue;
- wider 5.5m boulevards on both sides, that can accommodate additional street furniture, lighting, and public amenities associated with the proposed park;
- 3 meter setbacks to accommodate additional landscaping and front yards for grade related residential units; and
- parking on both sides of the street, for visitors and park users.

### 4.3.3 Local Connector Streets

The Local Connector Streets provide key east/west connections to Kipling Avenue and to the new Rainbow Creek neighbourhood. These streets may vary in character depending on the allowable right-of-way, but should function typically in the same way as secondary streets.

#### i. Rainbow Creek Road and Industry Avenue

"Rainbow Creek Road" and "Industry Avenue" are two new east/west local street connectors that link Kipling Avenue to Parkside Drive.

- Rainbow Creek Road, which crosses the rail corridor, should function as a key northern gateway to the new Rainbow Creek neighbourhood and as a connection to Meeting House Road. It is envisioned as a two way 20m R.O.W. with the same characteristics as Parkside Drive.
- Industry Avenue, which is south of the rail corridor, should provide a two way connection to Kipling Avenue and the new neighbourhood. The right-of-way for this new street is restricted to 17.5m because of its adjacency to a heritage building, and provides only a single sided sidewalk condition.
- The City may consider reduced pavement widths for this local road to accommodate additional sidewalk facilities, provided they are satisfied that vehicular accessibility to the new neighbourhood and the location of utilities are not compromised.

### 4.3.4 Special Character Streets

The Special Character Street exists along two east-west connections, situated near the intersection of Kipling Avenue and the railway. The first is Porter Avenue East, providing east bound access to the Fairgrounds. The second is Porter Avenue West, a westbound street that will provide new connections to the Rainbow Creek open space system and to a new residential neighbourhood.

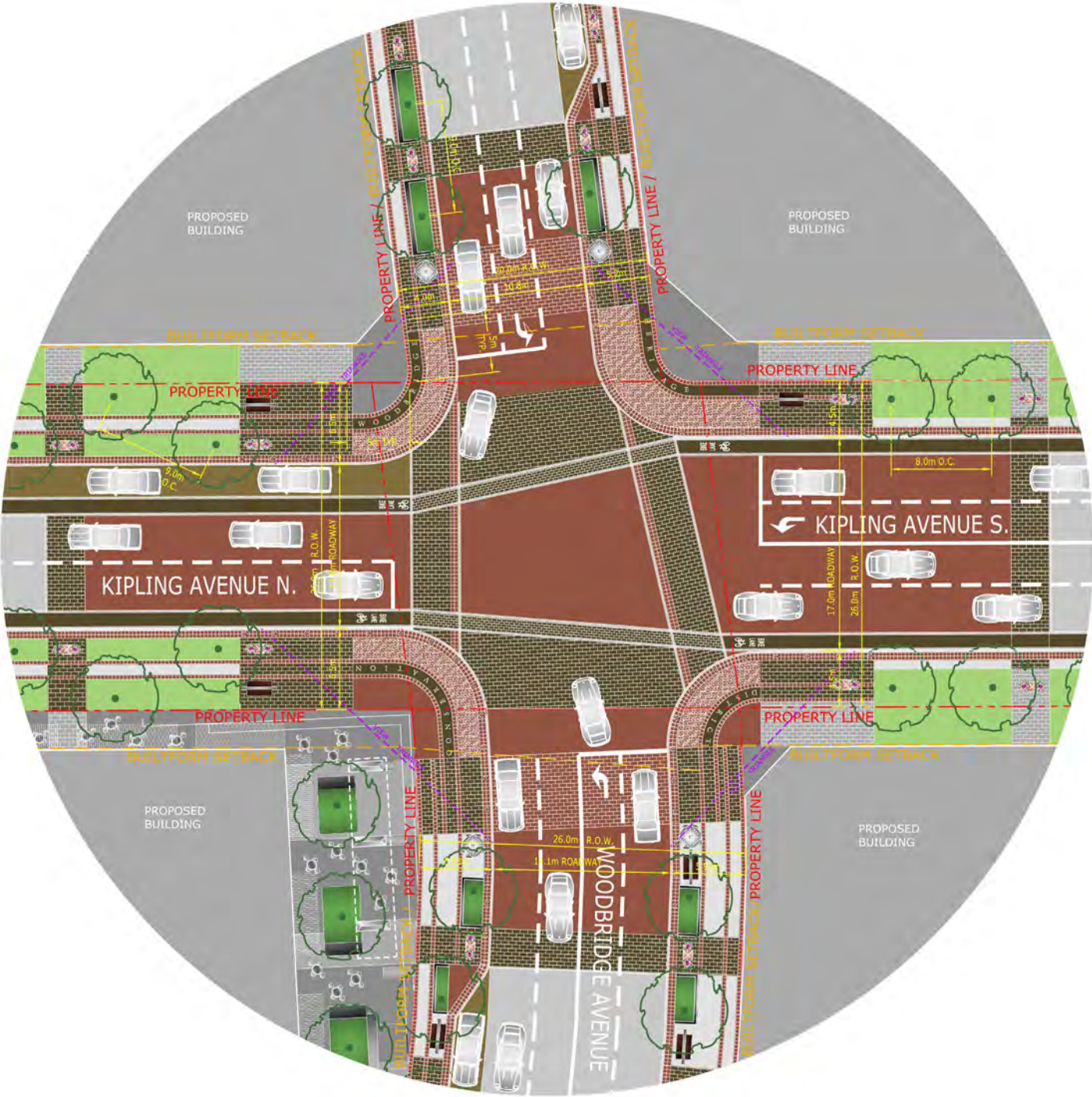
The Special Character Street is characterized by its high quality landscaping, its emphasis on the pedestrian environment, and its function as a gateway to significant urban spaces. Porter Avenue East signals and celebrates an entrance to the Fairgrounds. Porter Avenue West should function as the main pedestrian draw towards new public amenities, open spaces, and residences that are part of the Rainbow Creek neighbourhood development.

Key aspects of the design include:

- a double row of trees for Porter Avenue East, and enhanced



Kipling Avenue and Woodbridge Avenue Node



Schedule 4.16: Pedestrian Nodes (not to scale - refer to Appendix B for a full page view of each of the nodes)



# 4.0 URBAN DESIGN POLICIES

- landscaping on both sides of the street;
- a double row of street trees where the R.O.W. allows, along Porter Avenue West;
- wide sidewalks, with enhanced paving treatment;
- additional street furnishing and lighting;
- designed gateways elements on Kipling Avenue; and,
- clear open views, to the valleys east and west.

## i. Porter Avenue East - Special Character Street

Porter Avenue East is a local connector that functions as the main gateway to the Fairgrounds. This is a two way street with a 20m R.O.W. and is primarily pedestrian oriented, providing opportunities for on street parking and new building frontages that support a pedestrian priority environment, as well as access to additional parking opportunities for the Fairgrounds. This a Special Character Street and should be given a high quality streetscape treatment.

## ii. Porter Avenue West - Special Character Street

Porter Avenue West is considered a local connector street within the street network but can only function as a one way out to Kipling Avenue due to C.P. Railway setback and sight-line restrictions at that location. Even though this street serves as a minor connector, Porter Avenue West is key to the realization of the “Kipling Avenue Junction”, functioning as a major east/west pedestrian and bicycle link from Rainbow Creek to the Fairgrounds and beyond. This is a Special Character Street that should be given the same high quality streetscape treatment as Porter Avenue East.

### 4.3.5 Residential Streets

Residential Streets within the study area are neighbourhood streets that carry lower volumes of vehicular traffic and are pedestrian oriented in character. These streets cater primarily to the safe movement of pedestrians as a priority.

### 4.3.6 Laneways

Laneways mainly provide vehicular access to parking and services. They should be organized as internal connections within blocks that link to main streets, and should also be designed as opportunities for increased pedestrian linkages throughout the Study Area.

#### i. Public Laneways

Public Laneways should function primarily as vehicular connections, but should also be considered as opportunities for pedestrian linkages to Kipling Avenue and to new areas of development. They should be designed with a special or enhanced streetscape treatment.

Burton's Lane, just north of Woodbridge Avenue for example, should function as a key public access lane from Kipling Avenue to the Rainbow Creek neighbourhood. Historically Burton's Lane was the main connection to the Toronto, Grey and Bruce Railway Station, and to some of the first industrial buildings, such as the old Woodbridge Farmer's Co-operative Company. Burton's Lane should be enhanced with higher quality materials and streetscaping to signify its heritage significance.

#### ii. Private Laneways

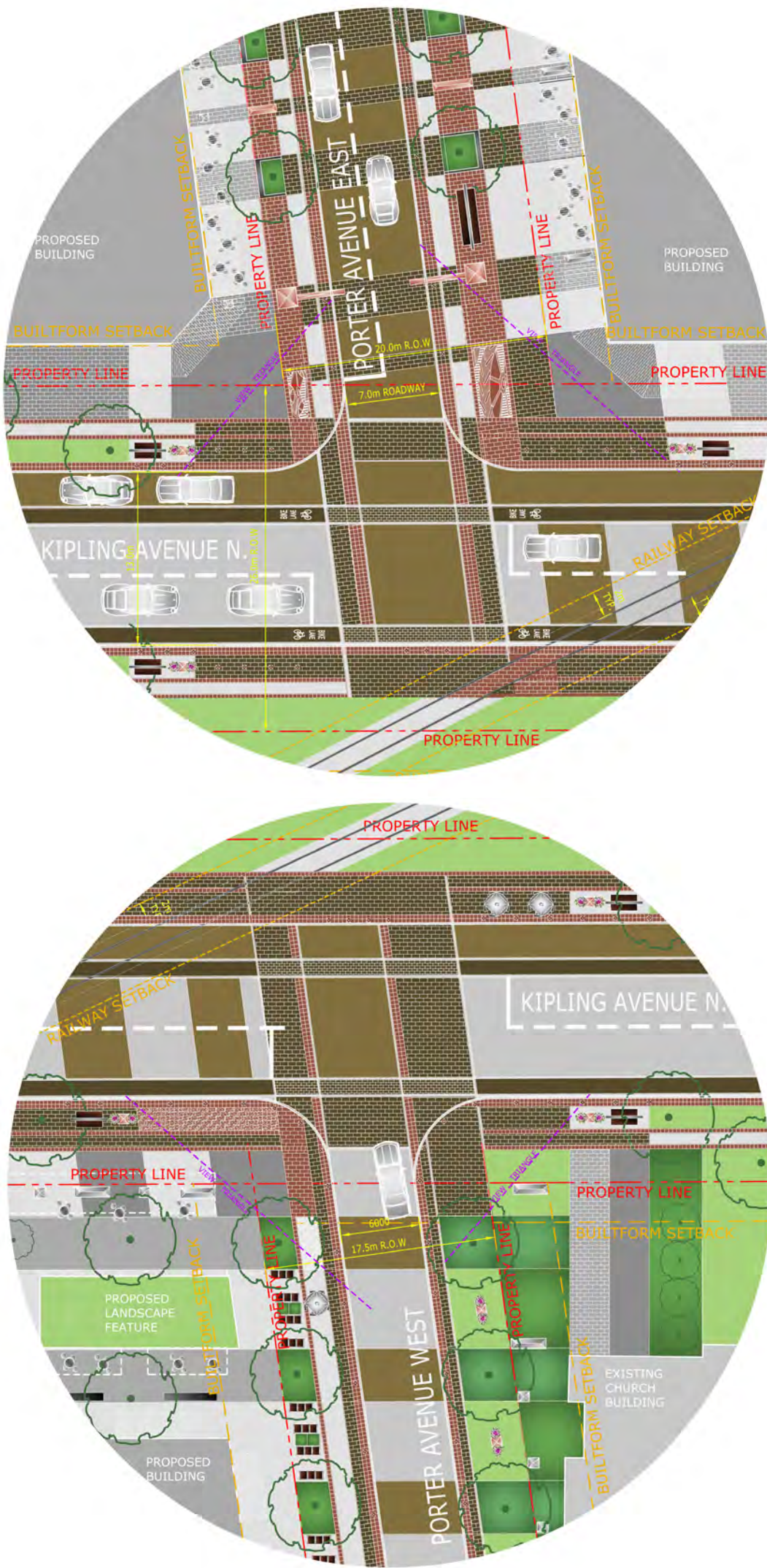
Private laneways are considered contributing to the overall street network as they provide pedestrian linkages throughout the area and should be designed to be pedestrian friendly, accessible, visible, and safe. Private laneways should be located at the rear of buildings only as a means of accessing and connecting to parking facilities and services. Furthermore, they should provide a continuous pedestrian connection to adjacent streets or open spaces.

### 4.3.7 Pedestrian Priority Zones (Schedules 4.16, 4.17)

Various areas along Kipling Avenue have been identified as places where the pedestrian and cyclists are considered to be a critical part of the infrastructure and place making, and where a balance between the role of the automobile and the requirements of pedestrians and cyclists, particularly in terms of traffic movement, should be established. The Pedestrian Priority Zones are established at key areas along Kipling Avenue in order to provide safe and comfortable walking and cycling environments. These zones are areas where higher levels of pedestrian activity and amenity are anticipated, such as the Woodbridge/Kipling Avenue Gateway or the Rail Junction Public Square; or where street crossing and safe pedestrian and bicycle movement across Kipling Avenue is a priority. The Pedestrian Priority Zone establishes a first preference to pedestrians, second preference to cyclists and third preference to automobiles.

- In general, Kipling Avenue should no longer function only as a through street. The integration of the Pedestrian Priority Zones should be used as a method of street calming and traffic management.
- In areas where the Pedestrian Priority Zone has been established, priority must be given to the pedestrian in terms of access, circulation, capacity and amenity.
- Transportation infrastructure within these zones should accommodate transit and bicycle facilities and amenities where possible, such as transit stops, shelters, bike racks, and safe passenger drop-off areas.
- The street crossings should have a high level of design consideration in terms of traffic calming measures such





Schedule 4.17: Pedestrian Nodes (not to scale - refer to Appendix B for a full page view of each of the nodes)



as: signalization, clearly defined boundaries, marked crosswalks and signage, and special paving materials.

- Traffic calming measures, such as pedestrian signalization, should be considered at the Meeting House Road intersection. Truck and pedestrian conflicts are currently a problem at this intersection.
- Within these zones, the location of vehicular service entrances, and parking access and egress should be located away from the pedestrian realm to avoid interfering with pedestrian circulation and activity.
- Special design considerations must be given to the ease of access and circulation for the handicapped within these zones.
- Porter Avenue and Porter Avenue West are special pedestrian oriented streets within the Pedestrian Priority Zones and should be designed with a higher emphasis on landscaping and pedestrian amenity, such as special paving materials, roll curb edges to extend the boundaries of the public realm, pedestrian scaled lighting, and special signage.
- Open Space areas within these zones should be used for amenities that cater to the pedestrian and cyclist and should not be used for surface parking.
- A strategy to replace the surface parking of the United Church site should be considered to extend the boundaries of the Rail Junction Public Square and include the church within the public square context. A future below grade shared parking scenario should be considered with adjacent properties as development around the church occurs.
- Surface parking should not be permitted within, or directly adjacent to the Pedestrian Priority Zones, but opportunities for on-street parking should be encouraged and identified.

this node as the Woodbridge/Kipling node in terms of achieving a pedestrian oriented environment.

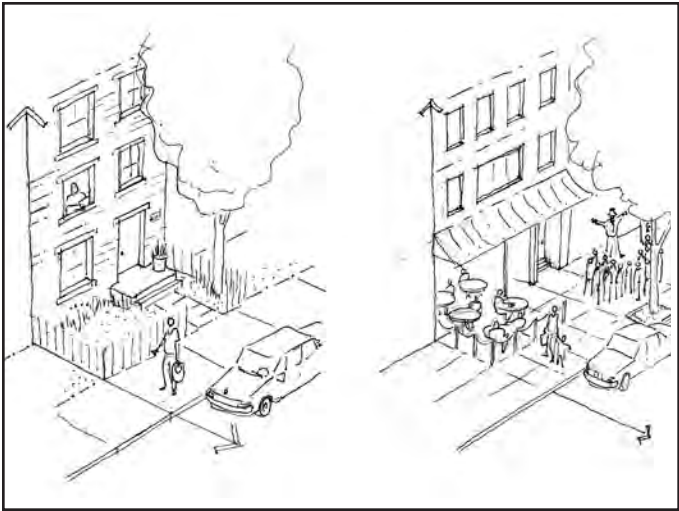
**i. Woodbridge Avenue and Kipling Avenue Intersection**

This is the main intersection along Kipling Avenue and is the main gateway to the Corridor. Special consideration should be given to achieving a pedestrian oriented environment by reducing lane widths, providing on-street parking and bike lanes, increasing the opportunity for additional landscaping, and art; and integrating adjacent public open spaces.

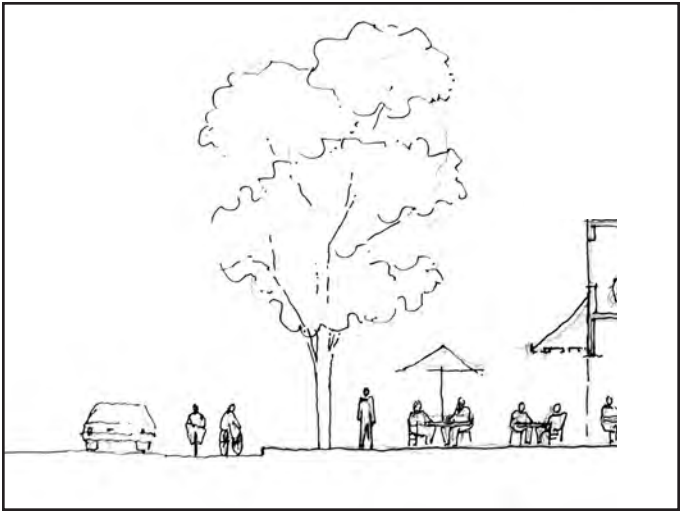
**ii. Porter Avenue East and West - The Junction**

These streets, together, create a pedestrian node called the "Junction" which is an east/west connection at the centre of the Corridor. The same special consideration should be given to

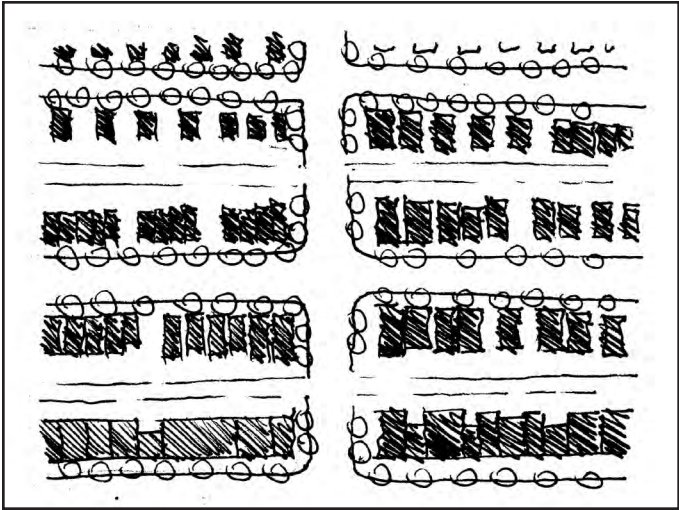




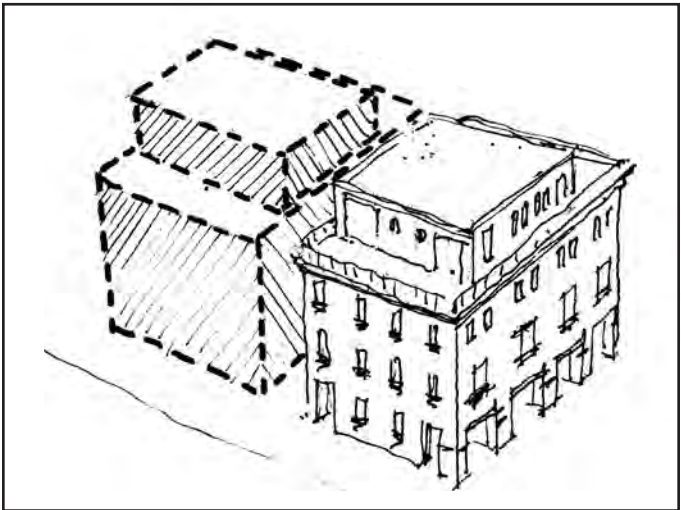
Consider human scale.....



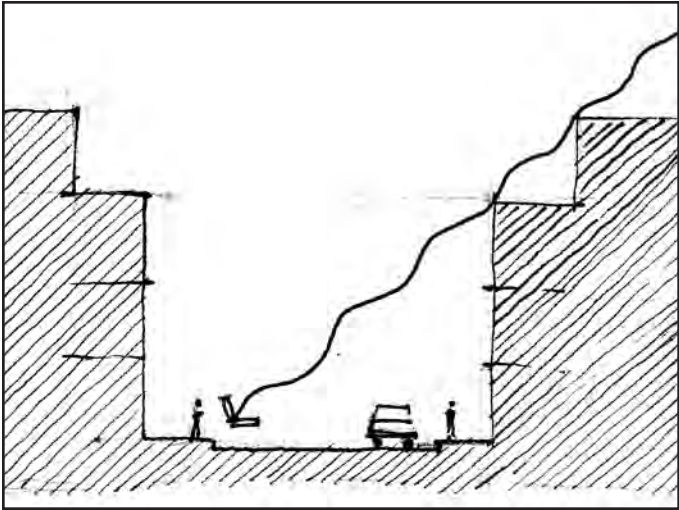
..... and active at-grade uses



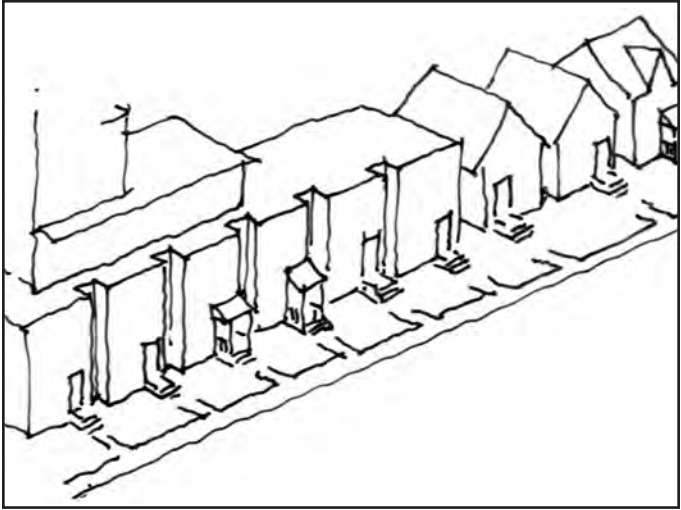
Encourage a fine grain



Provide a continuous podium



Consider sunlight and shadow



Provide a transition in heights



# 4.0 URBAN DESIGN POLICIES

## 4.4 Built Form Framework and Guidelines

The built form framework defines the desired future character and function of built elements within the Kipling Avenue Corridor 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.

### 4.4.1 Height Zones

Height, in the Plan, is determined by the land use designations as follows:

- High Density Residential Neighbourhood – 8.5 m (2 storeys) minimum; 19 m (6 storeys) maximum.
- High Density Mixed Use – 8.5 m (2 storeys) minimum; 19 m (6 storeys) maximum
- Mid Density Residential Neighbourhood – 8.5 m (2 storeys) minimum; 13 m (4 storeys) maximum
- Mid Density Mixed Use – 8.5 m (2 storeys) minimum; 11 m (3 storeys) maximum
- Low Density Residential Neighbourhood – 8.5 m (2 storeys) minimum; 11 m (3 storeys) maximum
- Low Density Residential - 4 m (1 storey) minimum; 8.5 m (2 storeys) maximum.
- Open Space / Parks – n/a
- Conservation Lands – n/a
- Site Specific Policies – The Fairgrounds – 11 m (3 storeys) maximum.

To ensure that the building envelope and height make a positive contribution to adjacent properties and the public realm, the following must be considered with all new or renovated buildings:

#### 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 must have a proportion and scale that is welcoming to its users. For example, the relative size of a door, a window, or a staircase should 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 floors of a building facing the street.

#### 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 should be visually divided into a hierarchy of building volumes, façades that 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 sunlight and shadows

Light and shade are one of the most measurable ways in which a building mass will have an impact on its surroundings. New buildings should 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.

#### Provide a continuous podium

In areas such as the Woodbridge Avenue and Kipling Avenue commercial node, pedestrians will interact closely with the first 2 to 4 storeys of a building. At this level it is important to 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, should step-back. Terracing higher portions of the building will protect views, sunlight penetration, and the skyview.

#### Provide a transition in heights

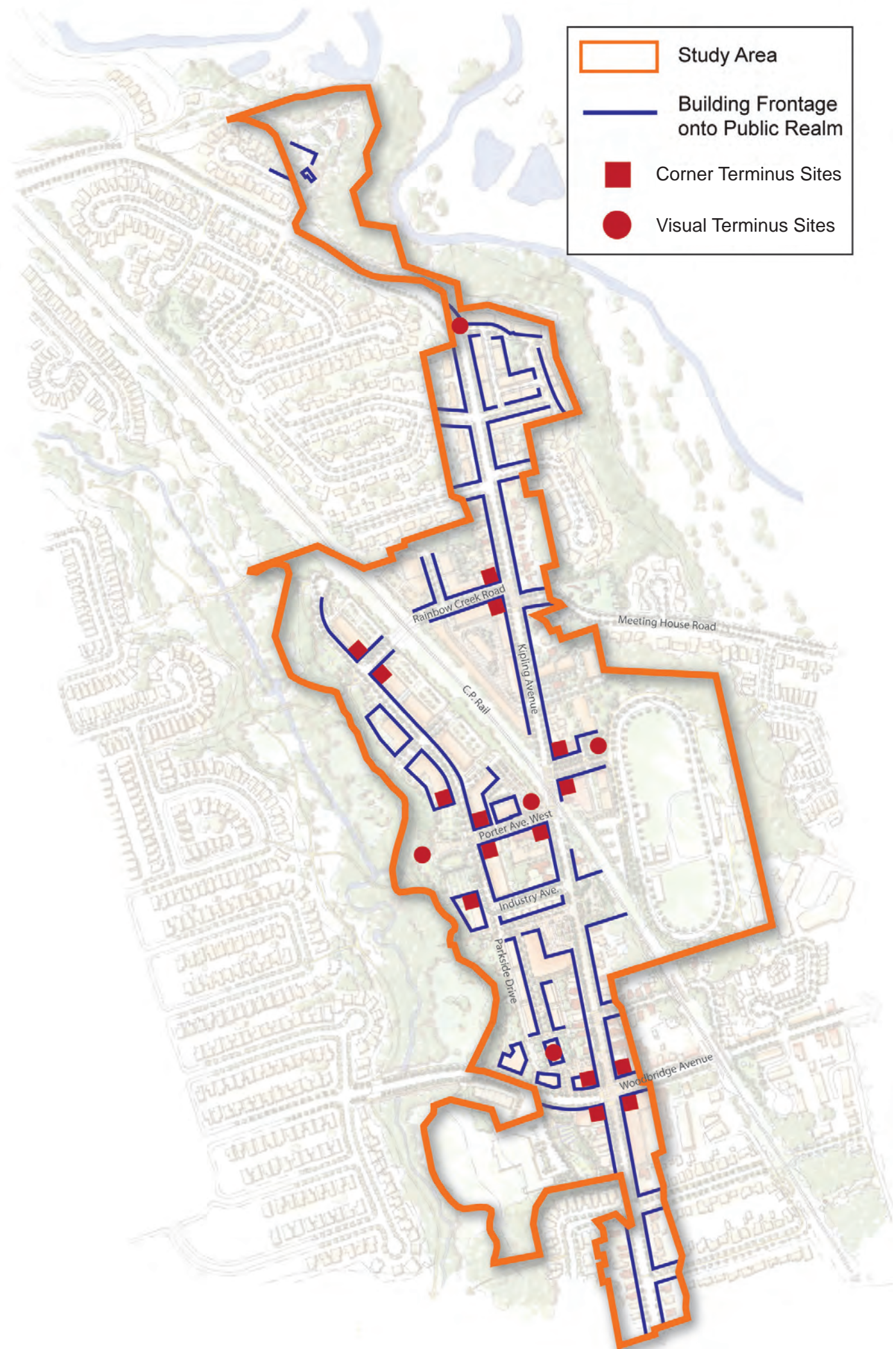
Notwithstanding the allowable height, buildings should respect the scale of adjacent buildings by providing a proper transition in heights. Designing a proper transition is most important when new development is adjacent to: heritage properties, a lower density land use, or a public open space.

### 4.4.2 Building frontages, orientation and placement (Schedule 4.18)

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.

