#### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

Item 1, Report No.16, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on April 11, 2018.

#### 1 WOODBRIDGE HERITAGE DISTRICT URBAN DESIGN <u>STREETSCAPE PLAN STUDY</u>

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated April 9, 2018, be approved;
- 2) That appropriate staff from relevant departments (eg. By-law, Engineering, Transportation, Public Works, and others as required), be directed to meet with the Local Councillor (and other Members of Council should they wish) to develop a plan to address issues of present concerns as described by deputants who spoke to this item;
- 3) That immediate consideration be given (by way of the creation of a budget submission), to the placing of a stop light on Woodbridge Avenue, at the entrance to Market Lane, to facilitate the safe crossing of the street by pedestrians, similarly as was achieved by the placement of a signalized pedestrian crosswalk on Martin Grove Road, for the safety of senior pedestrians accessing programs at Father Ermanno Community Centre;
- 4) That the presentation and Communication C1, presentation material entitled, *Woodbridge Heritage District Urban Design and Streetscape Plan Study"*, be received;
- 5) That the following deputations be received:
  - 1. Mr. Chris Andrews, on behalf of the Village of Woodbridge Ratepayers' Association, Kipling Avenue, Woodbridge;
  - 2. Ms. Maria Verna, President, Village of Woodbridge Ratepayers' Association, Woodbridge Avenue, Woodbridge;
  - 3. Mr. Joe Pagliaroli, Woodbridge Avenue, Woodbridge;
  - 4. Ms. Erika Wilding, Woodbridge Avenue, Woodbridge; and
  - 5. Mr. Jamie Maynard, on behalf of the Village of Woodbridge Ratepayers' Association, William Street, Woodbridge.

#### <u>Purpose</u>

The purpose of this report is to seek Council approval of the Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

#### Item 1, CW(WS) Report No. 16 - Page 2

(Volumes 1 and 2) ("Study"), included as Attachment #1.

#### **Report Highlights**

- The Study will serve as a comprehensive toolkit to provide design guidance on how to implement the approved Woodbridge Heritage Conservation District Plan and Woodbridge Centre Secondary Plan policy frameworks.
- The Study provides a design framework with design solutions to inform and coordinate public realm investments and to guide future development proposals.
- The Study identifies opportunities for further design guidance.
- The Woodbridge Avenue Streetscape Implementation Phase 1 Works provides preliminary construction costing that is being considered as part of the 2018 Development Charge Background Study update.

#### **Recommendations**

- THAT the Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines (Volumes 1 and 2), included as Attachment #1, BE APPROVED; and
- THAT following Council approval of the City's Development Charges By-Law, staff be directed to bring forward a capital budget request as part of the City's future budget cycle for the Woodbridge Avenue Streetscape Implementation Phase 1 Works (Attachment #2). This will include a Transportation EA Study for the Woodbridge Avenue.

#### **Background**

# Council on April 29, 2009 adopted the following recommendation of the Committee of the Whole Item 26, Report No. 23:

"A detailed Streetscape Master Plan for the Woodbridge Core area and a costing and implementation plan should be undertaken which builds on the Streetscape Master Plan and costing prepared through the Kipling Avenue Corridor Study."

The Study augments the urban design policies of the Woodbridge Centre Secondary Plan to provide design direction for the built environment and public realm, in order to establish a consistent level of design excellence for new infill development and the City

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

#### Item 1, CW(WS) Report No. 16 - Page 3

capital infrastructure projects. To reflect the significant cultural heritage and green space in the Woodbridge core, the Study provides an approach to extending and integrating important green networks into the Woodbridge Avenue streetscape.

# The Study was developed in 3 phases and included an extensive community and stakeholder engagement process

The Study commenced in September 2015 and was developed in three phases of work including:

- Phase 1: Background Review & Streetscape Design Frameworks (September 2015 August 2016)
- Phase 2: Final Draft Urban Design Guide and Woodbridge Avenue Streetscape Design & Guidelines, Volume 1 and 2 (September 2016 – April 2017)
- Phase 3: Final Draft Woodbridge Avenue Streetscape Implementation Phase 1 Works (May 2017- November 2017)

The Study included an extensive engagement plan with diverse stakeholders including the Village of Woodbridge Ratepayers Association, community members, local business landowners, developers, the Woodbridge Agricultural Society, York Region Transit, the Toronto and Region Conservation Authority, York Region, Heritage Vaughan Committee and Members of Council.

The engagement process included the following events:

- Site Tour and City Staff Workshop (August 25, 2015)
- Three community events including Pop-Up Consultation Events (September 2015) on Woodbridge Avenue and two Public Open Houses at the Woodbridge Public Library (November 2015 and June 2016)
- Developer Roundtable Meeting June 2015
- Individual Interviews with Stakeholders and Members of Council September 2015
- Jane's Walk Woodbridge May 2016
- Design Review Panel Presentation June 2016
- Heritage Vaughan Committee Presentation September 2016

In addition, a Technical Advisory Committee was established to incorporate crossdepartmental and external agency information, technical expertise and comments into the Woodbridge Avenue Streetscape Design. The design concept for Woodbridge Avenue was presented at Public Open House #2 on June 29, 2016. Following Council's

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

#### Item 1, CW(WS) Report No. 16 - Page 4

consideration of this report, Public Open House #3 will be held to present the results of the Study. Regular updates about the Study have been posted on the City's website at <a href="http://www.vaughan.ca/designwoodbridge">www.vaughan.ca/designwoodbridge</a>.

#### Public and stakeholder engagement included as part of the Study process revealed that improvements to the pedestrian environment is required

Key messages communicated to the City through the community and stakeholder engagement process include the following:

- Residents identify with the uniqueness of Woodbridge Avenue and its village-like character, and want to cultivate its unique character and sense of identity;
- Pedestrian safety and universal accessibility along Woodbridge Avenue must be enhanced;
- Improvements are needed to support the role of Woodbridge Avenue as the main social and commercial hub of the community. Wider sidewalks and additional gathering spaces would allow people to enjoy the street, permit outdoor cafés, and support community events;
- The preservation of existing mature trees, additional street tree planting and connectivity to open spaces are important to the community; and
- Interfaces with public transit could be improved.

### Previous Reports/Authority

https://www.vaughan.ca/council/minutes\_agendas/Agendaltems/CW0616\_15\_17.pdf

### Analysis and Options

The Study will serve as a comprehensive toolkit to provide design guidance on how to implement the approved Woodbridge Heritage Conservation District Plan and Woodbridge Centre Secondary Plan policy frameworks, including specific strategies to enhance the public realm and the defining features of the District

Early in the Study process, it became clear that the streetscape design for Woodbridge Avenue required an integrated design solution to enhance walkability and to achieve the larger vision and objectives of the Secondary and HCD Plans. City departments will reference the Streetscape Design framework to inform and coordinate their future respective capital projects along Woodbridge Avenue and for future application to the Regional partnership funding for the gateway design and construction at Islington Avenue. Implementation and ongoing operations and maintenance have been considered throughout the design process to deliver a street design and phasing strategy that captured both short term opportunities and longer term strategic value for

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

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#### social, environmental and economic prosperity.

The Study supports the transition of the Woodbridge Avenue from what is today a vehicle-oriented corridor into a greener, walkable, multi-modal street that celebrates existing heritage features and landscape context by providing implementation strategies to guide the built form transition and streetscape design within the context. The Woodbridge Avenue Streetscape Plan implements transit-oriented development principles to support transit investment, and create a safe, vibrant and pedestrian oriented environment that provides a high level of connection and walkability. Also, the Study provides a complete street design framework for future engineering, parks development and urban design capital projects.

# The components of the Study include 2 Volumes (Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines) and a Woodbridge Avenue Streetscape Implementation Phase 1 Works

Volume 1 "Woodbridge Illustrative Urban Design Guide", is structured to be a highly illustrative and accessible tool, outlining the urban design vision to supplement existing policies for the Woodbridge Area. The document should be read in conjunction with the Woodbridge Heritage Conservation District Plan (HCD) and the Woodbridge Centre Secondary Plan and is intended to assist City staff, stakeholders and the development industry in understanding the policy process, structure, interpretation and implementation of the guidelines.

Volume 2 "Woodbridge Avenue Streetscape Design and Guidelines", provides the design guidance on how to implement the approved Heritage Conservation District and Secondary Plan Policy Frameworks and objectives, and specific strategies to enhance the public realm and defining features of the District. This document provides a vision for the streetscape design, and is a phasing and maintenance strategy to guide development of the Woodbridge Avenue streetscape over the short, medium and long-term horizons. The Study was developed in accordance with the Council approved City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts. The design solution is the result of a series of thoughtful considerations towards capital and maintenance costs, aesthetics and performance.

#### Placemaking is the foundation to the study vision, creating a quality built form and public realm that meets the day-to-day needs of a diverse community

The Woodbridge Commercial Core is the historical commercial center of the community and should continue to serve as an important social gathering area and commercial

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

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focus (3.1 Woodbridge Secondary Plan). The Secondary Plan describes that "a key aspect of the vision is the support for a shift in the dependency of vehicular use to other transportation modes such as transit, cycling and walking." The approach to transportation in the Secondary Plan supports the objectives and policies of the Vaughan Official Plan 2010, Volume 1 in terms of transforming transportation in Vaughan, and more so, in its heritage villages. Woodbridge Avenue is described in the Woodbridge Centre HCD Plan with a "Main Street character" as a Part V protected heritage attribute under the "Ontario Heritage Act", and that the street "must be designed and managed to provide pedestrians with an attractive and safe connection between public open spaces and the Woodbridge Core" (6.6.2). The HCD Plan further states that: "The accommodation of pedestrians will have priority over the accommodation of vehicles." (6.6.2).

The Streetscape Design policies in the Secondary Plan include the following objectives in Section 3.7.2:

- Walkable, connected pedestrian-oriented streets;
- A cohesive character and identity for each street type;
- On-street parking and bike lanes where possible;
- Safe street and rail crossings;
- An identification of opportunities for enhanced streetscape treatments and pedestrian priority nodes; and,
- Increased transit service and streetscaping that supports increased transit use.

The key design objectives of the Woodbridge Avenue Streetscape Design & Guidelines are to:

- Establish strong public realm identity for the Woodbridge Heritage Conservation District;
- Promote walking, cycling and transit use;
- Reduce conflicts between pedestrians and vehicles;
- Provide a public realm that supports daily community life and community events;
- Capture inspiring educational, heritage and interpretive moments;
- Build on the unique access to the Humber River system;
- Increase the street tree canopy and provide ecosystem services; and,
- Provide a public realm design that is financially, socially and environmentally sustainable.

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

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The coordinated public realm design for Woodbridge Avenue considers heritage, the evolving fabric of architecture, the use and seasonality of spaces, scale and edge conditions, natural features, open space connections, multi-modal movement and the experience of people in this unique place as both a community and a regional destination. The Woodbridge Avenue Streetscape Design & Guidelines will help to coordinate future private development interfaces with Woodbridge Avenue to maximize pedestrian space along the street, provide design guidance for Privately Owned Publicly-Accessible Spaces (POPS), and to incrementally contribute to a strong and coherent public realm identity and the Woodbridge village heritage character.

# The Study provides a streetscape service level for Woodbridge Avenue that is consistent with the City-Wide Streetscape Implementation Manual and Financial Strategy

Woodbridge Avenue streetscape qualifies as a "Premium" level of service based on the "Significant Civic / Cultural Importance" criterion established through the City-Wide Streetscape Implementation Manual and Financial Strategy approved by Council in 2014. Woodbridge Avenue is the commercial 'Main Street' of the Woodbridge HCD Plan and a significant City-wide and regional destination.

### **Financial Impact**

The total preliminary construction cost of the Woodbridge Avenue Streetscape works is estimated to be \$12,850,000. This cost is being considered as part of the 2018 Development Charge Background Study update and staff will bring forward a capital budget request as part of the City's future budget cycle with funding sources that reflects the outcome of the background study update.

The following table summarizes the future Operating Budget impact based on the preliminary costed streetscape works for Woodbridge Avenue. Funds for annual repair, maintenance and operating are included in the total cost, and are consistent with the Operations and Maintenance Assumption Matrix within the Council approved City-wide Streetscape Implementation Manual and Financial Strategy document, included as Attachment #3.

### **EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018**

#### Item 1, CW(WS) Report No. 16 - Page 8

Table 1: The future Operating Budget impact based on the preliminary costed streetscape works for Woodbridge Avenue

Annual Operating Budget Impact (\$)	Phase 1	Built-Out	Total
Operating and Maintenance Costs Based on \$168.00/ LM. Premium Streetscape Level of Service in accordance with City-Wide Streetscape Implementation Manual and Financial Strategy	1600 linear meters of boulevard \$168.00 per Linmeter	No additional streetscape boulevard to maintain.	
Total Operating and Maintenance Cost	\$285,600.00	0	\$285,600.00

### **Broader Regional Impacts/Considerations**

York Region has participated as a stakeholder throughout the Study process, providing design review of the draft Woodbridge Avenue Streetscape Design related to the Islington Avenue gateway. Further consultation with the Region will be required for implementation of the Streetscape Design through the detailed design process. An approved Woodbridge Avenue Streetscape Implementation Phase 1 Works will enable the City of Vaughan to apply to York Region's Municipal Streetscape Partnership Program for partnership funding on the gateway streetscape enhancements located at Islington Avenue within the Regional right-of-way.

Through the Study, City staff also consulted with York Region Transit (YRT) to coordinate the streetscape design with planned bus stop improvements along Woodbridge Avenue between Kipling Avenue and Islington Avenue. The construction of the Woodbridge Avenue Streetscape Implementation Phase 1 Works would create expanded and improved boulevards for bus stop waiting areas. YRT has indicated its intention to replace the existing bus stops with new site furnishing in coordination with the City's implementation of the Streetscape Plan.

### **Conclusion**

The Woodbridge Illustrative Urban Design Guide (Volume 1), Woodbridge Avenue Streetscape Design and Guidelines (Volume 2) and Woodbridge Avenue Streetscape Implementation Phase 1 Works provide schematic design guidance for the built environment and public realm within the Study area to help achieve the policies of the Secondary Plan and the Woodbridge Heritage Conservation District Plan.

The success of the public realm and the unique character of place are important for the long-term social, cultural, and economic sustainability of the Woodbridge Heritage Conservation District. As the commercial 'Main Street' and social destination in the

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District, the ambition is to transform Woodbridge Avenue into a pedestrian-oriented, multi-modal street with a coherent public realm identity that showcases heritage assets and landscape character with public spaces, connections and amenities that enhance daily life. The Streetscape Design is a long-term framework to coordinate public realm improvements and capital projects, and to inform future private development along the street.

The Woodbridge Avenue Streetscape Implementation Phase 1 Works is the recommended first step towards achieving the full public realm vision and coordinates civil, transportation, parks and forestry, and urban design works.

**For more information,** please contact: Rob Bayley, Manager of Urban Design and Cultural Heritage, ext. 8254.

#### **Attachments**

- Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines (Volumes 1 and 2). <u>https://www.vaughan.ca/services/business/urban\_design/woodbridge\_plan/Page\_s/default.aspx</u>
- 2. Woodbridge Avenue Streetscape Implementation Phase 1 Works.
- 3. Operations and Maintenance Costs Assumptions Matrix, City-Wide Streetscape Implementation Manual and Financial Strategy.

#### Prepared by

Rob Bayley, Manager of Urban Design & Cultural Heritage, ext. 8254 Behnaz Djabarouti, Urban Designer, ext. 8017

#### In consultation with

Margie Chung, Manager of Traffic, ext. 6173 Vince Musacchio, Manager of Infrastructure Planning, ext. 8311 Rita Selvaggi, Interim Director of Financial Planning & Development Finance, ext. 8438 Brianne Clace, Project Manager of Financial Sustainability, ext. 8284 Jay Todd, Manager of Forestry & Horticulture, ext. 6158 Michael Habib, Senior Planner, Parks Development, ext. 8092

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

### BUILDING BRIDGES

The Woodbridge Heritage District Urban Design Streetscape Study.

Committee of the Whole Working Session Presentation April 9, 2018





# Woodbridge Heritage District Urban Design and Streetscape Plan Study

### DIALOG

9

IN ASSOCIATION WITH: Philip Goldsmith I Architect ASI Archaeological & Cultural Heritage Services Vermeulens



## **Presentation Overview**

- 1. Project Overview
- 2. Streetscape Study Context
- 3. Project Process + Stakeholder Engagement
- 4. Woodbridge Avenue Streetscape Framework
- 5. Woodbridge Avenue Streetscape Preliminary Design
- 6. Woodbridge Avenue Streetscape Design Implementation
- 7. Next Steps













# **Project Goals**

- Enhance the distinct **community identity** of Woodbridge Heritage Conservation District.
- Improve the public realm as a container of public life to support the pedestrian experience.
- Strengthen the relationship between buildings, the public realm, landscape, heritage resources and contributing assets to the heritage district character.







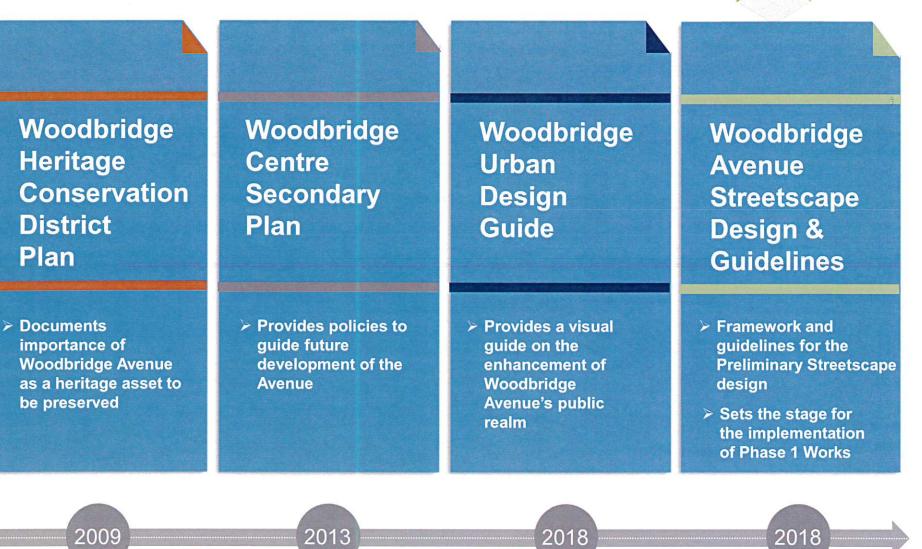




# The Heritage Heart of Woodbridge



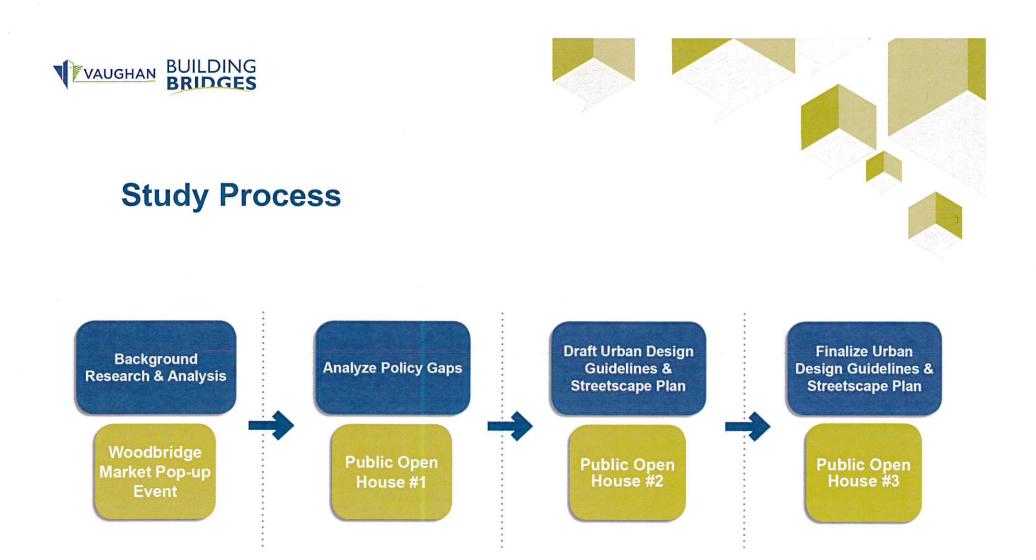
















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### **Stakeholder Engagement:** Staff and Stakeholder Workshops







### **Stakeholder Engagement:** Two Public Open Houses & Two Pop-up Events







## **Stakeholder Engagement:** Woodbridge Avenue Jane's Walk





# Key Messages:

- Residents identify with the uniqueness of Woodbridge Avenue and its village-like character, and want to cultivate its unique sense of identity
- Pedestrian safety and universal accessibility along Woodbridge
   Avenue must be enhanced
- Improvements are needed to support the role of Woodbridge Avenue as the main social and commercial hub of the community.
- The preservation of existing mature trees, additional street tree planting and connectivity to open spaces are important to the community
- Walking, cycling and transit use should be prioritized









# **Streetscape Vision**

"Woodbridge Avenue is and will continue to serve as the main street - the hub of activity and buzz – within heritage Woodbridge. It is envisioned as a welcoming, walkable, and green environment, with a mix of uses and a diversity in architectural style. It will become a destination, attracting people from all over the City of Vaughan and beyond. The streetscape will be attractive, with high quality design, where heritage landscapes blend sinuously with new vegetation, celebrate the built heritage, and function as a wayfinding tool. It will be an animated street with a diversity of gathering spaces, and many opportunities for a variety of activities – rest and repose, social interaction, recreation, work and play. Woodbridge Avenue will be a lively and attractive place to be."



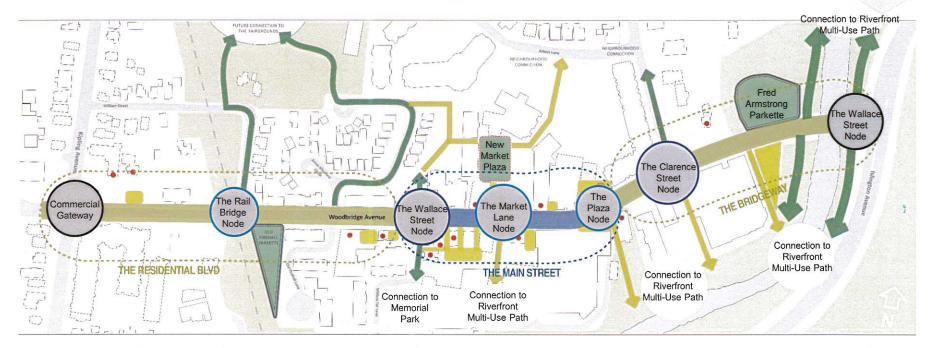
# **Streetscape Design Principles**

- Become a Destination
- Create a Unified Identity
- Establish a Public Realm for Everyone
- Create a Comfortable and Safe Environment
- Achieve a High Quality Design
- Serve as a Key Connector
- Become a Multi-Modal Street

- Foster a Complementary Relationship between Heritage and Contemporary
- Create and Improved Destination
   Fostering Spontaneous Recreation and Day-to-day Activity
- Create a Generous Public Realm and Pedestrian Environment
- Be Sensitive and Respectful to Heritage Fabric
  - Create a Catalyst for Economic Development, Encouraging New Businesses, Retail Activity, and Tourism



# Streetscape Design Framework: Design Approach



#### LEGEND



Residential Mix Streetscape Zone

Urban Core Enhanced Streetscape Zone

- Public Pedestrian Link
- Potential Publicly Accessible Pedestrian Link
- Existing Public Open Space

Future Public Open Space Potential Publicly Accessible Open Space Landmark Node Transition Node Entry Gateway Heritage Building





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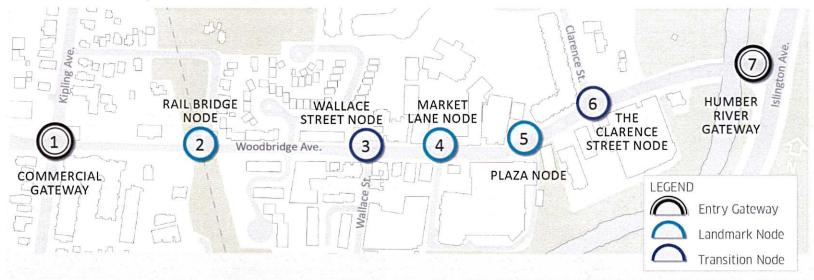
## Streetscape Character







### Streetscape Nodes







5. The Plaza Node



6. The Clarence Street Node



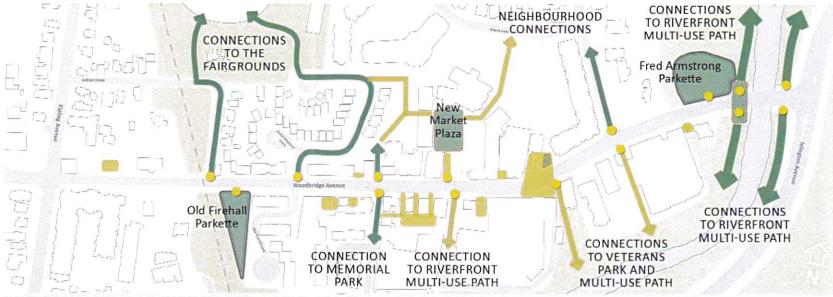
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# **Public Realm Expansion**



#### Expanded Public Realm Network



Linkage towards the river valley, alongside Wallace.



Linkage towards Memorial Hill, along Wallace Street.







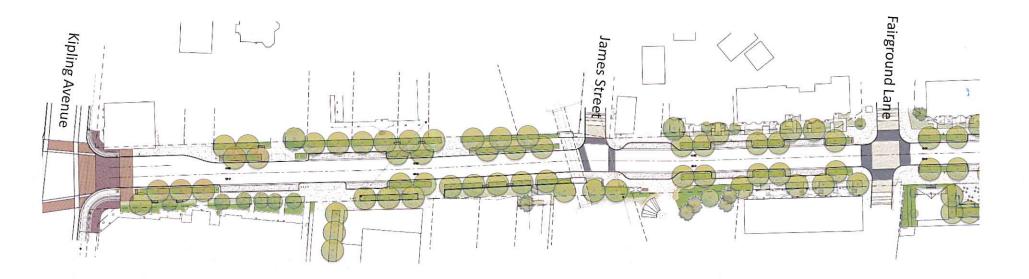






# **Design Move #1:**

Provide a cohesive design language.....



That provides a unified pattern and palette of tree planting, furnishings and paving materials



# **Design Move #1:**

Provide a cohesive design language.....





# **Design Move #1:**

Clarence Street

Provide a cohesive design language....

That forms a common language for the open spaces

2

Islington Avenue

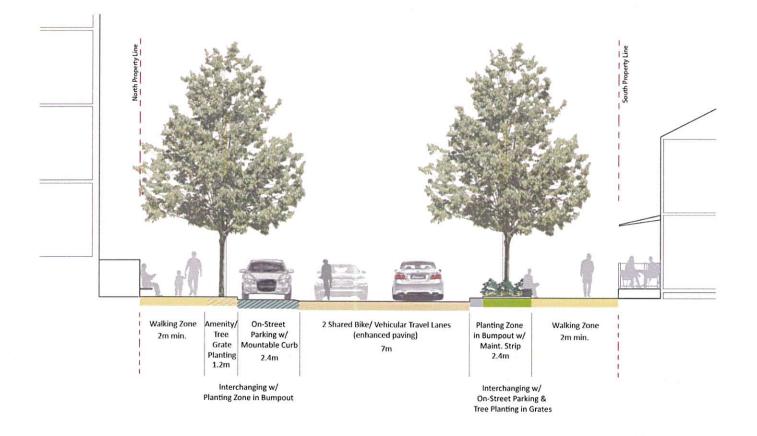




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# **Design Moves #2 and #3:**

Reduce the roadway to increase public realm space.