- All building frontages must be oriented toward public streets and other public spaces, in order to clearly define the public realm, create a consistent street wall, and to create an attractive street environment for pedestrians.
- All buildings within the study area, oriented toward public streets, must have clearly defined primary entry points that open directly on to the public sidewalk.
- For all new development, buildings must be sited to first address the intersection or corner locations, secondly the primary street frontages, and thirdly the local street

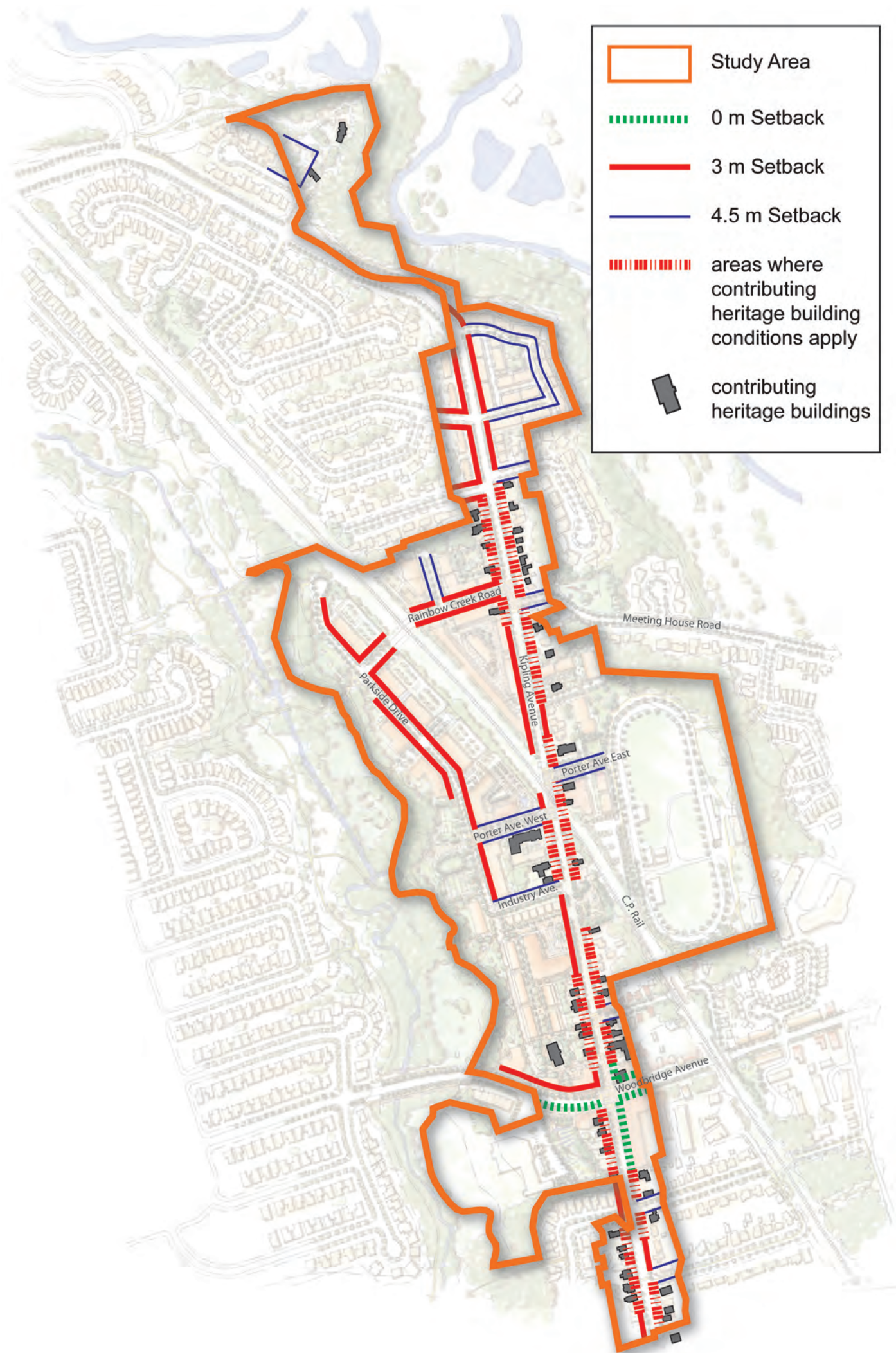




Schedule 4.18: Building Frontages, Orientation and, Corner and Terminus Sites

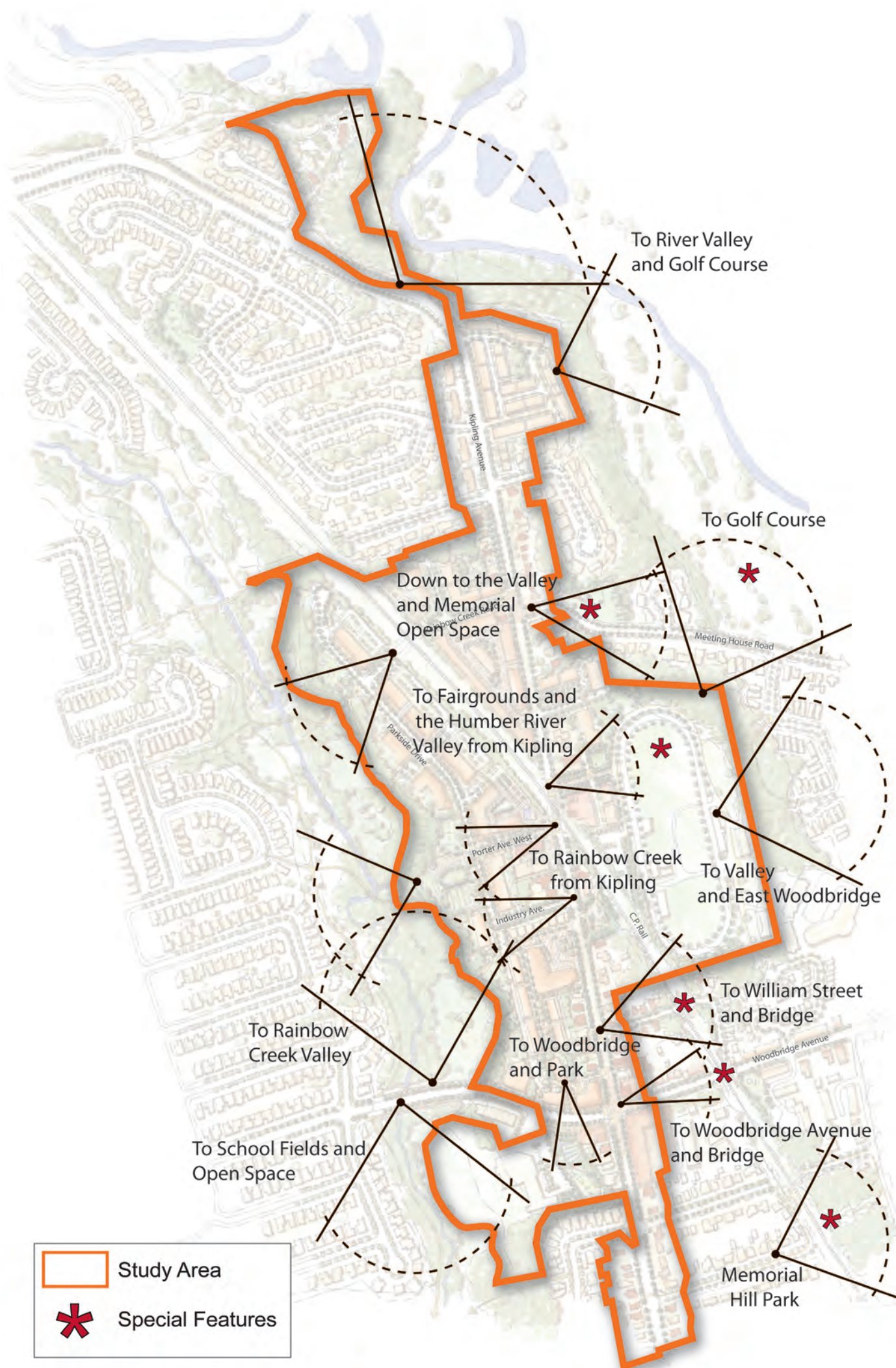


4.0 URBAN DESIGN POLICIES



Schedule 4.19: Minimum Front-yard Building Setbacks





Schedule 4.20: Views and Landmark Features



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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 and/or any other public space must have double frontages; facing both the street and the river valley and/or any other public space, but will only require primary entry points from the street.
- Pavilion style buildings within a public square must have frontages on all sides and service entrances for these buildings should 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.

## 4.4.3 Minimum Building Front-yard Setbacks (Schedule 4.19)

To achieve a continuous street wall for all streets within the area, and especially along Kipling Avenue, a set of building setback conditions must be applied for all new development, as illustrated in Schedule 4.19. Generally, a minimum 3 metre building setback should be applied along most streets within the Corridor except at commercial nodes, where building restrictions exist (such as at the existing northern zero setback condition of the heritage church at Porter Avenue West), where contributing heritage buildings do not conform, and along all neighbourhood streets within the low density neighbourhood fabric. In terms of contributing heritage buildings, the building setback conditions identified on Schedule 4.18 apply for all new development, except where heritage contributing buildings on either side of the subject site are set further back from the front property line; then the setback will be the average of the front yard setbacks of the two properties on either side.

- With the exception of some parts of Kipling Avenue, at the Kipling Avenue and Woodbridge Avenue intersection, and a few of the existing neighbourhood streets, the minimum building setback should be 3.0 metres from the right-of-way.
- All existing heritage buildings must remain in situ within the Corridor, and must not be relocated in order to conform with the building setbacks identified on Schedule 4.19.
- The minimum building setback along Kipling Avenue should be 3.0 metres from the right-of-way, except where there are heritage contributing buildings (see conditions in paragraph above), and at the Kipling Avenue and Woodbridge Avenue intersection.
- Along Woodbridge Avenue, and at the Woodbridge/Kipling Avenue gateway, there should be a zero setback condition to the right-of-way. The City of Vaughan may require additional setbacks where streetscape and public realm improvements are needed to create an improved pedestrian environment.

- Along the special streets such as Porter Avenue East and West, with the exception of the existing heritage church pinch point on the southern side of Porter Avenue West, there should be a minimum 4.5 metre setback from the right-of-way to accommodate enhanced landscaping, special streetscape features and green connections to major open spaces within the study area.
- All new main roadways such as Parkside Drive and Rainbow Creek Road should have a minimum 3.0 metre building setback from the right-of-way.
- All other residential streets should have a minimum 4.5 metre building setback from the right-of-way.
- Buildings adjacent to the valley lands must meet the setback requirements of the TRCA Regulation Limit.

## 4.4.4 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.

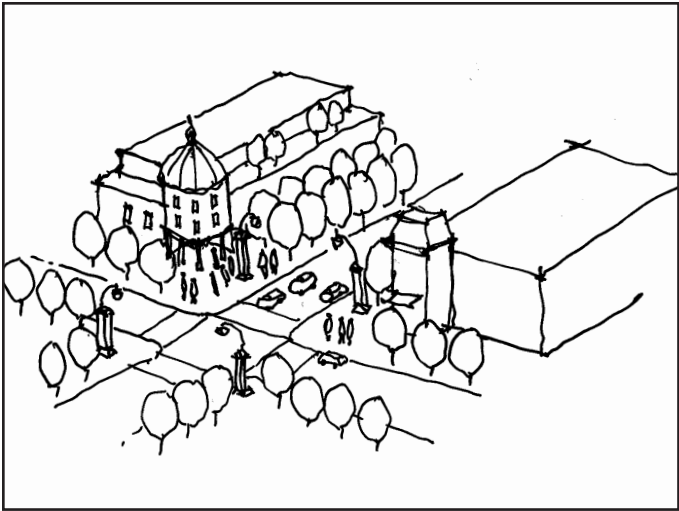
- All mixed-use buildings, or buildings with a commercial use must have the commercial use located at grade and have identifiable at grade entrances fronting the street.
- All commercial use building entrances must be flush with the public sidewalk.
- All corner buildings should have corner entrances where possible.
- All ground levels uses, including residential uses, should have a prominent presence on the street.
- All residential units located at grade must have a direct entrance from the street that functions as a front door and has the characteristics of a front door.

## 4.4.5 Corner and terminus sites (Schedule 4.18)

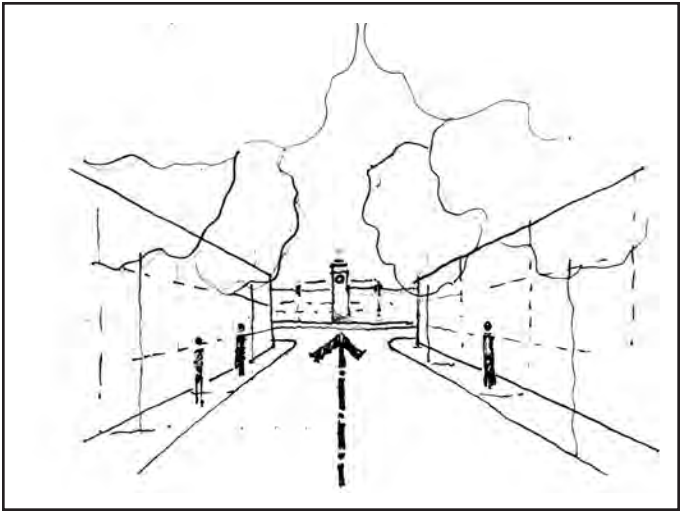
Some sites, buildings and/or portions of buildings, given their visual prominence, have a special role to play within the urban design of the street.

- To enhance the distinction and landmark quality of new buildings on corner or visual terminus sites, modest exceptions to special features of buildings are permitted to stepbacks of 3m maximum and height to 3m maximum restrictions may be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural treatments can include tall slender elements such as spires or turrets that are complimentary to the surrounding heritage character.
- New developments on corner sites should orient to both street frontages.
- New developments on terminus sites should align design

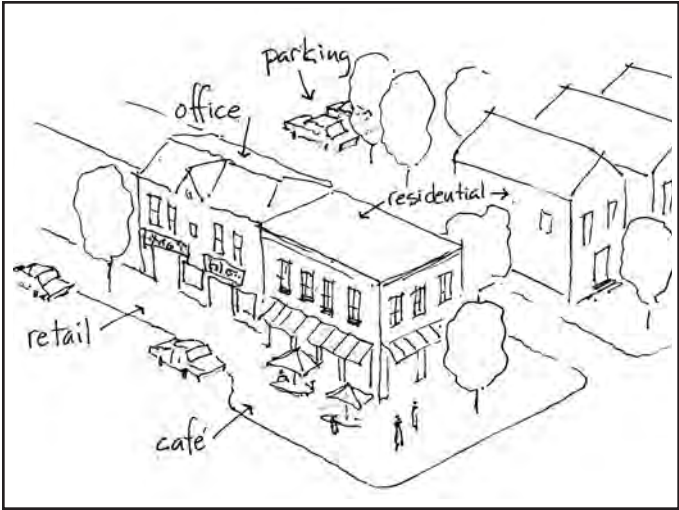




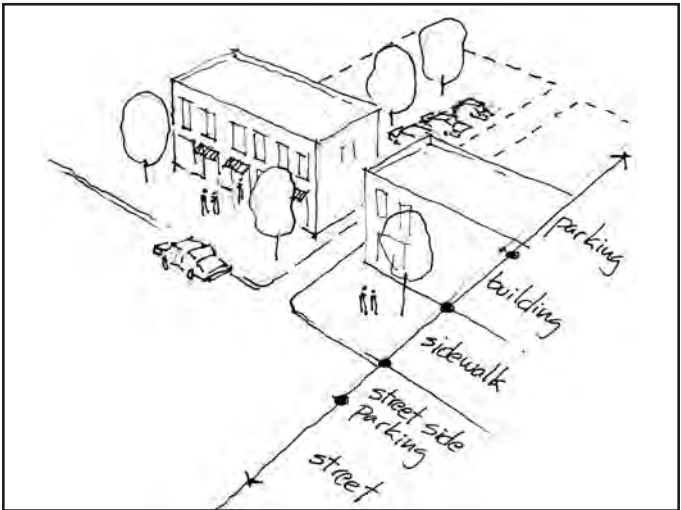
Corner terminus sites



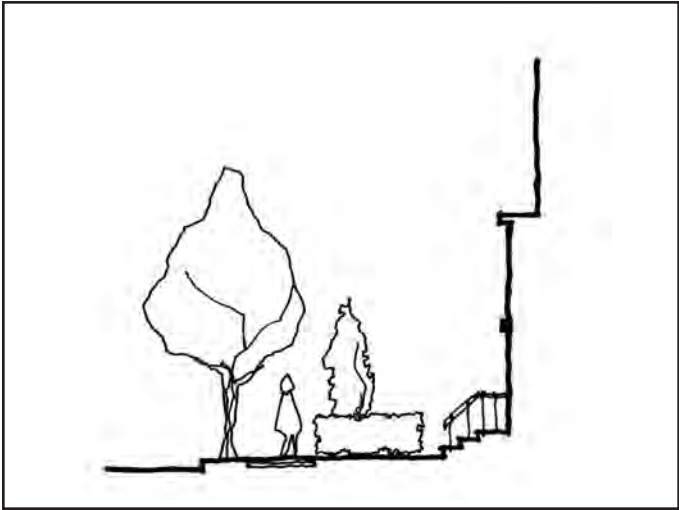
Visual terminus sites



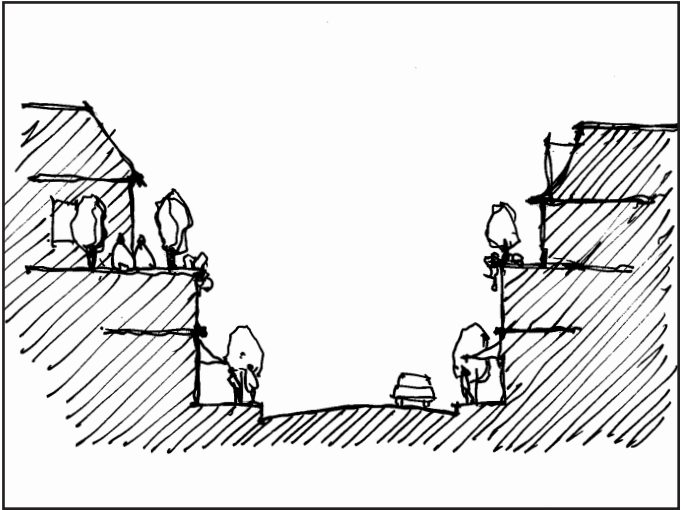
Fully integrated parking and servicing



Rear and on-street parking



Private open space enhancements



Roof gardens and balconies



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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 should have greater civic obligations to ensure that the highest possible standards in design and material quality are achieved.

## 4.4.6 Views (Schedule 4.20)

As Kipling Avenue runs along a topographic ridge, significant views open towards the river valleys east and west. These views are a defining characteristic of the area, and provide a significant opportunity to establish a quality urban experience. These views must be protected and enhanced.

- Existing views to the river valleys should be maintained and enhanced.
- New views to the valley corridors should be established where ever possible.
- Where possible, view opportunities should be associated with, and be accessible along, the trail system.
- Views to open space and built form landmarks should be maintained and enhanced.

## 4.4.7 Parking and Servicing

Parking and servicing are a necessary aspect of any development. They should be fully integrated within buildings, and directly linked to the areas where they are most effective. In general, parking and servicing should be located within the development block, and not adjacent to, and or visible from, the street or pedestrian areas.

- Wherever possible, parking for new developments should be provided below-grade and accessed by a rear or side yard lane.
- Surface parking and service areas should be located to the rear of a development and generally not visible from the street.
- Where surface parking or service areas are exposed, they should be designed to include landscaping, clearly marked pedestrian access and paths, lighting and buffered with landscaping such as hedges or shrub planting and/or other mitigating design measures.
- Where a structured public parking facility is visible, it should be designed to be integrated into the surrounding context by using similar façade articulation and materials, including small openings that function as 'windows'.
- Where a structured parking facility fronts onto a street or public space, the building frontage should be faced with active uses.

## 4.4.8 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 should be encouraged on all above-grade surfaces especially on structured parking roof tops.
- Balconies should be designed as an integral part of the building rather than appearing to be "tacked-on".
- Courtyards, forecourts and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.

## 4.4.9 Heritage Conservation

A significant part of the Kipling Avenue Study Area area lies within the Woodbridge Heritage Conservation District (Woodbridge HCD Study Area). The Woodbridge HCD Study, to date identifies that the heritage character of certain areas within the Woodbridge Core, Kipling Avenue and some adjacent streets should be conserved. To do so, it describes the heritage character and prescribes guidelines to manage change within a defined district boundary.

Heritage conservation is a core principle of this Plan. The Plan considers that heritage conservation of heritage properties, structures and landscapes, is key to achieving an attractive and liveable urban environment that will be cherished by residents and visitors alike. To this end:

- Heritage resources and/or properties within the boundary of the Woodbridge HCD must abide by the policies and guidelines of the Woodbridge HCD Plan. Where conflict may arise between both documents, the Woodbridge HCD Plan will take precedence over the Kipling Avenue Corridor Study OPA.
- Properties beyond the boundary of the Woodbridge HCD, must be sympathetic to the heritage character and attributes described in the Woodbridge HCD Plan and provide an appropriate transition to the Woodbridge HCD.
- Properties that contain heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory, must conserve the heritage character and heritage attributes identified as part of the listing and/or in the Designation Report.
- Properties that are adjacent or near heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory, must be sympathetic to the heritage character and attributes identified as part of the listing and/or in the Designation Report.
- Notwithstanding the above, the City of Vaughan may require a Heritage Impact Assessment as part of the application process for any municipal approval including new construction, renovation or demolition of a structure or landscape. The City of Vaughan may also require a Conservation Plan secured by a letter of credit, as part of any municipal approval, for properties where heritage



resources have been identified either as part of the City of Vaughan Heritage Inventory, as part of the Woodbridge HCD, or as a result of the Heritage Impact Assessment.

The following is a list of properties within the Kipling Avenue Corridor Study Area are considered to have cultural heritage value as evaluated through the Woodbridge Heritage Conservation District Study (HCD), as contributing to the Woodbridge HCD Heritage Character:



7827 Kipling Avenue	8066
7833	8071
7844	8074
7845	8090
7848	8101
7856	8109
7866	8127
7872	8161
7880	8177
7883	8191
7895	8204
7909	8215
7912	8221
7924	8227
7934	8228
7938	8233
7955	8237
7971	8238
7974	8243
7981	8248
7984	8255
7985	8258
7988	8265
8000	1 Burton's Lane Industrial
8001	Building (west building)
8006	
8009	
8039	

The following is a list of properties within the Study Area that are not within the proposed Woodbridge Heritage Conservation District (HCD) boundary but have nonetheless been evaluated as contributing to the HCD Heritage Character:

- 8399 Kipling Avenue (Listed Heritage Property)
- 8265 Kipling Avenue (Identified in the Vaughan Heritage Inventory)

Schedule 4.21: Heritage Contributing Buildings



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## 4.5 Transitions of New Buildings in Relation to Heritage Resources

One of the key driving factors for this Plan is the conservation of the existing heritage fabric (See Schedule 4.21), within the Kipling Avenue Area which includes structures and 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, mainly along Kipling Avenue, in such a way that they harmonize with contributing buildings and contribute to the district's heritage character.

The Kipling Avenue Corridor Study supports the recommendation of the Woodbridge HCD Study in relation to the existing contributing heritage fabric which states that, "new and renovated structures and landscapes, as well as additions to existing structures and landscapes, must 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.

Once approved, the Woodbridge HCD will be the governing policy over this study and will be used as the mechanism to conserve the structures and landscapes that contribute to the HCD's heritage character, and to manage the introduction of new structures and landscapes in such a way that they harmonize with heritage resources and contribute to the district's heritage character.

### 4.5.1 The HCD Study Guidelines

The following guidelines, as established in the Woodbridge HCD Study, 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 that fall within heritage resources within the Kipling Avenue Area.

The term "contributing buildings" describes the buildings that have been identified through the Woodbridge HCD Study as contributing to the heritage character of the Woodbridge HCD, and which cultural heritage value must be conserved. A list of the properties with contributing buildings is included on the adjacent page.

#### 4.5.1.1 Conservation of Heritage Resources

- Buildings and structures listed as 'contributing' in the Woodbridge HCD 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 effected by any new construction.

#### 4.5.1.2 Conservation of Heritage Character

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

- New development must be sympathetic to this character and must 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 should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.



#### 4.5.1.3 Height Guidelines

- The height of contributing buildings should be maintained.
- New buildings must 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, (see Diagram B on the following page).
- The setback requirement to adjacent contributing heritage buildings must be at least half the building height. This transition pertains to the back and side yards of a contributing building, (see Diagram A).

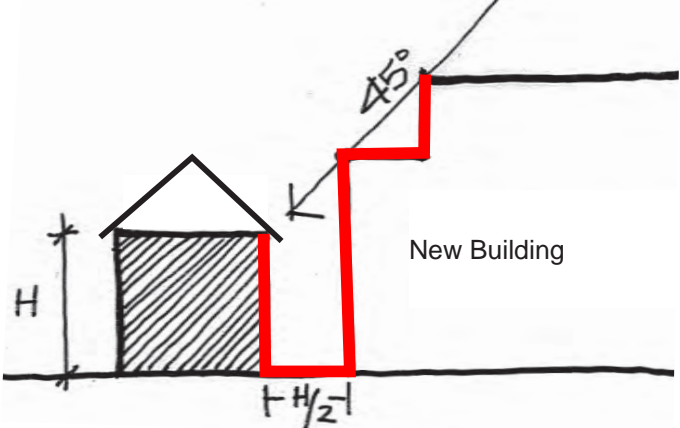


Diagram A



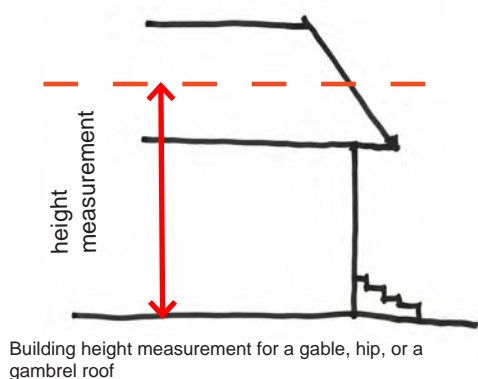
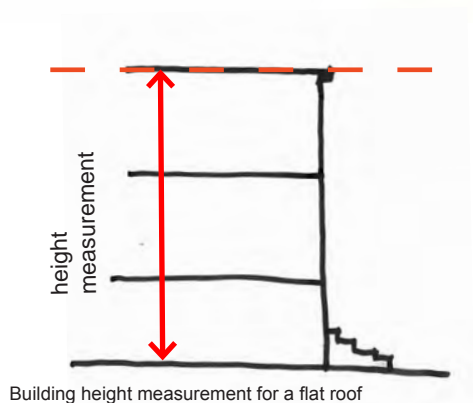
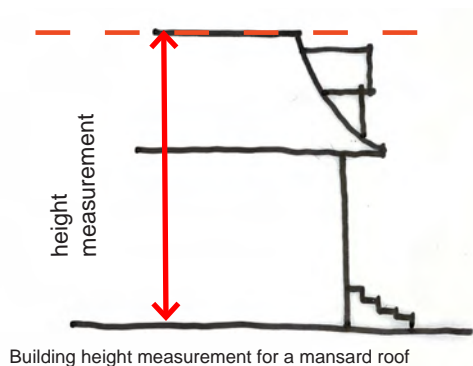


Diagram B

#### 4.5.1.4 Sideyard and Backyard Setback Guidelines

- New buildings must have a sideyard, and backyard setback from contributing buildings a distance equivalent to half the height of the contributing building, (see Diagram C).
- 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;

- 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, (see Diagram D).

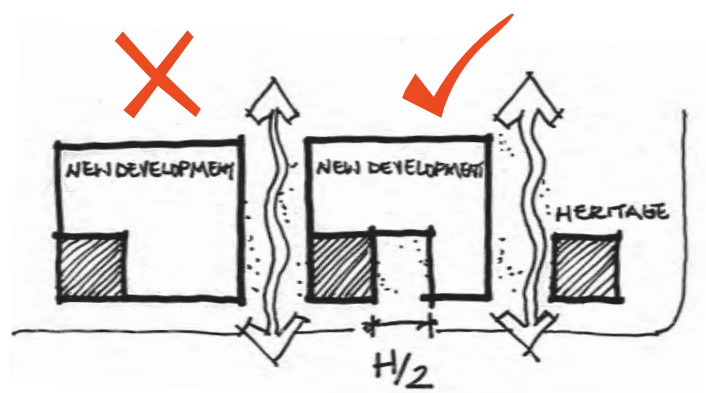
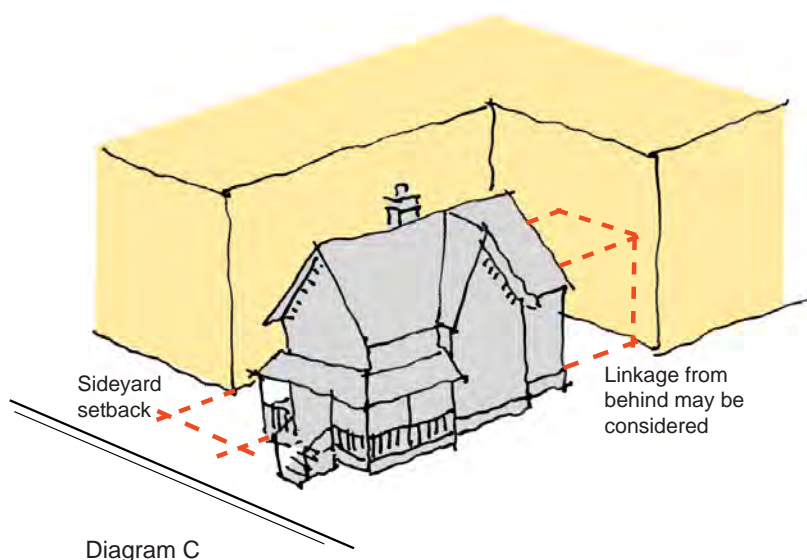


Diagram D

#### 4.5.1.5 Frontyard Setback Guidelines

- The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.
- When new buildings are located adjacent to existing



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contributing buildings that are set back from the property or street line, new buildings should 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.

- Along Kipling Avenue, where heritage contributing buildings are set further back from the recommended 3.0m minimum building setback line, any new development adjacent to the heritage contributing building must be set back, at a minimum, to a line measured at 45 degrees from the front corner of the existing heritage contributing building, (see Diagram E).
- Where heritage contributing buildings are located on either side of a new development site, and are set further back from the 3.0m 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, (see Diagram F).

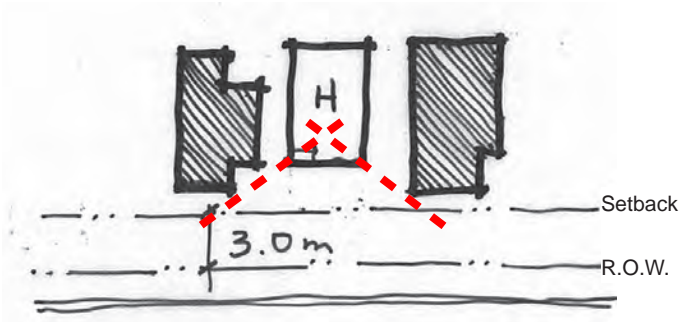


Diagram E

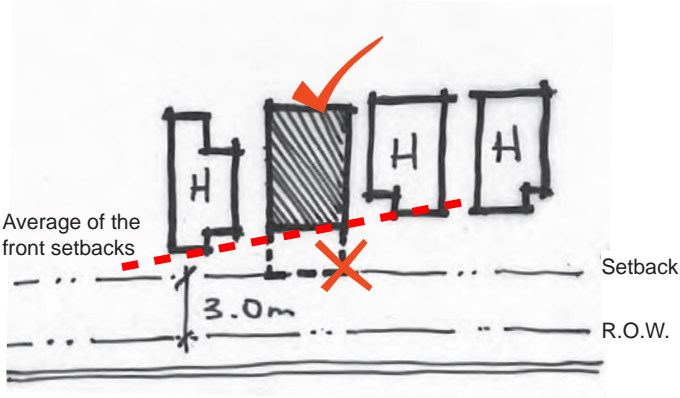


Diagram F

## 4.5.1.6 Landscape Guidelines

- New buildings and landscapes must 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 should be maintained and enhanced, (see Diagram D).
- Significant visual connections between adjacent landscaped areas should be maintained and enhanced.
- New and renovated buildings must provide an active, welcoming façade facing significant landscapes and public spaces.

## 4.5.1.7 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 should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure.

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

Replica designs should 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.





Joseph Brant House, Oil on Canvas, 54x94cm, by Edward Lawson Henry (1841-1919), Albany Institute of History & Art, 1993.44



Joseph Brant Museum, Burlington, Ontario

A replica of the original house was built in 1937-1938 on the same site.

### 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 should not be to create a false or fake historic building, instead the objective must 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 should have a proven track record respecting the creation of designs in similar historic contexts.

The design of new buildings in the HCD should carefully consider requirements elsewhere in this document for density,

scale, height, setbacks, coverage, landscape open space, view corridors, angular plan and shadowing. Further, character areas have been identified in the district. Each character area has identifiable characteristics including commercial mainstreet as opposed to residential, building scale spacing and setback, which should 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 Design

Image Credit: Mountain House, 1993, North Carolina  
Clark & Menefee Architects



Contemporary Design

Image Credit: Residence at Calf Creek, 1987, New York  
Robert A. M Stern Architects



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Contemporary work should be “of its time”. This is consistent with the principals 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 should be aggressively idiosyncratic but that it should be neighbourly and calmly, respectfully, fit its “village” context while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should 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, should 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 should include those drawn from ones historically in use in Woodbridge. This includes brick, stone, stucco, wood siding and trim; glass windows and storefronts 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.