# **Design Move #4**

Provide new public realm spaces.

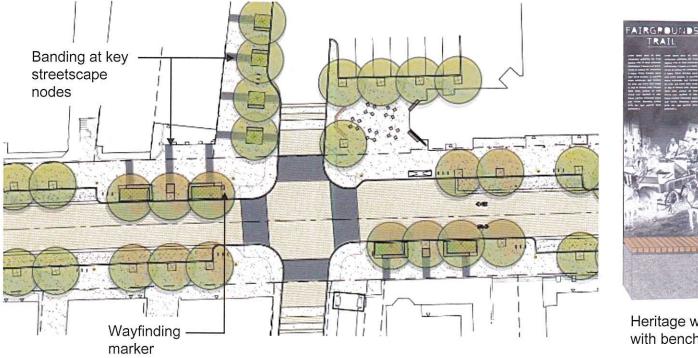






### **Design Move #5**

#### Celebrate and interpret heritage assets





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Heritage wayfinding marker with bench





### **Design Move #6:**

Create a more accessible, comfortable, and high quality streetscape environment.



Lighting

Integrated Seating

Enhanced Pedestrian Crossings





## **Design Move #7:**

#### Building identity through design elements



**Custom Gateway Enhancements** 

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### **Design Move #7:**

#### A new planting strategy



**Continuous Street Trees** 

Accent Trees

Soil Cells

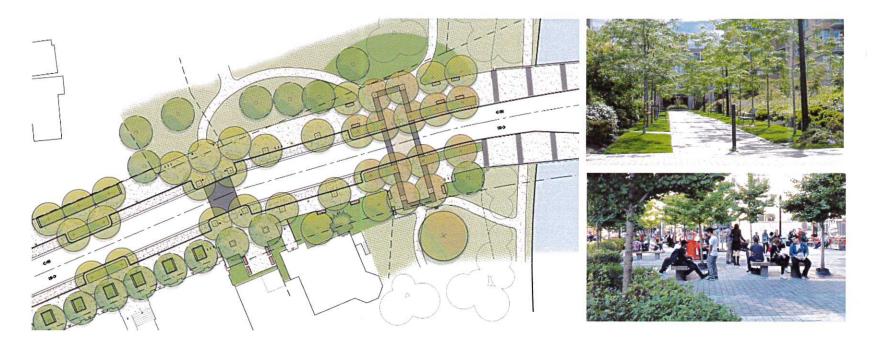
**Resilient Species** 





### **Design Move #8:**

### Enhancing the interface to existing public open spaces.



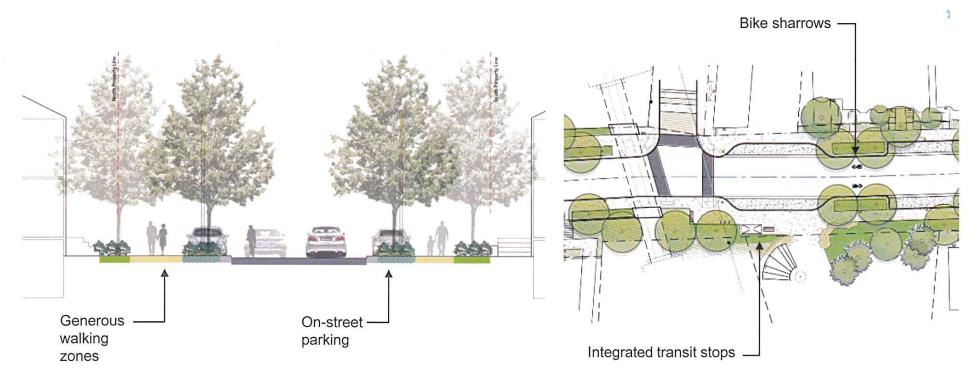
Fred Armstrong Parkette & Humber River Trail linkages





## **Design Moves #9 and #10:**

Supporting active transportation Integrating on-street parking









Woodbridge Avenue Streetscape Design Implementation Strategy





- Recommended first step for achieving full public realm vision
- Coordinates civil, transportation, parks and forestry and urban design works
- Integrated approach to design & construction reduces cost





- Total Preliminary construction cost: \$12,850,000
- Cost is being considered as part of the 2018 Development Charge Background Study update
- Woodbridge Avenue qualifies as a premium Streetscape level of service based on the Council approved City Wide Streetscape Implementation Manual and Financial Strategy





- ✓ Pedestrian feature lighting (regular rhythm & consistent alignment)
- ✓ Roadway lighting at intersections
- ✓ Market lane enhanced entrance
- ✓ Enhanced roadway paving within urban core
- ✓ Enhanced crossings
- ✓ Regional gateway



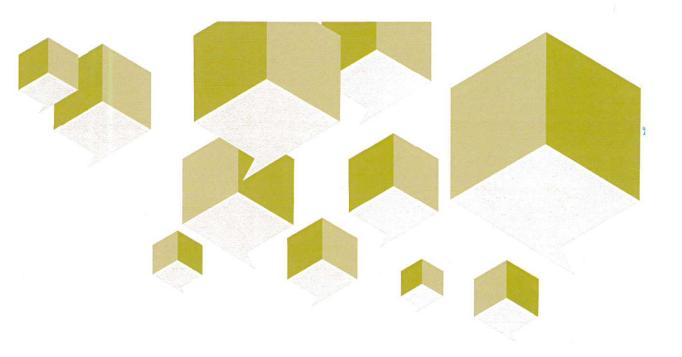


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#### BUILDING BRIDGES

The Woodbridge Heritage District Urban Design Streetscape Study.



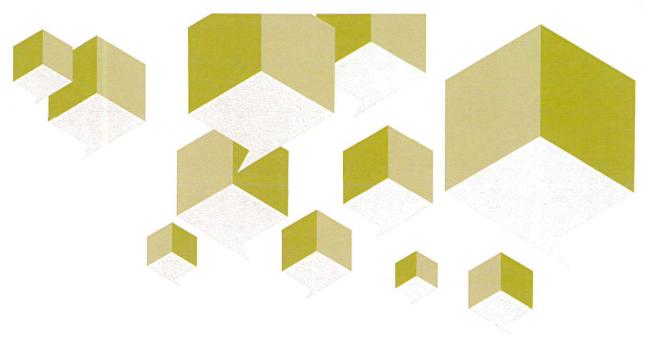
## **Next Steps**

#### DIALOG

IN ASSOCIATION WITH: Philip Goldsmith I Architect ASI Archaeological & Cultural Heritage Services Vermeulens

#### BUILDING BRIDGES

The Woodbridge Heritage District Urban Design Streetscape Study.



## **Discussion / Questions**

#### DIALOG 1

IN ASSOCIATION WITH: Philip Goldsmith I Architect ASI Archaeological & Cultural Heritage Services Vermeulens Item:



#### **Committee of the Whole (Working Session) Report**

**DATE:** Monday, April 09, 2018 **WARD(S):** 2

#### TITLE: WOODBRIDGE HERITAGE DISTRICT URBAN DESIGN STREETSCAPE PLAN STUDY

#### FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

#### ACTION: DECISION

#### **Purpose**

The purpose of this report is to seek Council approval of the Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines (Volumes 1 and 2) ("Study"), included as Attachment #1.

#### **Report Highlights**

- The Study will serve as a comprehensive toolkit to provide design guidance on how to implement the approved Woodbridge Heritage Conservation District Plan and Woodbridge Centre Secondary Plan policy frameworks.
- The Study provides a design framework with design solutions to inform and coordinate public realm investments and to guide future development proposals.
- The Study identifies opportunities for further design guidance.
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#### **Recommendations**

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The Study augments the urban design policies of the Woodbridge Centre Secondary Plan to provide design direction for the built environment and public realm, in order to establish a consistent level of design excellence for new infill development and the City capital infrastructure projects. To reflect the significant cultural heritage and green space in the Woodbridge core, the Study provides an approach to extending and integrating important green networks into the Woodbridge Avenue streetscape.

## The Study was developed in 3 phases and included an extensive community and stakeholder engagement process

The Study commenced in September 2015 and was developed in three phases of work including:

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Key messages communicated to the City through the community and stakeholder engagement process include the following:

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#### Analysis and Options

The Study will serve as a comprehensive toolkit to provide design guidance on how to implement the approved Woodbridge Heritage Conservation District Plan and Woodbridge Centre Secondary Plan policy frameworks, including specific strategies to enhance the public realm and the defining features of the District

Early in the Study process, it became clear that the streetscape design for Woodbridge Avenue required an integrated design solution to enhance walkability and to achieve the larger vision and objectives of the Secondary and HCD Plans. City departments will reference the Streetscape Design framework to inform and coordinate their future respective capital projects along Woodbridge Avenue and for future application to the Regional partnership funding for the gateway design and construction at Islington Avenue. Implementation and ongoing operations and maintenance have been considered throughout the design process to deliver a street design and phasing strategy that captured both short term opportunities and longer term strategic value for social, environmental and economic prosperity.

The Study supports the transition of the Woodbridge Avenue from what is today a vehicle-oriented corridor into a greener, walkable, multi-modal street that celebrates existing heritage features and landscape context by providing implementation strategies to guide the built form transition and streetscape design within the context. The Woodbridge Avenue Streetscape Plan implements transit-oriented development principles to support transit investment, and create a safe, vibrant and pedestrian oriented environment that provides a high level of connection and walkability. Also, the Study provides a complete street design framework for future engineering, parks development and urban design capital projects.

## The components of the Study include 2 Volumes (Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines) and a Woodbridge Avenue Streetscape Implementation Phase 1 Works

Volume 1 "Woodbridge Illustrative Urban Design Guide", is structured to be a highly illustrative and accessible tool, outlining the urban design vision to supplement existing policies for the Woodbridge Area. The document should be read in conjunction with the Woodbridge Heritage Conservation District Plan (HCD) and the Woodbridge Centre Secondary Plan and is intended to assist City staff, stakeholders and the development industry in understanding the policy process, structure, interpretation and implementation of the guidelines.

Volume 2 "Woodbridge Avenue Streetscape Design and Guidelines", provides the design guidance on how to implement the approved Heritage Conservation District and

Secondary Plan Policy Frameworks and objectives, and specific strategies to enhance the public realm and defining features of the District. This document provides a vision for the streetscape design, and is a phasing and maintenance strategy to guide development of the Woodbridge Avenue streetscape over the short, medium and longterm horizons. The Study was developed in accordance with the Council approved City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts. The design solution is the result of a series of thoughtful considerations towards capital and maintenance costs, aesthetics and performance.

#### Placemaking is the foundation to the study vision, creating a quality built form and public realm that meets the day-to-day needs of a diverse community

The Woodbridge Commercial Core is the historical commercial center of the community and should continue to serve as an important social gathering area and commercial focus (3.1 Woodbridge Secondary Plan). The Secondary Plan describes that "a key aspect of the vision is the support for a shift in the dependency of vehicular use to other transportation modes such as transit, cycling and walking." The approach to transportation in the Secondary Plan supports the objectives and policies of the Vaughan Official Plan 2010, Volume 1 in terms of transforming transportation in Vaughan, and more so, in its heritage villages. Woodbridge Avenue is described in the Woodbridge Centre HCD Plan with a "Main Street character" as a Part V protected heritage attribute under the "Ontario Heritage Act", and that the street "must be designed and managed to provide pedestrians with an attractive and safe connection between public open spaces and the Woodbridge Core" (6.6.2). The HCD Plan further states that: "The accommodation of pedestrians will have priority over the accommodation of vehicles." (6.6.2).

The Streetscape Design policies in the Secondary Plan include the following objectives in Section 3.7.2:

- Walkable, connected pedestrian-oriented streets;
- A cohesive character and identity for each street type;
- On-street parking and bike lanes where possible;
- Safe street and rail crossings;
- An identification of opportunities for enhanced streetscape treatments and pedestrian priority nodes; and,
- Increased transit service and streetscaping that supports increased transit use.

The key design objectives of the Woodbridge Avenue Streetscape Design & Guidelines are to:

• Establish strong public realm identity for the Woodbridge Heritage Conservation District;

- Promote walking, cycling and transit use;
- Reduce conflicts between pedestrians and vehicles;
- Provide a public realm that supports daily community life and community events;
- Capture inspiring educational, heritage and interpretive moments;
- Build on the unique access to the Humber River system;
- Increase the street tree canopy and provide ecosystem services; and,
- Provide a public realm design that is financially, socially and environmentally sustainable.

The coordinated public realm design for Woodbridge Avenue considers heritage, the evolving fabric of architecture, the use and seasonality of spaces, scale and edge conditions, natural features, open space connections, multi-modal movement and the experience of people in this unique place as both a community and a regional destination. The Woodbridge Avenue Streetscape Design & Guidelines will help to coordinate future private development interfaces with Woodbridge Avenue to maximize pedestrian space along the street, provide design guidance for Privately Owned Publicly-Accessible Spaces (POPS), and to incrementally contribute to a strong and coherent public realm identity and the Woodbridge village heritage character.

## The Study provides a streetscape service level for Woodbridge Avenue that is consistent with the City-Wide Streetscape Implementation Manual and Financial Strategy

Woodbridge Avenue streetscape qualifies as a "Premium" level of service based on the "Significant Civic / Cultural Importance" criterion established through the City-Wide Streetscape Implementation Manual and Financial Strategy approved by Council in 2014. Woodbridge Avenue is the commercial 'Main Street' of the Woodbridge HCD Plan and a significant City-wide and regional destination.

#### **Financial Impact**

The total preliminary construction cost of the Woodbridge Avenue Streetscape works is estimated to be \$12,850,000. This cost is being considered as part of the 2018 Development Charge Background Study update and staff will bring forward a capital budget request as part of the City's future budget cycle with funding sources that reflects the outcome of the background study update.

The following table summarizes the future Operating Budget impact based on the preliminary costed streetscape works for Woodbridge Avenue. Funds for annual repair, maintenance and operating are included in the total cost, and are consistent with the Operations and Maintenance Assumption Matrix within the Council approved City-wide Streetscape Implementation Manual and Financial Strategy document, included as Attachment #3.

Table 1: The future Operating Budget impact based on the preliminary costed streetscape works for Woodbridge Avenue

Annual Operating Budget Impact (\$)	Phase 1	Built-Out	Total
Operating and Maintenance Costs	1600 linear meters of	No additional	
Based on \$168.00/ LM. Premium Streetscape	boulevard	streetscape boulevard to	
Level of Service in accordance with City-Wide Streetscape Implementation Manual and	\$168.00 per Linmeter	maintain.	
Financial Strategy	Linneter		
Total Operating and Maintenance Cost	\$285,600.00	0	\$285,600.00

#### **Broader Regional Impacts/Considerations**

York Region has participated as a stakeholder throughout the Study process, providing design review of the draft Woodbridge Avenue Streetscape Design related to the Islington Avenue gateway. Further consultation with the Region will be required for implementation of the Streetscape Design through the detailed design process. An approved Woodbridge Avenue Streetscape Implementation Phase 1 Works will enable the City of Vaughan to apply to York Region's Municipal Streetscape Partnership Program for partnership funding on the gateway streetscape enhancements located at Islington Avenue within the Regional right-of-way.

Through the Study, City staff also consulted with York Region Transit (YRT) to coordinate the streetscape design with planned bus stop improvements along Woodbridge Avenue between Kipling Avenue and Islington Avenue. The construction of the Woodbridge Avenue Streetscape Implementation Phase 1 Works would create expanded and improved boulevards for bus stop waiting areas. YRT has indicated its intention to replace the existing bus stops with new site furnishing in coordination with the City's implementation of the Streetscape Plan.

#### **Conclusion**

The Woodbridge Illustrative Urban Design Guide (Volume 1), Woodbridge Avenue Streetscape Design and Guidelines (Volume 2) and Woodbridge Avenue Streetscape Implementation Phase 1 Works provide schematic design guidance for the built environment and public realm within the Study area to help achieve the policies of the Secondary Plan and the Woodbridge Heritage Conservation District Plan.

The success of the public realm and the unique character of place are important for the long-term social, cultural, and economic sustainability of the Woodbridge Heritage Conservation District. As the commercial 'Main Street' and social destination in the District, the ambition is to transform Woodbridge Avenue into a pedestrian-oriented, multi-modal street with a coherent public realm identity that showcases heritage assets and landscape character with public spaces, connections and amenities that enhance

daily life. The Streetscape Design is a long-term framework to coordinate public realm improvements and capital projects, and to inform future private development along the street.

The Woodbridge Avenue Streetscape Implementation Phase 1 Works is the recommended first step towards achieving the full public realm vision and coordinates civil, transportation, parks and forestry, and urban design works.

**For more information,** please contact: Rob Bayley, Manager of Urban Design and Cultural Heritage, ext. 8254.

#### **Attachments**

- Woodbridge Illustrative Urban Design Guide and Woodbridge Avenue Streetscape Design and Guidelines (Volumes 1 and 2). <u>https://www.vaughan.ca/services/business/urban\_design/woodbridge\_plan/Page\_s/default.aspx</u>
- 2. Woodbridge Avenue Streetscape Implementation Phase 1 Works.
- 3. Operations and Maintenance Costs Assumptions Matrix, City-Wide Streetscape Implementation Manual and Financial Strategy.

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/CM

## WOODBRIDGE ILLUSTRATIVE URBAN DESIGN GUIDE

#### WOODBRIDGE HERITAGE DISTRICT URBAN DESIGN AND STREETSCAPE STUDY VOLUME I





#### Working Session Meeting - March 09, 2018

DIALOG

IN ASSOCIATION WITH: Philip Goldsmith | Architect ASI Archaeological & Cultural Heritage Services Vermeulens Cost Consultants Prepared for:



Prepared by:

i

#### **DIALOG**°

#### IN ASSOCIATION WITH:

Philip Goldsmith | Architect ASI Archaeological & Cultural Heritage Services Vermeulens Cost Consultants

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The Woodbridge Illustrative Urban Design Guide, Volume I, and the Woodbridge Avenue Detailed Streetscape Master Plan, Volume II are the result of a collaborative effort with the City of Vaughan, and many stakeholders including ward councillors, land owners, developers, the Ratepayers Association, and the many dedicated members of the Woodbridge Community, old and new, who are passionate about the conservation of the heritage district.

This initiative is timely, as it responds to a period of urban growth and development that can effect the character and integrity of the heritage district and the things that people value most about the place. The **Woodbridge Illustrative Urban Design Guide** is structured to be a highly illustrative and accessible tool for all, and should be referenced by anyone who requires further information and clarity on key policies and guidelines that govern the Woodbridge Heritage Area.

Through this initiative, we have many to thank. This process has been an inspiration, as it reflects a renewed effort of collaboration and dialogue between the various City departments, external services and agencies, and the community, which has resulted in an informative and comprehensive contribution toward the development of the Guidelines and Streetscape Plan.

We thank the many residents who have joined us "on the street", and have provided spontaneous input and encouragement throughout the engagement process.

Our hope is that the guidelines provide another means of understanding the policies and processes that are administered for the purpose of implementing a Vision, derived from community efforts, past and present, towards creating a unique and great place to live.

## PURPOSE OF THIS DOCUMENT

The Urban Design Guidelines are intended to function as a visual guide to supplement existing policies and guidelines currently in place for the Woodbridge Area. This document should be read in conjunction with all other relevant policy documents. It is meant to assist users in navigating the framework of policies and guidelines that apply to the Woodbridge Area, and more importantly, to provide a greater level of clarity in policy areas as identified through the engagement process.

#### THE STUDY AREA

The guideline recommendations of this document apply to the study area below.



#### PURPOSE OF THE STUDY

- To provide an urban design document that brings together Secondary Plan and HCD documents
- To identify gaps where further design guidance is needed in existing policies

#### UNDERSTANDING THE ISSUES: THROUGH A COLLABORATIVE PROCESS

Through an extensive engagement process with City staff, Council, landowners and developers, and the Woodbridge community, a series of key issues were identified in the policy structure and frameworks for the study area, as well as gaps that need to be addressed in the implementation process. These gaps relate to areas that were identified in the current policy structure, that need further clarity in terms of implementing and realizing the Vision for Woodbridge.

#### **KEY ISSUES**

- Enabling contemporary design in a heritage district
- Development scale and transition as it relates to heritage properties and to varying densities
- Achieving good block development to create a very permeable, connected, and accessible environment
- Intensifying a site while maintaining what is valued to the district
- Addressing the at-grade interface of commercial properties along Woodbridge affected by topography or being in the Special Policy Area (SPA) Flood Zone
- Maximum building setback requirements along Woodbridge Avenue as well as servicing and vehicular access
- The role of, and opportunities for private open spaces
- Managing cultural heritage assets on private lands
- How to achieve wayfinding and connecting the public realm

The Study Area

#### THE WOODBRIDGE ILLUSTRATIVE URBAN DESIGN GUIDE

The resultant Woodbridge Illustrative Urban Design Guide is intended to:

- 1. Address challenges in understanding, interpreting, and implementing the current policies especially as they relate to the gap areas/key issues.
- Provide an overall picture for and an understanding of the Woodbridge Area and Urban Design Vision by bridging the gap between the cultural heritage document, the HCD Plan, and the Policy Planning documents, the Secondary Plans and supportive guidelines.
- **3.** Provide clarity on the relevance and authority of each of the current policy documents as they pertain to the Woodbridge Area.
- 4. Complement the existing policy frameworks with additional explanation and illustration that will provide members of the public, the development community, and City of Vaughan staff with a higher level of clarity and understanding as to how to interpret the policies and importantly, how to develop Woodbridge in accordance with the existing policies.

VISUAL GUIDE INTERPRET CLARIFY ENLIGHTEN







VISION FOR WOODBRIDGE HERITAGE (THE HCD) PLANNING POLICIES & GUIDELINES





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SUCCESSFUL IMPLEMENTATION



STEP 1: RELEVANT POLICY DOCUMENTS

STEP 2: URBAN DESIGN VISION AND PRINCIPLES

STEP 3: CHARACTER AREAS

CITY STAFF DEVELOPERS LAND OWNERS COUNCILLORS COMMUNITY

The document follows a two-part structure which is intended to be easy to read and follow, and to find information that will assist landowners and developers in the design of their projects; assist City staff, developers and the community in understanding the policy process, structure, and interpretation of the guidelines; and assist City staff in the development applications review process and policy implementation.

#### **PART 1: BACKGROUND**

Part 1 of the document contains background information on the City's Urban Design Vision for Woodbridge. Specifically, Part 1:

- Defines an overall comprehensive urban design vision and principles for the future of the study area, and an overview of what is important to Woodbridge as a heritage district.
- Provides clarity on the policies and the governance structure of the policies that guide urban development for the Woodbridge area.
- Defines what is important to each of the distinct character areas within Woodbridge that together, define its identity.

## STEP 4: THE GUIDELINES

#### PART 2: ILLUSTRATIVE URBAN DESIGN GUIDELINES

Part 2 of the document provides illustrative guidelines and additional guideline recommendations to supplement specific parts of current policies that have been identified as needing clarity. These guidelines are not meant to be read on their own or to supersede current policy documents unless there is a recommendation for a change in policy. Therefore, **these** guidelines must be read in conjunction with the policies that they are supplementing. Specifically, Part 2:

- Provides a list of each guideline categorized in the specific development frameworks of built form and open space.
- Provides a description and further elaboration of each specific policy condition and purpose.
- Indicates the document(s) in which the specific policy resides, with the specific policy numbers so that they can be easily found.
- Provides new illustrative guidelines to support the existing policy.

## **PART A:** BACKGROUND

# UNDERSTANDING THE **POLICY FRAMEWORK**

The following section provides an overview of the current policies, and policy structure that guides development within the Woodbridge Area.

## PROVINCIAL POLICIES REGION OF YORK POLICIES

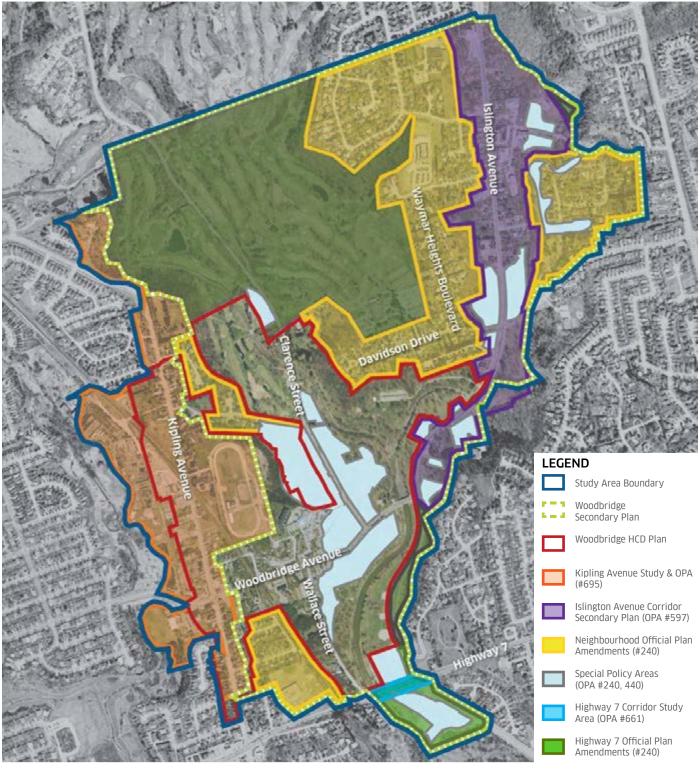
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The Province of Ontario outlines the direction for planning policy that is then implemented by lower tiers of government, such as regional municipalities and lower-tier municipalities. Some of the relevant policies include the Provincial Policy Statement, The Ontario Heritage Act, the Ontario Heritage Toolkit, the Growth Plan for the Greater Golden Horseshoe, and the Greenbelt and Oak Ridges Moraine Conservation Plan.

York Region implements the policy direction set out by the Province, and provides additional direction for lower-tier municipalities to implement. Some of its key policies include the Region of York Official Plan and the York Region Transportation Master Plan.

CITY OF VAUGHAN OFFICIAL PLAN The City of Vaughan has developed several policies that implement the policy direction set out by upper levels of government and provide a greater level of direction on the use and design of new development. Local Planning Policies impacting Woodbridge, as well as the HCD Plan are presented on the Policies and Related Boundaries map on the following page. The city-wide policies, such as the Official Plan, are not included. These should be consulted where relevant, based on the location and nature of the proposal considered.





Policies and Related Boundaries that Apply to the Study Area

## **CURRENT** POLICY DOCUMENTS

This document makes reference to the following Policy Documents, which are to be read in conjunction with the Urban Design Guidelines. These Policy Documents can be accessed on the City of Vaughan's website (*Vaughan.ca*).



#### HCD DIS

#### WOODBRIDGE HERITAGE CONSERVATION DISTRICT STUDY AND PLAN

The Woodbridge HCD Plan was adopted under Part V of the Ontario Heritage Act for the purposes of conserving the unique heritage character and assets identified in the Woodbridge area. This heritage character is expressed through numerous attributes and resources found within the district, including, but not limited to: its collection of built heritage, structures, and streets; its extensive cultural heritage landscape that defines the area, represented by natural areas of the Humber River valley lands (both public and private), which give it a very green and park-like setting; important views and vistas between and towards buildings and spaces within the district. The HCD Plan provides a policy framework for conserving and enhancing the area's character and contributing assets so that they may be preserved for, and enjoyed by, future generations.