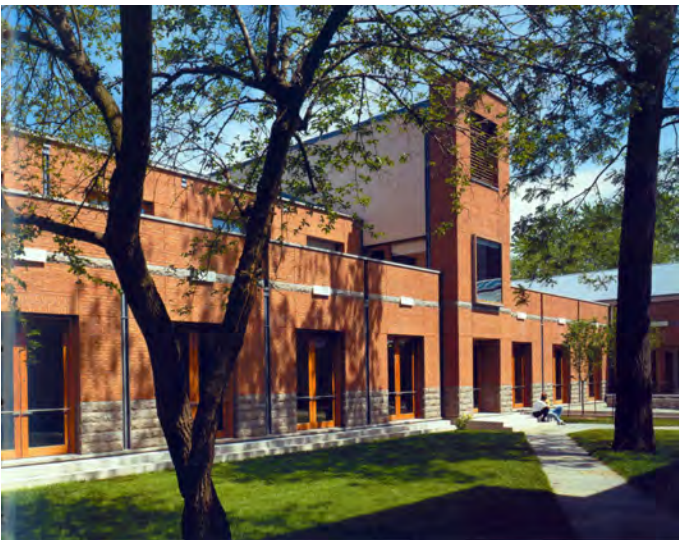
## vi. Proportions of parts

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 should 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.



Contemporary Design with Appropriate Materials

Image Credit: Woodsworth College, Toronto, Ontario, 1992, Kuwabara Payne Mc Kenna Blumberg Architects



Contemporary Design with Appropriate Proportion of Parts

Image Credit: King James Place, Toronto, Ontario, 1991, Kuwabara Payne Mc Kenna Blumberg Architects



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 should 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 should be studied. The level of transparency in the new work should be set at a level that provides a good fit on the street frontages.

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

In the other character areas this proportion should reflect a more traditional residential proportion of 40% solid to 80% solid.



Contemporary Design with Appropriate Proportion of glazing to wall area

Image Credit: New York Townhouse, 1975, New York  
Robert A. M Stern Architects



Contemporary Design with Appropriate Architectural Detailing

Image Credit: Art Institute of Chicago, Daniel F. and Ada L. Rice Building, Illinois, USA, Thomas H. Beeby



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## viii. Detailing

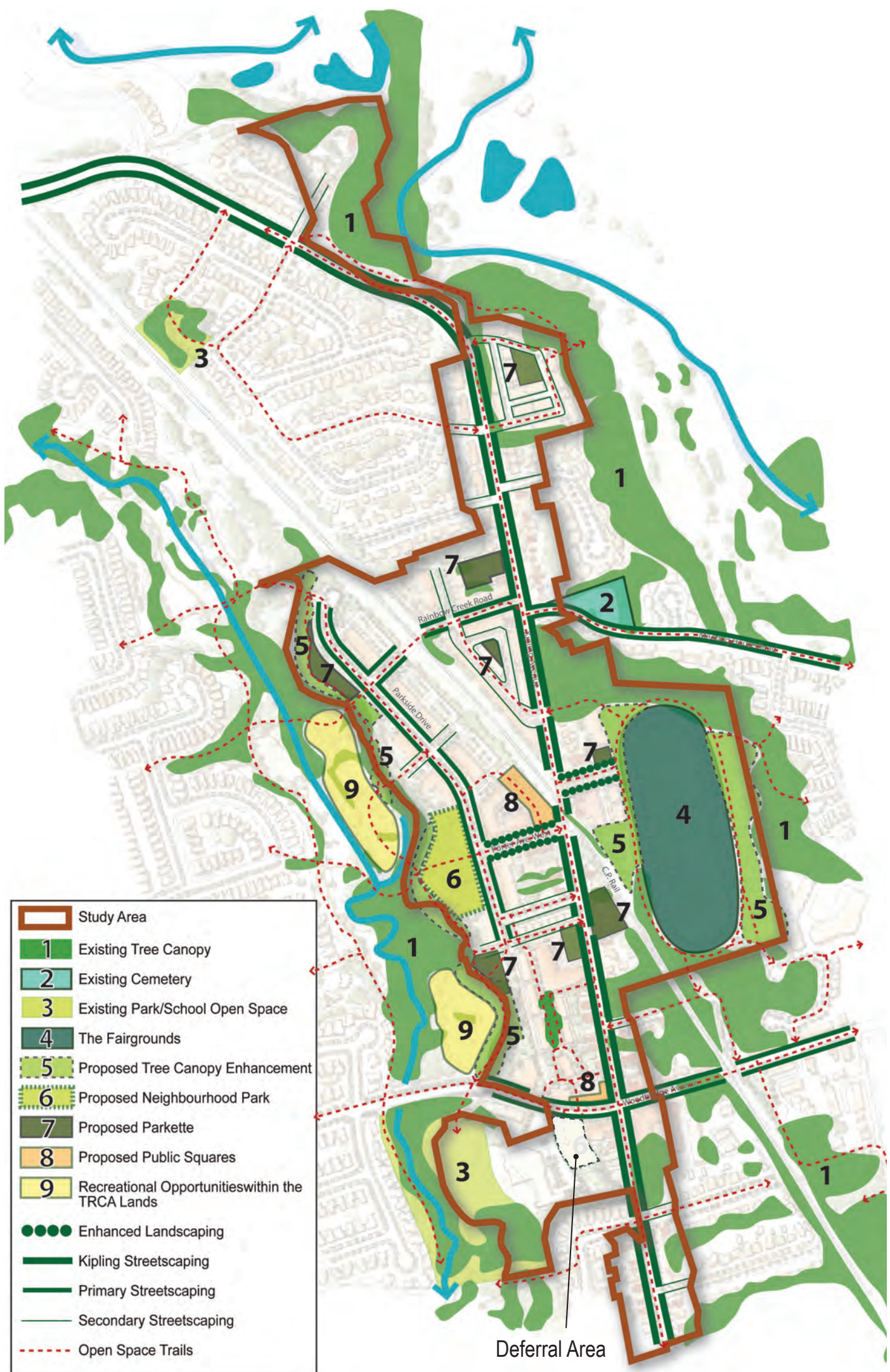
In contemporary design philosophy the expression goes “God is in the details”, this is to say a beautifully detailed building is usually a successful one (alas not always so). In part this is due to the expressive nature of the fundamental construction components of modern buildings.

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 even electrical systems, can potentially add to the artistic composition.

For new buildings, the detailing of the work should once more refer to the nature of the immediate context and the attributes of the area in which it is to be placed.







Schedule 4.22: Open Space Framework



# 4.0 URBAN DESIGN POLICIES

## 4.6 Open Space Framework and Guidelines

(Schedules 4.22 - 4.27)

The open space framework defines the desired future character and function of the various components that form the open space system, including parks, enhanced streets, trails, bike paths and civic uses. The intent of this framework is to guide private developments and public investments towards the creation of a consistent and inter-connected system of public and private open spaces and to identify opportunities to maximize the amount of open space available.

### Parkland Calculation

(Schedules 4.23)

The total park and open space requirement in relation to total proposed development is based on:

- Total units = 1022
- Park requirement based on 1ha/300units = 3.7 ha (8.4 acres)
- Total proposed park space achieved in the Vision = 2.0 ha (5.0 acres) , see Schedule 4.21: Proposed Parks, Parkettes and Public Squares.

Additional open space opportunities:

- Trails
- Fairgrounds, heritage landscape
- Neighbourhood parks
- Neighbourhood school open space amenities
- TRCA lands - River Corridors and Conservation Lands
- Public realm enhancements - streets and nodes

The total amount of parkland required in accordance with the proposed Vision is approximately 3.0 ha (7 acres). Currently, there are no opportunities along Kipling Avenue to achieve parks of a neighbourhood park scale or greater. The existing Fire Hall site would permit a small neighbourhood park at the south end of the Study Area, and the industrial lands. The industrial lands provide the best opportunity to achieve a significant open space amenity and one that is central to the Study Area.

There are additional open space opportunities that will not offset the parkland requirement of 1ha/300units, however, they should be considered as opportunities to increase the overall open space amenity for the Study Area. The development of a significant and connected trail system throughout the study area and better use of the river corridors provide significant open space opportunities. The City, in conjunction with the TRCA, should consider locations within the conservation lands where additional recreational uses can be accommodated without detriment to the natural system.

As well, there are opportunities to use a portion of the Fairgrounds land for recreational purposes, especially at the northern end where trail connections to the east and west river corridors

can be integrated. Other recreational opportunities include the utilization of the neighbouring schools, such as the Christian District High School, which have significant open space and play facilities. The existing parks and community centres are also within a five to ten minute walking distance from Kipling Avenue. These open space opportunities are described in further detail in the following sections.

### 4.6.1 Open Spaces

(Schedule 4.22)

The Kipling Avenue Corridor is characteristically defined by three major open space systems that constitute the larger mass of the open space network: the Rainbow Creek, the Humber River Corridor, and the Fairgrounds. These larger open space systems should play a major role in achieving a connected, accessible, open space network, as well as in achieving a connected neighbourhood fabric. The neighbourhood parks, parkettes, and public squares provide a fine grain layering of open spaces, and play an important role in providing essential open space amenities to support a healthy community environment, and in enhancing the larger open space system. Kipling Avenue should function as the central north-south spine that connects all aspects of the open space network.

#### 4.6.1.1 Rainbow Creek and Humber River

- Publicly accessible areas and trails within the valley corridors should be easily accessible, connected and clearly defined in order to protect the natural flora and fauna of the conservation lands.
- The trail system within the valleys should be well connected throughout, providing opportunities to partake in views, key features and destinations within the system as well as providing opportunities to commute to the various adjacent neighbourhoods.
- The industrial lands located within the TRCA floodplain boundaries shall form part of the Rainbow Creek public open space, allowing for increased opportunity for new trails and additional open space amenity as described in the following guideline.
- New open spaces within the industrial lands should be considered and enhanced as opportunities to increase the publicly accessible neighbourhood park amenities with compatible recreational uses such as a children's play area connected to the trails.
- The existing mature tree canopy should be protected and enhanced at every opportunity, especially along Rainbow Creek where residential development is being proposed. Other significant opportunities for enhancement exist around the Fairgrounds and should be considered in conjunction with enhancing the trail system. Any form of enhancement



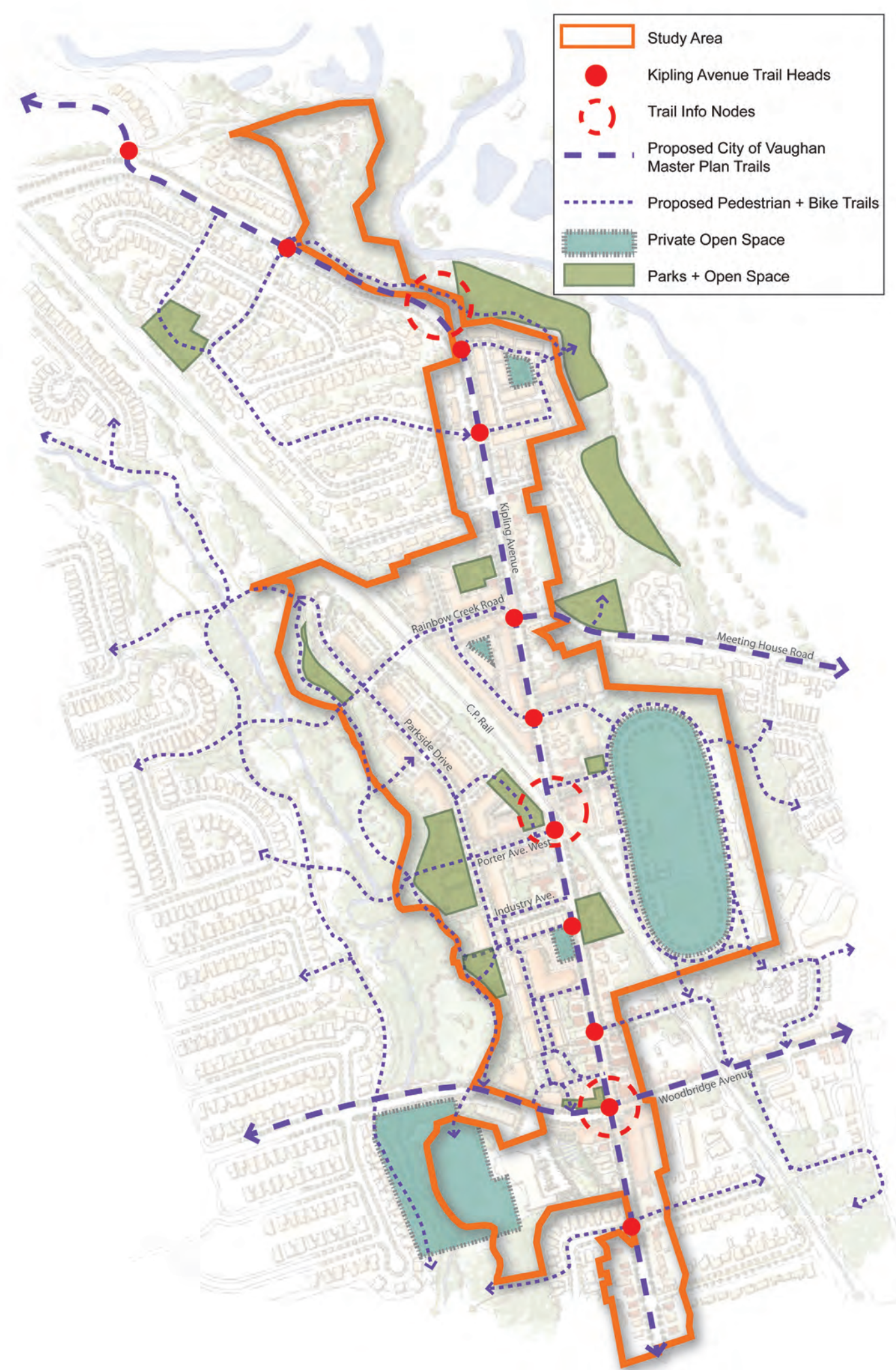


Total proposed park space achieved in the Concept Plan = 2.0 ha (5.0 acres)

Schedule 4.23: Proposed Parks, Parkettes and Public Squares



# 4.0 URBAN DESIGN POLICIES



Schedule 4.24: Pedestrian and Bicycle Trail Network



to the natural system within TRCA jurisdiction must be undertaken in accordance with the TRCA's programs and policies (Ontario Regulation 166/06), the Valley and Stream Corridor Management Program and the Terrestrial Natural Heritage System Strategy).

- Trail heads and access points to the valley corridors should be clearly defined and signed from Kipling Avenue.
- Bike parking racks should be provided in the new parks, at the entrance to the valley trails, and along Kipling Avenue where possible.

#### 4.6.1.2 Kipling Avenue

- Kipling Avenue should be the focus for beautification and enhancement of the public realm, with key pedestrian nodes such as the Woodbridge/Kipling Avenue intersection and the Kipling Avenue Junction as the main focus of social activity. The Avenue should be defined by a cross section that is organized to accommodate at a minimum, enhanced landscaping and street furniture, a comfortable pedestrian walking zone and a zone for retail and café spill-over.
- This would include a defined palate of materials that contribute to creating an overall cohesiveness and character for the Corridor such as street signage, benches, garbage and recycling, and pedestrian scaled lighting.
- Materials used along the Study Area should be of high quality to provide longevity to the streetscape and should allow ease of maintenance and servicing. The style of materials should strengthen the identity for the Corridor and compliment the existing heritage fabric.
- Where possible, new streetscaping should integrate any existing mature trees within the streetscape master plan and enhance all heritage landscape frontages with additional planting.

#### 4.6.1.3 The Fairgrounds

- A new landscape design should be applied to the Fairgrounds that maintains the existing open field, enhances the existing uses, and accommodates additional programmed activity.
- A new landscape should also define the racetrack boundaries and the Fairgrounds edges, enhance the surrounding existing mature canopy and conservation lands, and focus views to the river valley and to the eastern Woodbridge neighbourhoods.
- A continuous trail connection should be accommodated around the perimeter of the Fairgrounds and connect to the surrounding neighbourhoods and to Kipling Avenue.
- Porter Avenue, which is the “gateway” entrance to the Fairgrounds, should be clearly defined by a double allée of street trees and enhanced landscaping including

pedestrian scaled lighting and signage. This streetscape should also be applied to the new “Porter Avenue West” to create a continuous east/west landscaped connection of open spaces.

#### 4.6.1.4 Neighbourhood Parks, Parkettes and Public Squares

- The proposed and existing neighbourhood parks, parkettes, and public squares within the Study Area should be designed, programmed and furnished to meet the day-to-day open space needs of the community.
- Existing parks, parkettes, and public squares should be enhanced where possible, with additional trees, landscaping and furnishings that are in keeping with the overall vision and palate of materials for the Study Area.
- There should be a hierarchy of use and programming established for the parks in order to ensure a range of uses to meet the needs of a variety of users and age groups.
- New neighbourhood parks, parkettes, and public squares should be planned with enough flexibility to accommodate special or additional programming, such as community gatherings, and special events.
- New neighbourhood parks, and parkettes, should be designed with high quality materials, innovative design, and the newest technology in play facilities.
- Any park along Kipling Avenue should be visible and publicly accessible with clear views in and throughout and have an open face to Kipling Avenue.
- Parks should have adequate lighting and signage for ease of use and access.
- The public squares should be designed to support social events, street related events and activities and day-to-day gathering. These spaces should be the forum for art related activity and art display.
- To ensure maximum utilization and presence in the community, the public squares should be fronted by animated uses with a high level of transparency, such as restaurants, cafes and market venues.
- Extending the pavement treatment from the public square onto the street can give the space further prominence while delineating an extended space that can be occasionally utilized for large scale events.

#### 4.6.1.5 Pedestrian Nodes

There are two key pedestrian nodes along Kipling Avenue: the Kipling/Woodbridge Avenue Intersection and the “Kipling Avenue Junction”.

- Pedestrian nodes occur at key junctures along Kipling Avenue and function as gateways to other surrounding open spaces and to the neighbourhoods east and west of Kipling Avenue.



# 4.0 URBAN DESIGN POLICIES

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

These nodes are further described and illustrated in detailed in the Streetscape Master Plan appended to this study.

## 4.6.2 Open Space Connections

(Schedule 4.24)

A connected system of parks and open space should service all aspects of the Study Area and the surrounding neighbourhoods and should be made publicly accessible by a completed trail network.

### 4.6.2.1 Enhanced Streetscapes

- All new and existing neighbourhood streets should provide continuous streetscaping to contribute to the overall tree canopy.
- Special enhanced landscape treatments should be applied to streets that function as gateways and/or are identified as pedestrian priority zones, such as Porter Road and an enhanced Porter Road West.

### 4.6.2.2 Pedestrian Connections

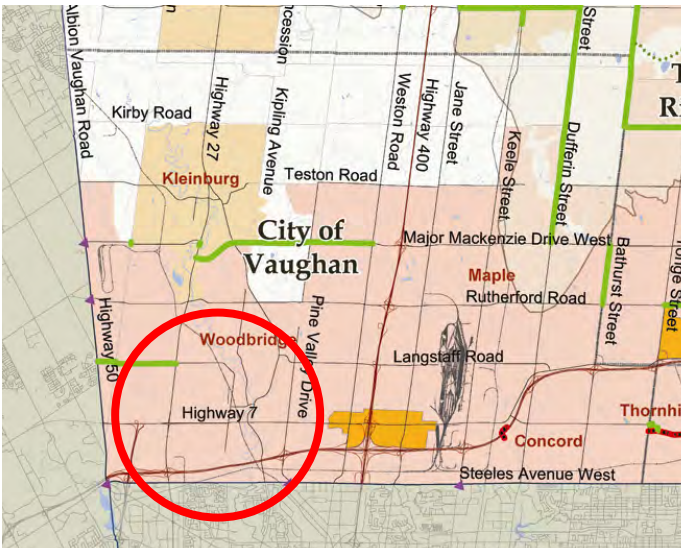
- Pedestrian connections should be provided within the public realm to ensure ease of access and permeability throughout the Corridor, such as midway connections through blocks and through all public parks and open spaces.

### 4.6.2.3 Pedestrian Crosswalks

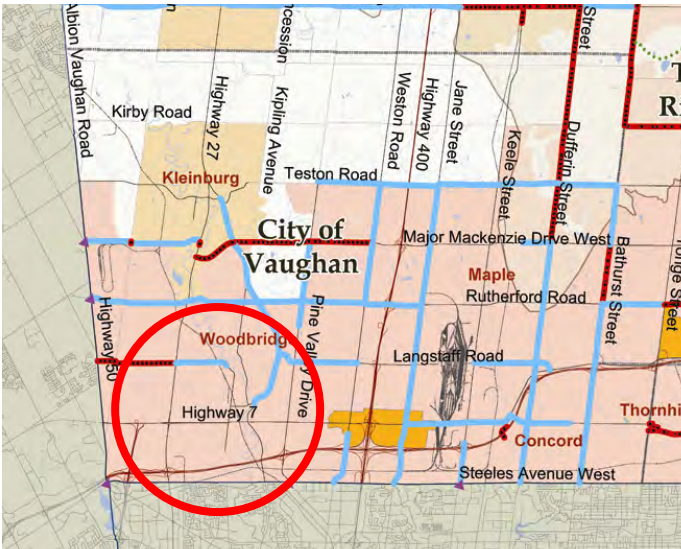
- Safety measures should be applied at key pedestrian crossings along Kipling Avenue and Parkside Drive, including signal lights, enhanced streetscape treatments, and road paving materials.
- Pedestrian crosswalk materials and design should be in keeping with the overall Streetscape Master Plan Vision for Kipling Avenue - see Section 4.10 Transportation
- Recommended locations for pedestrian crosswalks are at the intersections of Kipling Avenue and Meeting House Road, Kipling Avenue and Porter Avenue, Porter Avenue West and the new Parkside Drive, and Woodbridge Avenue and Kipling Avenue.

### 4.6.2.4 Bike and Pedestrian Trails

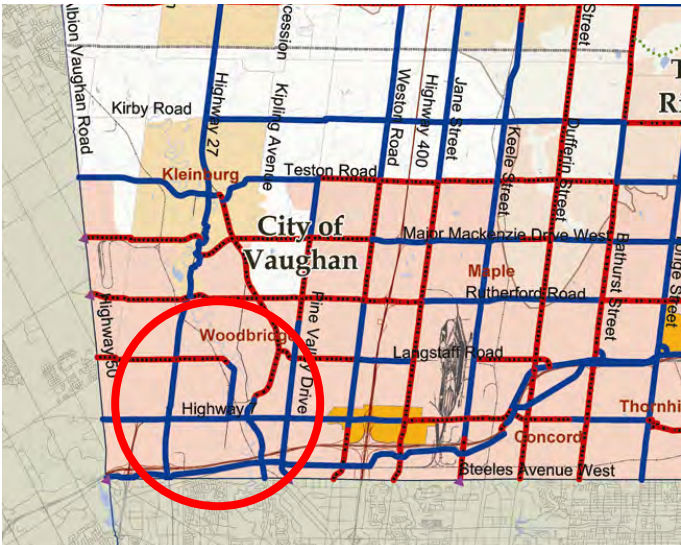
- All development shall implement the requirements of the



Phase One: 0-5 years



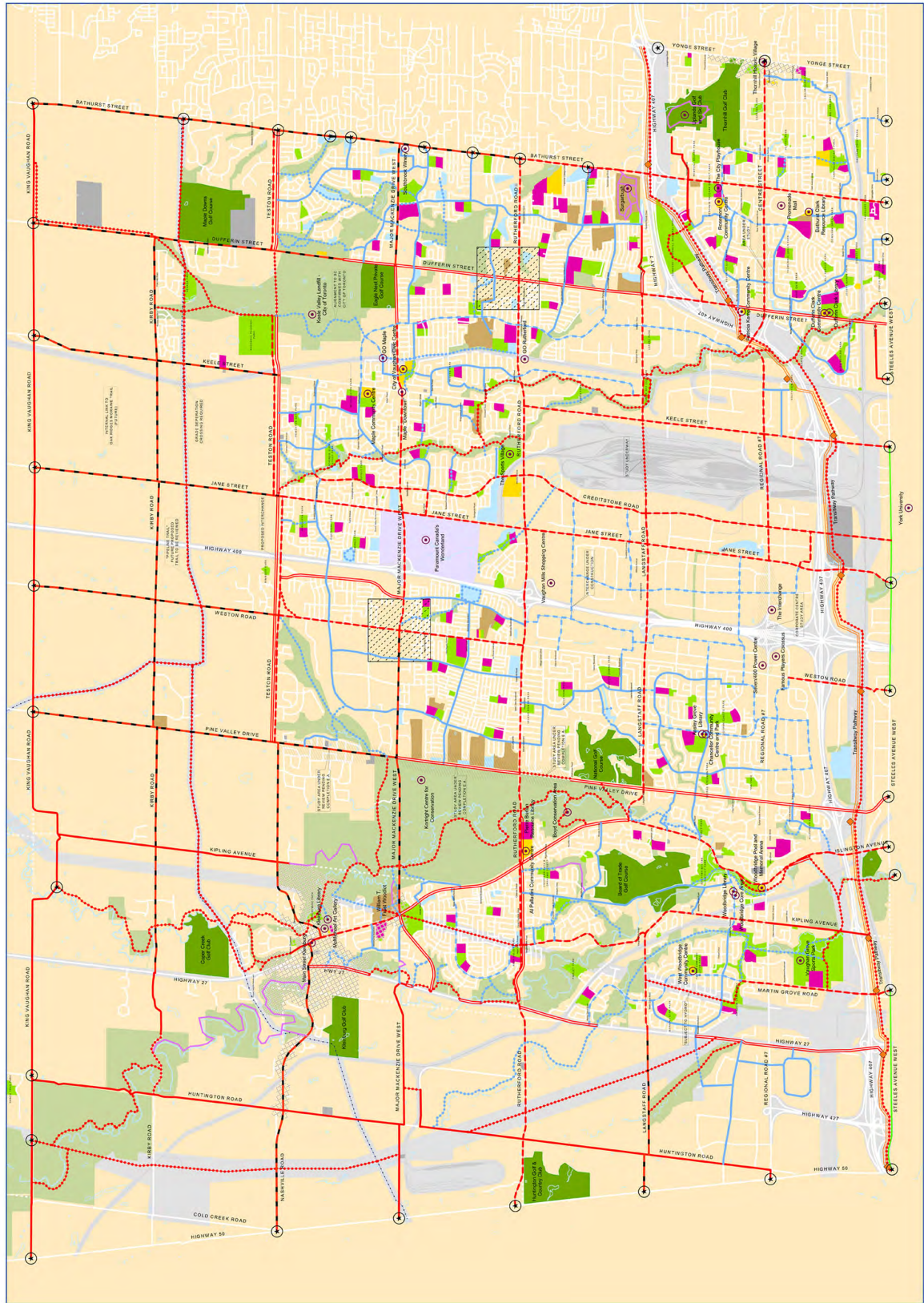
Phase Two: 6-10 years



Phase Three: 11-25+ years

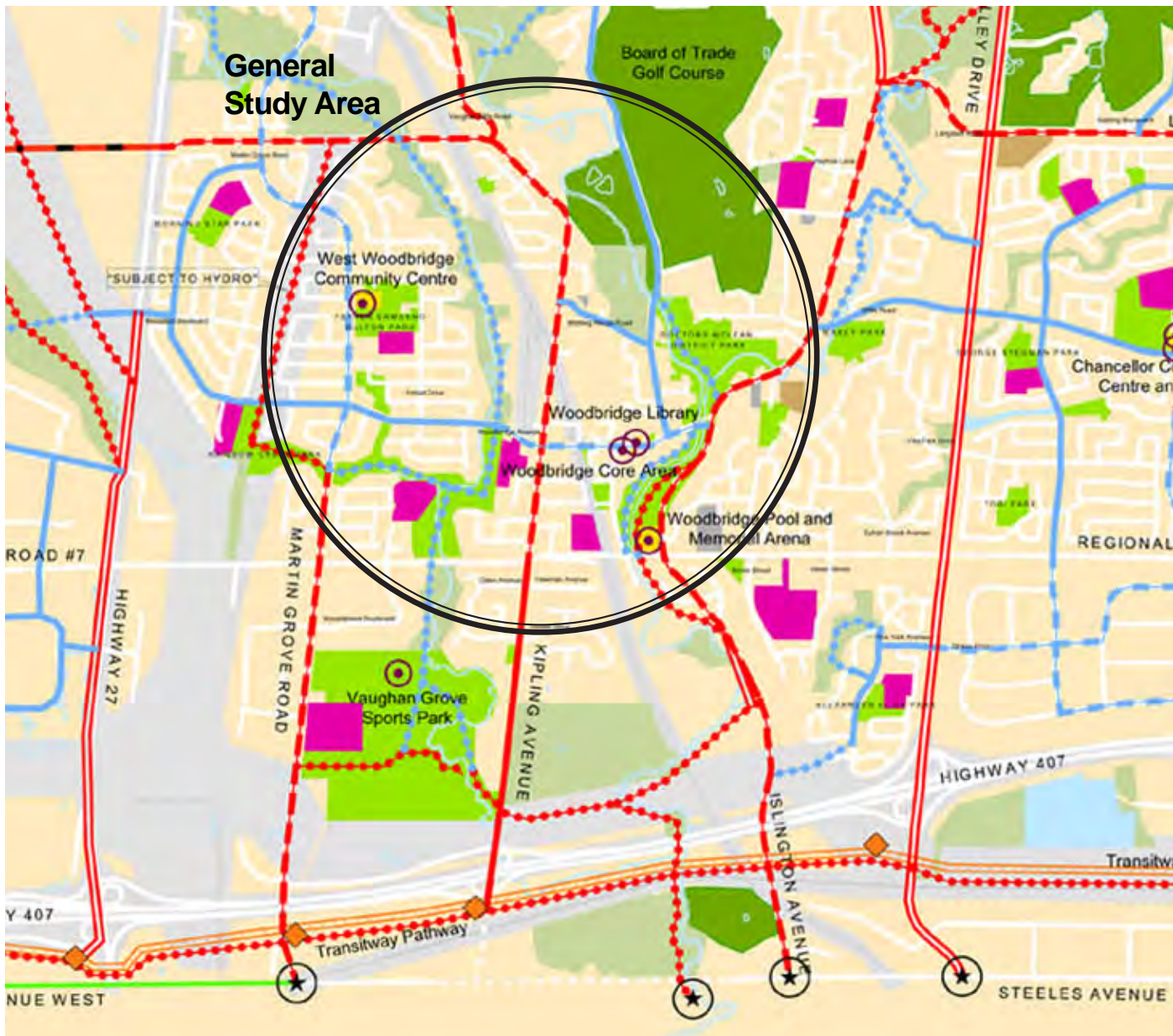
Schedule 4.25: City of Vaughan Pedestrian and Bicycle Master Plan Trail Phasing







# 4.0 URBAN DESIGN POLICIES



## Class 1 Multi-use Recreation or Boulevard Pathway

- Community Multi-use Recreational Pathway (CMRP)
- Neighbourhood Multi-use Recreational Pathway (NMRP)
- Community Multi-use Boulevard Pathway (CMBP)

## Class 2 Bike Lane / Paved Shoulder / Sidewalk

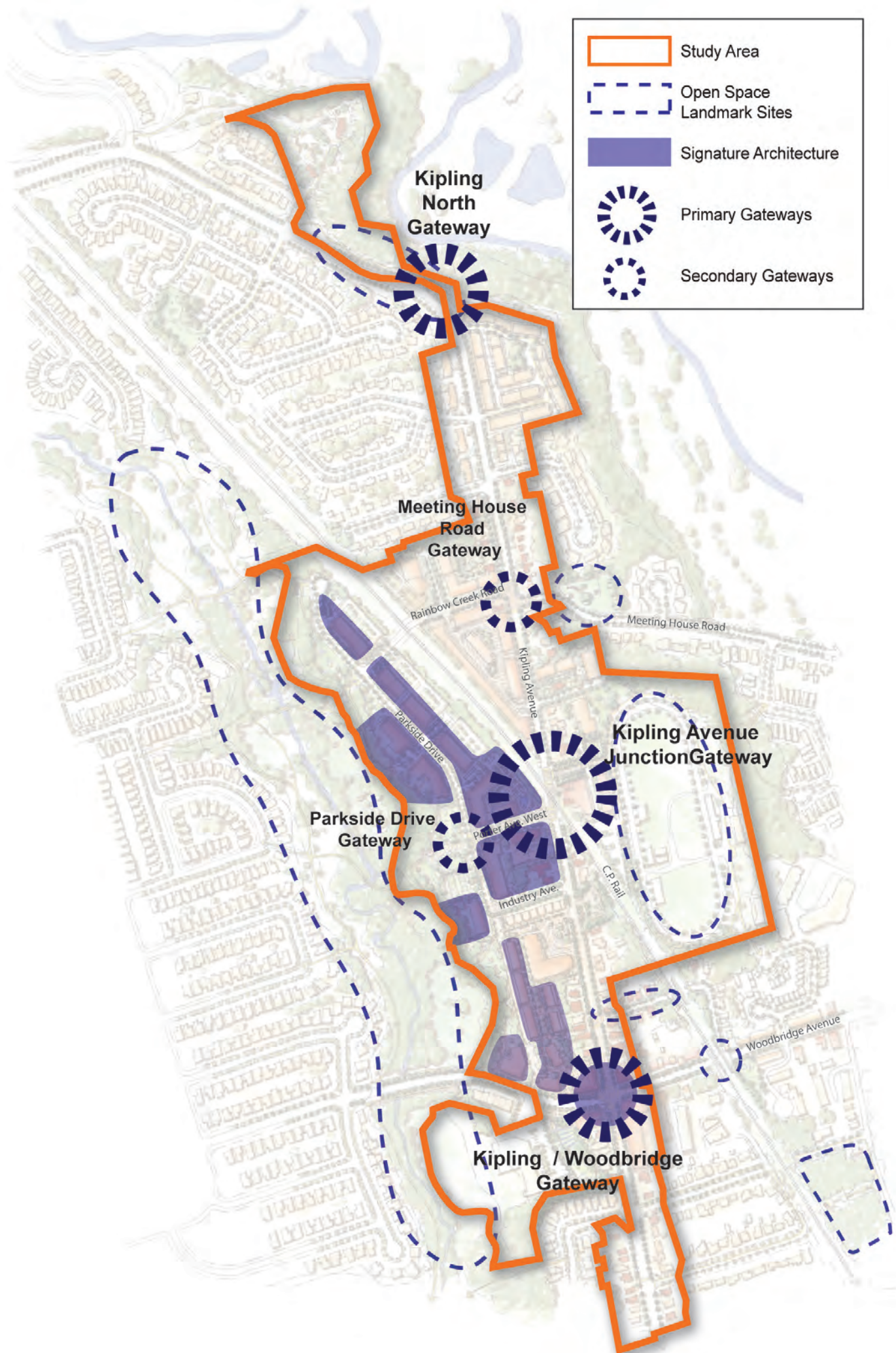
- Community Bike Lane - Formal pavement marking and signing (CL)
- Neighbourhood Bike Lane - Formal pavement marking and signing (NL)
- Community Paved Shoulder Bikeway - Signed as bike route (CSB)

## Class 3 Bicycle Signed Route / Sidewalk

- Neighbourhood Signed Bike Route - No formal facility or pavement markings (NR)
- Community Signed Bike Route - No formal facility or pavement markings (CR)

Schedule 4.27: City of Vaughan Pedestrian and Bicycle Master Plan Study - Kipling Avenue Corridor Context





Schedule 4.28 Landmark Sites and Gateways



# 4.0 URBAN DESIGN POLICIES

City of Vaughan's Pedestrian and Bicycle Master Plan.