#### **DISTRICT PLAN AUTHORITY**

Districts as defined by the Ontario Heritage Act, "are areas whose cultural heritage value contributes to a sense of place extending beyond their individual buildings, structures and landscapes". A permit is required for any alteration that is not considered minor, as well as any demolition or new construction and will not be given unless proven that any change fits within the guidelines of the district plan. In accordance with the Act, "Municipal review of development applications and undertaking of public work within an HCD must be consistent with the district plan."

Recent amendments to Part V of the Act requires that "municipalities act in accordance with the plan, e.g., in undertaking all public works." Recent amendments to the Provincial Policy Statement provide additional support for the protection of HCDs through policy 2.6.3, which states:

"Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration."

Lands adjacent to protected heritage properties can be developed or altered only if the heritage attributes of the protected property are conserved.

In the case of any discrepancies between the Heritage Conservation Plan or the Secondary Plan, the Heritage Conservation Plan supersedes the Secondary Plan.



#### КОРА

#### KIPLING AVENUE STUDY & OFFICIAL PLAN AMENDMENT

The Kipling Avenue Study identifies a vision for future development in the study area and develops an appropriate policy structure to achieve this vision. The policy structure addresses land use planning, the height, massing, and character of built form, conservation of heritage resources, parks and open spaces, and transportation networks. The Study and its policy structure informed the Official Plan Amendment (OPA, #695), which implements these policies for the OPA area.



### WSP

#### WOODBRIDGE CENTRE SECONDARY PLAN

The Woodbridge Centre Secondary Plan provides land use, urban design, and environmental policies for the Woodbridge Centre area that complements the general policy direction provided in the City of Vaughan Official Plan. The Secondary Plan provides greater policy detail than the Official Plan and additional guidance for development within its boundaries.

The Secondary Plan is supported by several background studies that support its policy outcomes: the Woodbridge Focused Area Study Report, the Woodbridge Focused Area Transportation Assessment Report, and the Woodbridge Focused Area Study Special Policy Justification Report.



#### FAS

#### WOODBRIDGE FOCUSED AREA STUDY BACKGROUND REPORT

The Woodbridge Focused Area Study provides the background analysis and research to support the Woodbridge Secondary Plan. It identifies a vision for its study area, identifies gaps in the overall policy framework for the area, and establishes a land use and urban design policy framework to appropriately guide future development of the subject lands. The Study also updates the approach to Special Policy Areas, that regulate development in areas that are at risk for flooding during extreme storm events, to be in keeping with new direction in Provincial policy.

# RESPONDING TO WHAT WE HEARD

The Vision, Principles, and Urban Design Guidelines in this study, were the result of a collaborative and inclusive engagement process. A broad range of stakeholders participated in the process and provided valuable feedback on policy gaps, policy areas that need clarification, and what the desired design scenario for Woodbridge Avenue should be. The following provides a brief summary of the engagement process:

# Site Tour and City Staff Workshop (August 25th, 2015):

2.0

This event initiated the "What's Working, What are the Gaps?" conversation. The consultants were taken on a site tour of the Woodbridge Study Area led by the City of Vaughan's project team, followed by a Gaps Workshop. The focus for the events was to the experiences, successes and challenges in implementing policies.

### Stakeholder Interviews (September 11th and 14th, 2015):

A broad array of individual conversations were held to understand policy issues and from various perspectives including: City Staff, developers, community members, the rate payers association, regional authorities, and councillors.

# A Harvest Market Pop-up Consultation Event (September 25th, 2015):

The Pop-up event was intended to take the Woodbridge Avenue design conversation out-to-the-street. The event garnered spontaneous commentary form all age groups on the current state of the Avenue and valuable insight on design preferences. Many of the comments were focused around the higher density development along the Avenue.

# Stakeholder Workshop #1 and Public Open House (November 12th, 2015):

Participants joined in a highly interactive workshop on design opportunities and constraints surrounding Woodbridge. A resultant vision and guiding principles were developed to inform the Woodbridge Avenue Streetscape Plan. Participants reviewed the emerging design ideas, opportunities and constraints and the resultant ideas were presented at a public open house event.

### Developer Round Table (June 15th, 2016):

Developers were invited to a roundtable discussion regarding the policy gaps in which they provided their opinions on current policies that are working and what additional information needs to be supplemented.

### Public Open House #2 (June 29, 2016):

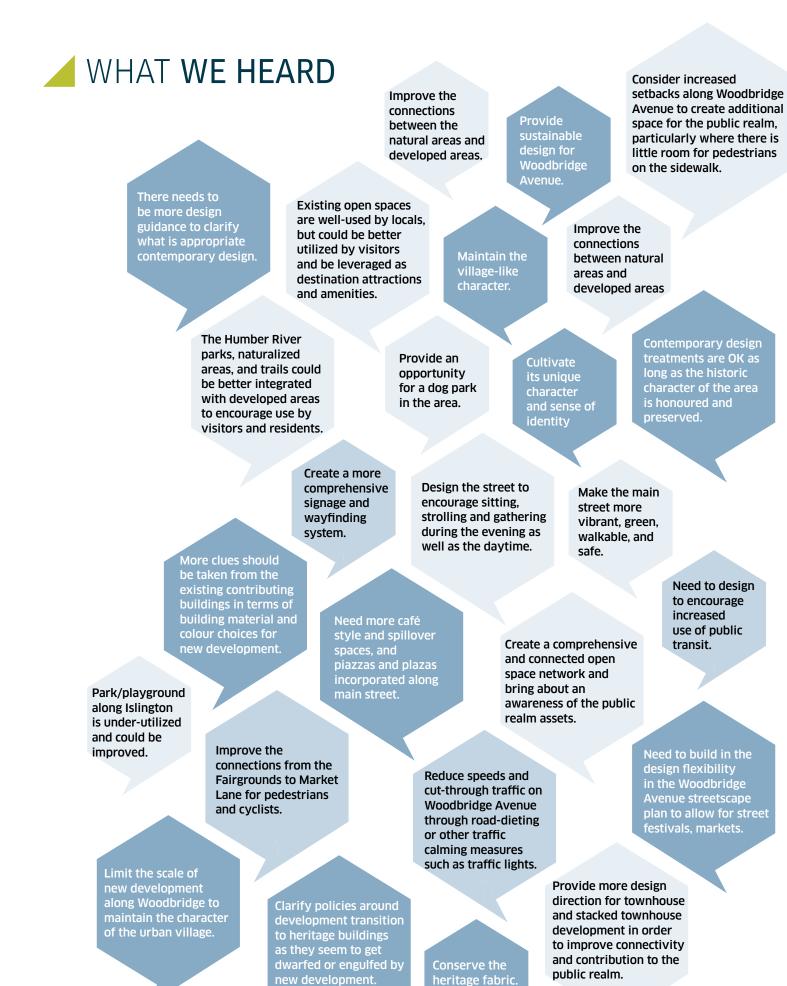
A second Pop-up event was held along the Avenue to get public input on a draft Streetscape Concept. This event was followed by a Public Open House in which the streetscape concept was presented, as well as the feedback received at the Pop-up event.



Harvest Market Pop-up Consultation Event



City Staff Workshop - A discussion of the Policy Gaps



RESPONDING TO WHAT WE HEARD

7

# ALIGNING WITH THE VISION & PRINCIPLES

The following Vision and Principles for Woodbridge are intended to provide clarity and direction on the development of the area.

# **BUILDING A VISION**

Like a tapestry or quilt, Woodbridge stitches together a diverse and colourful history that spans well over 150 years. It is one of the five original villages that have come to make up the City of Vaughan, and has been a popular place to live, as well as to visit throughout its history.

Woodbridge has developed and evolved from a rural community with a strong economy based around agriculture and manufacturing to an urban village; one that retains elements of its past. It has a diverse character. Physically it consists of a wide variety of buildings of varying forms and architectural styles, which define a rich quality of place. Residences are nestled in a forest setting, with buildings set back from the street. Residential streets are very green and lined with trees. There are visual glimpses through open view corridors between buildings throughout, to the river valley. Heritage buildings are represented by a subtle colour palette in general, with red and tan brick, white, grey and green siding, and a strong use of patterning and fenestration that adds charm and uniqueness to the place. Woodbridge Avenue still represents the "village heart" of the community as a welcoming commercial core with a mix of residences and open spaces, and the distinct Market Lane as a key gathering space. The area is wrought with a variety of cultural heritage landscapes and historic landmarks, and the Humber River valley landscape, parks and open spaces define the area as a place nestled within a forest.

As an urban village, Woodbridge's varying building types (single family homes, commercial buildings, multi-family condominiums) give it a diverse and eclectic character. Historic buildings, all of a modest scale and mass, range in architectural styles - from 19th Century Gothic-revival homes, to mid 20th Century bungalows and contemporary style homes while new and modern condominium buildings attempt to incorporate design elements from varying eras. Although intensification and a changing built form is starting to influence the character of place, certain elements have remained as distinct defining characteristics of Woodbridge: the compact scale and walkability, the sense of community, and the ever present dominance of the river valley, gives the area a timeless quality and appeal. This inherent character makes Woodbridge a welcoming place to call home, and to work and play in a rich natural heritage context. Socially the Woodbridge area has, and continues to be, home to recent newcomers to Canada as well as a popular community and destination for those across Toronto, Ontario, and Canada.

New buildings, open spaces, and streetscapes within Woodbridge should contribute to developing a timeless character by implementing high-quality design, remaining sympathetic to the scale and massing of heritage buildings and cultural landscapes, and contributing to a beautiful, inviting, and comfortable public realm.

# THE VISION

Woodbridge is a place that is represented by, and reflects, a respect for its built and cultural heritage, as the first impression. Its development embraces and sensitively responds to the multitude of heritage assets and distinct characteristics of each of the neighbourhoods and corridors. It reflects the careful integration of timeless quality design of today that takes clues, and is respectful of, the quality design of yesterday. The public realm is designed to connect all significant heritage moments, whether it be a building, landscape, views, or commemoration of the past, telling the story of place, past and present.

**Community Building:** Woodbridge is envisioned as a safe family oriented place to call home, one that encourages familiarity of past cultures through design, and encourages community building and the integration of new cultures, age groups, and demographics by providing a diversity of housing options.

**Pedestrian Priority:** Woodbridge is compact and walkable, designed to give the pedestrian priority, and services and amenities are all within short walking distances. A unique, vibrant and animated mixed commercial/residential centre is at the heart of the community, and is the prime destination that draws on both local and regional users.

**Commercial Heart:** A quality main street is the focus of the commercial heart, designed with generous sidewalks, a full canopy of street trees, enhanced paving and landscaping, quality furnishings and opportunities for seating and socializing everywhere. New piazzas, parkettes, and green linkages are the string of pearls along the Avenue, demarcated with notable contemporary signage that tells the heritage story, builds identity, and provides clear wayfinding.

**Placemaking:** The Vision is driven by the concept of placemaking, in creating a quality built form and public realm that meets the day-to-day needs of a diverse community. The design of the public realm is forefront as it provides a means to a healthy lifestyle by respectfully capitalizing on a rich and diverse landscape environment that connects residents with nature, and encourages social interaction and the gathering of people, both spontaneously and planned, through an accessible, welcoming and connected system of open spaces.

**Character and Identity:** The Vision emphasizes quality, beauty, and sustainability in all aspects of design that is inspiring and timeless, showcasing best practices in design, management and maintenance of place that will carry it through time, and integrates art, culture and unique design innovation that continues to build the character and identity of Woodbridge.

# THE PRINCIPLES

The Principles are foundational points in guiding the development of Woodbridge, based on the Vision and objectives found in the Secondary Plan and HCD Plan.

### **1** FOSTER A SENSE OF PLACE AND IDENTITY:

Development contributes to a defined identity and a sense of place for the Woodbridge Area as a contemporary urban village, planned as a destination in its own right, defined by a strong pedestrian realm, a healthy mix of land uses, heritage buildings and landscape assets and resources, and distinct places.

# 2 PROTECT NATURAL HERITAGE, VIEWS, AND ENVIRONMENTAL FEATURES:

The Plan area is defined by its forests, river valleys, and overall topography. These environmental features and natural heritage have shaped the identity and character of Woodbridge and are to be preserved, along with associated built heritage features including historic bridges and monuments.

### **3** RESPECT AND CELEBRATE HERITAGE RESOURCES:

All new development respects the area's natural and cultural heritage assets and contributes to its heritage character, including its forests and river valleys, its landscapes and streetscapes, and its buildings and structures.

# **4** ACHIEVE A HIGH QUALITY ENVIRONMENT:

New development contributes to the defined identity of the area and reflects high quality design standards for architecture, built form, open spaces and streetscapes as a model for design excellence.



Oakville, Ontario



Woodbridge, Vaughan



Woodbridge, Vaughan



Don Mills, Toronto

# **5** CREATE A VIBRANT CENTRAL MIXED-USE DESTINATION:

The Woodbridge Centre accommodates and encourages a mix of uses to support a healthy economy and vibrant 24/7 community gathering place, that is both neighbourhood focused and destination-oriented. Strengthen Market Lane as the core public amenity area and community focus where pedestrians can gather for social functions and community events.

# 6 ESTABLISH AN ENHANCED AND ACCESSIBLE PUBLIC REALM:

Establish opportunities to enhance existing community amenity spaces, both public and private, and introduce new ones, accessible to all. Creates a variety of spaces including, parks and plazas, hardscaped and softscaped.

# **7** CREATE A SUPPORTIVE ACTIVE TRANSPORTATION NETWORK:

The design of the transportation network supports the expected levels of development and a range of users, including pedestrians, cyclists, public transit, emergency services, and private vehicles.

# 8 CREATE A CONNECTED NETWORK OF TRAILS AND PUBLIC AMENITIES:

Introduce and connect additional parkland and trails where appropriate to connect residents and visitors with community facilities, public spaces, the Valley Lands, and other public amenities. Maintain and enhance views to key destinations and places for recreation and gathering.



Montreal Public Square, Quebec



Vancouver Streetscape, British Columbia



Eastern Mennonite University Campus: Wikimedia Commons



Woodbridge, Vaughan

# UNDERSTANDING THE CHARACTER AREAS

# FOUR CHARACTER AREAS: THE DISTINCT PLACES WITHIN

4.0

Woodbridge is a "tapestry" of distinct places, defined by its diverse heritage buildings, cultural heritage landscapes, unique mixed use commercial core, distinct residential neighbourhoods, and mixed residential commercial corridors. Four distinct places are identified in this study. These places are generally represented on the map on the facing page, and include:

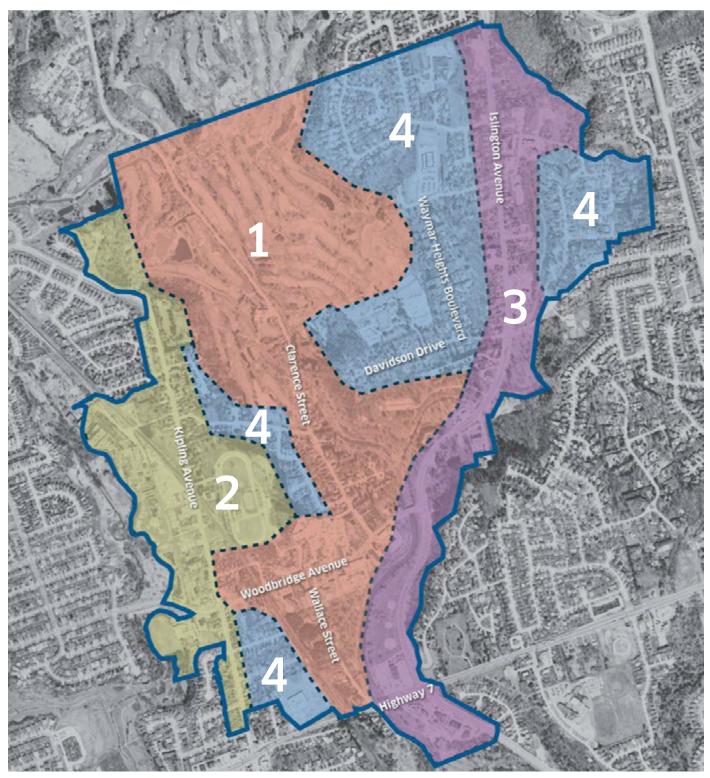
- Central Woodbridge includes the Woodbridge Commercial Core and Woodbridge Avenue Main Street, the golf course north, and the residential streets of Wallace, William, and Clarence that are distinct because of their numerous heritage assets and older neighbourhoods.
- Kipling Avenue Corridor includes lower density residential and hosts one of the areas most significant open spaces, the Fairgrounds.
- Islington Avenue Corridor is defined by a mixture of low to mid density residential and a significant green landscape along the corridor.
- The Residential Neighbourhoods are defined as "stable residential neighbourhoods" in current policy documents. These neighbourhoods, although less aged than the heritage neighbourhoods, are uniquely defined either by their extensive tree canopies and streets, unique topography, and diversity of housing styles.

The following section describes in detail:

- The Distinct Character that defines each of these areas,
- Urban Design Priorities for the area, as well as
- **Key Urban Design Elements** that are important to maintaining and enhancing the character of place.

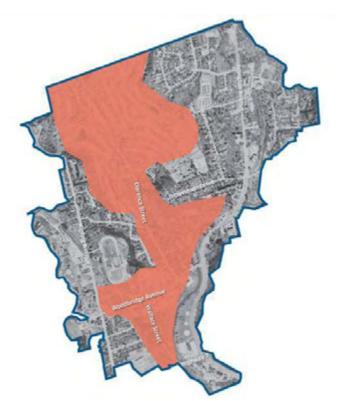
This section should be referenced at the start of a development project process so that there is a clear understanding of what is important from an urban design and heritage perspective.





Four Character Areas

# 1 CENTRAL WOODBRIDGE



**Key Plan** 

### **CHARACTER AREA VISION**

The Central Woodbridge Character Area is the historical commercial centre of the community, defined by its heritage features and mixed uses, including commercial, institutional, residential, and open spaces. Woodbridge Avenue is the Main Street, from Kipling Avenue to Islington Avenue. At the centre of the commercial core is the Market Lane Plaza, which has been the historical focus for community gatherings, events, recreation and shopping. The area also includes the heritage residential neighbourhoods fronting Woodbridge Avenue, along Clarence Street, Wallace Street, William and James Streets, and extends further north to incorporate the Board of Trade Golf Course. Other significant open spaces integrated in the neighbourhood fabric include Doctors McLean District Park, Fred Armstrong Parkette, the Old Firehall Parkette, and Memorial Hill Park. The eastern part of the area is strongly defined by the Humber River Valley.

The Vision for this character area is that it develops as a vibrant local community centre with a strong animated commercial frontage along Woodbridge Avenue and around the Market Lane Public Square. The HCD Plan outlines the intent to focus residential intensification along Woodbridge Avenue to support the existing and proposed commercial uses and community amenities. Any development within the adjacent heritage neighbourhoods is focused around maintaining the lower density characteristic single family residences and townhouses nestled in a forested landscape.

Important to the area is the enhancement of the public realm. As such, there is a need for a shift in the dependency of vehicular use, especially along Woodbridge Avenue, to other transportation modes such as transit, cycling, and walking. The promotion of development intensification that supports this multi-modal shift is imperative to creating a vibrant public realm. The retention of the natural features and views, the focus on heritage character, quality built form, and the expansion and connection of the open space system, is a priority in creating a stronger identity and community cohesiveness for the area.

### **DISTINCT CHARACTERISTICS**

The Central Woodbridge Character Area is strongly defined by its mixed-use main street, heritage buildings, cultural landscape, historic bridges, rolling topography, mature tree canopy, view corridors, and parkland. The following provides an outline of key character attributes in the Central Woodbridge area:

#### Woodbridge Avenue:



Significant heritage buildings mainly 1-3 storeys in height and typical zero metre setbacks



Horticulture and garden landscaping to celebrate heritage



Housing diversity - townhouses and condominiums



Market Lane Commercial Plaza in the heart of the area



Humber River and accessibility to the river view



A string of "green windows" - parks and plazas - that front the main street

#### **Clarence Street and Neighbourhood:**





A diversity of architectural styles

Front garden landscapes



Deep setbacks - significant front and side yard setbacks



Valley topography

#### Wallace Street and Neighbourhood:



Commemorative open spaces - Memorial Hill Park



Diversity of contributing heritage buildings

### **DESIGN PRIORITIES**

- Celebrate and enhance the existing heritage buildings such that they are prominent features within the District, through respectful transitions, enhanced landscaping, and adaptive re-use.
- Any new development should compliment existing heritage built form and character, including being sympathetic to height, setbacks, frontage treatment, and landscaping.
- Preserve the early 20th century commercial village character along Woodbridge Avenue with animated retail at grade mixed with residential frontages, intimate open spaces, and "finger" pedestrian linkages.
- **Revitalize Main Street**. Maintain the small scale road rightof-way and make it pedestrian friendly with walkable sidewalks, street trees, and animated frontages.
- Increase and enhance the public realm opportunity along Woodbridge Avenue, to be more connected and accessible, and more of a gathering place and social space.
- Compliment and enhance the overall look and feel of the commercial street in new built form by taking clues from the existing quality and timeless heritage assets and materials - stone, brick, white and green siding, and garden landscaping.
- Connect the many open space assets through the trails network supported by a wayfinding and signage system, and through open views and view corridors. The open space assets include the bridges, parks, parkettes, the river and valley, the golf course, and commemorative spaces.
- Extend the trails and public realm to connect to all other character areas to the core. The main street, residential streets, trails, mid-block linkages should all function as a means of connecting the open space network.
- Improve the approach to and from the District with new gateway treatments. Gateway treatments can be designed to celebrate the entrance points but can also enhance the identity and tell the story of place, and identify key trail connections at the gateway junctures.

- Make all public open spaces feel safe, inviting, and easy to find with open views and welcoming landscapes from the streets, especially along Woodbridge Avenue.
- Respect and enhance the overall green forested environment. All development should feel like it is a respectful and contributing part of the valley forest system. Even development along Woodbridge Avenue, especially higher density development, should consider a significant amount of tree planting or design to incorporate green terraces and roofs.
- All streets should remain pedestrian-friendly, safe components of the public realm and should be made universally accessible and walkable with generous sidewalks.
- Widen sidewalks. The typical character of the residential streets reflects a one sided sidewalk along the street. To encourage accessibility and increase walkability, the single sided sidewalk should be extremely generous, allowing for two-way pedestrian traffic, and is well lit.
- Celebrate the many bridges of Woodbridge. Incorporate and celebrate these heritage structures as integral components of the public realm through art or as part a new streetscape design.
- Limit the density to that of the current policy structure, in order to meet the objectives of the design priorities listed above and to achieve the vision for the area.

# 2 **KIPLING AVENUE** CORRIDOR



**Key Plan** 

### **CHARACTER AREA VISION**

Kipling Avenue 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 a compilation of Gothic Revival style, of which a number of homes and two churches remain. It has turn of the 19th Century Victorian and Queen Anne Revival properties, as well as 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 WII. The landscape of this Distinct Area is largely defined by the significant historical Fairgrounds open space on the east side of Kipling Avenue, and the natural open spaces and pockets of mature tree stands of the Humber River Corridor, concentrated on the north end of the site. The Fairgrounds, eight hectares in size, is an important piece of Woodbridge's history. Overtime, the fair supported local businesses, culture and community events, and was largely recognized as a stage for elite Toronto society. Today, the Fairgrounds exists as "the Home of the Woodbridge Fall Fair", and is host to a variety of uses for the community.

The Vision for this character area is that it develops as a picturesque, green, urban corridor that offers a place for a diversity of people to live, offering a variety of lower density housing along the Avenue to be in keeping with the 2-3 storey low density scale of the existing heritage fabric, and 4-6 storey higher density development in the areas west. The corridor is intended to be a walkable promenade, a place for people to participate in the everyday activities of urban living, with churches, housing, schools, at-grade service oriented commercial, and open spaces that front the Avenue. The pattern of development encourages people to walk because of the generous sidewalks and deep building setbacks, the permeability of blocks and streets, the trail connections to the river valley west, the Fairgrounds to the east, and new open spaces. The street cross-section accommodates transit and cycling with a transit route and bicycle lanes, on-street parking, a treed streetscape, reduced lane widths, and a multitude of pedestrian nodes and crosswalks that reduces speeds to create a pedestrian oriented public realm environment.

### **DISTINCT CHARACTERISTICS**

The Kipling Avenue corridor is strongly defined by it's heritage characteristics, and most notably, by a collection of heritage buildings of various styles and eras. Through the enhancement of the public realm, and the respectful conservation of the many heritage assets, the Corridor can develop as a cohesive and unique pedestrian oriented community for the Woodbridge Area. The following provides an outline of key character attributes in the Kipling Avenue Corridor area:

#### **Kipling Avenue Corridor:**



Deep setbacks represented with beautiful and eclectic landscaped gardens



A mixture of 2-3 storey residential buildings with 3m setbacks fronting the Avenue



Notable heritage institutions such as the St. Anne's Church



The Fairgrounds open space asset



Diversity of contributing heritage buildings



Commemorative open spaces



Typical architectural style, quality, and detailing along the Avenue

Significant views from the Fairgrounds



Northeast Kipling valley and (unmarked) trails



Visual and physical permeability between buildings



Via Rail corridor and landscape



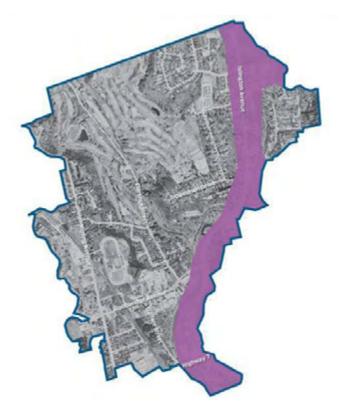
Housing diversity and higher density west of the Avenue

### **DESIGN PRIORITIES**

- Enhance and connect the open spaces including the mature forest areas, conservation areas, and the Fairgrounds through trails, walkable and accessible streets and pathways. Provide trail connections to the Central Woodbridge area to expand the public realm and accessibility of Woodbridge.
- Connect the open space assets through a trails network, supported by a wayfinding and signage system. Provide trail head markers at the many hidden trail connections along the Avenue.
- Create opportunities for the Fairgrounds to become a greater public cultural amenity, with year round use, community gatherings of all sizes, and recreational uses. Enhance visibility and connections from the street to increase awareness and accessibility of the open space.
- Preserve the open long views from the Fairgrounds and provide viewing opportunities and path connections.
- Preserve and celebrate architecturally significant historic buildings and settings, keeping contributing buildings in situ, within their cultural landscape context. Consider use of the typical building materials, colour and detailing for new building development.

- Implement the Kipling Avenue Corridor Streetscape Master Plan, which will enhance the public realm along the Avenue by: increasing public open spaces; improving landscaping, walkability, and streetscape quality; and incorporating bicycle lanes and transit amenities.
- Maintain a high level of permeability between buildings fronting the Avenue to allow for open views to the landscape beyond.
- Increase the housing diversity for the area by providing higher density development in the area west of the Corridor in keeping with the existing Kipling Avenue OPA policies.
- Embrace and enhance the rail corridor in accordance with the Kipling Avenue Corridor Streetscape Master Plan such that it is an integrated and identifiable pedestrian crossing.
- Limit the density to that of the current policy structure, in order to meet the objectives of the design priorities listed above and to achieve the vision for the area.