- The new trail system proposed in the Vision should expand and enhance the City of Vaughan's Pedestrian and Bicycle Master Plan. (Schedule 4.25 and Schedule 4.27)
- All existing and proposed parks and public open spaces within the Corridor should be connected to, and made accessible by, the new trail network.
- The bike trail along Kipling Avenue should be incorporated in the Streetscape Master Plan for Kipling Avenue in the form of bike lanes, as proposed in the City of Vaughan's Pedestrian and Bicycle Master Plan - see Section 4.10 Transportation.
- Where possible, Neighbourhood and Valley trails should be accessible from Kipling Avenue and access points should be demarcated with trail signage that is in keeping with the overall vision for signage and wayfinding. TRCA should be consulted prior to the finalization of pedestrian trail connections and access points in the valley, where TRCA permit approval will be required and any proposed trail system will need to comply with the VSCMP as well as their trail guidelines.

## 4.6.3 Landmark Sites, Gateways and Nodes (Schedule 4.28)

Landmarks, nodes and gateways 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.

### 4.6.3.1 Landmark Sites / Signature Architecture

- The Landmark Sites, as identified in Schedule 4.28, include locations for signature architecture and open spaces. Collectively, these sites should help define the Kipling Avenue Study 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.

#### i. Open Space Landmarks

Most of the open space landmark sites are heritage features and are dispersed along the Avenue. These sites constitute a variety of forms from memorial sites at a small scale to the Fairgrounds and Rainbow Creek at a much larger scale. Most of the sites are not immediately visible from Kipling Avenue and provide an element of surprise and discovery along the Avenue. The accessibility to, and visual presence of, such sites should be enhanced through measures such as discrete signage, trail connections, enhanced landscaping, visible art elements, and mapping of the sites posted at the nodes along Kipling Avenue.

- The open space landmark sites should 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 should be considered as a first priority such as, enhanced landscaping and additional tree



Quality built form that is integrated within the landscape environment - Vancouver, B.C.



Innovative design and “fine grained” built form with a variety of building volumes, and variety in pedestrian open space environments - Vancouver, B.C.



Pedestrian accessibility and mid-block connections - Vancouver, B.C.

planting for the mature canopy of the northern gateway landmark site, which can then be augmented by an architectural feature within the landscape as a terminus to the Avenue.

## ii. Signature Architecture Landmarks

Most of the significant built form landmarks are focused around the new neighbourhood development west of Kipling Avenue and the entrance gateway buildings at Porter Avenue West; as well as the Woodbridge/Kipling Gateway.

- The design of the buildings should reinforce the distinct character of the area and showcase a high quality of architecture and materials.
- The collective of new buildings proposed within the new Parkside Drive neighbourhood should together, display a landmark quality and stature that will contribute to the enhancement of the river valley and define the scenic character of Parkside Drive. The built-form should demonstrate high quality materials and innovative design that allows for physical and visual integration and interplay of the valley landscape and that provides a human scale comfort for pedestrians. Built-form elements should include having numerous openings and mid-block pedestrian connections to the valley; visually accessible courtyards and gardens; as well as terraces, balconies, and green roofs as outdoor amenity space and as opportunities to landscape at each above grade level.
- The same should apply for the buildings proposed for the Woodbridge/Kipling Gateway, which collectively, should display a language of architectural features that defines and demarcates the node as a key focal point. Buildings should also work individually to provide a diversity and interest in architectural form that establishes a pleasing and comfortable built form and public realm.
- The buildings at the Woodbridge/Kipling Gateway should also contribute to the visual interest as seen from the Woodbridge Core with architectural elements and function to orient people towards the Core.
- Individually, each building should contribute to the architectural diversity and interest along Parkside Drive, and to the visual interest of the valley corridor and public open spaces, with architectural features that provide identifiable visual landmarks from the neighbourhood west. All buildings along the valley edge should therefore front the street as well as the valley and back building uses such as servicing and parking entrances should be visually hidden from the valley, parks and pedestrian trails.
- Buildings at the new Porter Avenue West gateway should display a corner articulation as a focal point to the entrance

of Parkside Drive and to frame views west toward the river valley.

- Buildings at the “Rail Junction Public Square” should enhance the existing heritage United Church building and tower and other heritage properties, and should contribute with visually prominent elements to demarcate the public square along the Avenue and to frame views toward the river valley west.
- Buildings around the public square should have architectural features that enhance the quality of public areas, reinforce neighbourhood and district identity, and provide a sense of enclosure and orientation for the public realm.

### 4.6.3.2 Primary Gateways

The primary gateways are located at the Woodbridge and Kipling Avenue Intersection, at the “Rail Junction Public Square”, and at Kipling Avenue North at the bend of the road. The primary gateways serve to define the boundaries of the Study Area in terms of establishing an identifiable character, place, and quality. Each gateway is considered as a distinct node with unique characteristics.

- **Woodbridge Avenue and Kipling Avenue Gateway:** A framing of higher density development, signature architectural buildings, and at-grade pedestrian activity and a new pedestrian public square define this Gateway. Buildings should 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 should 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 should incorporate trail signage and way-finding information.



# 4.0 URBAN DESIGN POLICIES

## 4.6.3.3 Secondary Gateways

The secondary gateways are located at Meeting House Road and at the intersection of the new Parkside Drive and Porter Avenue West.

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

## 4.6.3.4 Potential Public Art Sites

Public art can help to establish a unique identity and can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Key locations for public art that have been identified include the primary and secondary gateway nodes, especially those that are defined with heritage sites, new and existing parks, parkettes and public squares. There are also opportunities to display public art in the Fairgrounds, such as in the form of a gateway treatment or as a focal point to guide views out towards the valley.

- Public art may include memorials, statues, water features, or individual art installations and can be incorporated in street furniture, signage and wayfinding, and should be located at visually prominent sites, public squares, parks, gateways, along sidewalks, at trail heads and/or in association with public and heritage buildings.
- Art installations associated with heritage sites should contribute to and not take away from the heritage character, architecture and quality of the heritage building and landscape.
- Art installations associated with the valley corridors should contribute to and not take away from the quality and character of the landscape and natural system, should not interrupt key views and vistas, and should not be disruptive of the natural flora and fauna of the valley lands. Any art interventions within the valley systems should be reviewed and approved by the TRCA.
- Public art installations should serve as accents to the Study Area, as orienting devices for moving about, and as focal points in public open spaces.
- The scale of art installations should correspond to the visual prominence of the site.

## 4.6.3.5 Transit and Trail Node

- Three gateway nodes along the Avenue, as illustrated in Schedule 4.16 and 4.17, are identified as key locations for

information kiosks for pedestrian and bike trails as well as bus routes, and should be incorporated in a signage and wayfinding strategy for the Avenue.

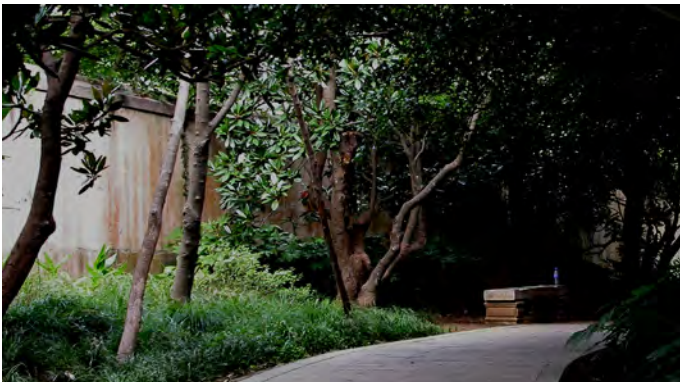
## 4.6.4 Public Realm Enhancements

Public realm enhancements and increased parkland can be achieved through the following measures:

- Land use designations of Parks or public squares as identified in the General Land Use Plan of this OPA, or public realm improvements will be negotiated through the City's development processes and can be achieved through:
  - a) The Private Sector - via private development agreements in the form of parkland dedication, where such lands will be developed and conveyed to the City of Vaughan for parkland or public realm improvement purposes.
  - b) The Public Sector - via ongoing municipal capital improvement programs aimed at parkland acquisition, parkland development and streetscape improvements as identified in the Streetscape Master Plan as well as other future streetscape initiatives.



Enhanced Use of the Fairgrounds



Accessible Private Open Spaces



4.6.5 Private Landscape Enhancement Opportunities

Private open spaces are key components of the public realm and while some of these spaces may have limited or restricted public use, they play a significant role in contributing to the overall beautification and open space amenity base for the Kipling Avenue Corridor and should be integrated in the overall network of open spaces. In addition to the general beautification and enhancement of private landscapes, there are two small private open space opportunities within the Corridor and one large significant open space as identified in Schedule 4.24 that should be considered in terms of contributing to the total open space system: two new parkettes proposed within approved development applications, and the Fairgrounds.

4.6.5.1 The Fairgrounds

The Fairgrounds, approximately 8 ha (19 acres) in size is one of the largest heritage resources and “manicured” open spaces within the community. These lands should remain as a key public amenity and be considered for landscape improvements as part of the overall open space vision. In addition to the recommendations for landscape enhancements for the Fairgrounds outlined in Section 4.6.1.3, the following guidelines should be considered:

- Portions of the Fairgrounds should remain publicly accessible as part of the trail system and offer public views to the valley.
- The City should seek to negotiate additional and more frequent use of the lands and consider a cost sharing agreement for maintenance and up-keep for additional uses.
- Landscape enhancements should consider the historic patterns of the landscape development and strive to improve the qualities and character that reflect the Fairgrounds’ heritage.

4.6.5.2 Private Open Spaces

Because there are few opportunities to implement neighbourhood parks and parkettes within the corridor, any park that is within private holding must contribute, at least, to the beautification of the Corridor in the form of enhanced landscaping, should be at least visually accessible to the public and should be a connected part of the open space network.

4.6.6 Specific Parks and Open Space Policies

The following Parks policies apply to the Amendment Area:

- Lands for park purposes shall be provided at a ratio of 5%

of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for the Planning Act.

- The City may acquire lands anywhere within the Amendment Area for the purposes of establishing parkland. The parkland designated by this Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process.
- Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.
- All development applications may be required to identify a potential location for an urban square, to the satisfaction of the City.
- Where the City has determined that parkland dedication is not required on an individual development site, cash-in-lieu of parkland dedication shall be payable to the City in accordance with the Planning Act and the City’s cash-in-lieu policy.
- All parkland design and construction shall be carried out by the City in accordance with the City’s Development Charges By-law. However, in the event that the City and the relevant landowner agree that the owner will develop the park, the design, securities and construction for the park will be addressed through an agreement in accordance with the City’s “developer-build/parks development policy”.
- Public squares are intended as formal spaces for passive recreation, in support of the adjacent development. Urban squares should address the following design guidelines:
  - a. Public squares are to be planned as focal points;
  - b. Relationships with adjacent buildings should provide optimal sunlight penetration, skyview and wind conditions;
  - c. Streetscape and buildings that abut a public square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;
  - d. Buildings should front onto a public square to create built form edges to the public space;
  - e. The landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
  - f. Entry and access points should be located conveniently and incorporate civic design themes; and
  - g. Hard and soft landscape elements and



# 4.0 URBAN DESIGN POLICIES

features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

## 4.7 Environmental Policies

- Redevelopment of lands for residential purposes on lands currently occupied by industrial uses, and abutting or adjacent to industrial uses or CPR lands, shall require that the City and the Ministry of the Environment and Energy be satisfied that there are no environmental or land use impacts. A Phase One and Two Environmental Report shall be submitted.
- Development shall occur in a manner consistent with the City's philosophy of ecosystem planning which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:
  - a. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Amendment Area from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff.
  - b. To ensure that environmental impacts are addressed in an ecologically responsible manner, consistent with the City's environmental policies.
  - c. To encourage environmental remediation measures within new developments, where appropriate.
  - d. To encourage the use of passive and active renewable energy sources, where appropriate.
  - e. To encourage the use of 'green' technologies in the design of new buildings and infrastructure, where appropriate, by providing easy access to public transit.
  - f. To reduce vehicular dependency by locating residential and work related uses in proximity to one another in order to encourage residents to both live and work in vicinity, and by providing easy access to public transit.

## 4.8 Stormwater Management Ponds

- Stormwater management facilities shall be permitted in all land use designations.
- The location and configuration of the stormwater management facilities shall be defined when plans of subdivision and site plans are prepared. Stormwater management facilities can be located without an Amendment to this Plan, subject to the agreement of the City and the TRCA, provided they are consistent with the objectives and policies of this Plan.
- Appropriate stormwater management practices shall be followed to the satisfaction of the City and the TRCA, development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls, and underground facilities) will also be considered as an option for the treatment of stormwater within the Amendment Area.
- In accordance with the established policy, stormwater drainage facilities will be designed to the satisfaction of the City, in consultation with the TRCA, the Ministry of Natural Resources and the Ministry of the Environment and Energy.
- Stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment if feasible.
- Stormwater facilities will be designed, wherever possible, as attractive community amenities and to provide functioning wildlife habitat.

## 4.9 Servicing and Utilities

- Development within the Amendment Area shall be on the basis of full urban water, wastewater and stormwater management facilities.
- New infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electrical supplies, required to serve proposed development, shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

### Utility Buildings

- Utility buildings are to be located discretely within the community where they will not be highly visible. Where possible, they should be located within a landscaped area in close proximity to, or within a storm pond facility block. Locations shall be determined at the Block Plan or Draft Plan of Subdivision stage.
- When located in an open space area or storm water

management pond block, the utility building should be treated as a feature and given architectural design emphasis.

- The appearance of utility buildings should be integral to the overall streetscape.
- The exterior appearance of utility buildings should exhibit residential design characteristics.
- The use of pitched roofs, articulated street-facing walls and exterior materials which are harmonious with the residential architecture of the community (ie. Brick and/or stone).
- Associated air condition units and/or mechanical equipment are to be oriented as far away as possible from adjacent residential areas, school buildings and play areas.
- Integrated landscaping should be provided around the utility building.

## 4.10 Transportation

The Transportation System for the Kipling Corridor Study Area has been developed to provide a safe, efficient, pedestrian oriented movement system. It will enable a variety of multimodal uses to function in a well balanced way, and meet the needs of future development in the area. The Transportation System is defined by a new Street Network and a Streetscape Master Plan, and is supported by a Transportation Study as described below.

### A Street Network

The street network supports a vision that shifts the dependency of vehicular use to other transportation modes such as transit, cycling, and walking. The Vision recommends the type of development that supports this multimodal shift in order to reduce the need for future road widening as the study area grows. Other current initiatives such as the City of Vaughan's Bicycle and Pedestrian Trail Master Plan also seeks to establish a shift in use in order to create a healthier pedestrian friendly environment and encourage healthier lifestyles. Section 4.3: Block Pattern, Street Network and Linkages, describes the functioning of each component of the road network in relation to the Vision principles and objectives, and the policies that ensure the desired outcomes for the future of the area.

### A Transportation Study

The criteria established for the movement system is guided and supported by a Transportation Study for the area. The Transportation study is meant to guide decisions around the amount of future development being proposed for the Corridor, establish informed projections for future transportation conditions and provide the City of Vaughan with conclusions and recommendations for future transportation and land use development and implementation.

Key conclusions and recommendations of the transportation Study are:

- Currently the entire Kipling Avenue Corridor is operating at acceptable levels of service.
- The entire Corridor will approach its roadway capacity with the proposed development scenario. The Plan encourages a shift in environment that caters to cyclists and pedestrians, slower speeds to calm traffic, and an increase in the orientation to transit.
- Much of the vehicular traffic congestion in the area currently is due to background traffic (vehicular trips through the area, rather than from the area).
- As the proposed development scenario is built out, the increased local traffic will have the effect of reducing through traffic from other areas.
- There are opportunities to revise the Kipling Avenue street cross section north of Woodbridge to include single-sided on-street parking and the addition of two bike lanes.
- There are opportunities to redesign Kipling Avenue south of Woodbridge Avenue to have two travel lanes, two parking lanes, and bike lanes.

### A Streetscape Master Plan

A Streetscape Master Plan has also been developed as a component of this study, which describes the functioning of key aspects of the street network to a greater level of detail and in conjunction, has also guided the development criteria for the street network, (See the following Section 4.11: Detailed Streetscape Design). The Streetscape Master Plan is appended to this report.

The main objectives of the Streetscape Master Plan with respect to the Transportation System are as follows:

- Walkable, connected pedestrian oriented streets.
- A reduction of road widths providing ample opportunity for enhanced landscaping and generous sidewalks.
- Reduced front car parking garage access onto Kipling Avenue and the development of rear lane access where possible.
- Defined street edges with frontages to the street.
- An elimination of surface parking fronting public streets.
- Publicly accessible streets, discouraging private roads and laneways.
- A cohesive character and identity for each street typology.
- On-street parking and bike lanes where possible.
- Safe street and rail crossings.
- An identification of opportunities for enhanced streetscape treatments and pedestrian priority zones.
- Increased transit service and streetscaping that supports increased transit use.



# 4.0 URBAN DESIGN POLICIES

## 4.10.1 Street Network

The Street Network for the Kipling Avenue Corridor area is shown in Schedule 4.15. Notwithstanding which, any additional road, public or private, that is deemed by the City to be necessary to the efficient implementation of this Street Network can be constructed without further amendment of this plan.

Reduced roadway and transit standards should be encouraged in order to minimize street widening and increase the opportunity for a generous public realm.

- Travel lanes - 3.0 - 3.3m wide
- Combined Travel and Transit lanes - 3.75m wide
- Transit lanes - 3.75m wide
- On-street parking lanes - 2.5m wide
- Bike lanes - 1.45m - 1.5m

## 4.10.2 Street Connections and Linkages

The Vision strives to achieve a pattern of streets and blocks that enable the present and future development of complete and accessible neighbourhoods for the study area. As stated in Section 4.3: Block Pattern, Street Network and Linkages, achieving a permeable block system and a fine network of vehicular and pedestrian connections is desirable. As well, establishing new access points and linkages to main streets, parks, public amenities and new residential development is an integral component in the development of the Corridor and in shifting the existing vehicular oriented transportation system to a pedestrian oriented, multi-modal system.

Additional study and site review should be undertaken to ensure that the values inherent in the Transportation Framework are achieved and are in keeping with the long term Vision for the Study Area.

## 4.10.3 Public Transit

The street cross-section for Kipling Avenue allows for the continued accommodation of a southbound transit loop as well as the opportunity for increased service. The existing transit loop travels from Woodbridge Avenue west, north along Martin Grove Road to Langstaff Road, and south along Kipling Avenue to Woodbridge Avenue east. As the Corridor develops, a full time transit service along Kipling Avenue is recommended especially as the new Rainbow Creek Neighbourhood develops.

As well, improved transit facilities should be provided such as increased transit stops, bus shelters and signage. Transit furnishings should be complimentary to the Streetscape Master

Plan design and should be considered holistically along with other street furniture, prior to implementation of the Master Plan. Transit furnishings should also be complementary to the heritage character and should be reviewed by the City of Vaughan Cultural Services Staff and Planning Department Staff.

## 4.10.4 Parking

- All streets should be considered for on-street parking, especially along Parkside Drive to ensure public access to the river valley trails and parks.
- On-street parking should be accommodated along the main streets such as Kipling Avenue and Woodbridge Avenue as it provides a safety buffer for pedestrian movement and increases the opportunity to establish a healthy commercial presence.
- Wherever possible, and as redevelopment occurs, parking garages and front parking access should not be allowed along Kipling Avenue with the exception of the existing heritage buildings that already have this condition. Parking access and garages should be located at the rear of buildings.
- Parking and servicing access to buildings should not be allowed to front Kipling Avenue.
- Landscaping, fencing, architectural elements and other appropriate screening treatments should be provided to reduce the impact of at grade parking (where existing) and service areas, and contribute to the visual continuity of the public realm, ensuring that safety and security measures are maintained.
- Wherever possible, the City shall encourage cash-in-lieu of parking, pursuant to the provisions of the Planning Act and Municipal Act.

## 4.11 Detailed Streetscape Design

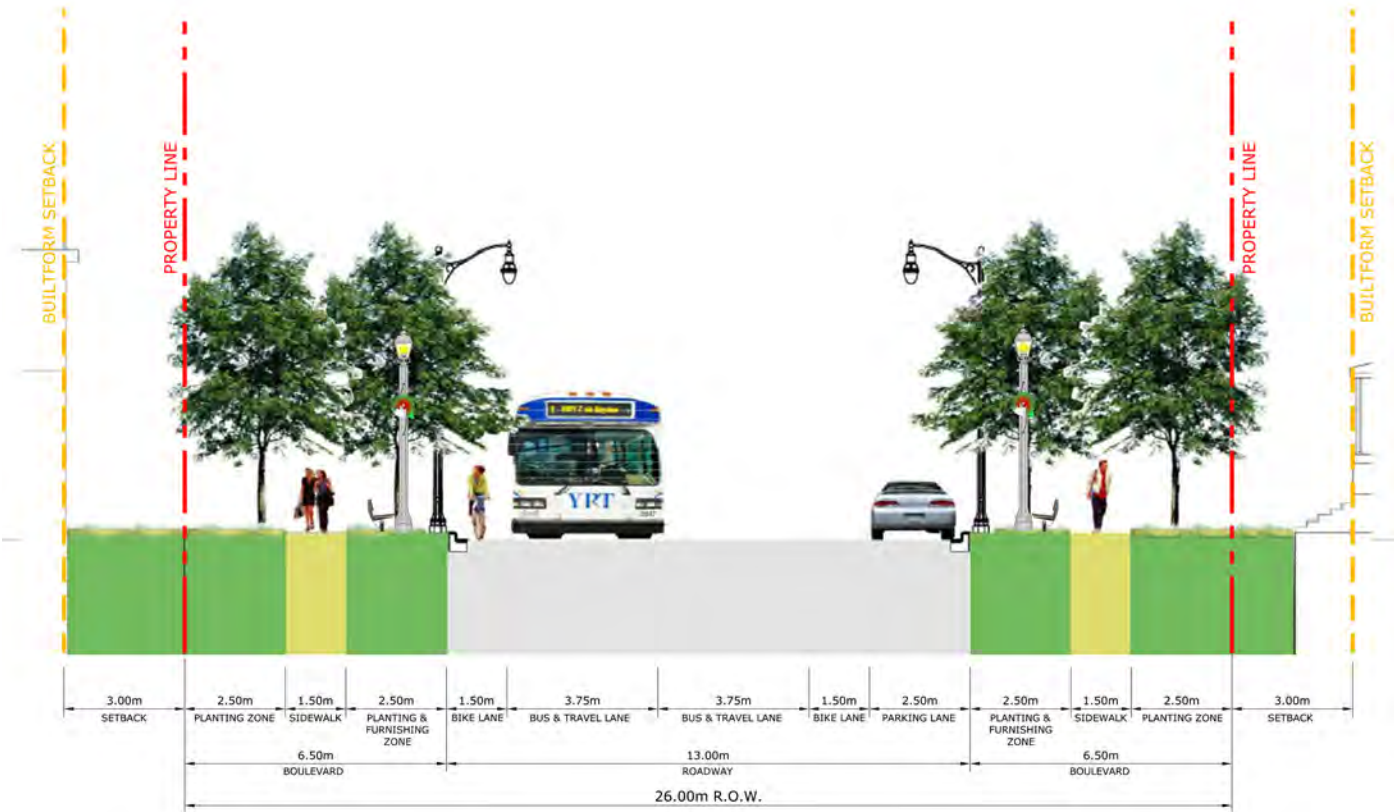
(Schedules 4.29 - 4.37)

The general characteristics of each street section is outlined in this section and further streetscape details are defined in Section 4.4: Built Form and Framework Guidelines. The Detailed Streetscape Guidelines should be considered in conjunction with the Built Form Framework Guidelines. The illustrated street sections can be reviewed at a larger scale in the Kipling Avenue Corridor Study, Appendix B: Streetscape Master Plan.

### 4.11.1 Kipling Avenue North - Primary Main Street

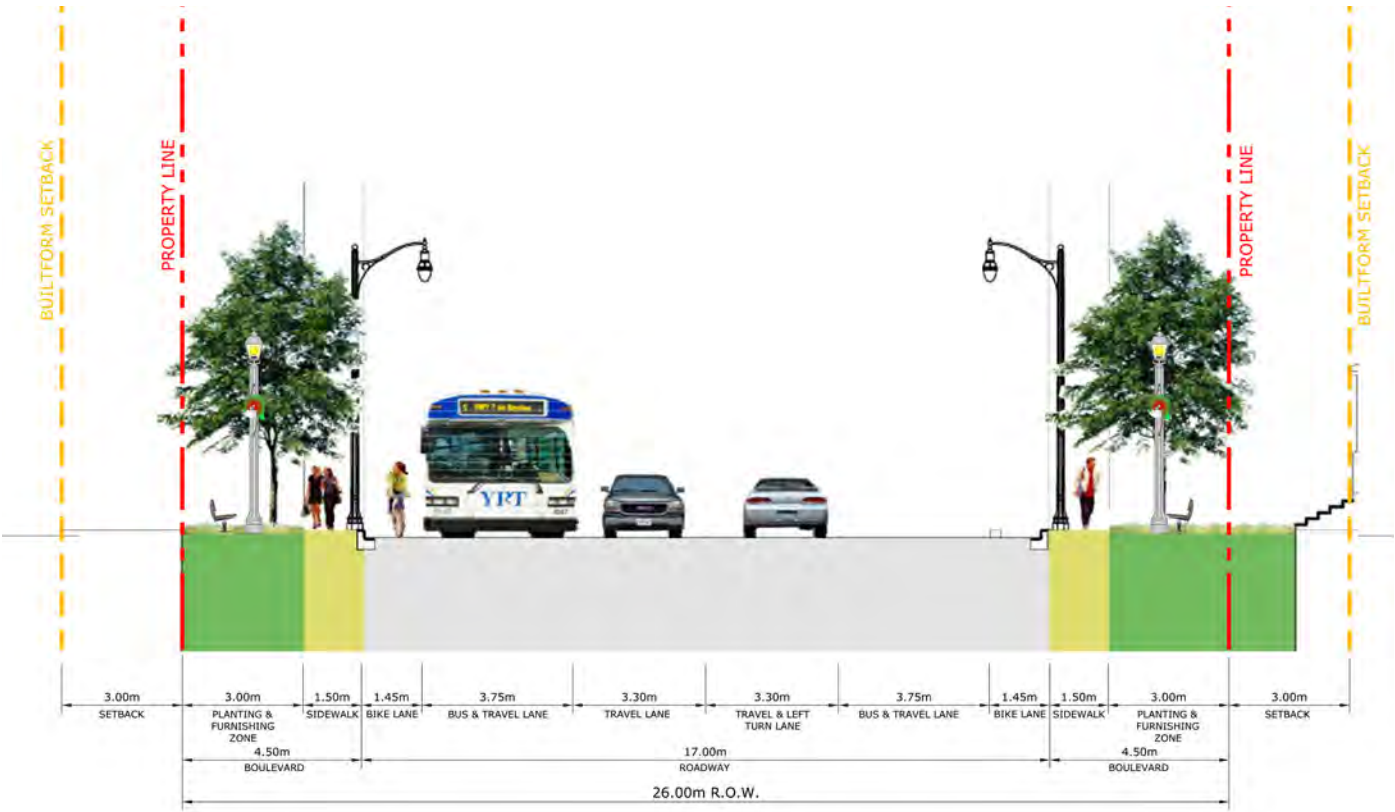
- R.O.W. = 26 m
- Two travel lanes = 3.75 m (to accommodate buses)
- Parking lane = 2.5 m (on east side of street)
- Two bicycle lanes = 1.5 m (one on each side of the street)
- Average pavement width = 13 m

Kipling Avenue North - Primary Main Street



Schedule 4.29: Street Section/Elevation - Kipling Avenue North - Primary Main Street - View North  
(not to scale - refer to appendix B for a full page view of each of the sections)

Kipling Avenue South - Primary Main Street



Schedule 4.30: Street Section/Elevation - Kipling Avenue South - Primary Main Street - View North  
(not to scale - refer to appendix B for a full page view of each of the sections)



# 4.0 URBAN DESIGN POLICIES

- Boulevard width = 6.5 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 3 m

## 4.11.2 Kipling Avenue South - Primary Main Street

- R.O.W. = 26 m
- Two travel lanes = 3.3 m (one as a left turn lane at intersection)
- Two bus and travel lanes = 3.75 m
- Parking lane = (off peak parking use of travel lane on east side only)
- Left turning lane = at Kipling Avenue and the Highway 7 intersection
- Two Bicycle lanes = 1.45 m (one on each side of the street, the east lane to have a dedicated curb edge or rumble strip to the adjacent travel lane)
- Average pavement width = 17.0 m
- Boulevard width = 4.5 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 3 m

## 4.11.3 Woodbridge Avenue East - Primary Main Street

- R.O.W. = 20 m
- One Travel lane = 3.3 m (travel and turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lanes = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 10.8 m (15.8 m including lay-by parking east of intersection)
- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)
- Boulevard width = 4.0 m (on north side of the street), 5.2 m (on south side of street, including bump-out)
- Sidewalks = 1.5 m (on both sides of the street)

## 4.11.4 Woodbridge Avenue West - Primary Main Street

- R.O.W. = 26 m
- Two Travel lanes = 3.3 m (travel and dedicated turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lanes = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 14.1 m (19.1 m including lay-by parking east of intersection)
- Boulevard width = 5.95 m (on both sides of the street)

- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)

## 4.11.5 Parkside Drive - Secondary Street

- R.O.W. = 20 m
- Two Travel lanes = 3.25 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 9 m
- Boulevard width = 5.50 m (on both sides of the street)
- Sidewalks = 1.5 m sidewalks (on both sides of the street)
- Minimum setback for buildings = 3 m

## 4.11.6 Rainbow Creek Road - Local Connector

- R.O.W. = 20 m
- Two Travel lanes = 3.25 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 9 m
- Boulevard width = 5.50 m (on both sides of the street)
- Sidewalks = 3.5 m zone (on both sides of the street with integrated street tree planting and landscaping)
- Minimum setback for buildings = 3 m

## 4.11.7 Industry Avenue - Local Connector

- R.O.W. = 17.5 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m on north side
- Left turning lane = none
- Average pavement width = 8.5 m
- Minimum setback for buildings = 3 m
- Sidewalks = 1.5 m (on north side of the street)

## 4.11.8 Porter Avenue East - Special Character Street

- R.O.W. = 20 m
- Two travel lanes = 3.5 m
- Parking lanes = none
- Left turning lane = none
- Average pavement width = 7.0 m
- Sidewalks = 8.5 m pedestrian promenade on the south side (2.5 m and 3.0 m double sidewalk with integrated pedestrian furnishings), and a 4.5 m promenade on the north side (2.5 m and 2.0 m double sidewalk)
- Minimum setback for buildings = 4.5 m

4.11.9 Porter Avenue West - Special Character Street

Porter Avenue West is considered a local connector street within the street network but can only function as a one way out to Kipling Avenue due to C.P. Railway setback and sight-line restrictions at that location. Even though this street serves as a minor connector, Porter Avenue West is key to the realization of the “Kipling Avenue Junction”, functioning as a major east/ west pedestrian and bicycle link from Rainbow Creek to the Fairgrounds and beyond. This a Special Character Street that should be given the same high quality streetscape treatment as Perter Avenue East.

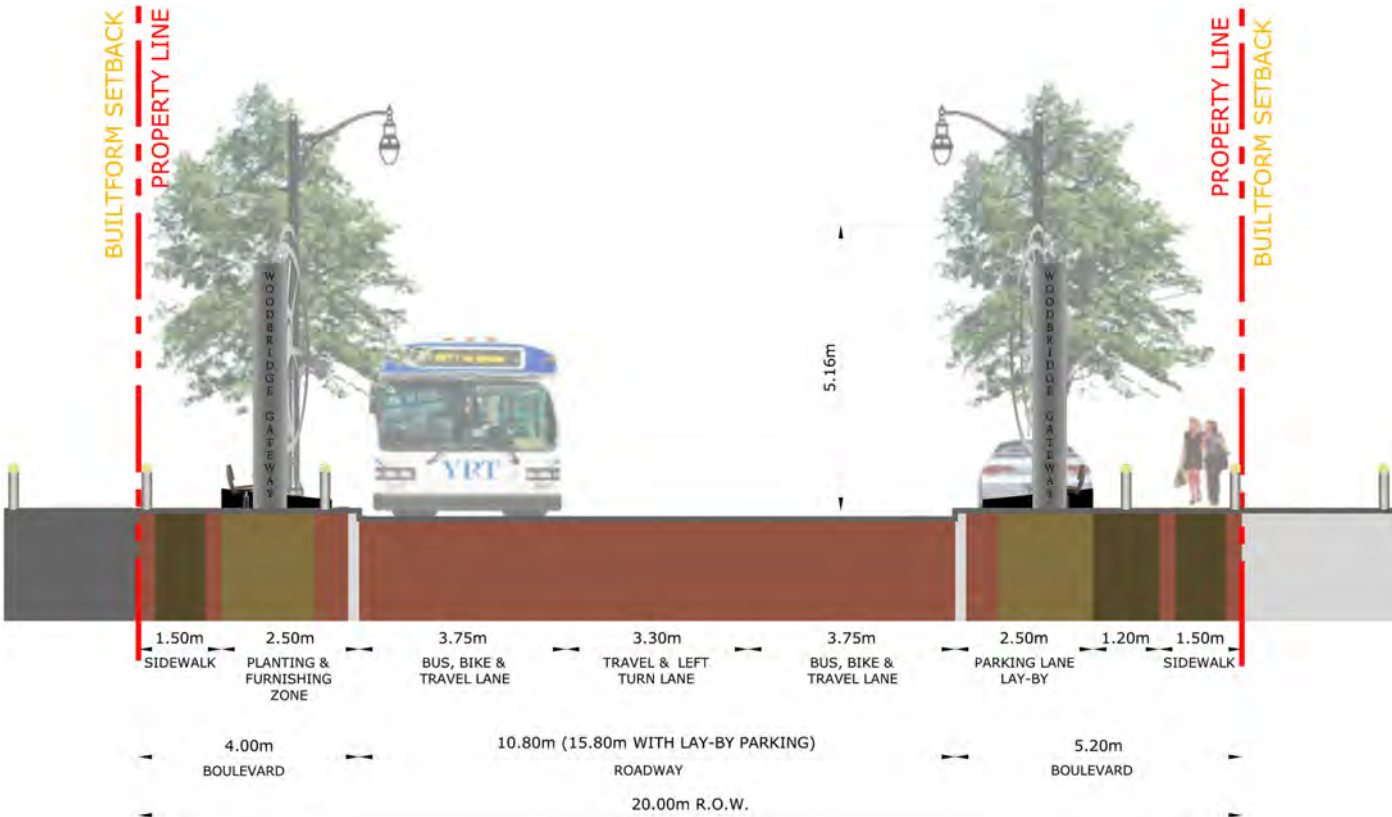
- R.O.W. = 17.5 m
- One travel lane and lay-by parking = 6.0 m (one way direction east to Kipling Avenue, and lay-by parking on north side)
- Left turning lane = none
- Average pavement width = 6.0 m (including lay-by parking)
- Sidewalks = 2.5 m on the north side of the street, and 1.5 m on the south side where possible, (considering the existing heritage church pinch point)
- Minimum setback for buildings = 4.5 m (with the exception of the existing heritage church 1.5 m pinch point to the R.O.W.)

4.11.10 Residential Streets - Typical

Residential Streets within the study area are neighbourhood streets that carry lower volumes of vehicular traffic and are pedestrian oriented in character. These streets cater primarily to the safe movement of pedestrians as a priority.

- R.O.W. = 20 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 8.5 m
- Minimum setback for buildings = 4.5 m
- Sidewalks = 2.0 m (on both sides of the street)

Woodbridge Avenue East - Primary Main Street

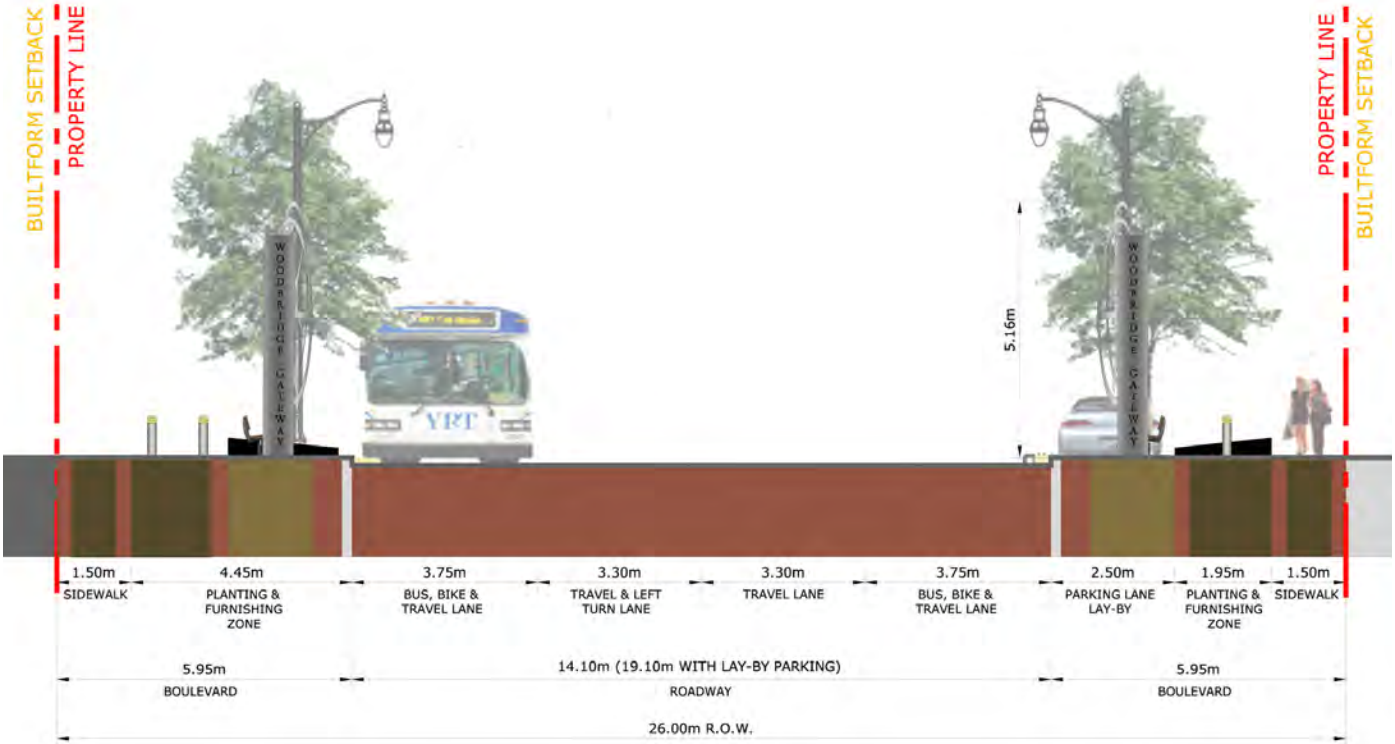


Schedule 4.31: Street Section/Elevation - Woodbridge Avenue East - Primary Main Street - View East (not to scale - refer to appendix B for a full page view of each of the sections)



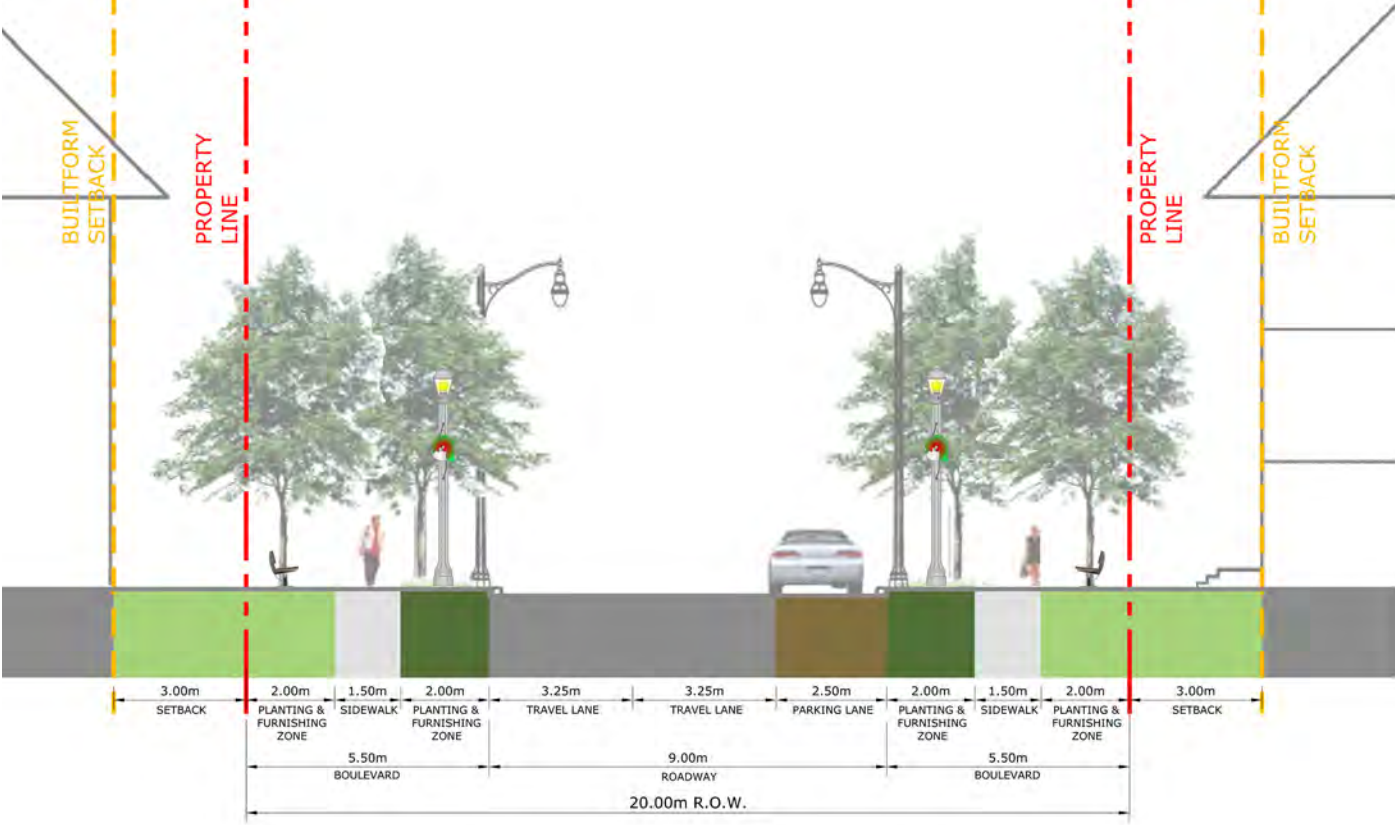
4.0 URBAN DESIGN POLICIES

Woodbridge Avenue West - Primary Main Street



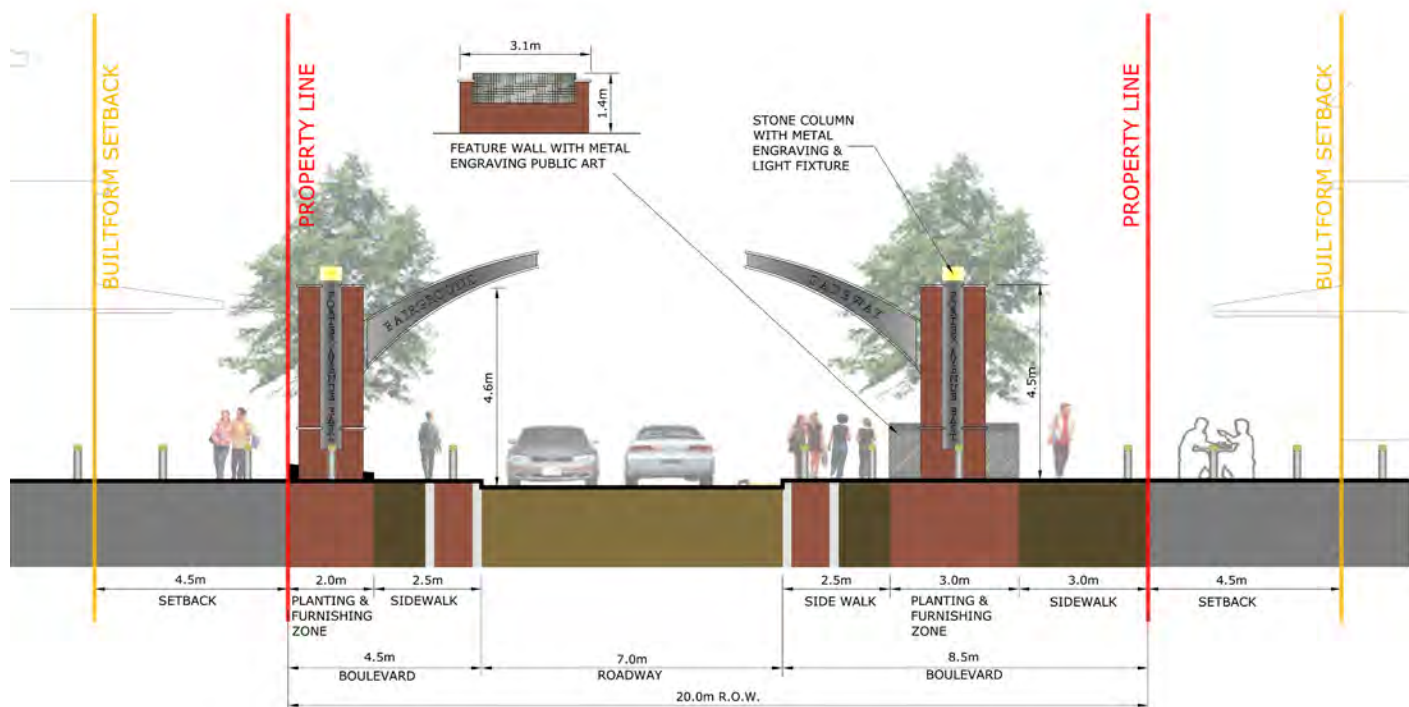
Schedule 4.32: Street Section/Elevation - Woodbridge Avenue West - Primary Main Street - View West  
(not to scale - refer to appendix B for a full page view of each of the sections)

Parkside Drive - Secondary Street



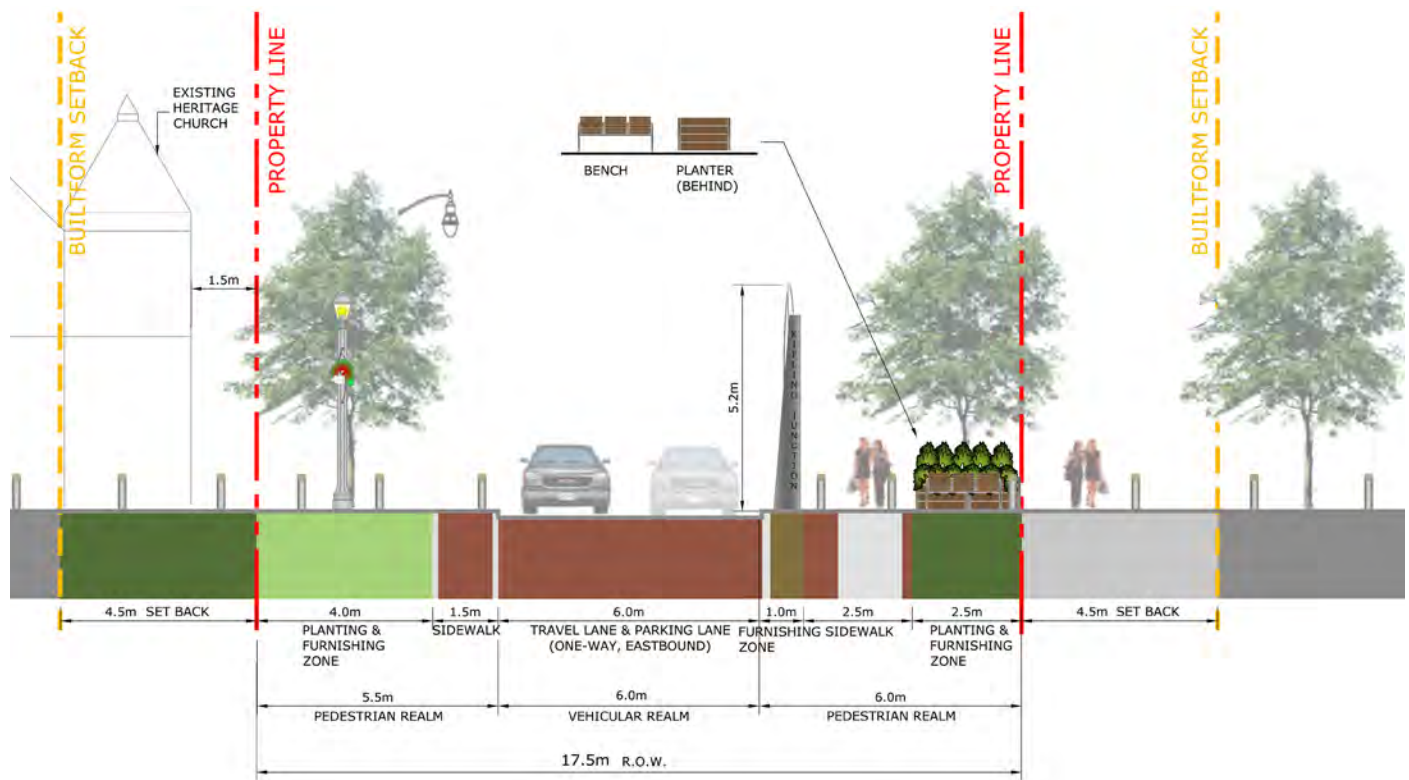
Schedule 4.33: Street Section/Elevation - Parkside Drive - Secondary Street - View West  
Rainbow Creek Road, although considered a local connector, has the same cross section as Parkside Drive  
(not to scale - refer to appendix B for a full page view of each of the sections)

Porter Avenue East - Special Character Street



Schedule 4.34: Street Section/Elevation - Porter Avenue East - Special Character Street - View East  
(not to scale - refer to appendix B for a full page view of each of the sections)

Porter Avenue West - Special Character Street

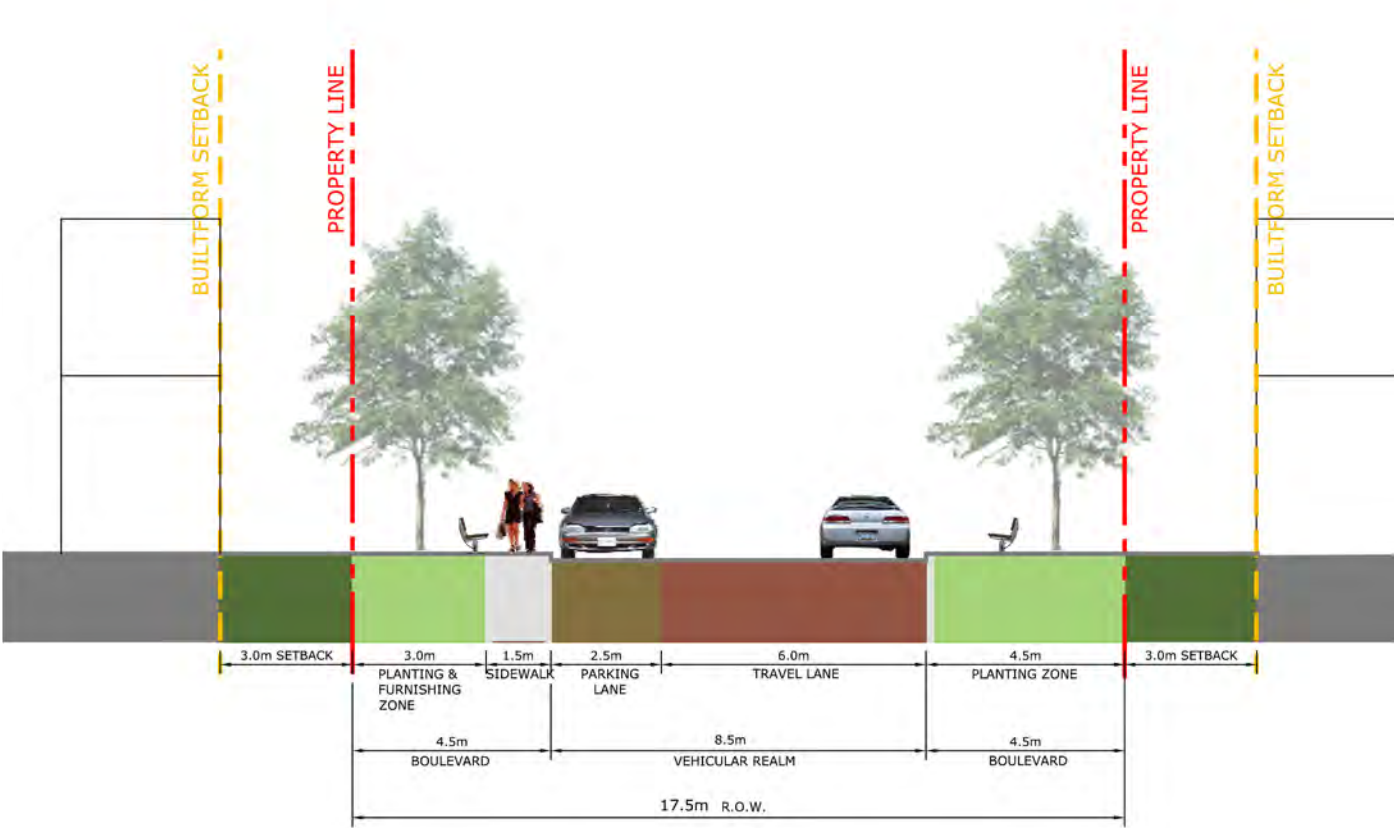


Schedule 4.35: Street Section/Elevation - Porter Avenue West - Special Character Street - View West  
(not to scale - refer to appendix B for a full page view of each of the sections)



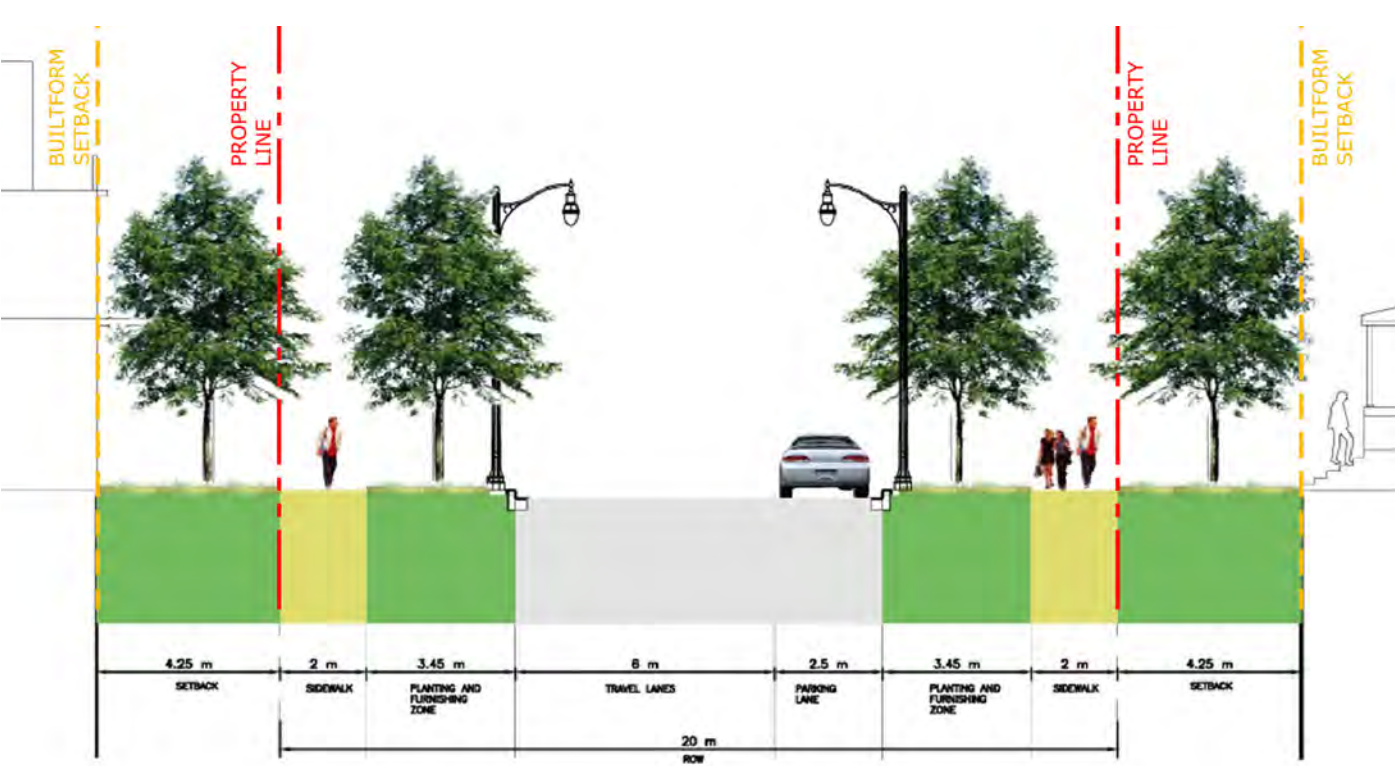
# 4.0 URBAN DESIGN POLICIES

## Industry Avenue - Local Connector Street



Schedule 4.36: Street Section/Elevation - Industry Avenue - Local Connector - View East  
(not to scale - refer to appendix B for a full page view of each of the sections)

## Residential Street - Typical



Schedule 4.37: Street Section/Elevation - Residential Street - Typical  
(not to scale - refer to appendix B for a full page view of each of the sections)

# 5.0 IMPLEMENTATION

The following recommendations of this Official Plan Amendment to the Vaughan Official Plan are intended to provide specific guidance in order for the City to achieve a more cohesive integration of new development within the existing fabric and to achieve a desirable future build-out of the Kipling Avenue Corridor.