# 2 ISLINGTON AVENUE CORRIDOR



**Key Plan** 

### **CHARACTER AREA VISION**

Islington Avenue is a key connection between Woodbridge and Kleinburg along the Humber River, and connects to Toronto to the south. It benefits from a prominent and mature forested landscape that defines the Avenue, as well as the residential neighbourhoods, with a mature tree canopy. Development is nestled within, and the landscape creates a green scenic drive experience along the Avenue.

Development along Islington Avenue consists of a mix of low to mid-density residential properties, one to four storeys, integrated with significant environmental features such as the Humber River Valley and other noteworthy heritage resources and public amenities. These include bridges, churches, cemeteries, a diversity of heritage buildings, commercial uses, and parks.

The Vision for the Corridor is that it continues to be defined by a mix of uses that provides an amenity base for the adjacent residential neighbourhoods, and it provides an opportunity to diversify the surrounding single family residential development with new housing opportunities to create a more complete community. As such, the Avenue provides some residential intensification but in appropriate locations as specified in the Secondary Plan. The Islington Avenue Corridor should retain the predominantly low density character within the Humber River Valley forested setting.

The area also represents one of the best opportunities within Woodbridge to foster a healthy living environment with it's many natural open space assets. The Avenue is envisioned to be more walkable and less vehicular oriented with connected sidewalks and trails, and opportunities for increased transit and cycling. The many opportunities to connect with and experience the forest landscape, river and river valley for recreational purposes should be enhanced with trail markers, accessible trail connections, and usable park spaces. Identification of established trails along the Avenue such as the Toronto Carrying-Place Trail, should be enhanced. The trail name comes from the Mohawk term toron-ten, meaning "the place where the trees grow over the water". Metaphorically, this is the vision for the Corridor, where development and dwellings are engulfed by the trees.

### **DISTINCT CHARACTERISTICS**

Without question, the Islington Avenue corridor is strongly defined by its landscape. It represents the less urban, more "countryside" component of the Woodbridge area. The character of the heritage built form in general, is very cottage like in style, which is quite in keeping with the character of place, and the Avenue functions as the window to the many natural heritage assets within. The following provides an outline of key character attributes in the Islington Avenue Corridor area:

#### **Islington Avenue Corridor:**



Deep setbacks represented with buildings nestled within a forested setting



Notable heritage institutions such as the Maple Leaf Montessori School



The Humber River Valley and conservation lands that defines the edges of the Corridor



A mix of low-rise residential development



A significant forest landscape that defines the Avenue



The Islington Avenue bridges and views





R.G. Henderson Floodway - MTRCA Conservation Lands

Notable intuitional heritage building and cemetery landscape



Small components of commercial amenity along the corridor



Mix of housing typologies



Rolling typography



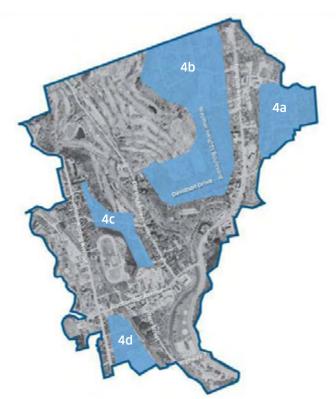
A diversity of heritage building styles, mainly "cottage" in style

### **DESIGN PRIORITIES**

- **Conserve and enhance the natural heritage resources** the Humber River Valley, Regionally Significant Forests, and the Environmentally Significant Areas.
- Sensitively integrate development within the landscape and celebrate the landscape as a development asset. Any new development should respect and enhance the experience of "being engulfed by the trees".
- Create a more walkable, pedestrian-friendly environment along Islington Avenue with generous sidewalks, street trees to complement the natural setting, and lighting so that the Avenue feels safe to walk at night.
- **Conserve and enhance the built heritage assets** such as the contributing heritage buildings and bridge structures.
- Increase visual and physical access to the Humber River Valley and create opportunities to recreate within the valley via trails and parks. Provide trail linkages and access points from the Avenue and through the neighbourhoods, to the park spaces and natural landscape.
- Create a new pedestrian bridge connecting the east and west side of North Johnson District Park, which would make the park more accessible and increase the park's usage. It would further enhance the collection of bridges that defines the history and character of the area.

- Maintain the deep front and side yard setbacks that define the heritage development pattern.
- Maintain the low rise pattern of development along the Avenue, in keeping with the Woodbridge Avenue Secondary Plan.
- Create a multi-modal, transit friendly corridor by providing frequent and accessible transit service and amenities, bicycle lanes, and sidewalks.
- Provide a signage and wayfinding strategy for the parks and trails.
- Limit the density to that of the current policy structure, in order to meet the objectives of the design priorities listed above and to achieve the vision for the area.

# RESIDENTIAL NEIGHBOURHOODS



#### **Key Plan**

- 4a East Islington Neighbourhood
- 4b West Islington Neighbourhood
- 4c West Kipling Neighbourhood
- 4d South Kipling Neighbourhood

### **CHARACTER AREA VISION**

The residential neighbourhoods are mainly characterized by old and new, more contemporary in style, single family houses in general. Most of the four identified neighbourhoods 4a-c, are defined by the river valley landscape. The neighbourhood along Kipling Avenue south, 4d, is more urban in setting, primarily because of its proximity to Highway 7.

These areas are identified as "stable residential" neighbourhoods in the current policy documents, primarily because they are to remain low-rise residential in designation (as per Schedule 3 of the Secondary Plan). All of the neighbourhoods are defined by deep frontyard setbacks. Those within the river valley system are further defined by significant side yard setbacks and landscaping. The residential streets are quiet, well connected, and accessible. The neighbourhoods are predominantly defined by a one-sided or no-sided sidewalk street cross-section, catering to a more suburban car oriented environment. Many of the neighbourhoods, which are within or adjacent to the valley, are characterized by the rolling topography, either hill landscape or valley landscape, and are in close proximity to large open spaces and heritage landscape resources with excellent views to the open spaces.

The Vision for all the neighbourhoods is that they remain as single family residential, contributing to the critical population mass for the Woodbridge community and be welcoming family oriented environments. The neighbourhoods should be connected to and integrated within the natural heritage context and be safe, walkable, cycling places with sidewalks, lighting, and pedestrian oriented streets. All neighbourhoods should develop in a manner that respects the cultural landscape and natural environment, and enhance the natural canopy with street tree planting and enhanced landscaping. The unique and diverse building styles, although primarily contemporary, contribute to the overall diversity of the built form for the area and represent eras of development that in the future, will also be recognized as contributing components to the built heritage landscape.

### **DISTINCT CHARACTERISTICS**

In terms of preserving the characteristics, what is distinct to the Residential Neighbourhoods include the expanses of green with integrated development within, responding to the rolling topography, respecting the deep setbacks and low rise house forms, and the quiet nature of the streets and public realm. The following provides an outline of key character attributes in the Residential Neighbourhoods:

#### **Residential Neighbourhoods:**



4a - heritage building styles



4a - mature tree canopy and deep setbacks



4a - a mix of heritage and contemporary styles



4b - quiet and green residential streets



4b - houses nestled within the forest canopy



4b - unique architectural styles



 $4\ensuremath{\mathsf{c}}$  - deep setbacks and extensive tree canopies



4c - Meeting House Road hillside typography



4c - residential development integrated within the forest setting



4d - deep setbacks and no sidewalks on one side of the street



4d - typical one to two storey built form



4d - adjacency to the rail corridor forest landscape

### **DESIGN PRIORITIES**

- Maintain the distinct character that is unique to each of the neighbourhoods, which includes the primarily single family residence form, scale and density, nestled within a green setting.
- Respect the distinct setbacks, heritage styles, and natural topography represented in all neighbourhoods.
- Enhance walkability and pedestrian connectivity via pedestrian oriented streets, trails, pathways, and bridge connections. This needs to be a stronger design consideration for the neighbourhoods. All streets should have generous 2m wide walkable sidewalks (whether on one side or on two sides of the street). Connectivity should be a design priority in order to link neighbourhoods to each other, to adjacent amenities, and to the commercial core. This would reduce the car dependency in the Woodbridge area.
- Improve the "green" character of the South Kipling Neighbourhood as it functions as the south gateway for the area. Enhance the neighbourhood with a significant street tree canopy and landscaping to be in keeping with the general green character of the Woodbridge neighbourhoods and overall area.
- Protect significant views and connections to the rail corridor
   forest landscape from the South Kipling Neighbourhood.
   Provide a trail connection along the rail corridor that
   connects the neighbourhood to Woodbridge Avenue.

# **PART B:** ILLUSTRATIVE URBAN DESIGN GUIDELINES

# THE ILLUSTRATIVE URBAN DESIGN GUIDELINES

The contents of the Illustrative Urban Design Guidelines are classified under the Built Form and Open Space categories, in keeping with the frameworks found in existing Policy Documents.

# BUILT FORM GUIDELINES

The **BUILT FORM GUIDELINES** are primarily focused on clarifying some of the complexities around development within a heritage district and providing an ample amount of information in addition to the current policies, that will guide City Staff, developers, and landowners towards the respectful conservation of heritage assets.

# OPEN SPACE GUIDELINES

The **OPEN SPACE GUIDELINES** are important in terms of providing additional design guidance and recommendations toward the development of a complete, well connected, and quality public realm that makes the vast amount of cultural heritage landscape in the area accessible, connected, and usable. The guidelines look at open space opportunities that can be achieved through the development process and how these spaces can be designed to contribute to enhancing the overall public realm. The guidelines also provide recommendations on conservation and enhancement of the natural heritage assets so that the "green" forest canopy remains a key part of Woodbridge's identity and heritage.

### **EXISTING POLICY REFERENCES**

The following symbols represent each of the current policy documents that are referenced in this document. Look for these under each Guideline as they represent the documents (policies) and the sections in them that are relevant to the Guideline being referenced. For a full understanding of these policies, the Policy Documents should be referenced in conjunction with the Guidelines.

### GUIDELINE RELEVANCE TO CHARACTER AREAS

The following symbols represent each of the Character Areas that are found in Woodbridge. Look for these under each Guideline as they represent the Character Areas relevant to the Guideline being referenced. The full description of each Character Area can be found in Part A of this document.

# HCD

WOODBRIDGE HERITAGE CONSERVATION DISTRICT STUDY AND PLAN

КОРА

KIPLING AVENUE STUDY AND OFFICIAL PLAN AMENDMENT

WSP

WOODBRIDGE CENTRE SECONDARY PLAN

FAS

WOODBRIDGE FOCUSED AREA STUDY AND REPORT



# BUILT FORM GUIDELINES

# 1.0 ENABLING CONTEMPORARY DESIGN

Woodbridge is reflective of at least 12 recognizable contributing building styles which collectively, makes the area a unique and distinct village. At one point in time, each building style was of a particular era, was "of its time". "Contemporary" as such, can be defined as "of the moment."

It is the conservation of the diversity and collection of styles over time, representative of varying eras, that will continue to defining the uniqueness of Woodbridge.

# **EXISTING POLICY REFERENCES**



**KOPA** 

- Conservation Approach: Section 6.2
- Contemporary Design: Section 6.3.2
- Building Materials: Sections 6.3.3, 7.1
- Heritage Conservation: Section 3.2.2
- Architectural Character Guidelines: Section 3.2.3.3



### GUIDELINES RELATE TO THE FOLLOWING CHARACTER AREAS:



Note: All images within this section are the ownership of either DIALOG or Phil Goldsmith Architects.

#### **Contemporary Verses Modern**

Contemporary is not to be mistaken with "modern," which is a design movement from the 1920's focusing on minimalism and simplicity in design form, removal of unnecessary detail, clean lines and right angles, and the use of natural materials. However, a design can be both modern (in design), and contemporary (of this time) at the same time, which is often seen today given the strong emphasis on environmental sustainability, durability, and simplicity in design. A design doesn't have to be something new. It can be borrowed and re-adapted in its execution, or it can incorporate alternative materials that speak to today's technologies. The design may incorporate similar materials that bridges the gap between different period styles.

#### **Quality Design & Materials**

The most recognizable buildings, those of which tend to be valued most and stand the test of time, are those that are of high quality design and materiality, and that often complement and embrace the context in which they reside. This means that all aspects of a building, all sides, must reflect quality design and materials, and not just the façades that are adjacent to a heritage structure or fronting a street. New development is to be "neighbourly" from all vantage points, and provide a good fit within this village context, while at the same time representing quality design of a new design era.

New design may be a contemporary style or a contemporary interpretation of historic forms. The caveat or criteria for any new development in conserving Woodbridge as a distinct heritage village, is to design to a high quality standard, and in adherence to the policies and guidelines of Section 6.2, 6.3 and 7.0 in the HCD Plan, for materials, colour palette, style, patterns, forms, lines, etc.

# The following section provides a visual guidance and further detail for enabling contemporary design in the Woodbridge Area. It includes:

- contemporary development next to a heritage building,
- contemporary additions to buildings, both side and rear,
- examples of contemporary design of varying building densities and typologies, and
- new contemporary buildings that reflect the level of design and material quality (at the front, rear, side), that should be achieved for the Woodbridge area in order to enhance and create a distinct character of place that stands the test of time.

# ILLUSTRATIVE GUIDELINES

### 1A. NEW BUILDING ADJACENT TO A HERITAGE BUILDING

- 1. New developments should reflect a high level of design quality and materiality that is in keeping with contemporary design standards.
- 2. Contemporary designs should consider complimentary materials, texture, colour, massing, form to the adjacent heritage building(s); incorporating key attributes of heritage buildings in the design of new adjacent development.
- **3.** Contemporary designs should maintain the character, proportions, scale, and height of its adjacencies.

#### EXAMPLE 1:

# A new contemporary three storey residential building that is modern in style.

- although much different in style to the adjacent buildings, the new building maintains proportional building lines, the deep setback of the original building footprint, the brick and wood materials, and the front verandah
- the new building reflects quality in design that demonstrates a good balance of brick, zinc, wood, glazing, and stucco materials in a composition that does not overpower the adjacent buildings and existing street character, and adds to the diversity of the street

Maintained the building height of • the adjacent buildings

Maintained the first and second storey building lines

Maintained the front verandah and the use of brick

Maintained the original building setback to be in keeping with the adjacent residences to the west of the site, respecting the deep setback character of the street



Historic Building

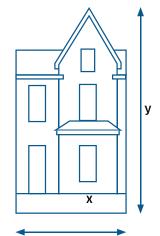
New Contemporary Building -Modern in Style

#### EXAMPLE 2:

# A new contemporary residential building that maintains the character of its adjacencies.

- character of the adjacent row townhouse building style has been maintained, including the width to height building ratio (x,y), historic form, and massing in relation with street fabric, ratio of solid to transparency fenestration, and setback
- a bay window is incorporated instead of a flat window as well as contemporary style window detail, and stucco is used rather than brick for a more contemporary look elements do not detract from the historic building fabric and instead provide diversity to the built form while maintaining the heritage character of the street

Same Proportion and Building Lines and Location of Features



Historic Building

New Contemporary Building

#### EXAMPLE 3:

#### A rear addition to an historic building as well as an adjacent new contemporary building.

- both developments maintain the quaint character of the original structures
- addition to the single storey residence is mainly to the rear of the building such that the original heritage structure remains the predominant feature to the street
- new building introduces stucco as a new material in proximity to the surrounding buildings, but the design (height, scale and massing) is complementary to the adjacent single storey building and adds to the character and diversity of the street



Historic Building with a Rear Addition

New Contemporary Building

Historic Building

#### EXAMPLE 5:

#### A mid-rise infill development in a heritage setting.

- building is a contemporary representation of the existing • built form
- similar building proportions, flat façade, building lines, • rhythm, spacing and patterning of windows, are in keeping with neighbouring buildings
- continues proportions of long windows on the first two . floors, shorter windows on the upper floors
- quality of design is represented on all building frontages side street and main street
- use of brick and maintaining the quality of building materials and design
- maintains three-part building proportions and base at the street
- slight stepback of the fifth floor suggesting an attic similar to the adjacent building



New Contemporary Building -Modern in Style





New Contemporary Building -Modern in Style

**Historic Building** (Renovated)

#### **EXAMPLE 4**:

#### A mid-rise infill development in a heritage setting.

- similar building proportions and building lines are • maintained, including window design characteristics
- use of brick with the dark eves are in keeping with the existing building, but of a slightly different variation such that the building remains unique unto itself
- material quality of the existing buildings and of the street is maintained

### 1B. ADDITIONS TO A HERITAGE BUILDING

- All building additions should reflect a high quality of design, complimentary to its existing heritage structure. They should be in keeping with the setting and character of place.
- The existing structure, in all cases, remains the predominant feature. Key heritage features, including landscapes, should be respected and celebrated in terms of transition and setbacks.
- **3.** Additions have the option of replicating existing heritage designs and period styles, or integrating contemporary design.

#### EXAMPLE 1:

#### A rear addition to a heritage building.

The addition demonstrates a design quality in keeping with the existing building. Similar, if not the same building materials are used. The style of the windows are maintained but given a modern scale. The box like form of the original building is replicated. The materials used in the landscape also look like a continuum of the heritage landscape.





#### EXAMPLE 2:

#### A rear addition to a heritage building that is modern in style.

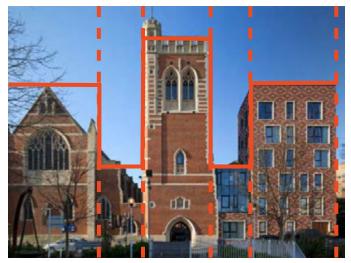
- addition reflects quality materials and design that are complimentary to the existing building style
- materials used wood, metal, glass enhance the design of the existing brick building, even though the design has modern gestures in contrast to the existing style
- scale of the addition is a good fit as it does not overpower, detract, or dominate the existing structure
- similarities are made by drawing from the existing colour palette - the "displayed" floor and white walls of the glass box brings out the colours in the building's windows and brick



#### EXAMPLE 3:

#### A side addition to a prominent heritage asset.

- although contemporary in style, the addition uses the same brick colour palette while reflecting its own unique design
- proportion, scale, and massing respects the prominence of the tower by creating the same side setback, height and similar width and proportions of the existing heritage building on the other side of the tower
- the new building provides an equal weight in detailing as its counterpart
- the glass "reveal" (linking atrium), provides an appropriate and clear gap between new and old
- the new building, although very contemporary in design, represents a "good fit" with the existing heritage building and adds design diversity to the overall structure



Historic Building

New Contemporary Building

Rhythm of the overall Built Form Composition

# 1C. QUALITY BUILDING DESIGN & MATERIALS

Contemporary design may use an existing material palette or introduce new materials that are complimentary to the existing palette of an existing building, adjacent building, or buildings within a distinct Character Area in which it is located.

- i. **Being literal** utilizing the same materials as existing heritage buildings but in a contemporary design form/ configuration.
- ii. Using new and innovative quality materials that share similar qualities of the historic ones such as colour, pattern, form, or texture, or are complementary to the existing materials.

When considering a material palette for a new design, it is critical to review requirements outlined in the Woodbridge HCD Plan, in conjunction with this document, which defines a palette that "fits with" and complements the heritage character of the greater Woodbridge area.

The following 10 examples illustrate the material palette appropriate to Woodbridge heritage area as defined by the HCD. All reflect high design and material quality that is carried through to all sides of the building.

#### Materials Palette of Existing Heritage Buildings

The approved materials outlined in the HCD include:

- brick masonry;
- stone masonry; and
- wood siding.

Additional details for specific architectural elements such as windows, foundations, and roofing, are found in Section 7.1 of the Woodbridge HCD.

#### Materials Palette for New Build, Additions, and Renovations

The approved materials outlined in the HCD include:

- brick, stone, traditional stucco;
- wood siding and trim;
- glass windows and storefronts; and
- various metals.

An additional range of contemporary materials can be considered on a case by case basis.





Relmar House, Forest Hill, Toronto (Architects Luc Bouliane, Photographer: Bob Gundu

#### EXAMPLE 1:

# Contemporary rendition of a heritage style; built in response to the existing topography.

- quality materials used stone, glass, metal materials do not dominate the landscape
- colour palette is subdued and complementary to the context - white and red colours in the stone are used for the contemporary portion of the building
- the building style and composition, although contemporary, has a traditional look



#### EXAMPLE 2:

#### Modern building design that integrates the landscape.

- quality materials and quality design is reflected
- the choice of a simple palette of natural materials wood, stone, glass - are complimentary to the surrounding forest context
- the building design and scale integrate the open space glass transparency, open interior courtyards
- same building materials are used in the landscape design





#### Contemporary example of a townhouse form.

- quality materials and quality design is reflected wood siding, brick, metal, and glass
- materials and simple lines are used to delineate entrances, floors, and articulate each unit
- quality materials are translated to the landscape creating welcoming and attractive front garden interfaces to the street



#### EXAMPLE 4:

# Contemporary rendition of a heritage style single-family residence.

- quality materials used to emulate a traditional building style - wood siding and shingles, glass, and stone
- simple colour palette used, complementary materials, and quality design detail
- same colour palette used for the example below



#### EXAMPLE 5:

#### Modern design single-family residence in a heritage setting.

- quality materials used on a modern building style wood siding, glass, zinc, and stone
- simple colour palette used, complementary materials, and quality design detail
- same colour palette used for the example above

Whether modern or traditional in style, the common elements to both examples are quality materials, a simple colour palette, quality design detail



#### EXAMPLE 6:

## Contemporary higher density buildings reflecting quality materials.

- both buildings, although different in style, reflect complementary high quality materials - brick, stone, glass, zinc, and iron
- similar red brick, different window detail but same materials and geometry used create a cohesive design language between buildings
- material pattern used to articulate building units in the townhouse form
- the mid-density building reflects a balance of between solid and transparency

#### EXAMPLE 7:

#### Contemporary townhouses reflecting quality materials.

- quality materials and building detail used for a contemporary townhouse design - brick, high quality stucco, glass, and stone
- traditional brick is used as the predominant material but in a contemporary colour and look
- simple colour palette but the mix of materials are used to articulate each unit and to create interest in the façade
- the same quality materials is translated in the landscape creating a continuity in quality design

#### EXAMPLE 8:

#### Contemporary townhouses reflecting quality materials.

- quality materials and building detail used for a contemporary townhouse design
- traditional red brick colour together with the wood siding creates a more traditional look to the building
- materials are used to delineate ground floor units from upper units and to create interest in the façade
- the same quality materials is translated in the landscape creating a continuity in quality design







#### EXAMPLE 9:

#### Contemporary rendition of a heritage style townhouse.

- quality materials and design simplicity used for a contemporary building creating an elegant traditional form complementary to adjacent building styles - traditional stone and stone colour, wood, glass, and steel
- predominant use of stone provides a simple context for traditional detail of the windows and doors
- Varying stone patterns and the subtle building articulation provides façade interest
- there is a good balance between solid and transparency



#### EXAMPLE 10:

#### Modern style mid-rise apartment building in a heritage setting.

- quality materials and design simplicity used for a contemporary building - brick, glass, two types of metal, and stone colour
- simple palette of materials and design detail used to articulate the building façade
- colour of adjacent building materials used as complementary accent colour to bridge new with old development



# 2.0 DEVELOPMENT SCALE & TRANSITION

Development must fit appropriately with the scale and character of its context, and transition respectfully to buildings and open space, whether heritage contributing or not, to conserve, protect, and enhance the character of the Heritage Conservation District area and the greater Woodbridge area. If not done properly, the proximity and transition, and the scale and massing of new buildings to existing contributing heritage properties, can have an adverse affect on the conservation and enhancement of these properties, their attributes, and to the conservation and enhancement of the overall heritage district.

A healthy transition to a heritage property is also about respecting the Distinct Heritage Character that defines the district at various levels. New development must consider the heritage attributes that define the specific Character Area as well as the specific Cluster of Properties in which the new development resides.

The Heritage Conservation District (HCD) Section 6.0 and relevant Schedules 3 to 9 specifically, must be reviewed and understood in the context of any new development application, to understand the importance of respectful transitions to adjacent heritage properties. The supplementary guidelines and imagery in this section elaborates and provides further visual clarification on the HCD transition policies.

Urban Design Policies: Section 4.1.3

Heritage Conservation: Section 5.3

Urban Design: Sections 5.0, 5.1

Sections 4.1. 4.2

Land Use and Urban Form Policies:

### EXISTING POLICY REFERENCES

- Analysis of Inventory: Section 4.2
  - Street Wall Height and Scale: Section 6.4.2
  - Transition of New Buildings to Heritage Resources: Section 6.5
- KOPA

**HCD** 

- Urban Design Policies: Section 3.2
- Height Zones: Section 4.4.1 (Study Report)
- Transition to Heritage Buildings: Section 4.5 (Study Report)

### **GUIDELINES RELATE TO THE** FOLLOWING CHARACTER AREAS:





**WSP** 

FAS

#### **Contributing Landscapes**

The term "properties" in a "concentration of properties that contribute to the heritage character" refers to all aspects of the property including the building and the landscape. Contributing landscapes are part of the contributing property. It is the context in which the heritage contributing building resides. Most of these landscapes reflect assets such as mature tree canopies or distinct typography that are part of the overall cultural heritage landscape resource of the Woodbridge Area. These open space "heritage resources" must be conserved, protected, and be visually accessible (when possible) in addition to the building. Therefore transitions to a heritage building must also entail appropriate setbacks to mature trees and must not destroy or modify distinct topographical features, water bodies, or sensitive habitats.

#### Non-Contributing Buildings

Healthy and respectful development transition policies also apply to non-contributing properties within a heritage district when it relates to different building typologies such as mid-rise development adjacent to low-rise development, or high-rise development adjacent to mid-rise development. The purpose of this transition is to conserve the character established by both historic buildings as well as more recent buildings that were built in accordance with existing built form policies and guidelines.



Key to the Woodbridge HCD is first, conserving the structures and landscapes that contribute to the HCD's heritage character, and second, managing the introduction of new structures and landscapes in such a way that they harmonize with contributing buildings and contribute to the district's heritage character.

# STEPS TO UNDERSTANDING HOW TO TRANSITION TO HERITAGE RESOURCES

The following section demonstrates developing adjacent to contributing heritage structures and landscapes, and specifically includes:

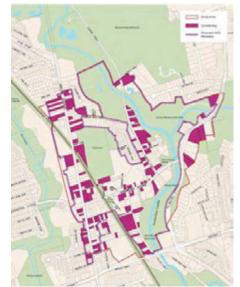
- A. development transition to a contributing heritage resources;
- B. development transition between varying densities; and
- **C.** development transition to a heritage resource on an adjacent property.



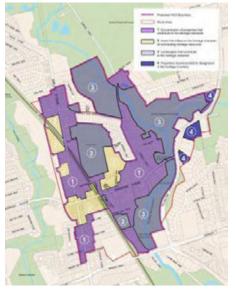
#### UNDERSTAND THE ROLE OF THE PROPERTY IN THE HERITAGE CONTEXT IN ACCORDANCE WITH THE HCD.

The first course of action in the design and development application process is to understand the role of the property:

- as a Contributing Property,
- as part of a Cluster of Properties, and
- as part of a defined Heritage Character Area.



**Contributing Properties** 



**Defined Cluster of Properties** 



Defined Heritage Character Area



#### UNDERSTAND THE CHARACTER AREA VISION, THE DISTINCT CHARACTERISTICS THAT ARE IMPORTANT TO MAINTAIN AND ENHANCE, AND THE URBAN DESIGN PRIORITIES.