This Amendment to the Vaughan Official Plan shall be implemented through:

- the adoption of an Official Plan Amendment
- an amendment to the Zoning By-law pursuant to Section 34 of the Planning Act
- Plan of Subdivision
- Site Plan Control - The Kipling Avenue Corridor Area shall be subject to the City's Site Plan Control By-law. Site Plan Control shall also apply to semi-detached and single detached residential lots which fall within the Woodbridge Heritage Conservation District.
- Site Development Agreements pursuant to Section 41 of the Planning Act
- Community Improvement Policies

## 5.1 Implementation

- This Plan constitutes the Secondary Plan for the Amendment Area. This Secondary Plan shall be implemented using some or all of the following:
  - a. The approval of individual draft plans of subdivision/condominium submitted pursuant to Section 51 of the Planning Act, and part lot control exemptions pursuant to Section 50 of the Planning Act.
  - b. The approval of individual site plans in accordance with the OPA No. 200 and the City's Site Plan Control By-law.
  - c. The enactment of zoning by-laws pursuant to Section 34 of the Planning Act.
  - d. The registration of site development agreements, (Letters of Undertaking), pursuant to Section 41 of the Planning Act.
  - e. The use of the holding zone provisions of the Planning Act in accordance with Amendment No. 200 to the Vaughan Official Plan.
  - f. The dedication of parkland or cash-in-lieu of parkland in accordance with the provisions of this Plan.
  - g. The execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.

- Prior to the approval of any development application, the City may require the preparation of any or all of the following studies:
  - a. Traffic and transit impact study.
  - b. Stormwater management plan.
  - c. Master servicing study.
  - d. Preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway, Arterial Road, or Railway.
  - e. Archaeological survey of the lands.
- The City Zoning By-Law (1-88) should be amended to reflect the new land use designations of OPA 695. Where the rezoning of land is required in response to a specific development proposal, the standards for these amendments shall be guided by the urban design and land use policies contained within this Official Plan Amendment. A comprehensive zoning by-law or revised zoning standards are recommended to implement new land use designations.

## 5.2 Policy Changes

- The Official Plan Amendment policies should be based on the framework outlined within this Plan.
- Existing municipal policies regarding land use, urban design, and transportation should be reviewed and changed as necessary to support the recommendations of the Kipling Avenue Corridor Study.
- The Woodbridge Heritage Conservation District Study is expected to be approved in 2008, whereby all policies and guidelines established in the HCD will be applied to the areas of the Kipling Avenue Corridor Study Area that fall within the HCD boundaries, and take precedence over the Official Plan.
- Changes to the Zoning By-Law to rezone areas as recommended in this study, should be undertaken during the process of this Official Plan Amendment. Where the rezoning of land is required in response to a specific development proposal, the standards for these amendments shall be guided by the urban design and land use policies contained within this Official Plan Amendment.
- Revisions to the current zoning policies to reflect the heights, changes in land use and coverage for specific areas as recommended in the Urban Design Framework should be



# 5.0 IMPLEMENTATION

undertaken in order to achieve the envisioned development scenario as described in the Plan.

## 5.3 Recommendations for Multiple Land Owner Development

### The Development of Multiple or Consolidated Properties

There are opportunities within the study area where more than one property is considered to achieve a more desirable development scenario that is in keeping with the intent and vision of the Kipling Avenue Corridor Plan. Where more than one property owner is seeking to develop, where land parcels are consolidated for redevelopment, or where the development of a property could create or limit opportunities for abutting property owner in the future, the City will require a comprehensive site plan that meets all policies in this Plan and integrates the surrounding context, by considering:

- future connections and configuration of adjacent properties should be considered to achieve a positive and comprehensive scenario that benefits the overall plan;
- streets and blocks should be configured to achieve accessible and permeable block patterns and a connected network of streets and pedestrian linkages;
- streets and blocks should be configured with building frontages to the street and encourage parking access at the rear via a rear lane;
- public vehicular and pedestrian access and linkages to main streets, parks and open space amenities should be established where-ever possible;
- private streets and laneways should be discouraged, but if allowed, development should provide public pedestrian access, should connect to other streets or laneways and should be visually appealing and pedestrian friendly; and
- opportunities to consolidate open space to create a more substantial public amenity should be considered.

## 5.4 Phased Development

Phasing of development may be addressed through the appropriate use of the Holding (H) provisions of this plan.

Development Applications within the new Rainbow Creek residential area shall provide a Phasing Plan which:

- Describes and illustrates how existing and proposed

development can be incorporated into the site to achieve the full development potential of the site.

- Identifies the public infrastructures and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction.
- Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefitting landowners.
- Given that the Rainbow Creek area will be undergoing a conversion of land use from the existing industrial uses to residential uses, and that this conversion will occur in different phases as landowners decide to re-develop their particular lands; it is therefore understood that re-development of individual parcels may be dependent on the land use status and zoning of abutting lands. Any development application within the Rainbow Creek industrial lands should adhere to the Ministry of the Environment (MOE) Guidelines pertaining to land use separation distance requirements. The approval of any development applications within the Rainbow Creek industrial lands is conditional upon achieving land use separation distances that are satisfactory to the City of Vaughan.

## 5.5 Development Agreements

Development Agreements based on this plan should be required by the City as a condition of the approval of development applications to ensure that the necessary approvals and the required contribution of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy of land without adverse impact on the City's financial capability.

This may require front-ending agreements to advance the timing for the required infrastructure and to address any acceleration in associated costs. Such items to be addressed include:

- parks and open space amenities;
- road infrastructure;
- streetscape features as identified in the Streetscape Master Plan; and,
- water, waste water collection and storm water management.

5.6 Developers’ Group Agreement

- Prior to final approval of any draft plans of subdivision/ draft plan of condominium/site development plan for lands location within the new Rainbow Creek neighbourhood, the landowner shall enter into a developer’s group agreement with landowners who fall within their phase of development (Either Phase 1 or Phase 2) to the satisfaction of the City. The agreement shall be regarding, but not limited to, all cost sharing for the particular phase of development, for the provision of parks, cash-in-lieu of parkland, roads and municipal services within that development area. This agreement shall include a provision for additional developers to participate in the Developers’ Group Agreement when they wish to develop their lands.
- Prior to final approval of any draft plan of subdivision/draft plan of condominium/site development plan application, the Trustee for each of the phases of development shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Rainbow Creek Phase 1 or 2 cost sharing and other obligations of the Developers’ Group Agreement.

5.7 Development Application Approval

Prior to approval of any development application, the City may require the preparation of any or all of the following studies:

- Heritage Impact Assessment
- Traffic and Transit Impact Study
- Stormwater Management Plan
- Master Servicing Study
- Development Concept Report and Phasing Plan
- Open Space and Streetscape Master Plan and Implementation Plan
- Urban Design and Architectural Control Guidelines
- Archaeological Survey of Lands

5.8 Specific Implementation Policies for the Rainbow Creek Neighbourhood

The development of the lands within the Rainbow Creek area shall proceed by draft plan of subdivision/draft plan of condominium/ site development application.

All development shall proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity.

5.9 Transportation Implementation

5.9.1 Traffic Impact Assessment

A full traffic study may be required to assess the impact of traffic for different development scenarios within the Study Area. The study should include the impact on adjacent existing and/or approved land uses and the impact of proposed use on the operation of the overall transportation network.

5.9.2 Road Infrastructure

Additional transportation studies may be required for the following specific conditions:

- the development and implementation of a safe public access road over the rail corridor, (Rainbow Creek Road), in conjunction with C.P. Rail as the industrial lands develop for neighbourhood use;
- the configuration of a safe and operable intersection at Kipling Avenue and Meeting House Road, at the onset of development of the Rainbow Creek Road access to Parkside Drive and future build-out of the West Industrial Lands, that mitigates all modes of traffic and circulation;
- the development of land parcels within the study area in which vehicular and pedestrian access and connections need to be considered in order to achieve a positive future build-out of the study area; and
- in any circumstance where development inhibits the ability to achieve a connected and publicly accessible transportation network based on the principles, values and objectives of the Vision for the Corridor.

5.10 Community Improvement Policy

The strategy for the application of any financial or other incentives provided by the municipality through a Community Improvement Plan or other mechanism, shall be tied to conformity with the policies of this Plan.



# **PART C – PUBLIC CONSULTATION & TECHNICAL REPORTS**







# APPENDIX A – PUBLIC CONSULTATION EVENTS





# A) KICK-OFF MEETING – APRIL 4TH, 2007

The Kick-Off Meeting, held on April 4th, was the first public event of the Kipling Avenue Corridor Study and a great success with approximately 100 members from the community in attendance. The intent of the meeting was to introduce the consultants, the study process, the objectives of the Study, and the preliminary findings of the Study.

The evening began with a presentation by the Consultants to introduce the scope and objectives of the Corridor Study, as well as the initial findings of the first phase of analysis. However, the most interesting and important part of this meeting was for the Consultant Team to gain as much information from the community as possible. Following the presentation, participants were invited to provide comments at “Input Stations” set up around the room. Each Station focused on a different topic:

- What Do You Like About the Study Area?
- How Do You Use the Kipling Corridor?
- What Do You Value About the Public Places / Amenities?
- How Should the Kipling Corridor Develop?
- What is Your Vision for the Study Area?

A brief summary of the comments provided were presented and the evening concluded with a discussion of the input, questions and next steps.

**A summary of the input received is summarized below:**

**i. Community Interest**

Meeting participants included stakeholders who live or work in the Kipling Corridor Area, developers, business owners and neighbouring community members. The high level of attendance at the Kick-off Meeting was a strong indicator that the community is interested in how this area develops. Participants had diverse interests, but also showed concerns about the future of the immediate neighbourhood.

The general feeling from the participants was that the process needed to be focused on consensus building, instilling trust in the process, encouraging community participation, and expediting the process to address some of the immediate concerns.

**ii. Outcomes**

Overall, residents indicated that they valued the distinct heritage character and surrounding green context that defines the Kipling Corridor Area. They expressed a strong desire to establish Kipling Avenue as a walkable, bikeable, green, and pedestrian friendly environment. The following captures the main inputs from the community.

**A Summary of What We Heard Under Key Subject Themes**

**Distinct Character Areas**

Participants identified three distinct places along the Kipling Corridor: Kipling Avenue North, the Kipling/Woodbridge Commercial intersection, and Kipling Avenue South.

- **Kipling Avenue North**  
The north end of the Corridor (north of Woodbridge Avenue) is mainly low density residential and carries the greatest amount of distinct heritage fabric. The general opinion was that the northern end of the Corridor should continue to develop in keeping with the heritage fabric, respecting the heritage resources of the Corridor.
- **Kipling/Woodbridge Commercial Node**  
Participants identified the Kipling/Woodbridge Avenue intersection as an important commercial gateway for the Corridor where increased heights and higher density may be more appropriate. This area may be expanded north to Porter Avenue, the industrial lands, and east towards the Woodbridge Commercial Core.
- **Kipling Avenue South**  
The area south of Woodbridge Avenue has the potential for increased commercial use and can accommodate some increased height. It should generally consist of a mix of residential and adaptive reuse of existing structures for boutique-style commercial development, extending towards Highway 7.

**New Development**

In terms of new development, participants identified that there is a lack of clarity in the current development approvals process and an ambiguity in the language of the policies, resulting in an uncertainty about development.

There were varying opinions about the appropriate heights, intensity and types of new development for the Corridor. Participants expressed that new development should:

- respect the built form defined by the heritage fabric;
- provide a level of residential intensification that achieves a strong healthy neighbourhood presence along Kipling Avenue;
- provide opportunities for new amenities at a neighbourhood scale; and,
- provide open spaces to better service the community; and create more social gathering opportunities along Kipling Avenue.

CONTEXT

Process

The Kick-Off Meeting held on April 4th was the first public event of the Study and a great success with approximately 100 members from the community in attendance. The intent of the meeting was to introduce the consultants, the study process, the objectives of the Study, and the preliminary findings of the Study.

The evening began with a presentation by the Consultants to introduce the scope and objectives of the Kipling Avenue Corridor Study, as well as the initial findings of the first phase of analysis. However, the most interesting and important part of this meeting was for the Consultant Team to gain as much information from the community as possible. Following the presentation participants were invited to provide comments at "Input Stations" set up around the room. Each Station focused on a different topic:

- What Do You Like About the Kipling Corridor?
- How Do You Use the Kipling Corridor?
- What Do You Value About the Public Places / Amenities?
- How Should the Kipling Corridor Develop?
- What is Your Vision for the Corridor?

A brief summary of the comments provided were presented and the evening concluded with a discussion of the input, questions and next steps.

Community Interest

In general, approximately half of the attendees live within the study area and included a mixture of stakeholders who live, work on or near the Corridor, developers, business owners and neighbouring community members. The high attendance of the Kick-off Meeting was a definite indicator that the community is interested in the direction of development for the Corridor. The participants were quite passionate about present issues and have a diversity of individual interests as well as community scale concerns about the future of the Corridor. The general feeling from the participants was that the process will need to be greatly focused around consensus building, building trust in the process, encouraging as much community participation as possible, and getting the process underway in order to address some of the immediate concerns.



Participants were invited to provide comments at "Input Stations".

Outcomes

In general, participants spoke highly of the distinct heritage character and surrounding green context that defines the corridor and expressed a strong desire to establish Kipling Avenue as a walkable, bikeable, green, and pedestrian friendly environment.



"Establish Kipling Avenue as a walkable, bikeable, green, pedestrian friendly corridor."

Distinct Character Areas

Participants generally spoke of the corridor within the context of three distinct places: Kipling Avenue North, the Kipling/Woodbridge Commercial Node and Kipling Avenue South.

Kipling Avenue North

The north end of the corridor is mainly low density residential and carries the greatest amount of distinct heritage fabric. The general opinion is that the northern end of the corridor should continue to develop to be in keeping with the heritage fabric, and that the heritage areas should be preserved as they are the best representations of the heritage character and feel of the corridor.

"Keep the old growth trees....."  
"We need to protect the heritage (buildings).....as National Treasures"



Kipling/Woodbridge Commercial Node

Participants raised that the Kipling / Woodbridge intersection should be considered an important commercial gateway for the corridor where increased heights and higher density may be more acceptable and may expand north generally around Porter Avenue and the industrial area east towards the Woodbridge Commercial Core.



"The four corners, (Kipling/Woodbridge intersection), needs to be redeveloped with a grand view."

Kipling Avenue South

The general opinion of the area south of Woodbridge Avenue is that it also has the potential for increased commercial use and can accommodate some height but should generally be a mix of residential and house conversion boutique style commercial development towards Hwy 7.

"Encourage retail-in-house form (commercial development) and street oriented", ..... "could be like 'Yorkville' house based speciality shops."



Kipling Avenue "should be consistent - (need a) theme - something to bring it all together"



Participants spoke highly of the distinct heritage character and surrounding green context...

In terms of new development, participants voiced a lack of clarity in the current development approvals process and an ambiguity in the language of the policies that creates an uncertainty about development mainly amongst citizens of the community. There are varying opinions about height and intensity for the Corridor as well as types of residential development. Generally, participants expressed that development should be respectful of the heritage fabric, provide a level of residential intensification that achieves a strong healthy neighbourhood presence along Kipling Avenue, provide opportunities for new neighbourhood scale amenities and community oriented open spaces to better service the community, and create more social gathering opportunities along the corridor.



Which shops, public facilities and meeting places do you frequent the most?



In general, it was felt that circulation could be improved to have better access to existing surrounding neighbourhood amenities, and that public transportation should be improved to better serve the community. Many of the participants voiced that the industrial presence is undesirable and the land could be converted to better uses for the community – residential, open space, park linkages to the river corridor.

Restoring and strengthening the green character of the area is viewed as important. Participants cherish the properties with an existing mature tree forest canopy and feel that these trees should be protected to maintain and contribute to the green character of the corridor. The general opinion is that the corridor lacks neighbourhood scale parks and that a majority of vacant sites along the corridor may be considered as opportunities for park space. Many felt that the Fairgrounds are an important part of the community and would like to see more community uses.



"Make the fairgrounds the central park of the area"  
".....should be used as a farmer's market every weekend"

There was interest from some participants for the direction and boundaries of the study to be expanded to include the Woodbridge Core as well as to initiate a Woodbridge Heritage Conservation District Study and have it coincide with the Kipling Core Study.



# A) KICK-OFF MEETING – APRIL 4TH, 2007

## Heritage

There is a strong community desire to retain and protect heritage, especially north of Woodbridge Avenue. The term “heritage” pertains to buildings, the public realm and the remnant old growth forest, and is described by some participants as the elements that create “the old charm and relaxed atmosphere” of the neighbourhood. Some residents referred to heritage elements as “Treasures” to be protected.

Participants were concerned that new development may not respect the existing heritage character of the Corridor. Heritage buildings that were regarded as most valuable are those which are most obviously identifiable with a particular period, mainly of the Gothic Revival Style, Victorian or Queen Anne styles.

Opportunities for grants to improve and maintain heritage properties should be made available.

There was interest from some participants for the boundaries of the Kipling Avenue Corridor Study to be expanded to include the Woodbridge Core area, as well as to initiate a Woodbridge Heritage Conservation District Study and have it coincide with the Kipling Study.

## Planning and Design

Several areas were identified as possible opportunity sites for future development. The community voiced varying opinions on the level of appropriate intensification, ranging from maintaining a low density residential area to intensifying, especially around Woodbridge Avenue. Some of the participants expressed that a concentration of buildings with heights greater than 3-storeys may be acceptable around the Kipling Avenue/railway crossing node, extending towards Woodbridge Avenue. In addition, several participants highlighted that intensification should only occur if accompanied by a balance of retail use and other amenities.

## Land Uses

The existing industry and associated uses, i.e. truck storage sites, were viewed as an undesirable use for the Kipling Avenue Area and the land could be converted to better uses for the community – residential, open space, park linkages to the river corridor.

The Woodbridge/Kipling Avenue intersection should be improved as a mixed use commercial-oriented gateway for the Corridor, with special consideration given to the four corners, and transition toward the Railway/Kipling Avenue intersection.

In addition, mixed-use commercial boutique style specialty shops were identified as desirable.

## Vacant Sites

The Corridor area should be “cleaned up” – with no vacant sites, or unkempt properties. Vacant sites could be seen as open space opportunities.

## Connections and Transportation

In general, it was felt that circulation could be improved to have better access to existing nearby surrounding neighbourhood amenities. A desire for improved public transit to better serve the community was also expressed. Many would like to see GO transit within the area, mainly along Highway 7.

Fast traffic and industry trucks were identified as undesirable, and conflicted with an appealing pedestrian environment.

Participants identified that they move through the Corridor using three modes of transportation equally: car, bike and on foot.

Several vehicular/pedestrian conflict areas were identified:

- Meeting House Road, Kipling Avenue and “Industry Access Road” intersection, particularly with trucks entering the industrial site; and,
- where the railway intersects Kipling Avenue (i.e. due to speed of trains, track crossing, and poor sight lines).

## The Public Realm and Amenities

The existing amenities in the area that were identified as most popular are the Fairgrounds, the Bakery at the intersection of Woodbridge and Kipling Avenue, and the heritage fabric of the northern end of Kipling Avenue between Chavender Place and Porter Road. Many participants also felt that most of the existing institutions such as the church and school properties could be better utilized as open space opportunities.

Almost all amenities along the Corridor get used to some extent – from the small parkettes to the Art Gallery to the Fairgrounds. Large open space amenities such as Rainbow Creek and the Fairgrounds could be improved, better programmed, and made more accessible.

However, there is a need for more commercial related amenities along Kipling Avenue and social spaces, especially as the area intensifies, as well as a more accessible and connected open space network with additional neighbourhood scale parks.

The Fairgrounds was identified as an important community amenity for year-round use. However, varied opinions existed on what the new uses should include.

There was general enthusiasm around the idea of having a walkable Corridor with a more pedestrian friendly street environment, sociable street space, trees, etc.

Many participants identified four large privately owned northern sites, #8399, #8355, and #8299 Kipling Avenue and the triangle site north/west of the tracks (three of which are undergoing the development application process) as opportunities to provide pedestrian linkages to the Humber River Corridor and to preserve existing mature forests.

Green Areas

Restoring and strengthening the green character of the area was viewed as important. Participants cherish the properties

with an existing mature tree forest canopy, and felt that these trees should be protected to maintain and contribute to the green character of Kipling Avenue.

Participants also identified that the Corridor Area lacks neighbourhood-scale parks and that a majority of vacant sites in the study area may be considered as opportunities for new park space.

The Fairgrounds was identified as an important part of the community and participants indicated that they would like to see more community uses on the site.



# B) FORUM 1 - MAY 1ST & 2ND, 2007

Phase 2 of the Kipling Avenue Corridor Study began with Forum 1, held on May 1 and 2, 2007. It was a two-day public event attended by approximately 50 people which focused on generating development concept options for the Kipling Avenue area. Forum 1 was the second opportunity for the public to participate in the Study and included meetings and workshops with City Staff, the Stakeholder Consultation Group (SCG) and other members of the community.

Day One of the Forum focused on developing the Guiding Principles for the Study. These principles were consolidated and presented back to Forum participants on Day 2 and used to guide the key design moves for the Kipling Avenue area in the Visioning Workshop. The following presents a summary of the input received and the work produced during the two days of Forum 1.

## The Guiding Principles (Day One)

Following a presentation by the consultant team on the attributes of “Great Streets”, Forum participants were invited to work in small groups facilitated by members of the consultant team and City Staff to develop principles that would guide development in the Study Area. A member from each of the working groups presented the principles they developed at the Public Meeting in the evening. These were then grouped according to themes and consolidated into seven principles as follows:

### PRINCIPLES

#### 1. Sense of place

- Create a ‘Kipling’ identity through the design of a consistent streetscape and a cohesive approach to architecture that draws upon existing assets (heritage buildings and landscapes).
- Kipling should be planned as a “place” in its own right, (i.e. Kleinburg, Unionville) and not as a through route.

#### 2. Heritage

- A new identity should emerge for the street, respectful of Kipling’s history.

#### 3. Walkable

- Design Kipling to be a safe, pedestrian friendly environment, well connected to other neighbourhoods and green spaces.
- Buildings should be designed with pedestrians in mind.

#### 4. Movement

- The street design should be enhanced to support a range of users, including pedestrians, cyclists, improved public transit and vehicles.

#### 5. Mixed-use

- New land uses should be compatible with a mixed-use, pedestrian-oriented street.
- Transitions between adjacent uses, and different building types, should be considered.
- Design for a broad demographic, including a range of ages and family types.

#### 6. Green areas

- Connections should be made to existing green areas through new and enhanced streetscapes and pedestrian pathways.
- Kipling should be made “green”.

#### 7. Critical mass

- Kipling should support densities appropriate to its role and function within the City of Vaughan and as a neighbourhood – more people are needed to sustain amenities, improve public transit and to “bring the street to life”.

## The Visioning Workshop (Day Two)

The second part of Forum 1 entailed a presentation of the previous day’s outcomes as well as a presentation on opportunities from a “Fresh Eyes” Perspective. Stakeholders were asked to keep these ideas in mind as they participated in a hands-on Workshop with the consultant team to develop big ideas or “Big Moves” for the future of the Kipling Corridor Area. Participants were encouraged to explore ideas without being influenced by any existing constraints. The goal was to articulate a vision of what should happen along the Corridor.

Three groups were formed and the ideas they developed were presented back at the Public Meeting held in the evening. The results were fascinating in that each group had a different vision of how the area should develop in the future. Different options emerged for various aspects of the Corridor but more evident were the common themes that emerged. The Consultant Team summarized the common themes into “Big Moves” as described below. All ideas that resulted from the visioning process were carried forward and explored by the team in the concept design process.

### THE BIG MOVES

#### The Kipling/Woodbridge Intersection

- Recognize and develop the Kipling/Woodbridge Avenue intersection as a significant node along Kipling Avenue through unique architectural features, active at grade uses, and possibly the introduction of a significant gathering place.

FORUM 1 OUTCOMES

What was Forum 1 about?

Forum 1, held on May 1st and May 2nd, was the second opportunity for the public to participate in the Kipling Avenue Corridor Study. Meetings and workshops were held with City Staff, the Stakeholder Consultation Group (SCG) and other members of the community. Day One of the Forum focused on developing the Guiding Principles for the Study. These principles were consolidated and presented back to Forum participants on Day Two and used in the Visioning Workshop to develop key design moves for the Corridor area.

The following presents a summary of the input received and the work produced during the two days of Forum 1.



Day One: The Guiding Principles

Following a presentation on the attributes of "Great Streets" by the Consultant Team, Forum participants were invited to work in small groups facilitated by members of the consultant team and City Staff to develop principles that would guide development in the Study Area. A member from each of the working groups presented the principles they developed at the Public Meeting in the evening. These were then grouped according to themes and consolidated into seven Guiding Principles.



Guiding Principles

Sense of Place

- Create a "Kipling" identity through the design of a consistent streetscape and a cohesive approach to architecture that draws upon existing assets (heritage buildings and landscapes).
- Kipling should be planned as a "place" in its own right, (i.e. Kleinberg, Unionville) and not as a through route.



Heritage

- A new identity should emerge for the street, respectful of Kipling's history.



Walkable

- Design Kipling to be a safe, pedestrian friendly environment, well-connected to other neighbourhoods and green spaces.
- Buildings should be designed with pedestrians in mind.



Movement

- The street design should be enhanced to support a range of users, including pedestrians, cyclists, improved public transit and vehicles.



Critical Mass

- Kipling should support densities appropriate to its role and function within the city of Vaughan and as a neighbourhood – more people are needed to sustain amenities, improve public transit and "bring the street to life".



Mixed-Use

- New land uses should be compatible with a mixed-use, pedestrian-oriented street.
- Transitions between adjacent uses and different building types should be considered.
- Design for a broad demographic, including a range of ages and family types.



Green Areas

- Connections should be made to existing green areas through new and enhanced streetscapes and pedestrian pathways.
- Kipling should be made "green".





# B) FORUM 1 - MAY 1ST & 2ND, 2007

## A Strong Pedestrian Realm – Walkable Streets

- Provide a green streetscape which enhances the public realm and creates walkable streets.
- Include intimately-scaled open spaces, active at-grade uses, gathering spaces, safe and well-connected boulevards and pathways, and various landscape forms.
- Use appropriately- scaled buildings to frame public spaces and create a comfortable pedestrian environment.

## Connections

- Provide pedestrian and bicycle connections which are safe, comfortable and green.
- Provide continuous trails/paths throughout the Rainbow Creek corridor, as well as create links to the Creek area from Kipling Avenue.
- Develop pedestrian/bicycle trails along rail corridor.
- Provide pedestrian bridges over the railway where possible to link Kipling Avenue to the Woodbridge Core area and valley system.

## Redevelop Industrial Areas

- Allow the Woodbridge Foam Area to develop as a unique area comprising a mix of uses and community amenities.

- Accommodate increased density on the Woodbridge Foam site and provide connections through the site from Kipling to the Rainbow Creek Corridor.

## The Fairgrounds

- Use the Fairgrounds as more of a community amenity providing year-round activities, such as Farmer's Market, while respecting its heritage significance.
- Celebrate the Fairgrounds entrance as a prominent gateway and incorporate the existing heritage structures along Porter Avenue.
- Provide connections to the Fairgrounds in all directions from Kipling through to the Woodbridge Core.

## Heritage

- Integrate heritage buildings and landscapes into any new development and streetscape plans for the Kipling Corridor.
- Use heritage assets to create a sense of place.

The ideas developed by each individual group are summarized on the following pages.









Group One Vision

1. Create “Green” Streets

- A continuous trail system through Rainbow Creek
- Woodbridge Avenue as a green connection to Rainbow Creek

2. Four Corners

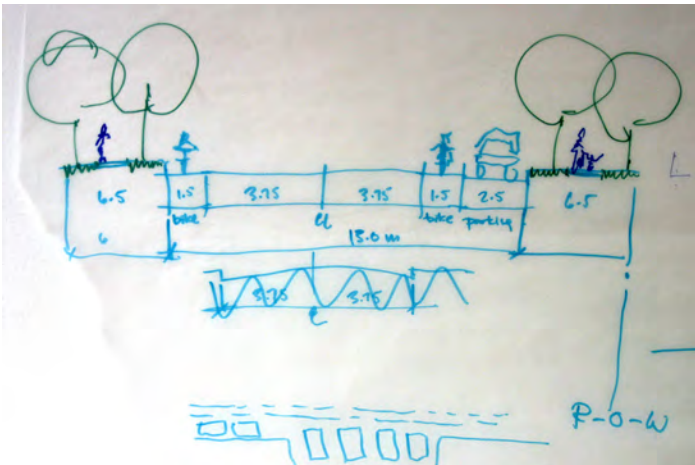
- Woodbridge Ave and Kipling Ave four corners should be defined by “Paris Type” 6-storey mixed use residential buildings, built to the street edge, with retail at grade and each corner should be defined by a unique architectural feature/articulation

3. Define Character Areas

- The Corridor can be defined by distinct character areas:
  - i. Meeting House Road Area includes pre 1900's to 1950's housing (“Vic's Corner”) and should be an area onto its own;
  - ii. Fairground Entrance Area– sense of gateway at the rail crossing and an opportunity for some kind of public square/meeting place in this area;
  - iii. William's Street Intersection– heritage residential character and “quiet” node should be preserved;
  - iv. Kipling Main Street Area –Woodbridge Avenue to Porter Avenue is envisioned as the HEART of the Corridor. There is an opportunity for a strong street edge having the “most urban” street wall character, accommodate infill, commercial at grade, local retail, and underground parking;
  - v. South of Woodbridge Ave. - continue main street character south of Woodbridge Ave; more intensification would occur as move closer to Highway #7; and,
  - vi. The area north of the Fairgrounds “gateway” - the two to three storey street frontage of buildings should be maintained.

4. Heritage

- Consolidate some heritage buildings along Kipling to create a heritage precinct and open up development parcels
- bridges are considered important to heritage character









Group Two Vision

1. Create Community Gathering Places

- Develop civic spaces for social gatherings
- Places should be linked to amenities, retail and other supporting uses
- Provide indoor amenity space; a community building is needed

2. Redevelop Industrial Area

- Redevelop the Woodbridge Foam Area to uses more desirable for the community, such as a “Kipling/Granville Island Opportunity”

3. Fairgrounds Opportunities

- The Fairgrounds are viewed as a community space and should be enhanced to provide year-round activities (For example, as a farmer’s market or municipal tennis courts)
- Buildings surrounding the Fairgrounds adjacent to Porter Ave should be intensified to frame the Fairgrounds and provide at grade uses
- Porter Ave should function as a gateway to the Fairgrounds and be developed accordingly while respecting the heritage buildings

4. Connections and Trails

- create pedestrian/bicycle trail along rail corridor
- Reconnect Market Lane to Fairgrounds and Woodbridge Avenue
- Create a path and north/south trails along Rainbow Creek
- Develop connections and encourage walking loops throughout the area

5. Infill and New Development Opportunities

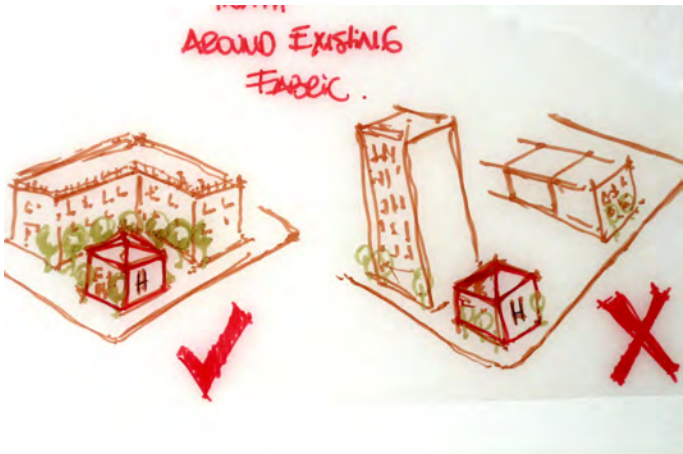
- accommodate sidewalk activities, gathering opportunities, as well as create public and private open spaces
- heritage should be incorporated into new developments
- provide a variety of uses
- open spaces should be as public as possible and visible to the surrounding communities
- ensure defined entranceways

6. Enhance a Village Experience

- provide a village streetscape (rather than a Main Street) which is pedestrian-oriented, and includes intimately-scaled open spaces and a significant introduction of landscape

7. Streetscape

- Provide widened pathway/narrowed road, as well as bump outs at pedestrian crossings to enhance pedestrian realm
- bike lanes are important
- street parking should be provided







Group Three Vision

1. Fairground Uses

- The Fairgrounds should be more public providing activities such as a Farmer's Market (not a flea market)
- Should be beautified and may be a possible location to relocate heritage structures under threat of demolition

2. Walkable Streets

- Enhance pedestrian realm to create walkable streets on: Kipling, Woodbridge, Clarence, Meeting House Road, and through the Fairground in the future

3. Heritage

- incorporate heritage into new developments
- maintain the "character of place"
- the Fairgrounds are a heritage site

4. Place Making

- create entranceways at north end of Kipling; Kipling/Woodbridge intersection; and at Highway #7 and Kipling

5. Land Use and Density

- Provide a mix of uses
- Opportunity areas for higher density redevelopment include the Foam Plant, the lumber yard, and the area between the Fairground and railway (south of Porter Ave)

6. Character Areas

- South of Woodbridge Ave
- Small-scale boutique-style commercial with opportunity for low rise intensification i.e. 3-4 storeys
- From Woodbridge Ave to railway crossing
- townhouses on the street
- density appropriate and in keeping with heritage of the street
- From Porter Ave to Langstaff Ave
- heritage residential with opportunities for corner cafes/retail
- street townhouses

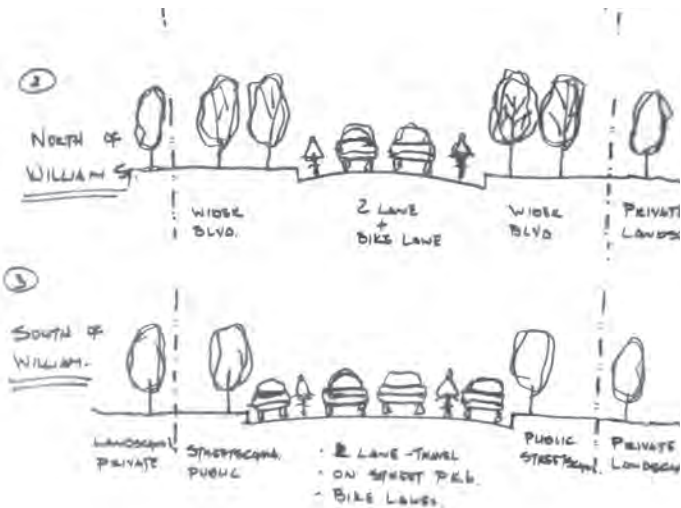
7. Streetscape Improvements

- North of William Street
- bury Hydro Wire, widen sidewalks, more trees, and bike lanes
- South of William Street to Highway 7
- two travel lanes, on-street parking, bike lanes, existing boulevard
- more trees – both public and private

8. Connections

- Improve Railway crossings at grade

- Create a pedestrian bridge – from Gordon Drive to Rainbow Creek Corridor, as well as from Abell Avenue to Memorial Hill
- Provide a connection from Porter Avenue through Fairgrounds to the Woodbridge Core area









# C) FORUM 2 – JUNE 20<sup>TH</sup> AND JUNE 25<sup>TH</sup>, 2007

Forum 2 of the Kipling Avenue Corridor Study comprised 2 parts, held over two dates: a Public Information Session on June 20th, 2007 and a Workshop on June 25th, 2007.

The **Public Information Session** initiated the Woodbridge Heritage Conservation District (HCD) Study which occurred concurrently with the Kipling Avenue Corridor Study. The findings of one study informed the other. The objectives of the first part of Forum 2 were to provide an update on the Kipling Study, the outcomes of Forum 1, as well as to introduce the scope and objectives of the Heritage Conservation District Study and determine the Heritage Character Statement and Guiding Principles for the HCD Area.

Part 2 involved an exploration of preliminary development options for specific sites in the Kipling Avenue Corridor Area developed by the consultant team. The Workshop on June 25th explored these “Emerging Development Options” and provided an opportunity for community members to work with the consultant team to further develop the designs.

The following provides a summary of the key input received at Forum 2.

## DAY ONE – JUNE 20TH, 2007 – PUBLIC INFORMATION MEETING

The Public Meeting began with a presentation of the Kipling Avenue Corridor Study to date and a summary of the outcomes from Forum 1. This was followed by a presentation introducing the Heritage Conservation District Study and Heritage Principles for review and discussion with meeting attendees. The evening concluded with an opportunity to view the presentation panels and discussion with the consultant team.

Community members raised a number of concerns and questions. Concerns raised by meeting participants are summarized as follows:

- The affect the HCD will have on property values;
- Changes in the development approval process and concerns that these changes will result in additional bureaucratic processes and restrictions;
- Balancing an individual heritage property owner’s wishes with community vision. How can private homeowners of heritage properties be influenced? How are these properties going to be protected?
- How structural building issues will be dealt with in an HCD;
- The length of time it will take before changes are implemented in the HCD area;
- How the HCD Study process affects recent development

applications and whether they can be temporarily stopped while the process proceeds;

- Mistrust from the community: the fear that the Plans developed as part of the Study will be changed or not be approved by City Council; there needs to be a more transparent process;
- how restrictions implemented as part of the HCD will affect renovations to individual homes;
- a fear that a developer has the resources to go to the OMB to make changes to a Plan, whereas the community does not have that option;
- how the community can protect the Plan and the community vision, so that it does not have to defend it at the OMB;

### Heritage Character

Following a presentation of the Draft Heritage Character for the area, community members highlighted the following as important aspects of the heritage character in the Woodbridge area:

#### The river

- The river in Woodbridge is an asset and distinguishes the community.
- It should be used as an opportunity to make it an area the community envisions.

#### Evergreens, open spaces, bridges, views and high ridges

- New development in the Woodbridge area must respect these views.

#### Accessibility by foot

- Walking in the area is an important part of the character.

Questions and Concerns articulated as part of the discussion on the Heritage Character:

- How does public investment differ when an HCD Area is identified, and how is this investment directed towards heritage resources.
- The legislative power which exists to ensure that the HCD guidelines are implemented.
- The density in the area should not increase without defining what the heritage assets are first.
- Clarification on how development fees can be directed to beautify the street in the Woodbridge Core Area and how Development charges can be greater and be applied to areas of special interest, as in Kleinberg.
- How will new development applications be dealt with while the Study is occurring; and,
- The need for the community to take a cohesive approach and be a unified group, in order to have more influence on Council to implement the community vision.





Site 1: Kipling North



Site 3: The Fairgrounds



Site 4: The Industrial Lands



Site 5: The Public Realm



# A. PUBLIC CONSULTATION EVENTS

## DAY TWO – JUNE 25TH, 2007 – WORKSHOP

The second part of Forum 2 entailed a presentation of the “Emerging Development Options” for specific sites within the Kipling Avenue Corridor Study Area. The consultant team presented each option in detail, which was followed by a discussion on each. The following includes the options presented by the Consultant Team and the key comments and concerns by community participants.

### SITE 1: KIPLING NORTH

Comments and concerns:

- The impact of new development on the proposed connections to the trails.
- The City’s commitment to finance some of the recommendations, such as the proposed bridge.
- The landscape/topography needs to be considered when proposing trail connections.
- A bridge to connect to the east would be required at Vaughan Mills Road; the connection should be to Clarence Road.
- The new Dunpar development at the north-east end of Kipling Avenue will result in the loss of an “old” tree lot
- A vehicular/pedestrian conflict exists where Kipling Avenue intersects with Meeting House Road.
- A reduction in through traffic and speed along Kipling Avenue (especially around the curve from Langstaff to Kipling Ave) is needed. The area character should be more pedestrian-friendly and a destination.
- A central boulevard should be introduced as part of the design.

### SITE 2: INDUSTRIAL LANDS

Comments and concerns:

- The proposed pedestrian connections from the industrial lands to surrounding neighbourhoods to the west are much needed and a great idea.
- There is a need for playgrounds and tot lots. This option identifies green spaces that can accommodate these, such as the area next to the Woodbridge Church, old tennis courts location.
- Concerned about the loss of manufacturing for the City. New areas which are more appropriate are being developed to accommodate industry.
- An opportunity exists to introduce heritage “walks” along the Kipling Avenue Corridor area, green spaces - “stitching” places together.

- It is important to have gathering spaces in the area.
- Building forms such as new developments found at Woodbridge and Kipling Avenue are not conducive to a great public realm. They create a “canyon” feel with a lack of green and trees.
- The design should accommodate different generations/ demographics
- Need “green building” designs to promote sustainable environments and sustainable living. This would attract people wanting to live in green buildings and supporting uses. City plans include sustainability measures for new developments, where developers can voluntarily meet standards to achieve LEEDS status.
- Need to ensure that new development options are adequately serviced by public transit
- In the past, the community has not been very supportive of retail in the Woodbridge Core, resulting in the closing of many businesses.
- How is CP Rail involved in this Study and the proposed options?

### SITE 3: THE FAIRGROUNDS

Comments and concerns:

- An opportunity for a Community Garden, a market or mixed use residential exists within the Fairgrounds.

### SITE 4: PUBLIC REALM

Comments and concerns:

- How will development approvals coming forward impact what is being envisioned?
- More awareness is required around issues and needs.
- Links from Kipling Ave to the neighbourhoods to the west are very important.

**Conclusions for the Gate House Court Development**

After meeting with the Gate House Court Residents and further review of the land use designations for that area, the following policy conclusions were made:

- the designation of lands for that area of the Kipling Avenue Corridor should remain Low Density Residential with a maximum height of 3 floors and a maximum density of 0.75 FSI, and includes single family detached and semi-detached dwelling units only.
- the lands under consideration should conform to the designation in accordance with this Amendment to the Official Plan.
- development of this property for anything other than single family detached or semi-detached dwellings would not be in keeping with the existing surrounding context.
- the existing heritage building should be enhanced and development surrounding the heritage building must meet the criteria established in Section 4.5 of this OPA.



Original Concept Plan



Revised Concept Plan



### D) GATEHOUSE COURT RESIDENTS' MEETING OCTOBER 30<sup>TH</sup>, 2007

A meeting was held with the Gate House Court Residents for the purpose of discussing the proposed development of the adjacent lands that end the cul-de-sac and front the river valley. Although the identified development area is off of Kipling Avenue, the land is included in the Kipling Corridor Study because of an old development application that was submitted to the City of Vaughan. The intent of the landowner is to establish higher density units on the portion of lands fronting Gate House Court. A residents meeting was called to discuss various development options for the site.

The Gate House Court meeting began with a presentation of a summary of the Kipling Avenue Corridor Study up-date, specifically related to the development site. This was followed by an open floor discussion with the consultant team and city staff. The following are comments from the residents regarding the development proposal:

1. This area is naturally separated from Kipling to the South, should remain detached residential.
2. If townhouses went in down the hill, can't ever see them. (So they won't work as transition nor add anything to the corridor.)
3. The zoning is already in place for 50 foot lots, any new development should conform to what's there now, and apartments do not belong. Not against development but needs to be the right kind.
4. This area is not part of the Kipling Corridor, it's a court.
5. The vacant land needs to be developed because it is an eyesore.
6. Higher densities belong south along Kipling.
7. We understand that the city must respond to applications but need to consider the surrounding area.
8. We paid premium prices to live on this court, with proximity to the golf course. We want it to be developed but into singles. We're not part of Kipling. Leave us alone, we want our street finished. (Also, get rid of gravel drives.)
9. Person living on the west side of Kipling, has problems with all the development going in along Kipling, traffic has increased, too much, would object to condos. Concerns – congestion traffic/blocking views/ugly.)
10. Why not build a park there? Kipling is a dead end street, transit won't work there.
11. Q. What would go on the 2 lots, think only possible 2 houses?  
A. (Office for Urbanism) Looking at what is feasible, not enough room for a ramp for underground parking; massing could be townhouses, access from back, would need to transition into the existing residential.
12. Back to the principles, this is a court. Green enhancement = develop the eyesore.
13. Councillor Carella's observations: What are the options – not a lot of choice at the top of bank on the South side of the area, at the road? Because this area is effectively separated from the rest of Kipling. As for transition, only remotely possible to the south and within the court area "at the elbow". The Landowner should develop compatible with what's already there.
14. Why should 10% of the area (lots) dictate to the majority of existing lots.
15. Any large building between existing and valley will block views, an eyesore. What about a small plaza? (Crowd not in favour with this.)
16. Woodbridge Foam. How does this fit into heritage. Councillor Carella noted that, it's been there since before the 50's. Landowner may want to redevelop once plan is done.
17. Resident (Beechnut Ave.) likes the study "it's a great thing". City can't force people out of their residence ... About the park idea, who will pay for it? Is there any developer applying for a high-rise building? Disagrees with any large building going in this area.
18. Q. Anything being proposed here? A. (Office for Urbanism). Yes, 6 houses proposed. About incremental development, look at the area, traffic, more people, could be too many.
19. Young people at the meeting said they want more houses so there could be more kids on the street.
20. Q. How did Gatehouse Court get into this study? A. (Office for Urbanism). The vacant property was subject to an old application.
21. Mr. Clare Reipma, representative for long time owner, explained that the owner intends to live there a long time. He agrees there needs to be a comprehensive plan. Agrees with the city's process. He assumed that it's in the study because of the previous application. People should come out to meetings because participants can change. Talked about property, the heritage house: park is OK but expensive; he said he felt that a high rise is not appropriate; whatever goes in, needs to be compatible with what's there. Height issues are important, (compatibility). We shouldn't limit our thinking only to singles. 50' lots are too expensive in context of current provincial policy, transit support etc. We will be at all future meetings.
22. One person expressed the opinion that the landowner is going to try to use the Kipling Avenue Study to get what he wants for his property.
23. Kipling needs a new plan. Gatehouse just needs to be finished. Lots of "for sale" signs along Kipling. People are moving because of the development moving into the area.
24. Intensification OK to reduce sprawl, but pick your spots.







A. PUBLIC CONSULTATION EVENTS

E) INDUSTRIAL LANDS CHARETTE,  
NOVEMBER 29<sup>TH</sup>, 2007

On November 29, 2007, Office for Urbanism in conjunction with Vaughan City Staff held a working charrette to discuss the development of the industrial lands west of Kipling Avenue. The intent of the charrette was to bring key stakeholders together in a workshop forum to review and discuss the Vision for the corridor and to make design decisions around development of the industrial parcels of land within the Study Area. The event was attended by land owners such as Woodbridge Foam, Woodbridge Lumber, potential land buyers, CP Rail staff and other community members who hold a vested interest in the lands. Also present was the City Councillor and key members of Vaughan City Staff such as the Commissioner of Planning and other departments that contributed their technical and design ideas to the process. In relation to the Kipling Avenue Corridor Study, the intended outcome of the charrette was to encourage discussion and debate around the different development possibilities for the site in a more comprehensive and specific way and to achieve a level of consensus to help move the study forward.

The event started with a brief presentation of the urban design principles, the draft urban guidelines and the objective of the charette, followed by a 2.5 hour workshop where the audience was divided in three different groups to develop consensus about the site possibilities. At the end each group presented their design conclusions and the floor was opened to a question and answer period about the developed concepts.

The following pages illustrate the various concept options and summarize each of the team's conclusions.









## E) INDUSTRIAL LANDS CHARETTE, NOVEMBER 29<sup>TH</sup>, 2007

### GROUP No. 1

- The Rainbow Creek Road (Parkside Drive) should be narrowed to a private lane when approaching the properties south toward Woodbridge Avenue. This road connection is important for basic emergency access and servicing. There was concern that snow removal would be a problem with a narrow roadway scenario.
- Parkside Drive should be widened north to a normal R.O.W. width of at least 17.5m beyond the Bruno Lisi Development.
- The northerly part of the Parkside Drive road connection should be located by the valley (edge) functioning as a single loaded road in order to maintain open views and public access to the river corridor and the proposed park spaces.
- The 10m set back from the conservation line should be used as part of the open space trail/pedestrian system.
- There are issues about having Porter Road West as a public road because of the narrow 8.5 metre R.O.W. The City would require a 17.5 metre R.O.W. for a double loaded local road, a 15 metre R.O.W. for a single loaded local road and 8m for a public laneway. Negotiations with the City and Woodbridge Lumber will have to take place in order to achieve an appropriate road width.
- The development at the north end should be shaped by 6-10 storey residential buildings (apartments).
- Orient the buildings along Porter Ave West and Parkside Drive to frame a new park and connection to the river valley.







## E) INDUSTRIAL LANDS CHARETTE, NOVEMBER 29<sup>TH</sup>, 2007

### GROUP No. 2

- Maintain the configuration of the proposed site application for the lands on the C.P. Rail south-narrow lot and integrate it with the properties on Kipling (rear part of these properties could be developed in the future to front the proposed lane).
- The new road (Parkside Drive) would be relocated beside the valley, allowing new buildings to front the valley on the east side, allowing for increased opportunities for pedestrians to interact with and have access to the public realm. The 10m set back from the conservation line would serve as pedestrian path and be part of the trail system.
- There would be no through access along Parkside Drive to Woodbridge. The road would be shortened instead to a proposed mid access connection to Kipling via what is now an existing private lane.
- It is important to estimate the minimum access points needed to serve the new development taking into account the proposed densities.
- Maintain the north at-grade road connection to Kipling.
- Given the proposed densities in the area, it is necessary to include a public park (big amenity – middle area) in the new development area; it could be located by the ravine to take advantage of the trail/open space system .
- The buildings fronting the new north-south road should be 4-10 storeys (stepping down to the valley). The buildings should be configured as fingers perpendicular to the valley to maximize the views and should have private courtyards/ balconies configured to front the park.
- The north development should be considered as a unique residential pocket set within the river valley context that is somewhat removed from the rest of the area.
- The middle block (Woodbridge Lumber Lands) should work as the core of the Kipling Corridor area and transition in height and use (mixed use area) between Kipling and the new surrounding developments. On Kipling, it is important to create an enclosed/framed urban plaza/courtyard that serves the area. The lot behind it and by the rail could be used to locate a landmark for the area (a tower for example).
- The balance of the development at the south end should include unique apartment buildings and town houses, with

views and direct access to the river valley connecting to the valley trails.

- The group agreed to keep the parking structures in the back of the new buildings, including service access to them.
- In the south corner (intersection between Woodbridge and the new private lane) a 4 storey apartment building could be developed.







## E) INDUSTRIAL LANDS CHARETTE, NOVEMBER 29<sup>TH</sup>, 2007

### GROUP No. 3

- Maintain the Parkside Drive road access connection to Woodbridge Avenue, as the main at-grade north connection to Kipling Avenue.
- C.P. Rail is of the opinion that any at-grade vehicular or pedestrian rail crossing should be avoided where possible and that there is no easy solution for rail crossings along such a busy rail corridor but is willing to consider at least the northern at-grade road crossing to Kipling.
- The southern part of Parkside Drive should function as a public lane access road in the short term and in future, there should be negotiations with the adjacent landowners and the City to establish a shared land agreement that would allow at least a 17.5m R.O.W.
- The alignment of Parkside Drive at the northern end of the development should be reconsidered depending on the ability to maintain the at-grade access to Kipling Avenue across the tracks. Two options are proposed:
  - Option A. If there is no northern connection to Kipling, Parkside Drive at the north end would function as a rear access and service road for the two northern development blocks. This allows for the buildings to have direct frontage onto the river valley with pedestrian access to a larger neighbourhood park adjacent to the valley.
  - Option B. If there is a road connection to Kipling, the road alignment should remain as in the Vision Drawing but push back the road and built form to gain more land area for the neighbourhood park.
- An alternative east/west connection to Kipling Avenue should be considered via what is now an existing private lane.
- Porter Avenue West as a secondary east/west connection should remain.
- The group did not reach consensus about the configuration of the proposed site application for the lands on the C.P. Rail south-narrow lot in regards to having a public verses a private lane and also with the orientation of the buildings. The group did agree that the townhouses should be integrated with future development of the properties on Kipling (rear part of these properties could be developed to support the configuration of the townhouse development).
- In addition to the large public park to the north, two other

park sites were identified: one at the south-west end fronting the proposed townhouses and a second at the Junction along Porter Ave West and Kipling Avenue. C. P. Rail requires that at that junction, there is a clear sight lines requirement for safe train traffic, therefore built form at that corner would not be allowed. An open space plaza was considered a better use.

# GENERAL DISCUSSION

## Development of the south industrial properties

The industrial properties at the south-west end with addresses along Woodbridge Avenue are owned by 18 residents and none were in attendance.

Only the south west piece of the Industrial Lands in the study area is actually zoned industrial. All other industrial land parcels have been re-zoned residential.

The general concern voiced by of some of the group members was that if the south Parkside Drive connection to Woodbridge is to remain, development of the south property in accordance with the application is not viable. The lot/property is extremely narrow and to accommodate a road will inhibit the ability to provide appropriate private backyard space, and will compromise the townhouse form being proposed.

### Implications regarding access across the C. P. Rail line and implications for the development of the area.

It was the opinion of the C.P. Rail Representatives that their priority is to avoid having pedestrian or vehicular crossings over the rails because it creates problems in terms of safety controls. The implication was that crossings have to be considered on a site-by-site basis and discussions have to take place with the appropriate C.P. Representatives that are capable of making decisions regarding crossing the tracks. The Consultants and members of the City staff felt that it is essential to resolve the east-west connections to Kipling especially in terms of the viability of the north connection which will enable future residential development on the industrial lands.

## Other topics of discussion

There were questions regarding the amount of density proposed and whether it had been measured in relation to public transit requirements. It was also asked if there were any future plans for a new Go Train Station happening within the study area. The Consultant's response was that the expectation of the Vision was to have incremental frequency of public transit service and use along Kipling as development occurs. Creating a walkable environment for Kipling is a priority. Also, VIVA has future plans to expand its services, adding routes and buses to guarantee more frequency and better service in general.

## Meeting Conclusions

The City's preference is to explore the possibility of a north-south connection to Woodbridge, if not as a public road, at least as a public lane. From the City's engineering perspective, under existing City standards, the possibility of having this connection through such a narrow lot is not possible and would compromise recently revised and updated City standards. The City is unwilling to compromise servicing, safety and good design.

The two most desirable connections to the industrial lands development area from Kipling Avenue is either via the north-south connection to Woodbridge Avenue south, or via the north at-grade rail crossing. If the first one is seen as the best option, the City would consider undertaking negotiations with the south land owners to figure out a way of getting a road through that would be satisfactory to the City and landowners.





# APPENDIX B – STREETSCAPE MASTER PLAN





# STREETSCAPE PLAN

## KIPLING AVENUE CORRIDOR DETAILED STREETSCAPE MASTER PLAN

A key aspect of the Kipling Avenue Corridor Study is the development of a Detailed Streetscape Master Plan for selected areas along Kipling Avenue. The Streetscape Master Plan is intended to support the walkable, pedestrian oriented goals of the Final Concept Plan and demonstrate the enhancement of the public realm, suggesting quality materials and design that reinforce a picturesque identity for Kipling Avenue and support the heritage character of the Corridor.

The Streetscape Master Plan reflects:

- a street configuration that provides a maximum gain to the public realm with reduced lanes and lane widths
- generous street tree planting and landscaping opportunities to beautify and enhance the pedestrian environment
- quality materials that create an attractive environment for people to enjoy on a day-to-day basis
- the incorporation of bike lanes and pedestrian friendly boulevards
- increased opportunities for connections throughout the Corridor and to adjacent surrounding areas
- opportunities to integrate art and heritage features that establish a distinct identity for the Corridor.

The Streetscape Master Plan includes:

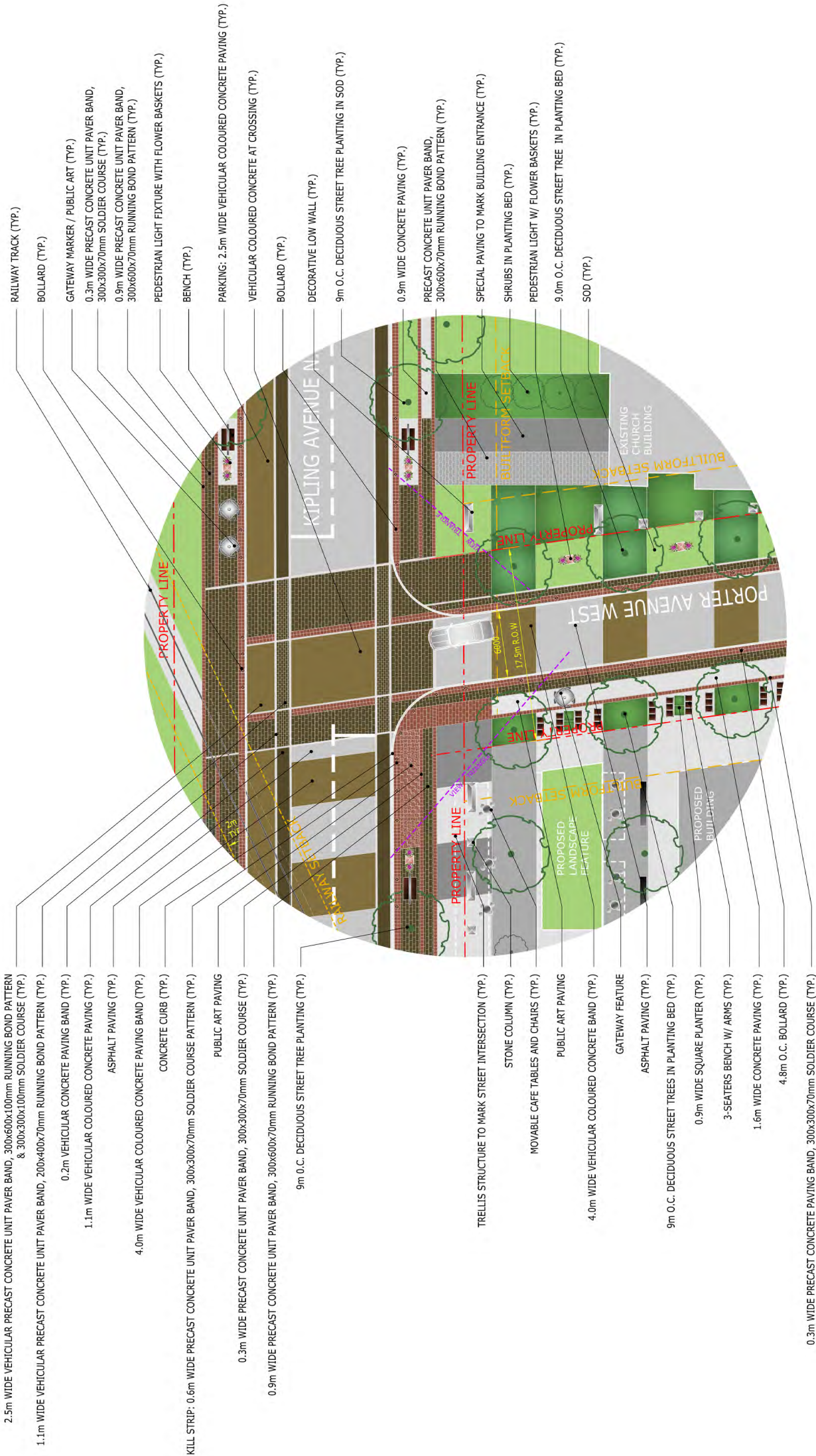
- zoomed in detailed design plans of three distinct gateway nodes along Kipling Avenue that are key connectors to major public amenities
- detailed plans of the overall streetscape concept
- street cross-sections that describe the elements of the streetscape master plan