The second course of action is to understand:

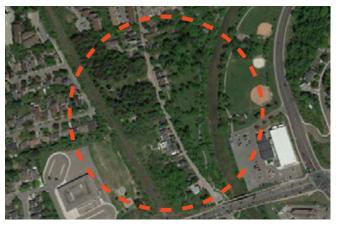
- the character area that the property resides and what is important to maintain and enhance, and
- what are the urban design priorities, the key urban design elements that have to be taken into consideration in the design process.



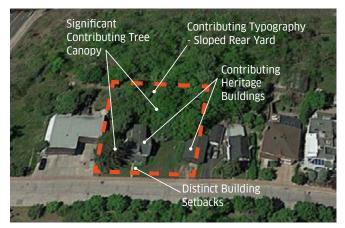
#### APPLY THE APPROPRIATE POLICY PARAMETERS SUCH AS SETBACKS AND ANGLE PLANE HEIGHT TRANSITIONS.

The third course of action is to apply the appropriate:

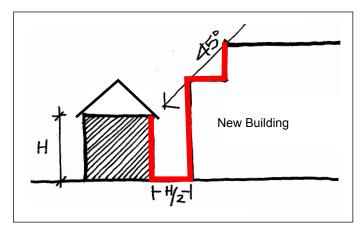
- setbacks
- step-backs, and
- angle plane height transitions.



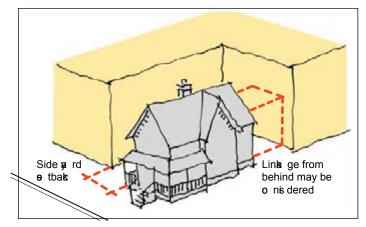
A "Cluster of Properties" that define a distinct "Heritage Character Area.



Key Characteristics and Urban Design Elements: deep setbacks, lower density development, extensive side yards, frontages facing the street, significant contributing heritage buildings and tree canopy, rolling typography, builtform nestled within the landscape.



HCD Document: Side set-back and angle plane step-back



HCD Document: Setback spacing around a contributing building and potential attachment to the rear of a contributing building

# ILLUSTRATIVE GUIDELINES

### 2A. TRANSITION TO CONTRIBUTING HERITAGE RESOURCES

#### **Building Guidelines**

- 1. New development must conserve the attributes of a Heritage District which includes building structures and landscapes.
- 2. New development must consider the heritage attributes that define the specific *Character Area* as well as the specific *Cluster of Properties* in which the new development resides.
- **3.** Adjacent development should not usually overpower or overshadow a heritage property.
- 4. Where additional height to 6 storeys is allowed on a contributing mid-rise residential property, the additional 2 storey height should be concentrated at the rear of the contributing building so as not to obstruct views or over power the contributing building, and conform to the setback and step-back transition policies and guidelines outlined in the HCD.
- **5.** If the rear of the contributing building is considered to have significant heritage attributes upon review of a heritage assessment or heritage architect, the same set-back and step-back transition applies.
- 6. Where additional height is allowed, there must be a respectful transition to adjacent lower rise properties. See guidelines within the following section, "Transition Between Varying Densities".
- 7. The architectural design of the new building must be complimentary to adjacent contributing buildings considering the existing style, building lines, materials, and significant features and details - see Section 6.2 and 6.3 of the HCD and Section 1.1 Enabling Contemporary Design, of this document.

The City of Vaughan requires a Heritage Impact Assessment when it considers that cultural heritage value of a building and/ or landscape may exist, or be effected by any new construction.

#### **Cultural Heritage Landscape Guidelines**

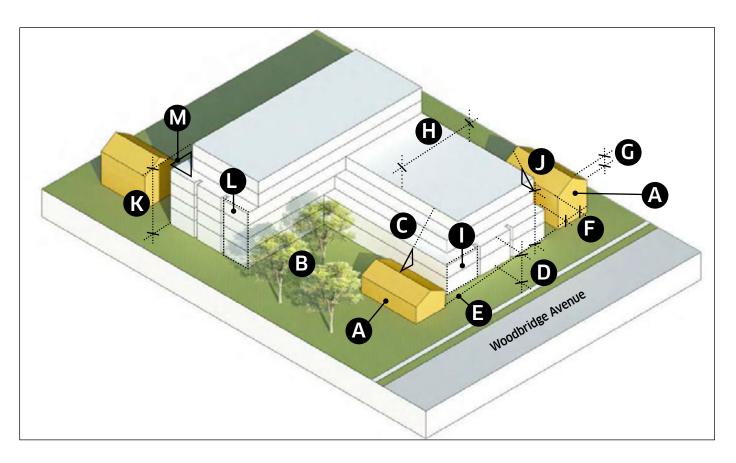
- Landscape "heritage resources" as defined in Section 6.0 of this document, must be conserved, protected, and be visually accessible (open to a view corridor, pathway), because they are key defining components of a District.
- 2. Landscape "heritage resources" can include a tree of historical significance, a mature stand of trees, Regional Forest, distinct typography or natural feature, landscape that contributes to the building heritage such as a slope/hill that a building is built in.
- **3.** Transitions to a heritage property must consider appropriate setbacks to mature trees and must not destroy or modify distinct landscapes, topographical features, water bodies, or sensitive habitats. Refer to the City of Vaughan Tree Protection by-laws for the protection of public and private trees within the City's boundaries.

#### **DEMONSTRATION OF GUIDELINE 2A:**

# Transition to contributing heritage buildings, between varying densities.

- A. Contributing heritage buildings.
- B. Contributing heritage landscape.
- C. Angle-plane setback from contributing building.
- D. Two storey podium for any building fronting Woodbridge Avenue. Although a 2-4 storey podium is prescribed in the current policy, a 2 storey podium is recommended to better reflect the character of the street and heritage fabric, and to allow for maximum sun exposure on the street.
- **E.** The setback of the new building should not go beyond the average front setback line between the two heritage buildings.
- **F.** Side set-back based on half the height of a contributing building.
- **G.** Building height measurement for a gable, hip, or gambrel roof.
- **H.** Angle-plane constraint additional height to six storeys is only allowable if appropriate transition is achieved.

- I. Building façade should be articulated to create a fine-grain commercial frontage in keeping with the heritage standalone buildings. Division of the podium levels that form the primary street wall should articulate divisions, scale, and form in keeping with the heritage building pattern.
- J. The angle-plane step-back at the 13m (4 storey) building height.
- **K.** Concentration of allowable additional 2 storey height at the rear of the buildings and property.
- L. Building façade should be articulated to create a fine-grain residential frontage in keeping with the adjacent stand alone residential buildings. Division of the podium levels that face the street should articulate divisions, scale, and form to reflect a stand-alone residential building pattern.
- M. Step-back transition to adjacent low-rise residential.



### 2B. TRANSITION BETWEEN VARYING DENSITIES

The height structure defined in the HCD Plan, the Kipling Avenue Corridor OPA, and the Woodbridge Centre Secondary Plan reflects a pattern of two storey maximum increments between the different densities and building typologies. For example, the policies for the Islington Avenue Corridor reflects a 3.5 storey height maximum adjacent to 2 to 2.5 storey low density development. The policies along Kipling Avenue are similar. Anything beyond this pattern is as per an existing condition.

A condition that needs further transition guidelines include mid-rise residential properties having a 4-6 storey height range adjacent to low-rise development. This occurs mainly along Woodbridge Avenue and adjacent to Arbor's Lane in the Clarence Street neighbourhood. Along Woodbridge Avenue, up to 6 storeys is allowed in certain areas and in some cases, there is an adjacency to 1-2 storey residential fabric usually at the rear of the property.

In such cases where an existing low rise contributing building is within or adjacent to a higher density development parcel, the new building design must be in keeping with the HCD Plan's transition guidelines for adjacency to contributing buildings and properties.

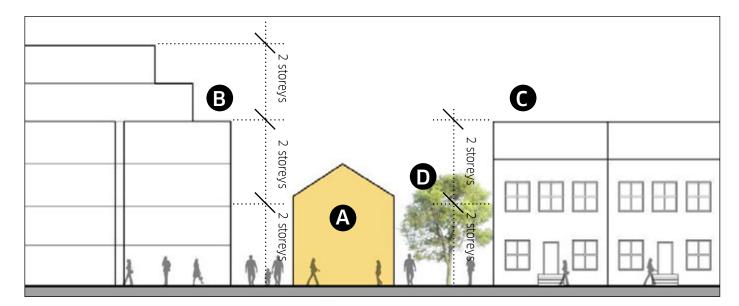
#### **Building Guidelines**

- 1. New development must provide a respectful transition to the adjacent low density residential fabric and should consider adhering to the 2 storey transitional height pattern of development between the different densities and building typologies within the Woodbridge area.
- Any 6 storey development adjacent to an area having a two storey height maximum should provide a step-back after four storeys. This allows for a healthy terracing down in height to the adjacent low rise fabric in keeping with the typical heritage height in the area.
- **3.** The step-back after four storeys should be a minimum 3 metres a maximum of 5 metres, up to 6 storeys to allow for ample sunlight penetration and open views.
- **4.** Other conditions or historic patterns should be considered such as generous side yard setbacks.

#### **DEMONSTRATION OF GUIDELINE 2B:**

#### Transition between building typologies and densities.

- A. Existing two storey building.
- **B.** Step-back at four storeys for adjacent 6 storey mid-rise building.
- C. Townhouse at 2 4 storeys adjacent to existing building.
- D. Generous side yards to allow for a respectful transition and spatiality around existing lower density buildings and landscapes.

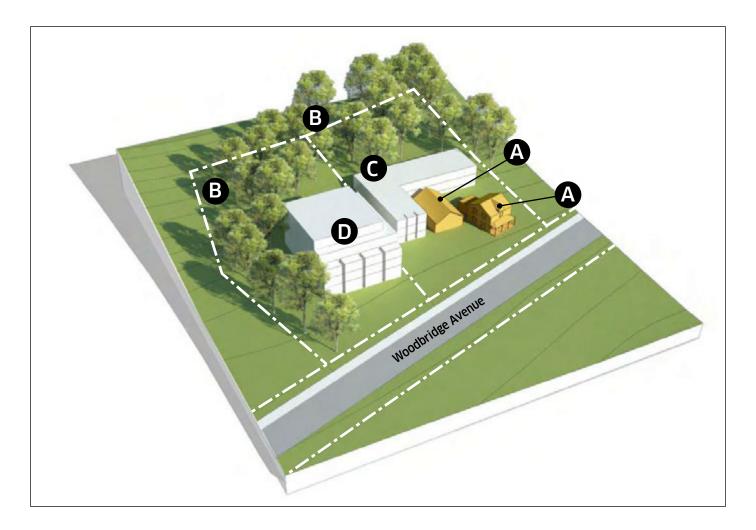


#### **DEMONSTRATION OF GUIDELINE 2A & B:**

# Transition to a contributing heritage building and cultural heritage landscape.

The demonstration assumes the following:

- development within a distinct heritage character area,
- development adjacent to a contributing building and cultural heritage landscape on the property, and
- development adjacent to a contributing property (building).
- **A.** Heritage contributing buildings to be protected and remain in situ.
- **B.** Heritage contributing landscape to be protected including topography and mature stand of trees.
- **C.** New development is integrated into the existing typography and appropriately set back from existing heritage buildings and trees.
- **D.** New development provides a respectful transition to the adjacent low rise buildings, responds to the topography, and preserves the heritage contributing landscape.



# 3.0 BLOCK & PARCEL DESIGN

This section clarifies design requirements for two distinct typological block and parcel conditions. The first has to do with the appropriate design and structure of a block to respond to current municipal policies and goals to create a safe, walkable, permeable, and connected place. The second condition has to do with increasing the allowable density on a block while maintaining and enhancing the existing contributing site conditions, heritage assets, and distinct character of place of the specific Character Area and the District. Both conditions have to do with achieving the right block and parcel design, and building configuration and massing to achieve the desired vision and goals for the area.

#### Permeable & Connected Block Design

The neighbourhoods, the commercial areas, and the open spaces that define the Woodbridge Area are intended to be integrated, connected and accessible. The block pattern and structure for any new development should be extremely permeable, allowing for a high degree of vehicular and pedestrian connectivity, circulation, and visibility. This includes a fine network of public and private streets to allow for ease of vehicular circulation and walkability throughout the area. This includes the development and enhancement of sidewalks, pathways, and trails that will increase the level of connectivity internal to blocks and between blocks, from neighbourhood to neighbourhood, and to all open spaces and cultural heritage landscapes, making them visually and physically accessible to all.

Linkages: Sections 4.2, 4.2.1

# EXISTING POLICY REFERENCES Public Open Spaces, Parks, and Public Streets: Section 6.6.1 WSP Block Pattern, Street Network and Linkages: Section 5.1 Urban Fabric: Sections 2.2, 4.3, 4.3.6 Block Pattern, Street Network and

FAS

### GUIDELINES RELATE TO THE FOLLOWING CHARACTER AREAS:



KOPA

As development increases within the area, increasing the public realm space by allowing a greater level of connectivity to existing spaces and to new spaces through new linkages and connections becomes very important. Making these linkages safe, welcoming, and comfortable pedestrian environments is also important. Therefore creating great streetscapes, clear points of access, and a quality public realm environment must be factored in to the design of a block or development site. Elements to consider include:

- providing street trees and sidewalks on all internal streets;
- providing multiple points of access;
- providing a visual termini or draw into a space;
- creating connections between blocks and to adjacent open spaces and heritage features; and
- bringing private amenity spaces to the street so that they are publicly accessible to the neighbourhood and are a contributing part of the public realm.

#### Increasing Density on a Site While Maintaining Character of Place

Development intensification is encouraged in specific areas, such as the Islington Avenue Corridor area, to provide housing diversity for the area. That said, development has to be sensitive to the character and ecology of place, and maintain what is distinct to each District. Considerations include protecting contributing buildings, cultural heritage landscapes, significant tree canopies, unique landscape features and typologies, water bodies, and sensitive natural habitats.

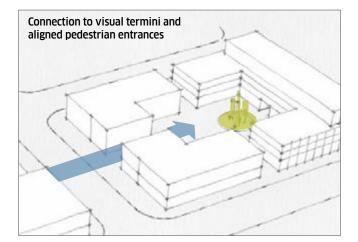


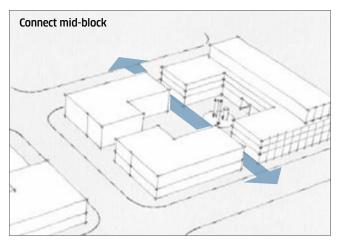
Implementation of new building in a valued setting

# ILLUSTRATIVE GUIDELINES

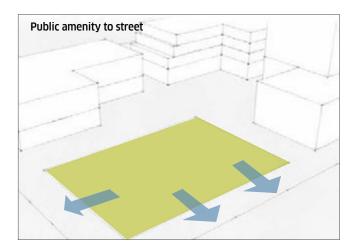
### 3A. PERMEABLE & CONNECTED BLOCK DESIGN

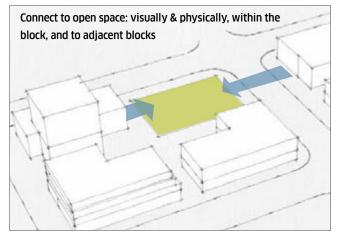
- **1.** Create permeable development blocks by creating a connected internal street network that is connected to the public streets.
- 2. Provide multiple pedestrian access and egress points within a development block.
- **3.** Create visible, safe, and accessible mid-block pedestrian connections internal to a block and externally to adjacent properties.
- **4.** Provide access to open space amenities within the block and connect amenities to existing adjacent trails and parks.
- 5. Avoid creating dead-end streets.





- **6.** Design and locate public amenity open spaces so that they are visible and accessible from the street and contribute to the overall streetscape public realm space.
- Frame and celebrate visual connections to open spaces, to the street, buildings, and pathways as landmarks and gateway features.
- 8. Align or locate art or landscape features as visual wayfinding mechanisms.
- **9.** Design both public and private streets so that they are safe, welcoming, and accessible, and contribute to the beautification of the area.
- **10.** Both public and private streets should be designed with street trees, pedestrian sidewalks, and lighting.

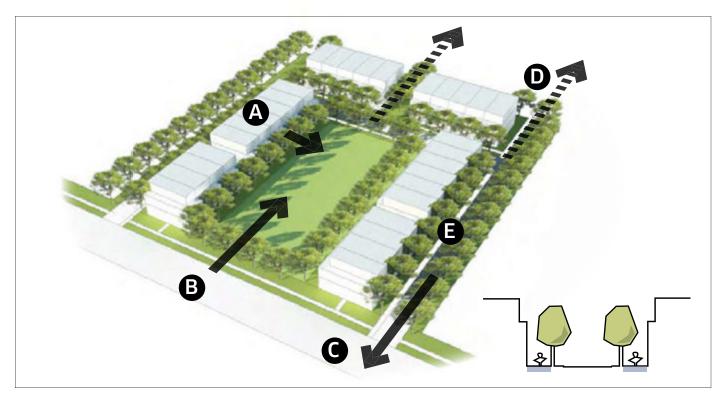




#### **DEMONSTRATION OF GUIDELINE 3A:**

#### A permeable and connected block design.

- A. Positive relationship between townhouses and open space.
- **B.** Direct visual and physical connection from the street to the open space.
- **C.** Connected street/lane and pedestrian circulation (deadends avoided).
- **D.** Connection to trails and parks beyond site boundary.
- E. All internal streets (or lanes that function as pedestrian streets) are to be designed as pedestrian friendly, streetscaped connections with sidewalks and street trees.





Enhanced internal sidewalks and streets that look and feel like they are part of the public realm



Create block permeability with welcoming and attractive mid-block connections  $% \left( {{{\rm{D}}_{{\rm{B}}}}} \right)$ 

### 3B. INCREASING DENSITY ON A SITE WHILE MAINTAINING THE CHARACTER OF PLACE

- **1.** Any new development must first consider the distinct features of the Heritage Character Area that it resides in and the existing contribution of the site to the Heritage Character Area. Distinct features can include:
  - deep front and side-yard setbacks,
  - significant forest setting with mature trees,
  - rolling topography
  - views to significant open spaces
- 2. Protect any contributing heritage structure on a property such as a heritage building, or structure such as a barn, or bridge.
- **3.** Protect any contributing cultural heritage landscape such as a mature stand of trees, Regionally Significant Forests, a water body, and environmentally significant areas. Refer to Section 6.0 for Contributing Cultural Heritage Landscapes and Features. Refer to the City of Vaughan Public and Private Property Tree Protection By-laws.
- Open spaces and landscape assets on a property is deemed contributing if they define what is distinct to a Character Area, even if the property is not within the HCD boundary.



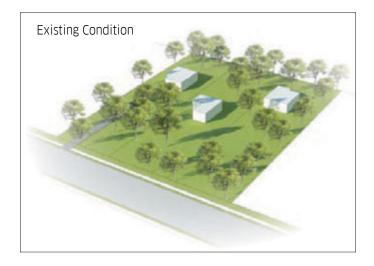
Heritage landscapes on properties contribute to defining the layout of new development and contribute to increasing the value of the property (Woodbridge)

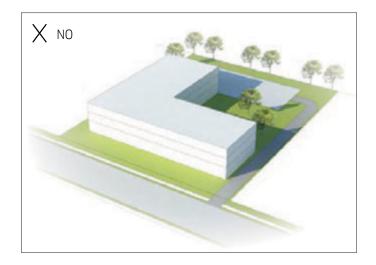
- 5. Removal of single stand-alone mature trees may be negotiated if they are deemed to have no heritage relevance, if they do not contribute to the character of the area, if they are not in a healthy state, and/or if they do not contribute to the greater tree canopy or forested area.
- **6.** All heritage contributing buildings, structures and landscapes must remain in situ and should not be moved out of context to accommodate new development.
- **7.** New buildings should be integrated in the landscape and not dominate the landscape or adjacent properties.
- **8.** The location of parking, passenger pick-up, loading, and servicing access and egress should be discretely located within the site and/or be integrated within the structure of the building.
- **9.** Review the City of Vaughan Private Property Tree Protection By-Law in regards to requirements for the reduction or removal of trees.

#### **DEMONSTRATION OF GUIDELINE 3B:**

# Increasing density on a site while maintaining the character of place.

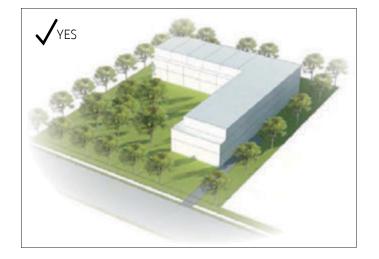
- Properties are defined by a mature contributing forest, deep front setbacks and side yards that define the Character Area.
- Development should occur primarily in the area of existing buildings.
- The existing forest landscape in the front of the property should be conserved.
- Stand alone mature trees in the developable area of the site can be considered for removal and compensated for in a manner that enhances the existing landscape.





Proposed building reflects allowable setbacks defined in the current zoning by-law. Existing mature forest is removed to accommodate new development. The resultant development massing and layout changes the character of the site and the conditions that makes the property, Character Area, and District distinct.

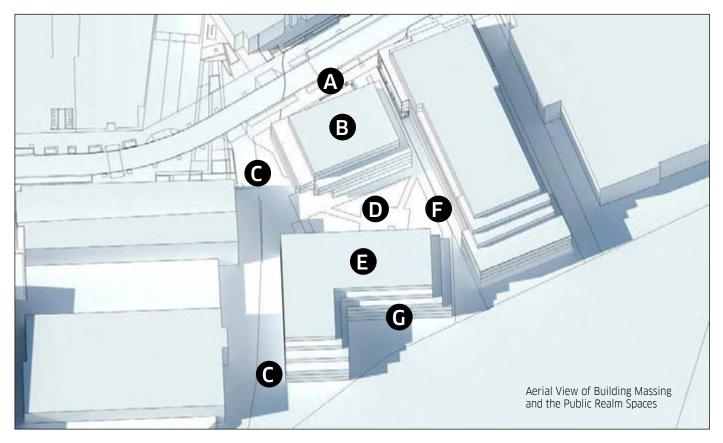
The development massing and layout maintains the character of the site and the assets that make the Character Area distinct. The massing and layout conserves the existing mature forest which can contribute to the site's private amenity space and property value. The building does not dominate the landscape. Parking access and servicing is discretely located at the rear and internal to the building.



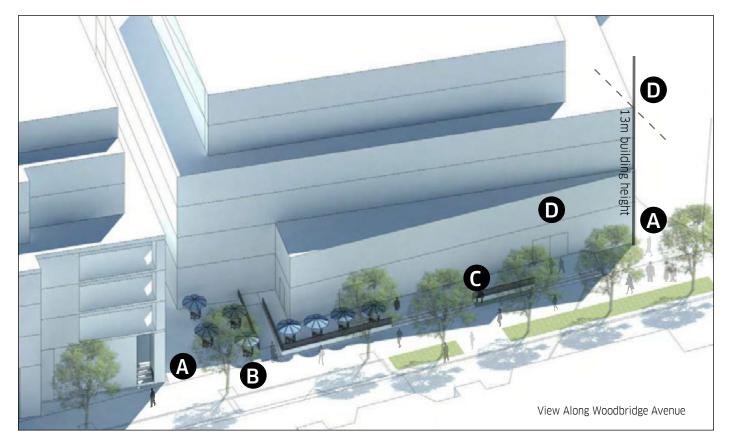
#### **DEMONSTRATION OF GUIDELINE 3A & B:**

#### Block and parcel design along Woodbridge Avenue.

This demonstration includes the proposed 3m maximum building setback along Woodbridge Avenue; height, step-backs, and angle plane application; mid-block linkages and block permeability; private open spaces; preservation of cultural heritage landscapes; enhancement of heritage view corridors; and transitions to adjacent development. The illustrations provide an aerial view of the overall site as well as the interface to Woodbridge Avenue.



- **A.** 3m building setback to allow for an expanded streetscape and private plaza space, and management of the SPA Flood Zone above grade building entry (see Section 4.0).
- **B.** Six-storey building fronting Woodbridge Avenue, with a two storey podium and terrace step-backs at four and six storeys within the 13m height angle plane.
- **C.** Pedestrian accessible enhanced joint service and parking entryway and corridor, and west mid-block link to the river valley.
- D. Internal private courtyard space to create more block permeability, landscape enhancements, accessibility to the river and the Avenue, and increased building views to the open space (to street, courtyard, and river valley).
- E. Six-storey building with a frontage to the river valley and park, oriented to protect the existing forested cultural heritage landscape. The maximum allowable six storey building height could be considered for this building because of its rear location (assuming a terraced design to the courtyard and river valley). Section 37 opportunities could apply.
- **F.** Easterly mid-block pedestrian link between Woodbridge Avenue and the river valley and park. Allows for an improved transition and condition to adjacent building's side entries and units.
- **G.** Sun shading mechanisms should be considered for south-facing façades of buildings.



- **A.** Pedestrian linkage and view corridor to the river valley from Woodbridge Avenue.
- **B.** New publicly accessible Plaza and ramp access to the raised promenade space, seating and landscaping.
- **C.** Open upper level promenade and café spill-over space with integrated stairs and seating.
- **D.** Two-storey podium and angle plane step-back of the upper building levels. Building terracing to allow for more sun penetration on the promenade and streetscape.

# OPEN SPACE GUIDELINES

# 4.0 STREETSCAPE INTERFACE

The design, use and animation of the ground level of buildings are significant in defining the character and experience of the street as a welcoming, accessible, and safe pedestrian environment. The following existing streetscape interface conditions have to do primarily with the elevated commercial interface along Woodbridge Avenue due to rolling topography and the elevated commercial interface (along the Avenue) in the SPA flood zones. It includes areas along the street where the changing typography results in unsightly steps, ramps, retaining walls, and railings at main entrances to buildings, and where commercial or residential entrances are at a raised level.

### **EXISTING POLICY REFERENCES**



KOPA

Urban Design: Section 6.7



- Development Principles & Objectives: Section 2.4
- WSP
- Streetscape Design: Section 3.7.2
- Land Use Policies: Section 4.1.2
- Special Policy Area Policies: Section 7.3
- Special Policy Area Policies: Section
   4.4.2
   Gassial Policy Area Tachaired Deview
  - Special Policy Area Technical Review: Section 7.2

### GUIDELINES RELATE TO THE FOLLOWING CHARACTER AREAS:



#### Accessibility for Ontarians with Disabilities Act (AODA)

To satisfy AODA accessibility standards, entrances to buildings must have a flush condition between the sidewalk and the ground floor. The following guidelines focus on solutions to mitigate the grade change by making it part of the overall streetscape design. Stairs and ramps are integrated in the sidewalk design. Retaining walls are transformed into sitting edges that contribute to the overall street furnishing. Design solutions are purposely considered and are not part of an afterthought in addressing the issue. To enable this, a more generous building setback of 3.0m maximum is recommended for Woodbridge Avenue, in this document.

#### SPA Flood Zone

In order to prevent flooding in areas that have been designated as flood zones in the Special Policy Areas, building entrances are required to be elevated from the ground level. However, this presents a challenge to the design of accessible and transparent entry sequences from street to building front doors. A combination of stairs and ramps therefore need to be incorporated within the Woodbridge street boulevard and pedestrian walking zone.