## 160





STREETSCAPE PLAN



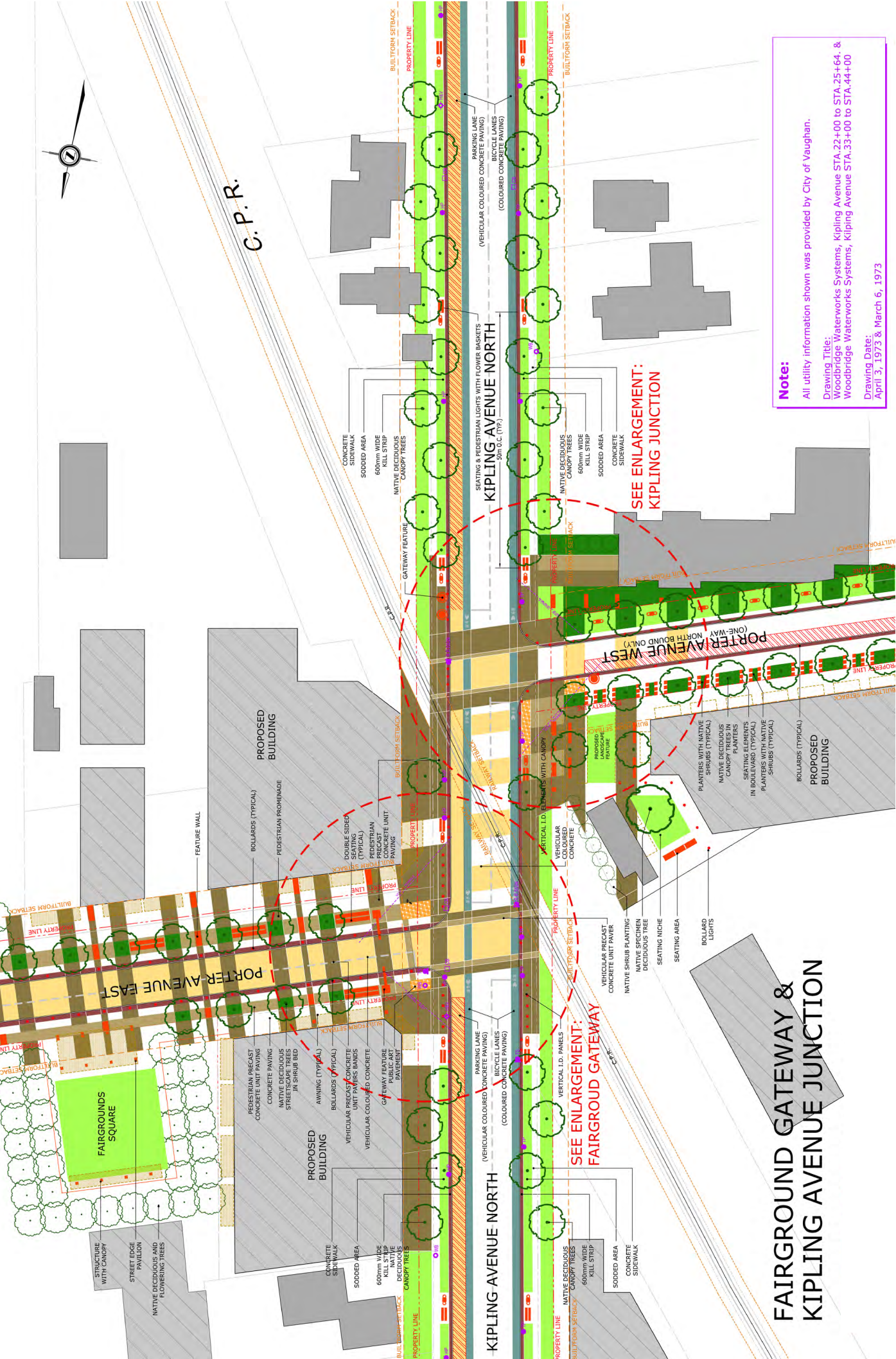
Porter Avenue West Gateway







STREETSCAPE PLAN

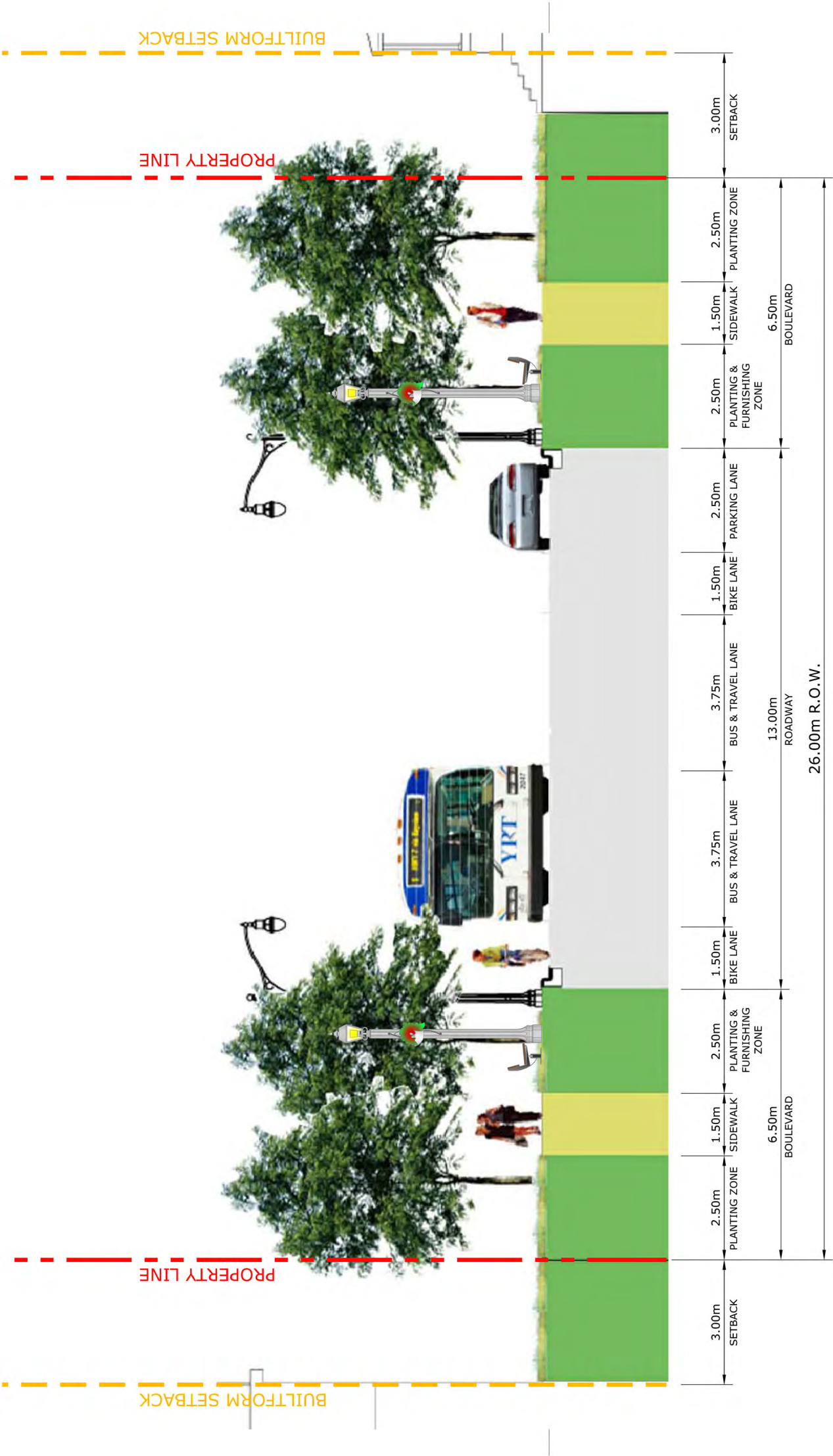


**Note:**  
All utility information shown was provided by City of Vaughan.  
Drawing Title:  
Woodbridge Waterworks Systems, Kipling Avenue STA.22+00 to STA.25+64. &  
Woodbridge Waterworks Systems, Kipling Avenue STA.33+00 to STA.44+00  
Drawing Date:  
April 3, 1973 & March 6, 1973

Porter Avenue East and West Gateway Overall Plan

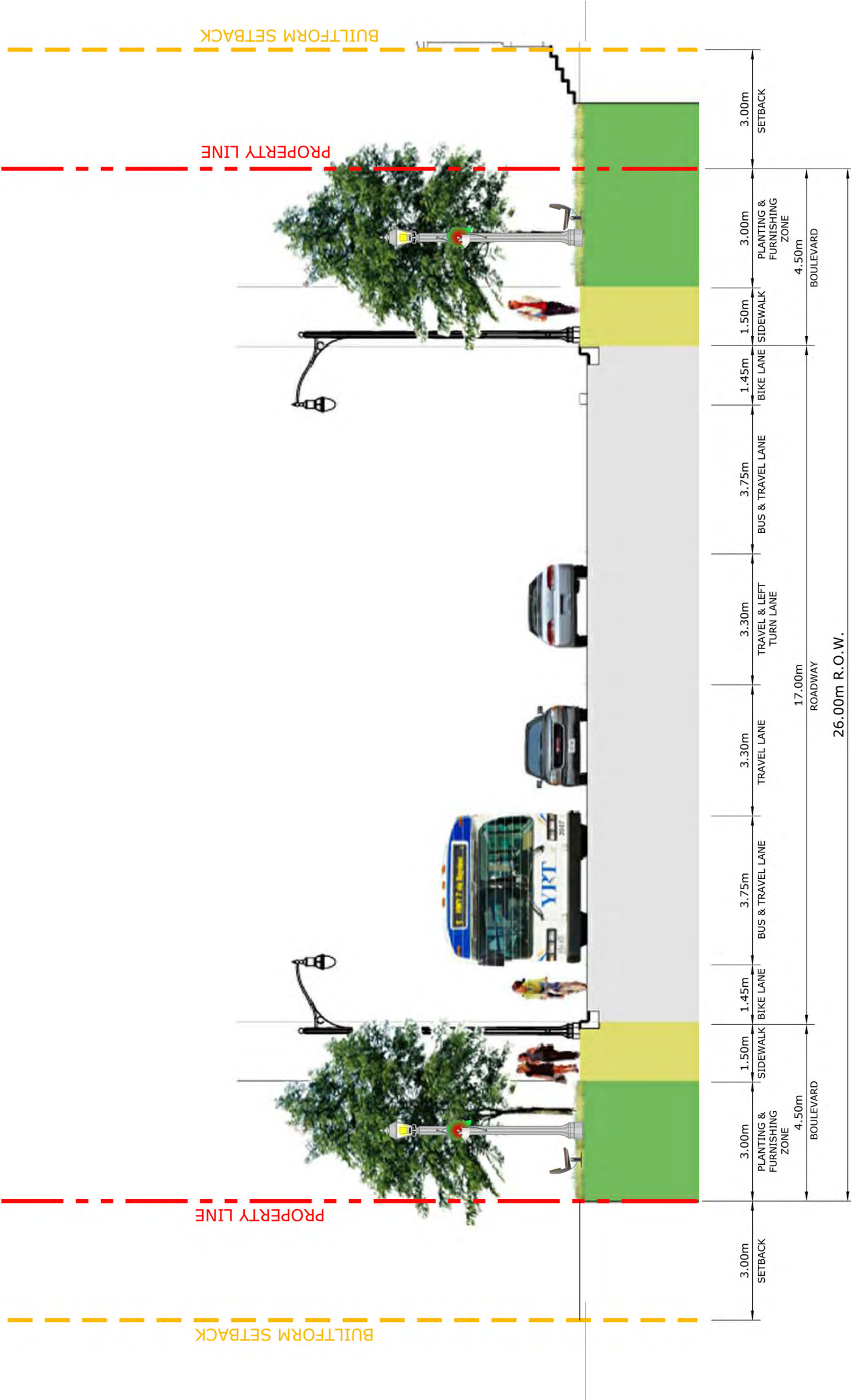


Street Section - Kipling Avenue North - Primary Main Street - View North





STREETSCAPE PLAN

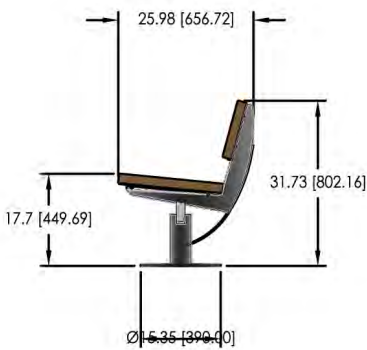
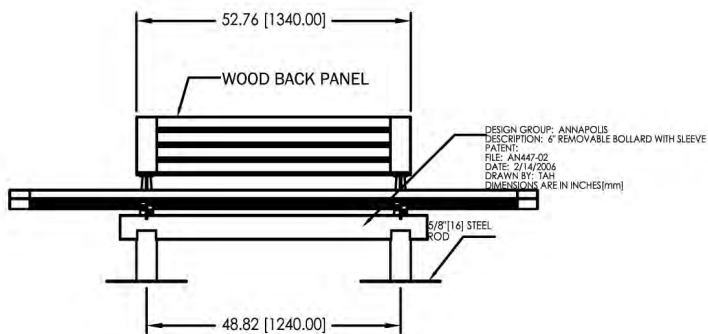
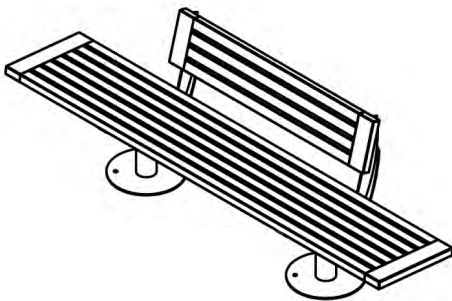
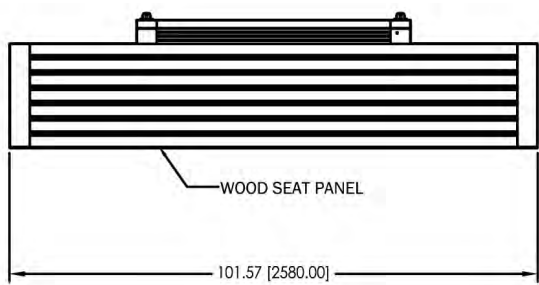
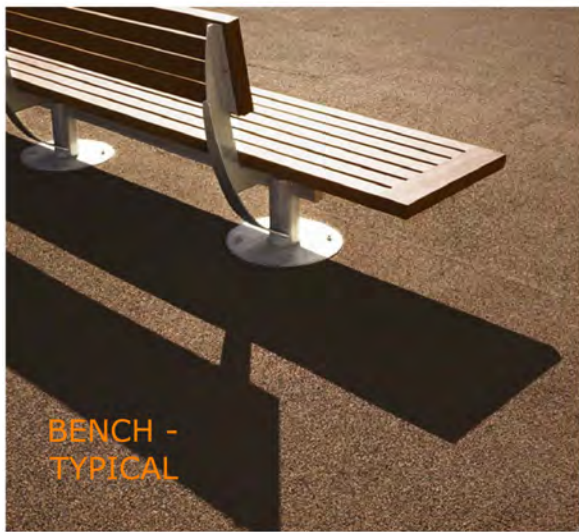


Street Section - Kipling Avenue South - Primary Main Street - View North



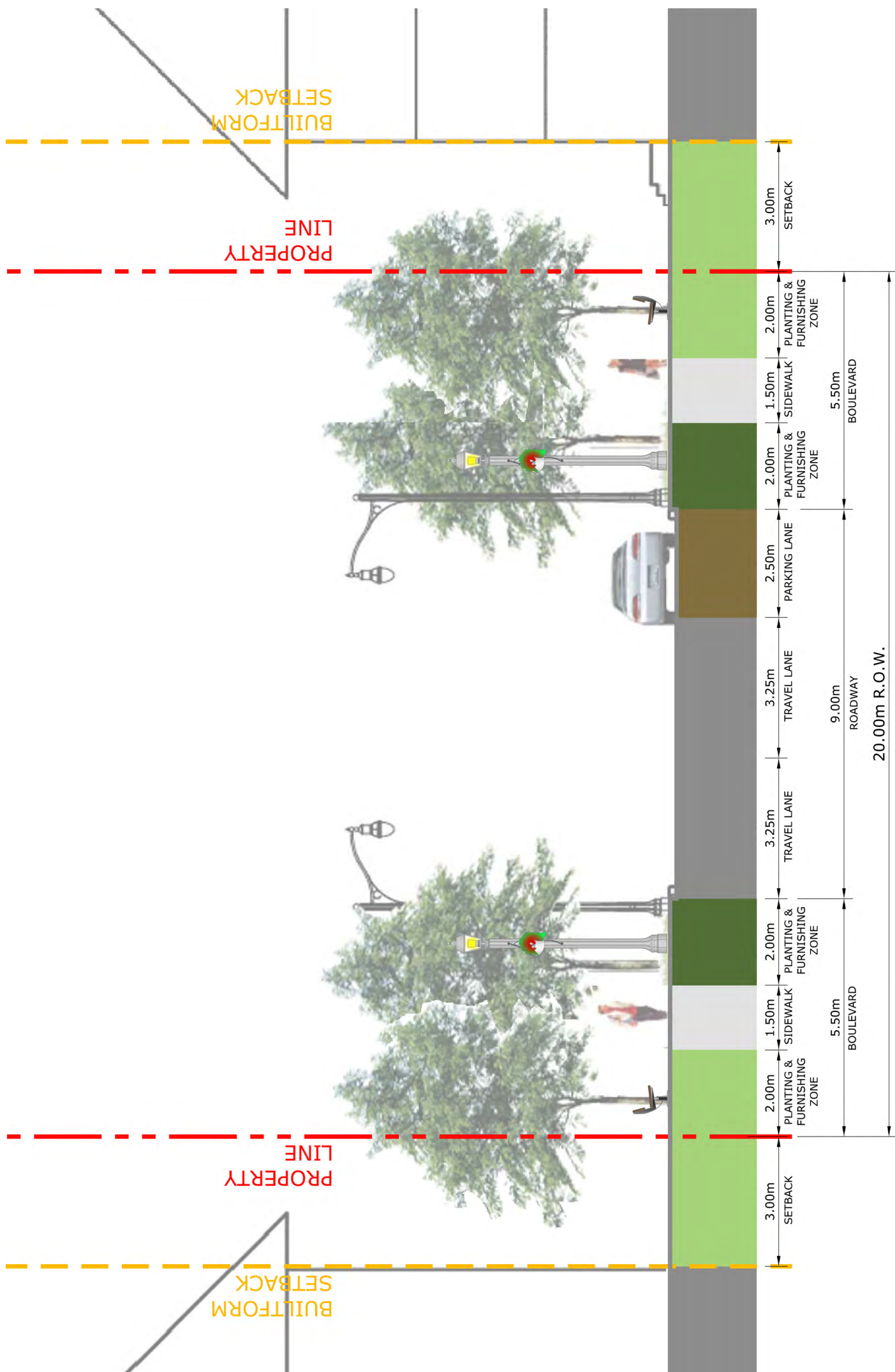


STREETSCAPE PLAN

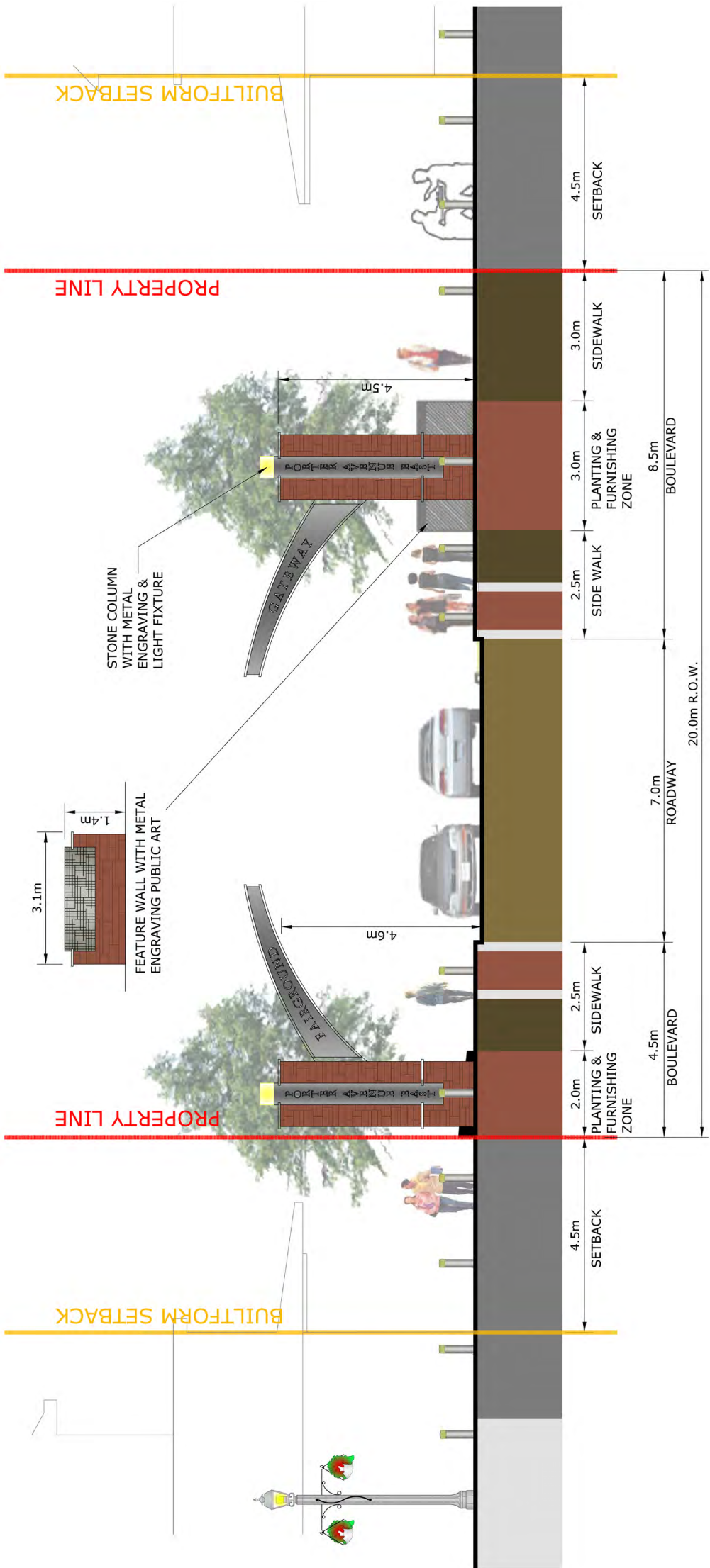








**Street Section/Elevation - Parkside Drive - Secondary Street - View West**  
**(Rainbow Creek Road, although considered a local connector, has the same cross section as Parkside Drive)**

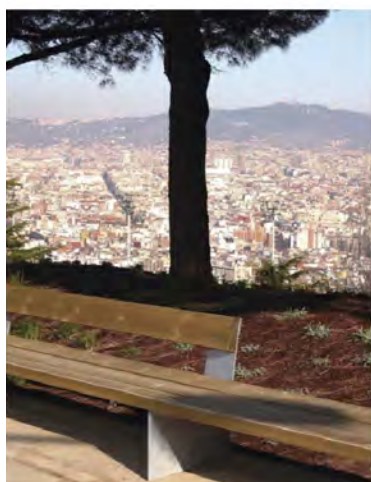


Street Section/Elevation - Porter Avenue East - Special Character Street - View East

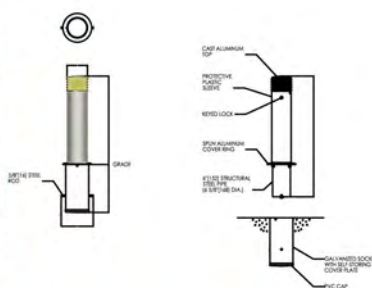




PEDESTRIAN  
LIGHT FIXTURE  
WITH FLOWER  
BASKETS  
TYPICAL



BENCH - FAIRGROUND GATEWAY  
(DOUBLE SIDED SEATING)

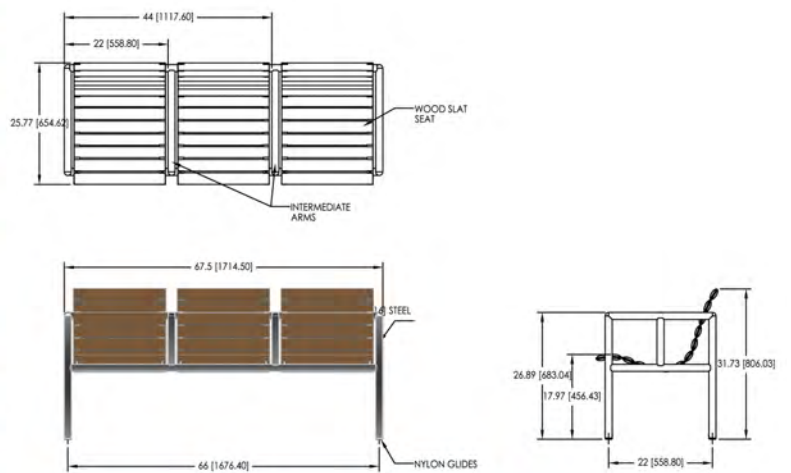


BOLLARD TYPICAL  
(W/ SOLAR-POWERED  
LIGHTING)

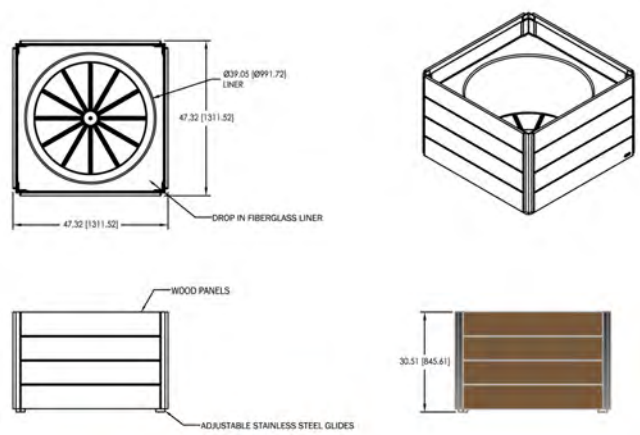


**Street Section/Elevation - Porter Avenue West - Special Character Street - View West**

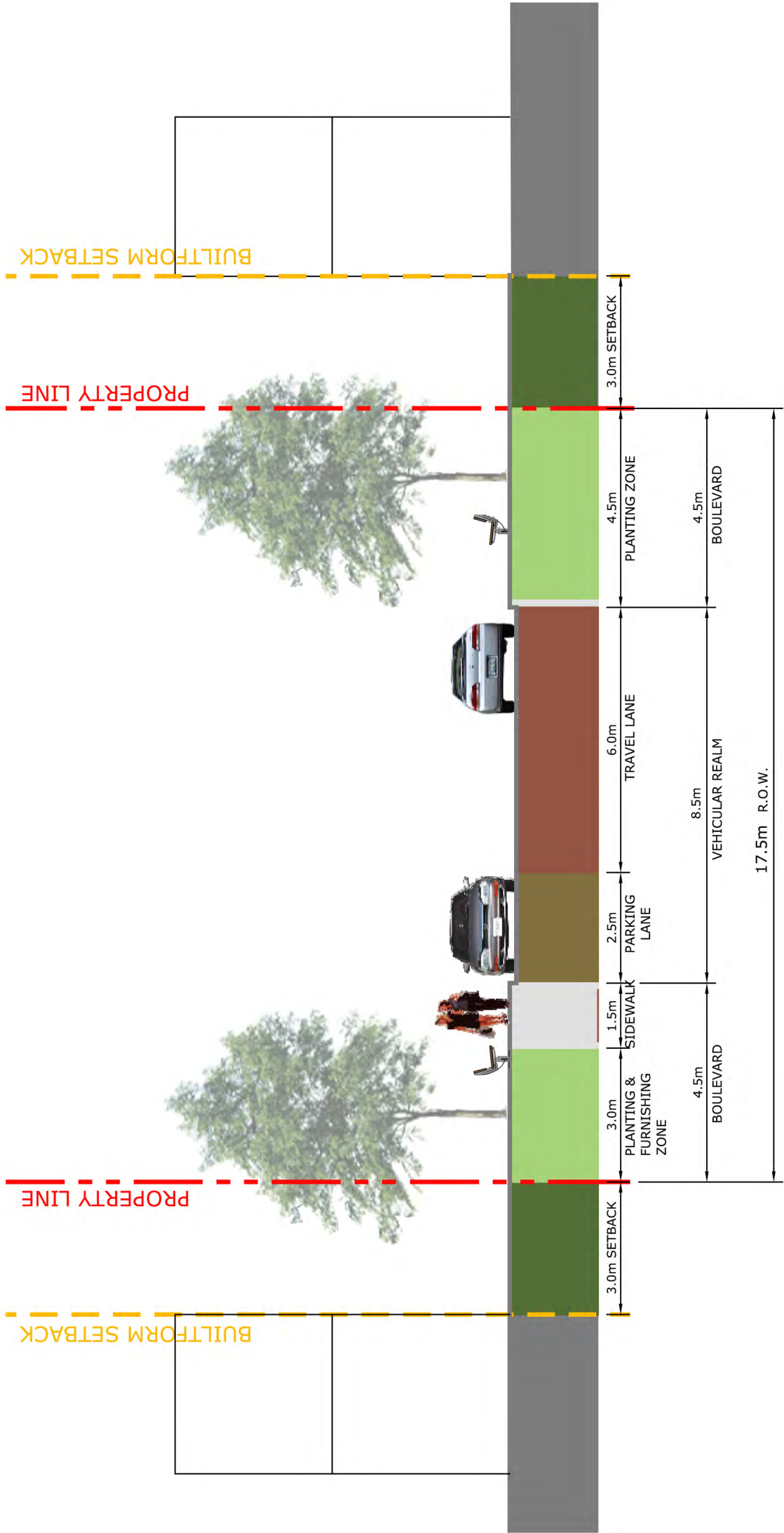




**BENCH - KIPLING JUNCTION  
TYPICAL**

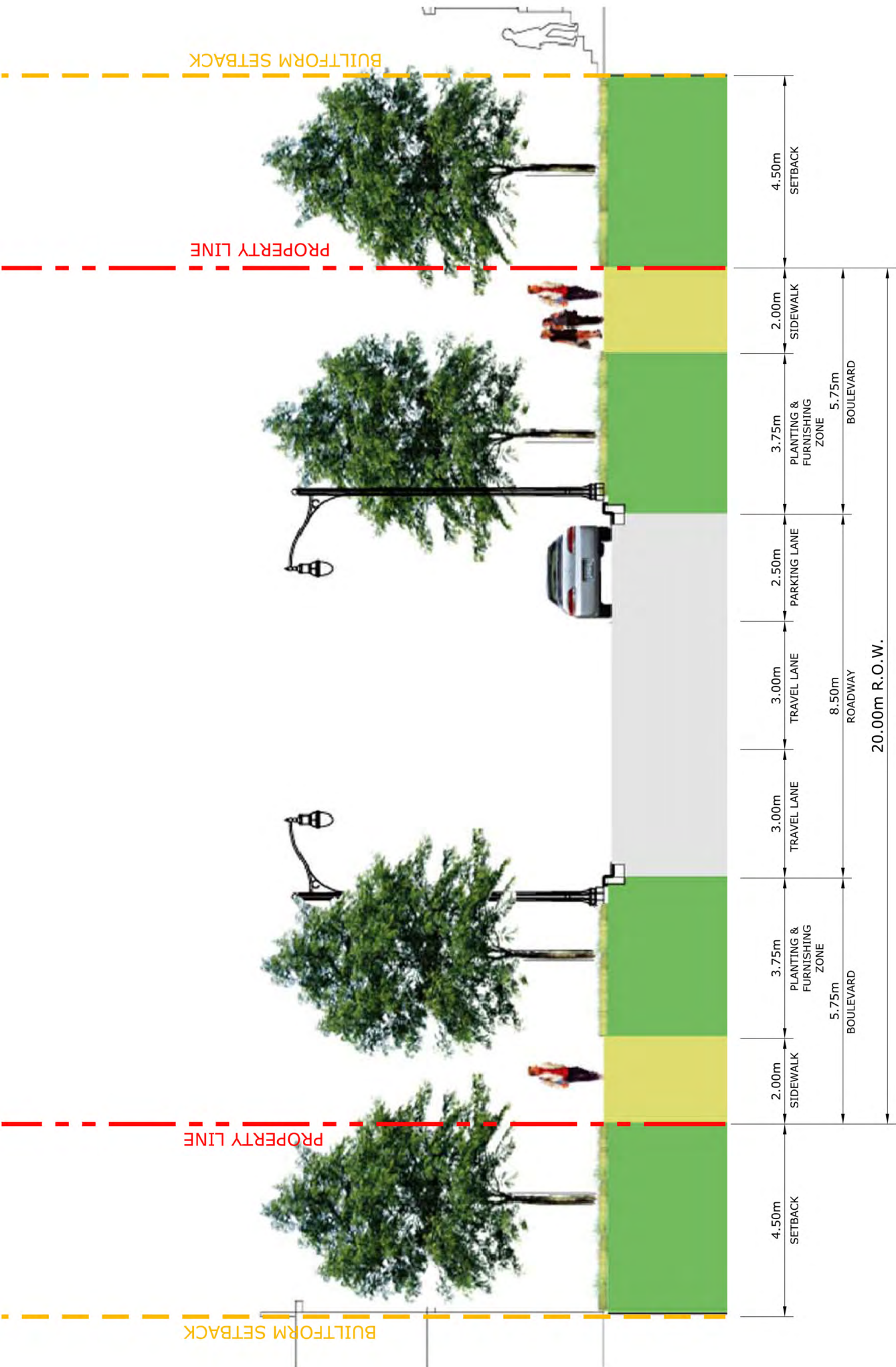


**PLANTER - KIPLING JUNCTION  
TYPICAL**



Street Section/Elevation - Industry Avenue - Local Connector - View East





Street Section/Elevation - Residential Street - Typical



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J.H. Stevens Planning & Development Consultants • MMM Group Limited • Goldsmith Borgal and Company Architects • Michael Spaziani Architect Inc.