#### **Building Setback**

The current building setback policies for Woodbridge Avenue is Om. The Guidelines recommend a revision to the current setback policy to allow for a deeper setback condition to 3m maximum, which allows for better integration of ramps, stairs, and railings while allowing for continuous and uninhibited circulation along the sidewalk at grade. It also allows for the creation of usable, welcoming public realm space, such as outdoor cafés, at the elevated level.



Elevated commercial interface along a hill incline (165 Woodbridge Avenue)



Elevated commercial interface in the SPA Flood Zone (83 Woodbridge Avenue)

# ILLUSTRATIVE GUIDELINES

### 4A. ELEVATED COMMERCIAL INTERFACE RESULTING FROM ROLLING TYPOLOGY (WOODBRIDGE AVENUE)

- **1.** All at-grade entrances (whether commercial or residential) must be barrier free (universally accessible).
- 2. For any new building, mitigation of a grade change should be part of the building design and not impede on the pedestrian circulation within the street right-of-way.
- **3.** Where a change in grade occurs from the sidewalk to the finished floor of a building (at the entrance), the change in grade can either be addressed internally to the building or externally as part of the streetscape design.
- 4. Where a building setback is greater than 2m, the mitigation of a grade change with steps and ramps should occur within the building setback and not within the street right-of-way.
- Grade changes should be addressed by providing design solutions which can utilize a combination of both stairs and gently sloped ramps.
- **6.** The slope of a ramp/walkway can be no more than 4%. Stairs risers should be less than 7 inches in height.
- 7. In an existing condition where the grade change cannot be addressed within the building setback, opportunities to increase the boulevard should be explored, such as creating curb extensions to the sidewalk to gain additional circulation space within the public realm.
- 8. Where the grade change has to be addressed for more than one entrance in a row, (the length of a block for example), a consolidated and unified design solution should be applied. See Demonstration #1-3 on the following pages. The style of railings, ramps and stairs should also be consistent and in keeping with the character and style of the overall streetscape design.
- **9.** Multiple points of access should be provided along the elevated walkway. Dead-end points of circulation should be avoided.
- **10.** The design of both stairs and sloped walkways should be sympathetic to existing architecture.

- **11.** The use of retaining walls should be avoided, however, if necessary, should be no more than 600mm in height and 300-450 in depth, and be designed as an integrated part of the streetscape and street furnishing. The retaining wall can function as a sitting wall, landscape planter, or decorative art feature.
- 12. The materials used for a sitting wall should be of high quality materials, in keeping with the Vision for the street. Materials can include stone, cast in place concrete with wood, or other materials that will enhance the quality and character of the street.
- 13. The walking zone or pedestrian pathway should be a minimum 1.5m width and usually where there are constraints within the right-of-way. Otherwise, a minimum 2m width is preferred to allow for comfortable pedestrian circulation.



Dead-end conditions to an elevated walkway should be avoided (155 Woodbridge Avenue)

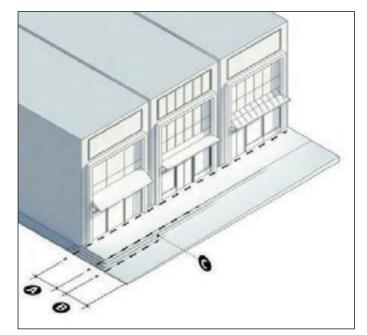


Quality, innovative design solutions to accommodate grade changes - combined ramp and stair (Director Park, Portland Oregon: Wikimedia Commons)

#### DEMONSTRATION OF GUIDELINE 4A (1 OF 3):

## Addressing grade changes in a condition with multiple entrances in a row with ramps and stairs.

- **A.** Walking zone flush with elevated grade at building entrances minimum 1.5m in width.
- B. Walking zone at grade level minimum 1.5m sidewalk width where there are space constraints within the ROW. A 2.0m sidewalk width is preferred where the boulevard width allows. The walking zone continues as part of the general sidewalk condition.
- **C.** Combined stair and ramp solution with ramp access at one end and a stair access at the other end.

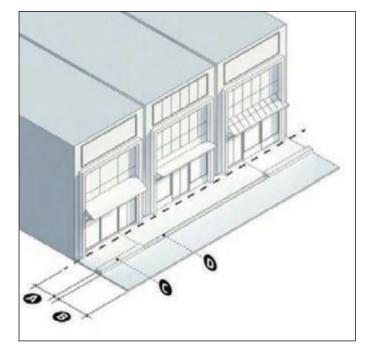


Demonstration 1: Stair and Ramp Design

#### DEMONSTRATION OF GUIDELINE 4A (2 OF 3):

#### Addressing grade changes in a condition with multiple entrances in a row with stairs and sitting wall.

- **A.** Walking zone flush with elevated grade at building entrances minimum 1.5m in width.
- **B.** Walking zone at grade level minimum 1.5m sidewalk width where there are space constraints within the ROW. A 2.0m sidewalk width is preferred where the boulevard width allows. The walking zone continues as part of the general sidewalk condition.
- **C.** Retaining wall functioning as a sitting wall to define the ramp access at each end.
- **D.** Stairs as central feature to the elevated grade.



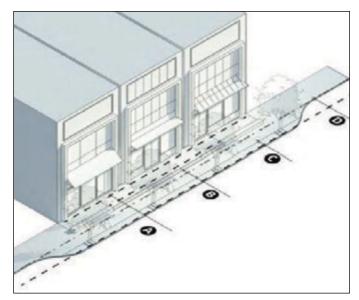
Demonstration 2: Stair and Sitting Wall Design

#### DEMONSTRATION OF GUIDELINE 4A (3 OF 3):

## Removal of on-street parking spots to address grade changes in an existing zero setback condition.

- On-street parking spots are removed to allow for an increase in width to accommodate pedestrian circulation at-grade and at an elevated grade, as well as a furnishing and planting zone.
- This scenario reflects an integrated design solution to address at-grade changes for multiple building entrances in a row.
- A minimum 1.5m sidewalk is provided for both pedestrian walking zones. Multiple paths increase the circulation routes fronting the buildings.
- A combination of ramps, stairs and low retaining walls are shown. The retaining walls function as furnishing for seating. The Ramps at either end allow for access at either end of the grade change.

- **A.** Walking zone flush with an elevated grade at building entrances minimum 1.5m in width
- **B.** Walking zone at grade level minimum 1.5m sidewalk width where there are space constraints within the ROW.
- **C.** Furnishing and planting zone.
- **D.** Increased area by removal of parking spots and introduction of bump-outs. On-street parking width added to the sidewalk and furnishing zone.



Demonstration 3: Expanded sidewalk to address the grade change and accommodate a wider pedestrian walking zone



Integrated sitting wall and planters (Fort York Boulevard, Toronto)

### 4B. ELEVATED COMMERCIAL INTERFACE IN THE SPA FLOOD ZONES (WOODBRIDGE AVENUE)

- **1.** All guidelines for the Elevated Commercial Interface for Woodbridge Avenue apply to this section.
- 2. All ramps and stairs for circulation and access to the elevated ground level entrances of a building cannot be within the road right-of-way. The mitigation of grade changes must be addressed on site. A recommended maximum setback of 3.0m will allow for the integration of stairs and ramps within the site's boundaries.
- **3.** The spaces created to address elevated access and egress from a building should be designed so that access is clear and intuitive, welcoming, and reflect quality design. These spaces should be considered part of the streetscape, as an elevated pedestrian promenade, and should be a bright, friendly, inviting and welcoming part of the public realm.
- **4.** Entrances should be clearly articulated, open, and visible from the street. Dark recessed areas with low overhangs should be avoided.
- 5. The use of colonnades can create cavernous like exterior spaces and should be avoided. If the design calls for colonnades, the ceiling should be a minimum of 4.5m in height from the elevated grade to the ceiling to allow for light penetration and clear visibility into the elevated spaces.
- **6.** Materials for paving, stairs, retaining walls should be light in colour to brighten deep setbacks of commercial frontages and should look like a continuous part of the streetscape.
- Buildings should be terraced in design to allow for daylighting of the ground floor spaces. The second floor of a building should step-back 1.5m - 3m to allow for light penetration on the first level.
- **8.** Animated retail/commercial uses such as restaurants, cafés, coffee shops should be encouraged on the elevated main floor of mixed-use buildings.
- **9.** Other uses such as gyms and libraries are encouraged, where the social spaces and pedestrian activity spaces are visible from the street.

- **10.** Where highly animated uses cannot be provided on the elevated main floor, the public space fronting the building should be generous and function as an inviting pedestrian promenade or linear parkette that is bright, open, animated, and integrated with the streetscape in terms of look and materiality. Landscaping and seating should be provided to create a welcoming environment for seating and lingering.
- **11.** Innovative approaches to ramp and stair design are encouraged, and where seating at the lower level can be integrated.
- **12.** Continuous retaining walls and railings are discouraged, but if necessary, should be interrupted by multiple access points and should be highly transparent. The integration of landscaping and planting should be integrated in the design of retaining walls to create a green interface to the sidewalk.

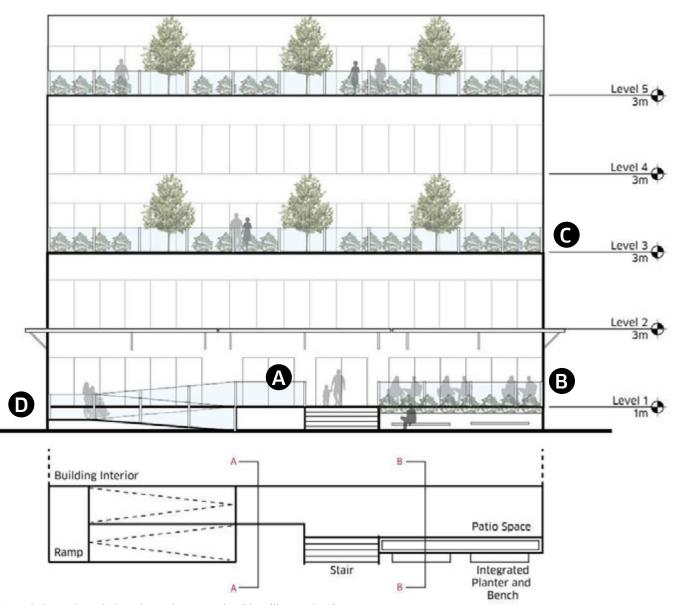


Low colonnades should be avoided as they create deep, cavernous, and unwelcoming spaces (108-124 Woodbridge Avenue)

#### **DEMONSTRATION OF GUIDELINE 4B:**

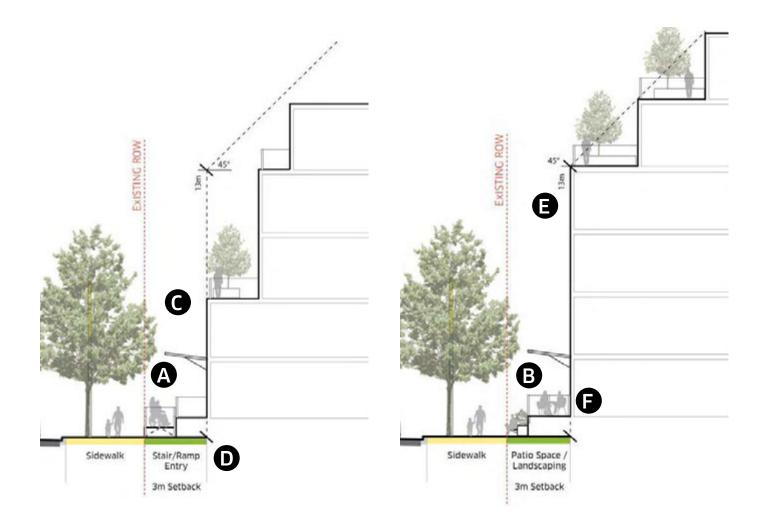
#### Elevated grade level promenade.

- **A.** Open and transparent upper level promenade to the street illustrating ramp access.
- **B.** Opportunity to animate upper level with café space and front seating, and landscape beautification.
- **C.** Two storey podium and building step-back after second storey preferred to maximize sun exposure on the open space.
- **D.** 3m building setback to provide flexibility in accommodating stair and ramp access.
- E. Allowable four storey podium and building step-back after four storeys (13m height angle plane restriction) allows for increased sun exposure on the open space but does not maximize on sun exposure as in Section AA.



Elevation and Elevated Level Plan: Elevated Promenade with Railings and stair access

**F.** Quality materials such as glass and steel used for railings to create a more transparent relationship to the street. Materials must be in keeping with the contemporary design vision of the streetscape plan.



Section AA: Elevated grade level illustrating front ramp access.

Section BB: Elevated grade level illustrating integrated seating and landscaping.

#### EXAMPLE 1:

Elevated promenade with Railings and stair access.



Elevated promenade with stair and ramp access.





Elevated areas should be open with innovative design that integrates the elevated areas with the streetscape. (Director Park, Portland Oregon: Wikimedia Commons)



Treat the elevated level as an inviting pedestrian promenade that is bright, open, and can accommodate pedestrian activity such as walking, sitting and lingering. (Commercial Street, Vancouver)

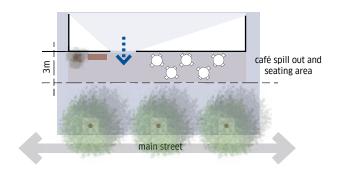
### 4C. 3M MAXIMUM BUILDING SETBACK ALONG WOODBRIDGE AVENUE

The current policy setback along Woodbridge Avenue is Om which is reflective of the traditional heritage setback along the street. The consideration to increase the setback to a 3m maximum is part of the City's streetscape improvement initiative to increase the public realm space and streetscaping along the corridor, which is currently constrained by a narrow existing right-of-way. Other factors include the elevated ground floor uses of buildings within the SPA Flood Zone and other areas along the street where the Om setback limits the ability to manage the integration of access ramps and stairs. Specifically, the recommendation for a more generous setback along Woodbridge Avenue are to:

- 1. Allow for the proper mitigation of grade changes within a property boundary in order to access ground level uses that are elevated from the sidewalk.
- 2. Enable clear and uninhibited circulation along the sidewalks within the road right-of-way.
- **3.** Create garden spaces fronting residential uses to create more privacy from the avenue.
- 4. Create more generous public realm space.
- 5. Allow for retail café spill-over space to animate the avenue.
- **6.** Provide the opportunity for more landscaping of the corridor.
- 7. Create a more pedestrian friendly and walkable environment.
- 8. Adhere to the building step-back policy and transition policies along Woodbridge Avenue such that higher density development does not seem so prominent along the street in the context of the lower density heritage fabric and provides a more "human scale" relationship to the street.
- **9.** Permit only at-grade entrances to the street where it is currently possible to do so.
- **10.** Through the redesign of the street right-of-way, reduce lane widths and provide curb extensions to expand the sidewalk width and overall public realm space.

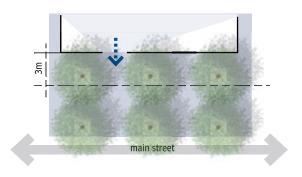
#### DEMONSTRATION OF GUIDELINE 4C (1 OF 3):

Additional setback space for café spill out and additional seating, or informal plaza/gathering space.



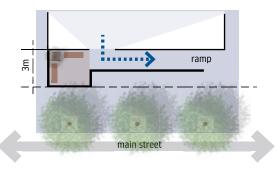
#### DEMONSTRATION OF GUIDELINE 4C (2 OF 3):

Additional setback space for increased landscaping to enhance the green character of Woodbridge.



#### DEMONSTRATION OF GUIDELINE 4C (3 OF 3):

Additional setback space to accommodate ramps and stairs where topography is a limitation, or grade elevations within SPA areas.



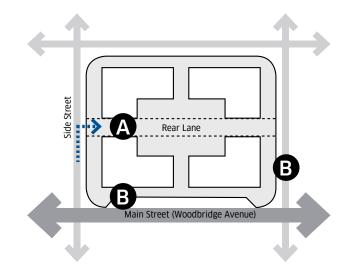
### 4D. SERVICING & VEHICULAR ACCESS (WOODBRIDGE AVENUE)

Buildings without side or rear lane access encourages servicing of buildings to occur haphazardly along Woodbridge Avenue and often creates conflicts with pedestrian circulation along the street. Service vehicles are often parked on the curb for long periods, inhibiting pedestrian traffic. For any new development, current policy regulates that parking and servicing access/egress is to occur along side streets with an internal entryway to the underground levels of the building, or at the rear of a building via a lane. The current policy (referenced in the Woodbridge Centre Secondary Plan) prohibits front access from Woodbridge Avenue to parking and servicing access points for any new development. The following guidelines address existing conditions where servicing cannot be accommodated at the rear of buildings, as well as new development. These guidelines should be applied in conjunction with other law enforcement initiatives that regulate servicing times.

- **1.** Provide on-street parking spaces fronting existing buildings that are without rear service access.
- **2.** Provide on-street servicing along side streets where possible.
- Allow servicing to occur only at regulated times (such as early morning or late evening) to minimize pedestrian circulation conflicts, and provide clear signage accordingly.
- **4.** Consider bollards or other furnishings to discourage mounting of curbs and infringing on the public realm.
- 5. For any new building, servicing (and parking) entrances are to be located on the side or at the rear of a building.
- 6. For any new building, servicing (and parking) is to be accessed from the side of a building, to a below-grade entrance or to an internal courtyard; or at the rear of a building via a laneway.

#### DEMONSTRATION OF GUIDELINE 4D (1 OF 2):

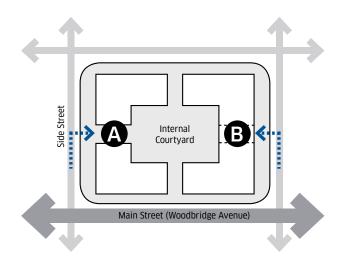
On-street or rear lane service access options.



- A. Servicing entrance from a side street to a rear lane.
- **B.** Servicing via on-street parking fronting the building or along a side street, at regulated times.

#### DEMONSTRATION OF GUIDELINE 4D (2 OF 2):

Side street or below-grade service access options.



- A. Entry from a side street to an internal courtyard.
- **B.** Entry to an internal below grade servicing area.

#### EXAMPLE 1:

EXAMPLE 3:

Internal courtyard service access.

Laneway service access.



Servicing (and parking) entry via a rear lane, accessed from a side street (Woodbine Neighbourhood, Toronto).

#### EXAMPLE 2:

Below grade service access.



Servicing from a side street that is designed to be more aestheticallypleasing and surreptitious. (University of Toronto, St. George Street)

#### EXAMPLE 4:

#### On-street service access.



Servicing (and parking) entry to an internal service area, accessed from a side street. (Condominium on Charles Street W, Toronto)



Servicing (and parking) on-street for an existing condition where servicing cannot be accommodated at the rear or side of a building. (Roncesvalles Avenue, Toronto)

# 5.0 PRIVATE OPEN SPACES

This section looks at the role private open spaces play in the greater cultural heritage landscape that defines Woodbridge as contributing components of the landscape system. It identifies opportunities to create new private open spaces to increase the amount of usable public realm space within the Woodbridge heritage area, and as a means of enhancing the existing open space network.

#### Private open spaces have the opportunity to:

- positively contribute to the public realm network,
- be better utilized by improving the design, function, programming, and access to the spaces.
- be used to connect to and expand on existing open spaces both physically and visibly.
- provide animation and places for social gathering along Woodbridge Avenue main street and reinforce active pedestrian nodes.
- add beautification to the street by providing opportunities to increase landscaping and tree planting.

Private open spaces can provide a greater level of diversity to the existing public realm context including pedestrian midblock linkages, new piazzas and parkettes, and connecting these spaces to existing significant Cultural Heritage Landscapes such as the Fairgrounds and Market Lane.

### **EXISTING POLICY REFERENCES**

- HCD
- Urban Design: Section 6.7
- КОРА
- Development Principles and Objectives: Section 2.0

Open Space Framework: Section 6.6

- Urban Design: Section 3.2
- Streetscape Master Plan Schedules: Appendix B



- Streetscape Design: Section 3.7.2
- Street specific policies: Section 5.1
- Pedestrian Priority Nodes: Section 5.2
- Streetscape Design: Section 9.2
- FAS Pedestrian Priority Nodes: Section 9.3
  - Clarence Street & Woodbridge Ave: Section 9.5
  - Land Use & Urban Form Policies: Section 4.1-4.2

### GUIDELINES RELATE TO THE FOLLOWING CHARACTER AREAS:



The following guidelines are intended to demonstrate private open space opportunities that can provide attractive, connected, and animated public realm spaces. The guidelines define expectations around design and design quality, and the conservation and enhancement of heritage assets and characteristics. It explores all areas of open space, whether it be a lane, parking lot, or underutilized areas as opportunities to make these spaces contributing components to the overall public realm network.



Private open spaces can significantly contribute to the overall public realm by providing variety, diversity, and unique quality environments. (Rose Garden, Toronto Four Seasons Hotel)

#### Private Cultural Heritage Open Spaces

Woodbridge has some of the largest private cultural heritage open spaces in the city, including the Fairgrounds and a number of mature forests. These spaces are significant amenities in the heart of the Woodbridge Heritage District. Making these open spaces accessible and connecting them to other open spaces within the area, provides an opportunity to significantly expand the public realm and recreational opportunities for the community.

The Historic Cultural Landscapes map below indicates significant landscape heritage resources previously identified in historic municipal plans and aerials. The Cultural Heritage Open Space Network plan on the following page identifies character-defining open spaces such as parks, private landscapes, natural areas, and regionally significant landscapes. Most of these spaces are identified in Section 4.3 Parks and Open Space Framework of the Woodbridge Centre Secondary Plan.



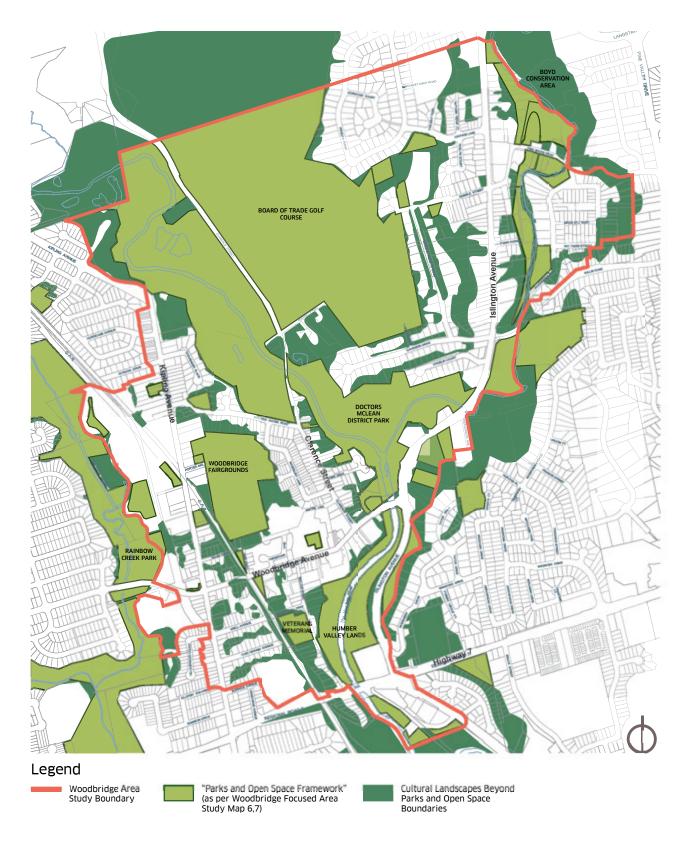
Rail Corridor Landscape



Topography plays a key role in defining the cultural the heritage landscape setting



Distinct deep setbacks and front gardens, and mature stands of trees and landscapes are dominant site features



Cultural Heritage Open Space Network, for Illustrative Purposes

### ILLUSTRATIVE GUIDELINES

### 5A. PRIVATE CULTURAL HERITAGE OPEN SPACES

Woodbridge has some of the largest private cultural heritage open spaces in the city, including the Fairgrounds and a number of mature forests. These spaces are significant amenities in the heart of the Woodbridge Heritage District. Making these open spaces accessible and connecting them to other open spaces within the area, provides an opportunity to significantly expand the public realm and recreational opportunities for the community.

The Cultural Heritage Open Space Network plan on the following page identifies character-defining open spaces such as parks, private landscapes, natural areas, and Regionally Significant Landscapes. Most of these spaces are identified in Section 4.3 Parks and Open Space Framework of the Woodbridge Centre Secondary Plan.

### The Fairgrounds

The Fairgrounds is a significant and sizeable open space asset in the heart of the Woodbridge area (see Demonstration of Guideline 5A 1). Refer to Policies within Section 4.6.1.3 of the Kipling Avenue Corridor OPA and Section 4.3.3 of the Woodbridge Centre Secondary Plan.

- 1. The open space should be highly visible and easy to find. Create opportunities to access the site via multiple trail and street connections.
- **2.** Enhance existing view corridors at trail head connections so that they are visible, attractive, safe, and welcoming.
- **3.** Formalizing and enhancing trail connections to the Fairgrounds should be a priority initiative, and should include: Woodbridge Avenue, William Street, Clarence Street, Kipling Avenue, and Meeting House Road.
- 4. The mid-twentieth century historical trail connection from Wallace Street to Woodbridge Avenue, to the Fairgrounds, connecting to the east side of the Fairgrounds, should be formalized and recognized accordingly with heritage information at a new trail head.
- **5.** Encourage access and connections from private street and lanes to the Fairgrounds, where the street or lane abuts or terminates at the Fairgrounds property.



Open Forest: Formalize and enhance existing trail connection with signage and paving.



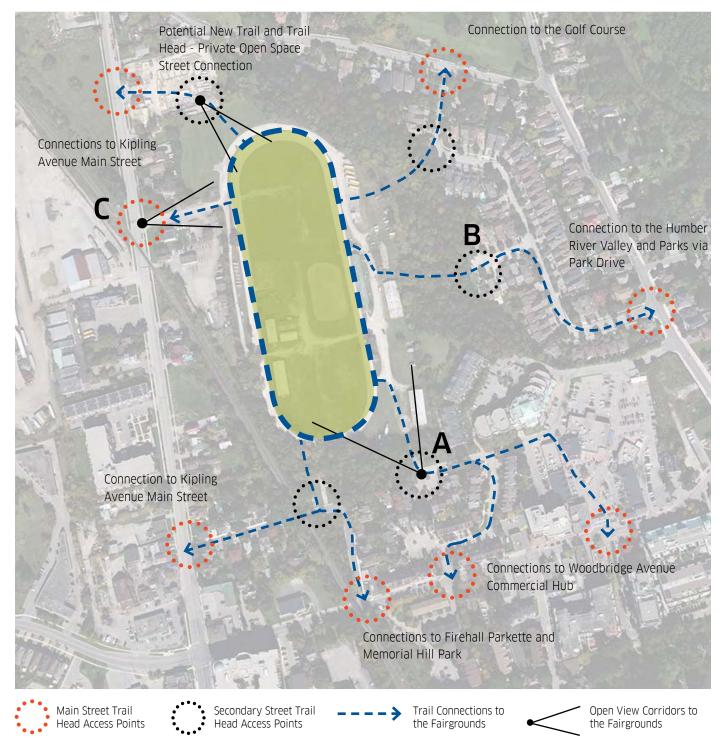
Street: Enhance existing trail connections especially at key gateways and entrances with paving, landscape beautification, street trees, sidewalks, and signage.



Enclosed Forest: Open up views to the Fairgrounds, and formalize trail connections.

### **DEMONSTRATION OF GUIDELINE 5A:**

### Fairgrounds trail connections, trailhead access points, and views.



Note: New trail and trail head connections are identified on the New Trail Linkages map in Section 6.0.

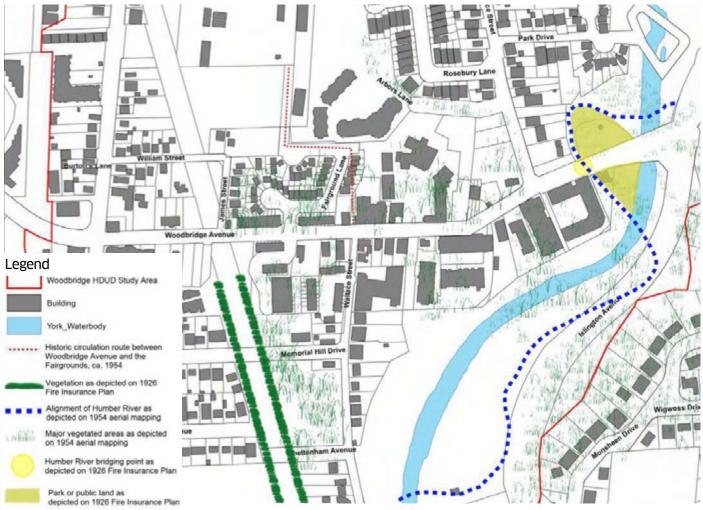
### OPEN SPACE GUIDELINES PRIVATE OPEN SPACES

#### Private Cultural Heritage Landscapes

Private Cultural Landscapes are significant landscape heritage resources on private lands that contribute to the overall heritage landscape system. Private cultural landscapes can include:

- topography and views
- a single significant tree and mature stands of trees
- landmark features and monuments
- distinct setbacks and front gardens
- natural features

- 1. Private and publicly owned cultural heritage landscapes must be protected and enhanced as they are contributing components of the overall cultural heritage landscape system.
- Any private cultural landscape fronting Woodbridge Avenue should be used to enhance the green character of the street. Front gardens and planting of trees enhance the street canopy and beautify the streetscape.
- **3.** Refer to Section 2.0 for Transitions to Cultural Heritage Landscapes.
- **4.** Refer to the City of Vaughan Tree Protection By-laws for the protection of public and private trees within the city.



Approximate Location of Historic Cultural Landscape Features Overlaid on Existing Conditions, by ASI.

### 5B. ALTERATIONS TO PRIVATE OPEN SPACES

There are a number of existing private open spaces along Woodbridge Avenue that provide an opportunity to contribute to expanding, enhancing and animating the public realm for the District and particularly the commercial hub of the community. Some of these spaces include the Market Lane/public library frontage, the 120 Woodbridge Avenue property, and the 141 Woodbridge Avenue pedestrian way, most of which have important heritage significance. This grouping of private open spaces, together with the City owned heritage Nathaniel Wallace House (137 Woodbridge Avenue), creates a significant heritage urban node along the corridor. All of these spaces are integrated in the Woodbridge Avenue Detailed Streetscape Master Plan, Volume II and are detailed accordingly.

In the Secondary Plan, the gateway entrance to Market Lane is identified as a Pedestrian Priority node and the Market Lane is envisioned as the central open space hub for the community.

"Strengthen Market Lane as the core public amenity and community focus where pedestrians can gather for social functions and community events".

### [Woodbridge Secondary Plan Part B 2.0 (6)]

As a pedestrian priority zone, the intersection of Woodbridge Avenue and Market Lane gateway will be designed as an expanded pedestrian space, a meeting place to stop and linger. At this community hub, the Woodbridge Public Library, Wallace House and Market Lane Gateway will be provided with more generous sidewalk space and pedestrian furnishings. The street will be knitted together with a special surface treatment of the roadway for increased pedestrian safety, circulation, access, capacity and amenity (5.2/1).

[Secondary Plan References: 3.4.2, 4.13, Part B 2.0 (6), 3.0/3.1/2.0, 2.1.3, 6.2.1.]

Another private open space that can contribute to the animation of the urban node is the parkette at 120 Woodbridge Avenue. This parkette is the only Privately Owned Publicly-accessible Space (POPs) on the corridor. Allowing for additional seating on the sunny south facing side of the street can make this small space an attractive place to be.

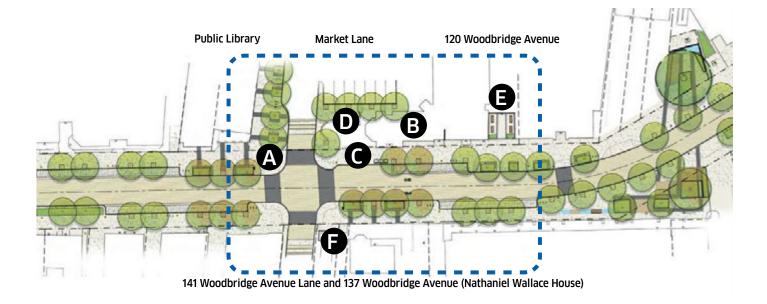
Refer to the Demonstration of Guideline 5B on the following page.

- Private open spaces should be designed to be highly visible, welcoming and pedestrian oriented; integrate heritage commemoration; and contribute to the streetscape public realm with seating, street trees, and enhanced landscaping.
- 2. Reduce the dedicated right turn at the entryway to Market Lane in order to add to the public realm space adjacent to the library, and create a larger front piazza for seating and library events; and create a more generous pedestrian passageway and link to the Fairgrounds from Woodbridge Avenue.
- **3.** Enhance the entrance to Market Lane with signage improvements and gateway and landscape treatments that are in keeping with the new Woodbridge Avenue Detailed Streetscape Master Plan.
- Design wayfinding gateway treatments for significant places like Market Lane, in keeping with the Detailed Streetscape Master Plan and part of an overall wayfinding strategy for the area.

#### **DEMONSTRATION OF GUIDELINE 5B:**

#### Market Lane open space design recommendations.

- A. Expanded public realm space adjacent to the public library
- **B.** Enhanced landscaping and street trees to integrate with the streetscape design
- **C.** Removal of front fenced area of Market Lane to create a larger open piazza space integrated with the streetscape
- **D.** Incorporation of the commemorative plaque so that it is more visible from the street
- **E.** A more welcoming, open parkette for 120 Woodbridge Avenue that is integrated with the streetscape public realm spaces. This space should be open to the street and paving and seating should be in keeping with the Detailed Streetscape Design palette of materials.
- F. Integration of the 141 Woodbridge Avenue pedestrian passageway and linkage to Veteran's Park and Humber River.





Expansion of piazza and café' spill-over space



Removal of fence to better integrate with streetscape



Incorporation of heritage commemorative plaque

### 5C. NEW PRIVATE OPEN SPACES AND LINKAGES

Open spaces provide opportunities to expand the public realm and diversify the open space system of the Woodbridge core. Spaces such as main street parkettes and piazzas, forecourts, mid-block mews connections, front gardens with seating and art are all opportunities to animate and create a vibrant, social and cultural urban context. This section looks at opportunities for new urban spaces along Woodbridge Avenue to animate the main street and central commercial hub. It also identifies linkages that increase the opportunity to access and connect the Avenue to existing open spaces, which then create a continuous and seamless pedestrian network. New open space recommendations include mid-block linkages between buildings that are enhanced to function as usable spaces to stop and linger, for café spill-over space, places for art display, and as connecting passageways to new spaces in the interior of building blocks. If designed well, these spaces can contribute to the uniqueness of Woodbridge.

#### Plazas/Piazzas and Parkettes

- **1.** New development along Woodbridge Avenue should be designed with usable spaces that connect with the street.
- **2.** Design to be welcoming to the public, visible, and physically accessible in accordance with AODA standards.
- **3.** Integrate private landscaping and amenities into the overall streetscape design, reflecting high quality materials and furnishings complementary to the design of the street, in accordance with the 2016 Woodbridge Avenue Detailed Design Streetscape Master Plan.
- **4.** Design to contribute to the animation of the street, with opportunities for gathering, sitting, lingering, eating, and taking in the activities of the street.
- **5.** Design to contribute to the greening of the street by providing opportunities for additional street tree planting to increase the street canopy and provide shade and shelter.
- **6.** Design for beautification and commemoration of the street with art, water features, enhanced paving and furnishings, and heritage interpretation.
- 7. Design for sustainable design measures, such as storm water management, are encouraged.
- 8. Provide opportunities to link to other significant open spaces such as Market Lane, and the river valley parks, or to key historic streets such Wallace Street, William Street, and Clarence Street.

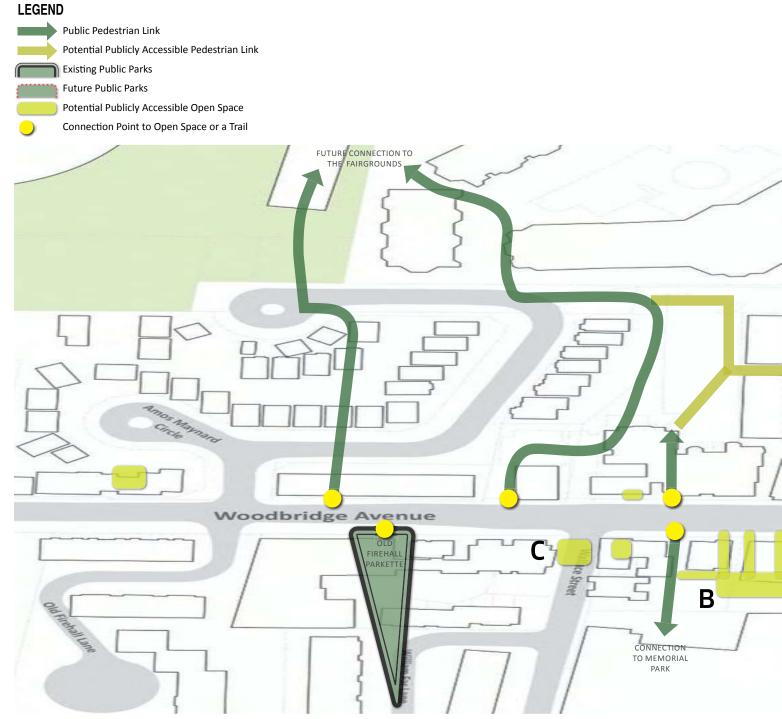
- **9.** Design piazza and gathering spaces to be primarily urban in character, and flexible in use to contribute to street animation and activity such as retail sidewalk events, outdoor café space, community street festival events.
- **10.** Piazza spaces can be designed to create distinct destination oriented nodes and gateways along the main street, providing opportunities to integrate and celebrate heritage buildings that front the street.
- **11.** Parkette spaces should be located in the less urban areas of the street, across from residential frontages for example, to enhance the greening of the street and to contribute to the heritage "front gardens" that are part of the street character, but still allow for sitting and more passive street activity.
- 12. Parkette spaces should be landscaped to beautify but not to discourage use. Hedges and tall shrubs should be discouraged adjacent to the street. The frontages of parkettes should be open, clearly visible, directly accessible from the street, and welcoming.
- 13. Where possible, private open space opportunities can be integrated with public open space opportunities to create more significant open space destinations. This can include municipal properties, parkland dedication sites, private adjacent landscapes, and neighbouring private landscapes.



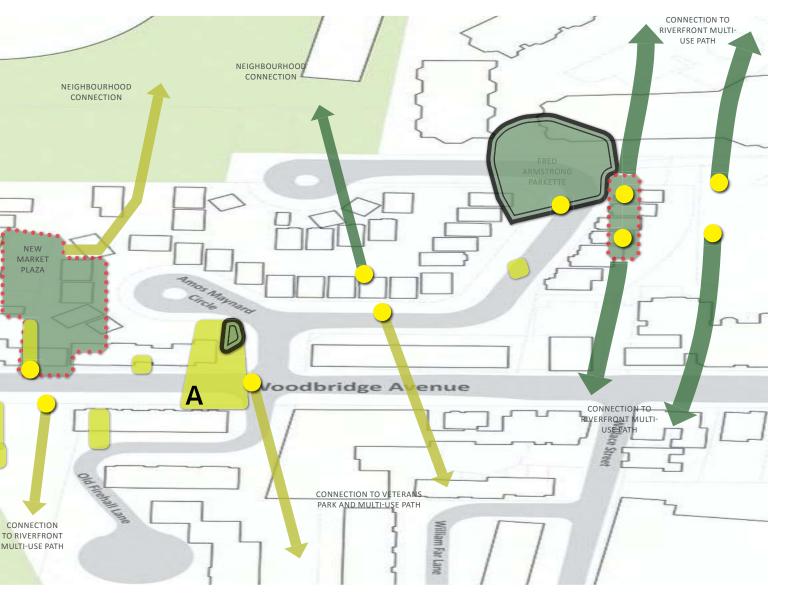
Parkette fronting the street, providing street animation (Cornell University, Montreal)

### DEMONSTRATION OF GUIDELINE 5C (1 OF 3):

The map below indicates various new open space opportunities within private lands along Woodbridge Avenue, which will be further demonstrated in the following pages.

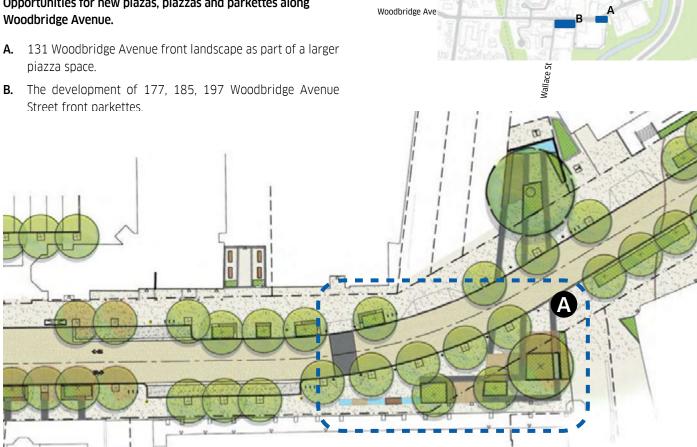


Opportunities for new Open spaces and pedestrian linkages along Woodbridge Avenue



#### **DEMONSTRATION OF GUIDELINE 5C (2 OF 3):**

Opportunities for new plazas, piazzas and parkettes along

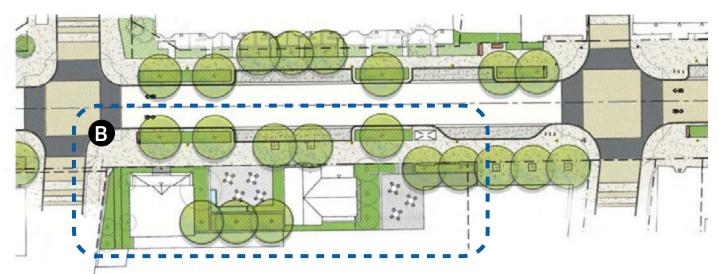


Islington Ave

Clarence St

Kipling Ave

Conceptual design for an Easterly Gateway Piazza, combining private setback with City owned land on Woodbridge Avenue (Woodbridge Avenue Detailed Streetscape Design, Volume II).



Two new parkettes are proposed as part of a new development fronting Woodbridge Avenue (the westerly parkette is a POP). Both sites provide opportunities to animate and engage the street with new places to sit, eat, and linger and enjoy beautiful landscaping, art, and water features.

#### **Pedestrian Linkages**

Historically, residential and commercial structures along Woodbridge Avenue in the 1920s had generous side yard setbacks between structures. These spaces between buildings along Woodbridge Avenue still exist today and are currently being used as parking or servicing access routes. As the Woodbridge Avenue Streetscape Master Plan unfolds, and as new development occurs, some of these access points will be closed over time. The current policies call for side or rear access to parking which means some of these connections can function as contributing open spaces and provide a diversity of new public realm opportunities.

- **1.** New development should allow for mid-block or parcel connections through the site, especially if the development is adjacent to parks and open spaces.
- Each linkage should be designed to respond to adjacent buildings and uses that frame the spaces. For example, a linkage adjacent to a restaurant provides additional space for outdoor café use.
- **3.** Design linkages to be flexible spaces allowing for a change in function and use as adjacent building uses changes.
- 4. The side façades of buildings should contribute to the aesthetics, use, and beautification of the space. Blank walls are opportunities for art murals and temporary or permanent art installations, or backdrops for movie projections.
- **5.** The side façades of buildings should provide a high level of transparency to allow for "eyes on the space" so that the spaces feel comfortable and safe to use.
- 6. Design linkages to allow for clear views and sight lines to either end of the space. Use elements such as art, landscaping, or a water feature to draw the eye to a view terminus.

- **7.** Linkages should be visible and easily identifiable from the connecting streets and spaces, with wayfinding markers and signage.
- 8. Linkages should be bright, attractive, and unique. Furnishings and paving within the space should reflect a high quality design such that they look like welcoming and usable components of the public realm.
- **9.** Make linkages accessible from the sides of buildings that front onto the spaces. Where possible, multiple entrances should be provided onto the linkage space.
- **10.** Linkages connected to Woodbridge Avenue should have the same design quality and complementary materials to that of the new Woodbridge Avenue streetscape.
- **11.** Permanent or temporary furnishings for seating should be provided even if the space is limited to passage as a primary use.
- **12.** Linkages must be bright and well lit at night so that they are safe and comfortable 24/7.
- **13.** Design linkages with exterior electrical receptacles to accommodate temporary festival installations such as strings of lighting, outdoor food carts, music equipment, or screen projectors.
- 14. Landscaping with the spaces must not obstruct visibility or hide sitting areas. Landscaping under trees should be low in height to a maximum of 2 feet. Trees should be limbed high such that canopies do not obstruct views and make the space feel dark and unwelcoming.

### PEDESTRIAN LINKAGE DESIGN TYPOLOGIES

### PEDESTRIAN LINKAGE IN A COMMERCIAL SETTING

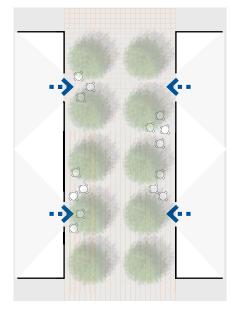
- Café spill out space
- Moveable tables and chairs
- Entrances onto the space
- Planting of trees and landscaping are kept to a minimum if the passage is narrow
- Quality paving materials
- Clear and open views to the end of the passage

### PEDESTRIAN LINKAGE IN A RESIDENTIAL SETTING

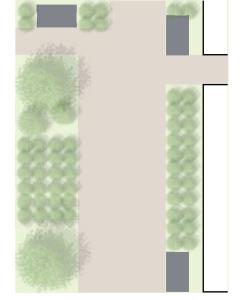
- Planted edges and seating
- Residential frontages with windows and doors fronting the space
- Clear sight lines through the space
- Opportunities for landscaping and connecting to interior building courtyards and front gardens

### PEDESTRIAN LINKAGE IN A WIDE PASSAGEWAY

- Generous passageways that allow for considerable landscaping and furnishings
- Pockets of seating for social gathering
- Arrangement of space to accommodate events and activities

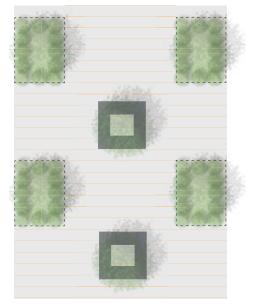








Safari Drive, Arizona (builderdotcom)



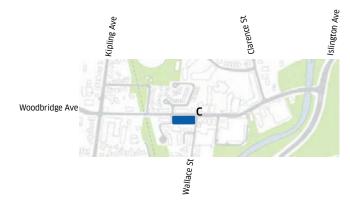


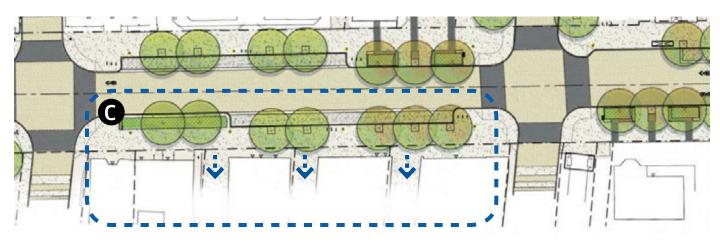
#### OPEN SPACE GUIDELINES PRIVATE OPEN SPACES

### DEMONSTRATION OF GUIDELINE 5C (3 OF 3):

Opportunities for new pedestrian linkages along Woodbridge Avenue.

C. New "finger" linkages. (Examples are on the following pages.)







Existing mid-block "finger" linkage opportunities



A private pedestrian linkage (532-570 Bay Street Toronto)

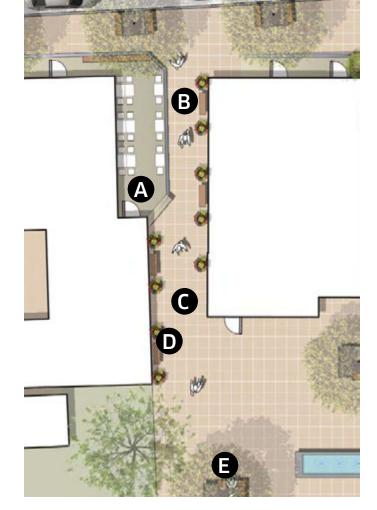
### EXAMPLE 1:

Creating a pedestrian linkage with an outdoor café space.

- A. Front outdoor café space can be extended to the side of the building
- B. Clear pedestrian passage to an interior courtyard space
- **C.** Enhanced paving materials in keeping with a new streetscape plan for the main street
- **D.** Integrated benches and planters to provide places to sit, linger, and animate the space
- E. Trees and landscaping can be focal points at the end of passageways



Woodbridge Avenue linkage opportunity

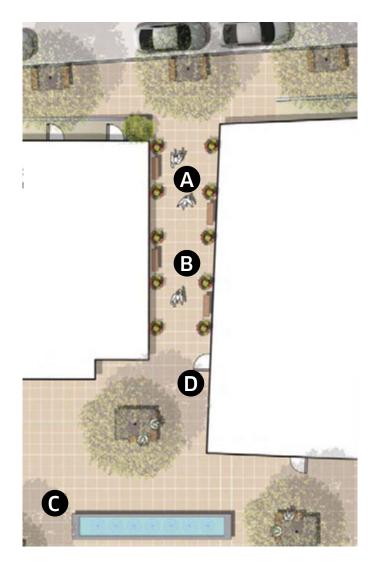


Montreal, Quebec

### EXAMPLE 2:

Creating a pedestrian linkage in an enhanced passageway with seating.

- **A.** Narrow passageway can accommodate staggered benches integrated with planters
- **B.** Enhanced paving materials in keeping with a new streetscape plan for the main street
- **C.** Features such as water or art as focal points at end of the passageway
- **D.** Side building entrances onto the space help to animate the space and make it more accessible





Woodbridge Avenue linkage opportunity

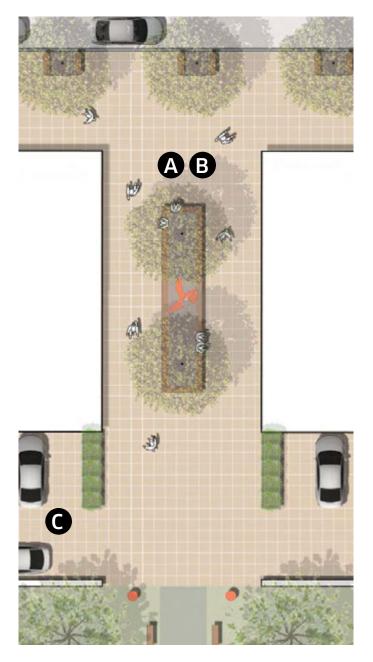


Chestnut Park, Pennsylvania (flickr photo sharing)

### EXAMPLE 3:

Creating a pedestrian linkage with a landscaped entryway to an internal open space beyond.

- A. Wide passageway can accommodate larger planting areas, integrated seating, and art
- **B.** Enhanced paving materials in keeping with a new streetscape plan for the main street
- C. Connection to rear parking, trails, and open spaces beyond





Woodbridge Avenue linkage opportunity



120 Bloor Street East (http://map.toronto.ca/emaps/images/planning/ pops)

### 6.0 CONNECTING THE PUBLIC REALM

As described in the previous chapters, the public realm can be enhanced and made accessible by physically and visually connecting the network of open spaces including public parks, piazzas, and parkettes; public and private residential streets and lanes; the main street corridors of Woodbridge, Islington and Kipling Avenue; and private open spaces including linkage connections. The greatest opportunities to do so include expanding and enhancing the trails network to eliminate linkage gaps in the public realm, and by enhancing existing and creating new view corridors to spaces.

The trails are the "low hanging fruit" in connecting the public realm as they provide the greatest means of traversing the landscape and moving between open spaces. The trails provide interesting recreational experiences and increased commuting opportunities that encourages walking and cycling instead of driving. Adding animated mid-block connections, and signage opportunities that tell the story and history of place, further increases the unique experiences as you traverse the area. Heritage trail markers and heritage signage can be located at trail heads, along the trail routes, within the parks and urban spaces, at key pedestrian nodes and intersections, and along the commercial main street.

### Wayfinding, Trail, & Heritage Signage

Another way of connecting the public realm is by creating a clear and comprehensive signage and wayfinding strategy for the public realm framework. The importance of the aforementioned is that it not only allows you to find your way around, it is a means of creating an increased awareness of the vast and diverse public realm context and unique assets that define the Woodbridge heritage district. The more the community and visitors are made aware of the relevance and significance of the heritage assets, the more willingness there is to take pride and be stewards of the place. Also, the useage of the public realm will increase if the community and visitors alike are aware and knowledgeable of the system and what it has to offer.



A well-connected, multi-modal park

### ILLUSTRATIVE GUIDELINES

### **6A. TRAIL CONNECTIONS**

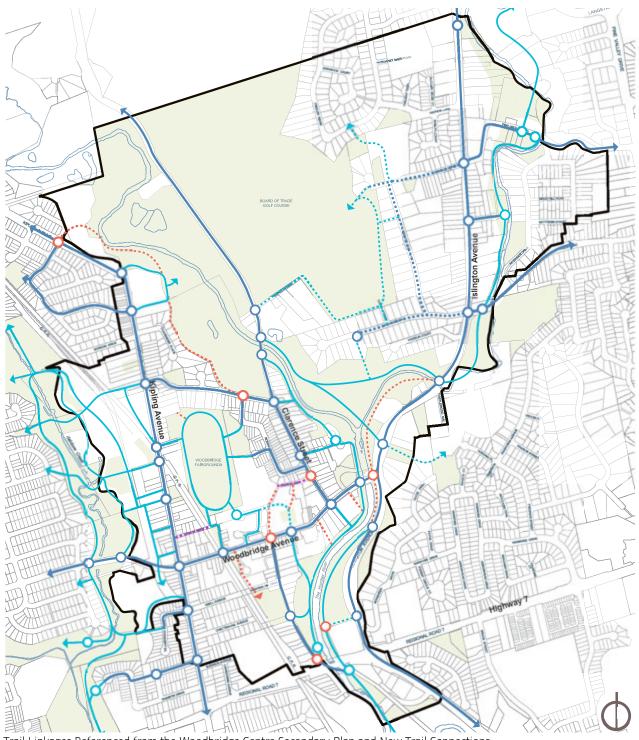
A connected trail system supports a healthy and walkable community. The Trail Linkages map on the following page illustrates the consolidated trail network for Woodbridge. New trail connections and trail heads have also been identified as part of this study.

- 1. New trail connections that should be established include:
  - a trail link from the Old Fire Hall Parkette to Memorial Hill Park.
  - a trail link in the valley lands east of the Fred Armstrong Parkette on the north side of Woodbridge Avenue, to connect the system north.
  - a trail link on the south side of Woodbridge Avenue connecting to the river valley that provides a direct link to Veteran's Park.
- re-aligned trail connections through Market Lane.
- **2.** Provide clear visual connectivity to each of the linkages and trail head sites.

### **6B. SIGNAGE & WAYFINDING**

A signage and wayfinding system should be part of an overall strategy to inform and increase the awareness of what makes Woodbridge unique, to locate and experience assets, and to enable the full recreational and enjoyment potential of the public realm. This is especially beneficial to new landowners, developers, and visitors and a growing diverse demographic. The history of Woodbridge can be told using signage, landscaping, commemorative plaques, mapping, multi-media technology, and art.

- **1.** All aspects of the public realm should be physically and visually accessible safe, well lit, and comfortable.
- 2. All signage should be located in places that are clearly visible and accessible.
- **3.** Provide heritage signage such as free standing markers, or artistic features integrated with signage and seating at key locations along the avenue to identify significant places, linkages and assets and to tell their story.
- **4.** Provide commemorative signage at the Old Fire Hall Parkette and the Fred Armstrong Parkette to increase awareness of the spaces and to encourage increased use.
- Provide heritage signage at the trail heads for all heritage trails and linkages such as the Fairgrounds trail and the Toronto Carrying Place Trail Regional trail located at Islington and Woodbridge Avenue.
- 6. All signage and wayfinding design features and furnishings for Woodbridge Avenue should be designed in accordance with the Detailed Streetscape Master Plan, Volume II.
- 7. Provide amenities along the trails and linkages such as seating, garbage receptacles, lighting, canopies and signage to encourage use.
- **8.** Wayfinding elements should allow for potential city-wide branding and future-proofing for electronic engagement technology.



Trail Linkages Referenced from the Woodbridge Centre Secondary Plan and New Trail Connections

### Legend

- Approved Multi Use Trails Woodbridge Area Study Boundary ()Approved (On Road Trails) Proposed Multi UseTrails  $\square$ Road Trail Heads Proposed New Multi Use Trails Proposed (On Road Trails) С (as per guidelines) Proposed New On Road Trails (as per guidelines)
  - Multi Use Trail Heads
  - Proposed New Trail Heads (as per guidelines)

### Note \* Approved Trails Include:

OPA 695 Trails Network WHCD Trails Network City of Vaughan Pedestrian and Bike Trails Master Plan OPA 597 Trails Network

### 6C. WOODBRIDGE AVENUE MID-BLOCK LINKAGES

The mid-block physical and visual connections along Woodbridge Avenue are part of the heritage story of Woodbridge. The cultural heritage analysis undertaken as part of the study identified linkages and views that were deemed important to recognizing the historic character of place, especially in the Woodbridge commercial core area.

#### **Mid-Block Linkages**

The following connections along Woodbridge Avenue are identified because of their heritage significance and should be established and enhanced accordingly.

'Henderson's Pharmacy' Block: The pharmacy was previously known as the 'Dominion Exchange' and then 'Woodbridge Store'.

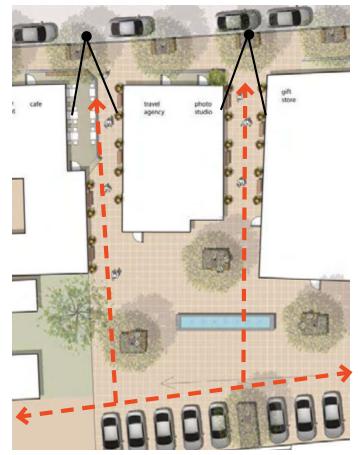
 Develop a series on connections through and within the 'Henderson's Pharmacy' block. Enhanced mid-block linkages would provide key connections to a potential internal plaza space from Woodbridge Avenue, and connect west to Wallace Street, east to Nathaniel Wallace House, and south to the river valley.

*The Woodbridge Avenue Fairgrounds Link*: This was a pedestrian link that was established in the mid-twentieth Century.

 Create a pedestrian link starting at the intersection on Wallace Avenue and Woodbridge Avenue on the north side to visually and physically reestablish a historic corridor that would have provided connectivity from Wallace Street all the way to the Fairgrounds.

*The Old Humber River Footprint:* This was the alignment of the river pre Hurricane Hazel.

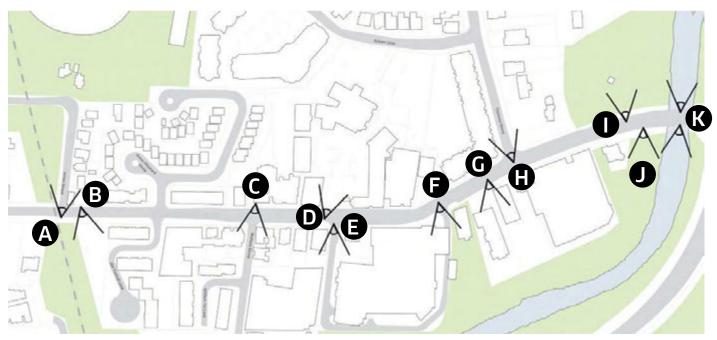
**3.** Create a new linkage that follows the alignment of the river pre Hurricane Hazel and commemorate the location of the old Elliston Park and skating rink site.



Mid-block linkages to commemorate heritage pattern of development

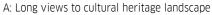
### 6D. SIGNIFICANT HERITAGE VIEWS & VIEW CORRIDORS

- **1.** The following views along Woodbridge Avenue identified on the Significant Heritage Views and View Corridors plan should be maintained and enhanced.
- 2. Enhance the views and view corridors as per the Woodbridge Avenue Detailed Streetscape Master Plan, Volume II.
- A. William Street and North Rail Corridor
- B. Old Firehall Parkette and South Rail Corridor
- C. Wallace Street
- D. Market Lane
- E. 141 Woodbridge River Valley
- F. 102 Woodbridge Avenue
- G. 100 Woodbridge Avenue
- H. 96 Woodbridge Avenue
- I. Fred Armstrong Parkette and River Valley
- J. South Humber River Valley
- K. North Humber River
- L. South Humber River



Significant Heritage Views and View Corridors







E: Long views to the south river valley



I: Short and long views to cultural heritage landscapes



C: Short and long views to cultural heritage landscapes



F: Long views to the south river valley



K: Long views to the Humber River



....Respecting and celebrating heritage, and designing a unique, quality environment for people, builds community, identity, and fosters a strong sense of place.





### WOODBRIDGE AVENUE STREETSCAPE DESIGN & GUIDELINES

WOODBRIDGE HERITAGE DISTRICT URBAN DESIGN AND STREETSCAPE STUDY VOLUME II



Working Session Meeting - March 09, 2018

DIALOG

Philip Goldsmith | Architect ASI Archaeological & Cultural Heritage Services Vermeulens Cost Consultants



Prepared for:





Prepared by:



### IN ASSOCIATION WITH:

Philip Goldsmith | Architect ASI Archaeological & Cultural Heritage Services Vermeulens Cost Consultants

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### INTRODUCTION

### DOCUMENT PURPOSE

This document is Part 2 to a two part series, Volumes I and II, which provide design guidance on how to implement the approved Heritage Conservation District and Secondary Plan Policy Frameworks and objectives, and specific strategies to enhance the public realm and defining features of the District. The Woodbridge Avenue Streetscape Master Plan provides a design concept and design component specifications for Woodbridge Avenue within the Heritage Conservation District. The Plan provides a design framework with design solutions to inform and coordinate public realm investments and to guide future development proposals. This design looks at the complete street to provide a design capital projects (for maximum value). The next stage of design includes Detailed Design Development of the street and streetscape components.

The Woodbridge Avenue Streetscape Master Plan is in accordance with the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts.

### PURPOSE OF THE STREETSCAPE MASTER PLAN

The undertaking of the Streetscape Master Plan is a direct response to an increasing amount of growth and development change taking place in the Woodbridge Area. The City of Vaughan has embarked on this initiative to revitalize the Avenue, recognizing the need for a comprehensive streetscape design that is guided by a clear and unified vision. Developed through an inclusive and collaborative engagement process, the Master Plan is intended to redefine the design parameters for the streetscape, such that it can become a safe, accessible, and sustainable environment, reflecting quality and timelessness, and can meet the demands of a growing and diversifying community.

### ADDRESSING CHANGE

Over the course of a street's life, many things change, grow and age. Street elements and infrastructure age, community needs and desires change, populations increase, trees mature and priorities shift. The redevelopment of the street to meet these shifting demands and nurture their defining character is vital to ensure the public spaces along a corridor continue to be valued. The study included a detailed process to understand what works, what needs repair, and how the street could better serve its current and future users. Key considerations for the street development include public safety and security, universal accessibility, urban tree canopy health, heritage character, the creation of social spaces, connection with the river, adjacent development interfaces and anticipating future demands.

### THE NEED FOR A COMMON VISION

Woodbridge Avenue, for many years, has functioned as the commercial centre or heart of what once was described as the Woodbridge "village". Once defined by a predominantly two storey frontage, the Avenue has been changing rapidly in the last decade or so. Changes seen along Woodbridge Avenue in the recent years have largely been the result of higher density development, including a mix of residential and mixeduse buildings that together create a much more urban and intensified street context. This shift in character has many residents questioning the future of the heritage corridor and the continued loss to the distinct identity that once defined this unique destination. Due to the lack of a master plan vision as a guide, design decisions have also resulted in a fairly disjointed streetscape. The Avenue reflects a compilation of old and new design, a variety of furnishing styles, varying design and material guality, and design moves that are ad hock or are not attuned to enhancing or celebrating the heritage character of place or in placemaking. A common vision is therefore required, by which all future developments along the Avenue can adhere.

### **CREATING A UNIQUE COMMUNITY DESTINATION**

The Streetscape Master Plan provides an opportunity to:

- Renew and enhance the heritage district, and defining a strong sense of place, especially as the area experiences the influx of new families and increased demographic diversity.
- Redefine, increase, and diversify the pubic realm to meet the needs of a growing community while preserving what is important to the heritage district.
- Increase the multi-modal movement options for the area and shift the modal split to increase walking, cycling, and transit use.
- Protect, enhance, and celebrate the area's heritage identity, characteristics, and valued assets.
- Enable economic sustainability for the area by functioning as a catalyst for commercial viability.
- Provide a timeless and cohesive quality streetscape design.
- Create a destination that is animated in the day and evening, and fosters year round activity, and provides a comfortable experience in all seasons.
- Expand the public realm as the link to the many unique open space assets that define the area.
- Provide a forum in which to bring the heritage storey to the community through design.
- Create a healthy, green environment, by fostering walkability, socialization, and the appreciation and use of the natural environment.

The resultant document includes a Vision and Guiding Principles, a Streetscape Design and design guidelines, and a phasing and maintenance strategy to guide development of the streetscape over the short, medium, and long term horizons. The Plan was developed in accordance with Vaughan's *City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts.* The design solution it presents is the result of a series of thoughtful considerations towards capital and maintenance costs, aesthetics, and performance.

#### SUPPORTING EXISTING POLICY DOCUMENTS

The Streetscape Master Plan supports existing Policy Documents, including the Woodbridge Secondary Plan and its:

- 1. Principles & Objectives
  - Foster a Sense of Place
  - Protect Heritage Resources
  - Provide a Mix of Uses
  - 4. Achieve Critical Mass
- 2. Protection of views of the river valley
- 3. Multi-modal, transit-friendly corridor
- 4. Easy access to new trails and parks
- 5. Protection of existing heritage landscape resources
- 6. Direction for a streetscape design (Section 5.0)
- 7. Public Squares (Section 6.1.4)
- 8. Connected System (Section 6.2 A)
- 9. Pedestrian Priority Nodes (Section 5.2)

# 1.0 background

Historic Woodbridge Avenue is experiencing change that is redefining its character and identity. The guidance of the current policy frameworks and the development of a comprehensive streetscape design defines a new Vision for the Avenue.

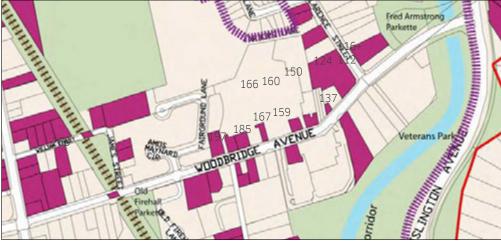
### 1.1 STUDY AREA

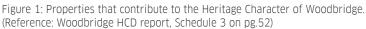
The Woodbridge Avenue Streetscape study area encompasses the stretch of Woodbridge Avenue from Kipling Avenue to Islington Avenue. The Avenue has served as a main street for the wider Woodbridge Area and historic Village for centuries. Historically, the street was characterized by low density singular buildings of various architectural styles, the uses included residential and commercial mix, interrupted by moments of the cultural heritage landscape. A number of properties are listed or designated as heritage (see Figure 1), of which only some remain standing today. The historic development pattern was characterized by individual stand alone buildings, some having generously landscaped lots. This pattern is still evident today.

### EROSION OF THE STREETSCAPE OVER TIME

Large mature trees once spanned the length of the street in an informal pattern, creating a very green canopy. More recently, a large percentage has been lost to new development and to the Emerald Ash Borer disease. The Humber River crosses the eastern portion of the street and is defined by one of the many notable bridges in Woodbridge.

The walkability of the Avenue has diminished over time. The sidewalk paving is in poor condition. There is upheaval of the sidewalk due to weather conditions, poorly planted trees, and aging infrastructure. As well, the location and placement of street fixtures and furnishings such as light posts, service boxes, street signage, and bollards often obstruct the sidewalk and other pedestrian walking areas, inhibiting walkability. The







197 Woodbridge Avenue Dr. Peter McLean House (1893)



Market Square Plaza, Woodbridge Avenue

natural topography and grade changes as a result of SPA Flood Zone development policies contribute to creating a disconnect between the streetscape and the building face. Lastly, design of higher density development in general is not reflecting a healthy transition to the public realm. Buildings tend to be overbearing along the street creating an uncomfortable walking experience. New development, as single initiatives, has resulted in a lack of streetscape cohesion reflecting a disconnected interface to the street, different materials introduced over time, and a resultant inconsistent look.

Woodbridge Avenue has always functioned as the crossroads for many of the north south heritage trail routes that connected the neighbourhoods north and south, as well as open spaces such as the Fairgrounds, the Humber River golf course to the north, Memorial Hill Park south on Wallace Street, Market Lane Shopping Plaza, and the Humber River Valley Park System north and south, to name a few.

The following pages provide a visual snapshot of the streetscape that defines Woodbridge Avenue today.



185 Woodbridge Avenue Thomas Frazer Wallace House (1875)



150 Woodbridge Avenue Woodbridge Public Library (1992)













Figure 2: Woodbridge Avenue existing conditions











### 1.2 STUDY PROCESS

The study included an extensive engagement process, engaging in collaborative dialogue with a diversity of stakeholders including City staff, landowners, developers, City Councillors, the Ratepayers Association, and the general community.

There were four key public events in the project process where stakeholders had the opportunity to participate and share their ideas.

- 1. Pop-Up Event #1, September 25th, 2015
- 2. Public Open House #1, November 12th, 2015
- 3. Pop-up & Public Open House #2, June 29th, 2016
- 4. Public Open House #3, Jan 2017

In addition to the community events, other comments and feedback were provided during a Developer Round Table discussion, Technical Advisory Committee (TAC) meetings, City Staff and external Utilities and Services meetings, and review with the Design Review Panel. There was also a Jane's Walk event (a Canada-wide public realm initiative) held on May 29th along Woodbridge Avenue, hosted by DIALOG. The walk focused on telling the story of the streetscape's "past, present, and future". This event provided an opportunity for the community to walk the street, tell their stories, and get informed about the project's goals and objectives.



Pop-up Event #1



Public Open House #1



Jane's Walk



Public Open House #2

### 1.3 POLICY FRAMEWORK

There are a series of existing policy documents that influence the design of the streetscape, which include:

- Woodbridge Heritage Conservation District Study and Plan (2009)
- Woodbridge Focused Area Study Background Report (2010)
- Woodbridge Centre Secondary Plan (2010)
- Vaughan Pedestrian and Cycling Master Plan (2012 Revision)

In addition to the policy documents listed above, the Woodbridge Illustrative Urban Design Guide Volume I (2016) should also be referenced. The documents are intended to be read as a Volumes I and II series of the comprehensive **Woodbridge Heritage District Urban Design Streetscape Study.** They provide guidance on how to implement the approved Heritage Conservation District and Secondary Plan policy frameworks, and specific strategies to enhance the public realm and defining features of the District.

Volume I provides an overarching **Vision** and **Principles** for the Woodbridge Area that the streetscape design must align with, and sets the tone for defining a more specific Vision for the streetscape itself. It also addresses important topics relating to building scale and massing, walkability, heritage conservation, pedestrian safety, building and streetscape interface, wayfinding, connectivity, and street vitality. These guidelines form part of the framework for designing the streetscape, providing guidelines specifically in regard to important adjacent conditions and streetscape interfaces.

The Illustrative Design Guide references relevant policy documents that govern the streetscape design. They include reference maps and diagrams relating to the cultural heritage landscape and public realm network, the heritage context, topological conditions, circulation networks (cycling and pedestrian trails, and transit routes), and land use context.

Additional City policy documents that should be referenced in regard to streetscape planning for Woodbridge Avenue include:

- 2014 Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy for Intensification Areas and Heritage Conservation Districts
- Vaughan's City-wide Public Art Program (2015)

The Criteria in the Streetscape Manual establish Woodbridge Avenue as eligible for a "premium" level of service street, acting as the "main street" for the Woodbridge Heritage Conservation Area. This level of service allows for more flexibility in defining materiality and style, a greater level of special treatment, and high quality of material. It provides guidance on the design standards and enhancement opportunities for the Avenue.



Figure #3: Linkage connections and key nodes along Woodbridge Avenue, referenced from the Woodbridge Illustrative Design Guidelines.

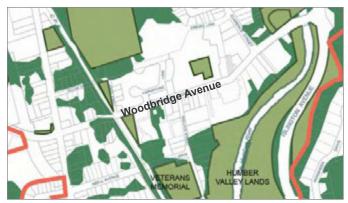


Figure #4: Cultural heritage areas within the study area, referenced from the Woodbridge Illustrative Design Guidelines.

# 1.4 HISTORIC CHARACTER

It is evident today that the character of Woodbridge Avenue has changed significantly over time. New higher density development form is replacing the street's low-density fine grain of development, and the landscape that once defined the street is incrementally diminishing.

Researching the historic attributes of the Avenue that defined its "character" of place, and the cultural events and places that defined the "essence" of place, there are many key elements to draw upon to create a new streetscape design that continues to tell the heritage story. Using complimentary materials and colour palette, enhancing the landscape, and providing more spaces for walking and gathering are some examples of the past that can be integrated into the design of the street.

#### 1. Main Street Character:

The character of the Woodbridge streetscape was defined by: a small grain pattern of development, small scale retail, mix of commercial and residential, mature street trees, front landscaping, and on-street parking.

#### 2. Built Heritage:

Historic buildings served as community gathering places, on the exterior as much as their interior. The material palette was defined by stone, wood, glass, quality stucco and brick masonry. The colour palette was primarily of varying shades of red and brown tones usually reflected in the bricks used and the wood of the bridges, shades of yellow - tan and cream, grey, white, and green.

#### 3. The Humber River and Bridge Crossings:

The many wooden bridges crossing the Humber River valley gave Woodbridge Village its name. The bridges were distinct features in the landscape - gateway moments - and incredible works of craftsmanship made of iron and wood to be celebrated. The river valley itself was the key driver to bringing people to the region as an effective means of production and travel.



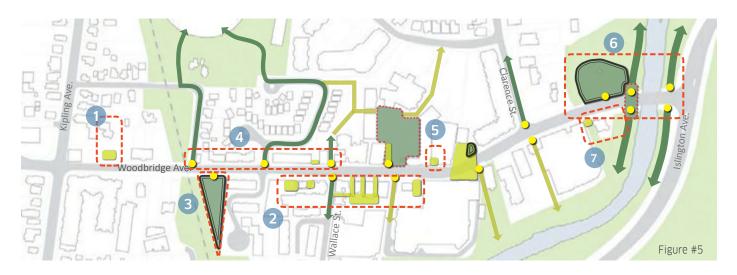
Historic images of Woodbridge Avenue (named originally Pine Street) and view towards Humber River.



The colour and materials palette of the historic Village of Woodbridge.

# 1.5 CULTURAL HERITAGE LANDSCAPE FEATURES

The following represents cultural heritage landscape features along the street, which should be celebrated in the new design.

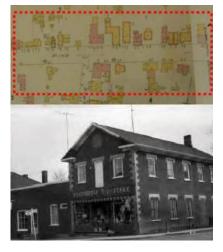




#### 1. Late 19th Century Residential Development Pattern:

Only remaining late 19th century residential development pattern along the Avenue (e.g Donald Grant House, pictured to the left).

- Conserve southern portion as open space with clear sight lines from the streetscape.
- Introduce new planting to enhance the visual experience towards the heritage building.



#### 2. 1920s Historic Building and Lot Development Pattern:

Reflects the historic building and lot development pattern with generous front and side yard setbacks and linkages between buildings. This remnant pattern is most evident in the Henderson Block, and the Nathaniel Wallace House.

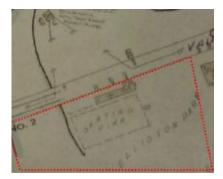
- Protect the landscape setbacks and the open space on either side of the Nathaniel Wallace House.
- Potential for pedestrian amenity space and circulation routes between buildings.
- Enhance visual and physical connections towards Memorial Hill and the river valley, and provide wayfinding signage











#### 3. Old Firehall Parkette:

Commemorates the fire hall operations previously extant at Kipling Avenue and Woodbridge Avenue, and provides important views to dense tree stands associated with Memorial Hill Park in the distance.

- Maintain open sight lines southward to Memorial Hill.
- Opportunity for interpretive signage to historical relevance.

#### 4. Fairground Linkages:

Historic pedestrian linkages to the Fairgrounds from the Avenue.

- Highlight existing, and establish new linkages to the historic Fairgrounds cultural landscape.
- Provide signage and connections for wayfinding and historic significance tell the story.

#### 5. 1920s Commercial Development Patterns:

1920s commercial development on the north side of Woodbridge Avenue.

- Maintain the fine-grained commercial pattern of development.
- Celebrate the Gilmour Commercial Hotel/House.

#### 6. Fred Armstrong Parkette:

On-going designation and recognition of Fred Armstrong Parkette as a cultural and historic open space, and as a means of viewing and connecting to the Humber River.

- Opportunity for landscape treatment facing the river to celebrate it, as well as near the street, to improve the interface to the park to be more welcoming.
- Signage to identify former alignment of the Humber River and valley character pre and post Hurricane Hazel.

#### 7. Former Elliston Park and Skating Rink:

Establishes a direct connection to the area's long-established history of recreational use (almost 100 years) and visual connection to the Humber River.

- Establish a pedestrian link to Veteran's Park along the historic alignment of the Humber River.
- Maintain sight lines and introduce interpretive signage to communicate river alignment and years of recreational use.

# 2.0 VISION & PRINCIPLES

A renewed common Vision for **Woodbridge Avenue**...

# 2.1 WOODBRIDGE AVENUE VISION

In the 19th century, Woodbridge Avenue, then known as Pine Street, was the main street of the small village of Woodbridge, nestled in among the hills through which the Humber River flows. It has since developed as the urban heart of the Woodbridge Heritage District, and more specifically, as the commercial destination for the community. The streetscape revitalization therefore, includes defining a new Vision for the Avenue, to function as the urban hub and pulse of the Woodbridge Heritage District.

A new Streetscape Design for the Avenue should tell the story about the cultural history of the District, reflecting upon the unique landscapes and heritage environment, while responding to and embracing the urban evolution of the place. The design should continue to evoke the historical sense of "village", by providing an intimate, welcoming, and comfortable community environment. Families and people of all ages should be able to safely stroll on Woodbridge Avenue on a summer's evening and frequent cafés which spill out onto the sidewalks. Heritage assets should be visible and celebrated. The shop windows, historic architecture, and details in the streetscape design should make the concept of "promenade" along the Avenue part of the contemporary experience. The design should embody enough of a historic representation that it continues to create emotional connections with what was, while providing opportunities to foster new contemporary experiences and attachments. Woodbridge Avenue would become a new and diverse community and develop a renewed sense of place in which all can relate and enjoy.

The approach to design, in response to this, is to create a calm, cohesive streetscape environment that reflects contemporary design, and design simplicity that provides the opportunity to highlight the heritage assets within. A muted palette of paving materials and furnishings acts as a foil to showcase the diversity of the Avenue's heritage architecture and cultural landscapes, which helps to bring together the new and the old in a more harmonious way.

The Master Plan envisions plenty of places for people to simply sit peacefully on a bench and people watch. The Avenue functions as a string of pearls, connecting a diversity of new and old spaces to enjoy. The new "cross street" piazzas and plazas provide a diversity of spaces where people can stop and linger, socialize, meet friends, have lunch, enjoy beauty, and listen to the sound of water. Etchings of the Humber River are traced in the pavement reflecting the shifting alignment of the river through time. The rolling topography is embraced through innovative design creating unique open spaces along the street.

Sustainability is ingrained throughout where hydrological and ecological functions are represented by increased permeability with big trees that provide cool shade in the summer months, and lush plantings that collect rain water and filter the air. In the fall, the trees are in their full colour splendor. In winter, the street is illuminated with accent lighting and animated by festive decorations to draw people outdoors.

New pedestrian connections and views expand southwards to the river and northwards to the Fairgrounds. The illuminated bridge at Islington Avenue acts as an architectural feature and gateway with expanded pedestrian space where people can appreciate the river and valley, and partake in nature walks, biking, and cross-country skiing along the trails.



#### **Core Design Objectives**

The following core design objectives for the streetscape build on the objectives set out in the Woodbridge Centre Secondary Plan and the HCD Plan, and include:

- Transformation of Woodbridge Avenue into a safe pedestrian-oriented, multi-modal street.
- Creation of a coherent public realm identity that showcases heritage assets and landscape character.
- Provision of public spaces, connections and amenities that enhance daily life and the enjoyment of place.
- Creation of a long term framework to coordinate public realm improvements and capital projects, and to inform future private development along the street.

# **VISION STATEMENT**

"Woodbridge Avenue is and will continue to serve as the main street - the hub of activity and buzz - within heritage Woodbridge. It is envisioned as a welcoming, walkable, and green environment, with a mix of uses and a diversity in architectural style. It will become a destination, attracting people from all over the City of Vaughan and beyond. The streetscape will be attractive, with high quality design, where heritage landscapes blend sinuously with new vegetation, celebrate the **built heritage**, and function as a **wayfinding** tool. It will be an animated street with a diversity of gathering spaces, and many opportunities for a variety of activities - rest and repose, social interaction, dining and shopping, festivities and celebration, and work and play. Woodbridge Avenue will be a lively and attractive place to be."

# 2.2 WOODBRIDGE AVENUE GUIDING PRINCIPLES

### 1. BECOME AN ATTRACTIVE DESTINATION

Improve Woodbridge Avenue as a lively destination inspiring spontaneous recreation, with 24/7 activity and programming, and for all seasons. Provide a diversity of social spaces and shopping opportunities that are accessible by different modes of transportation.

2. CREATE A UNIFIED

Identify a common language

in paving and streetscape

elements, complimentary

to existing heritage fabric.

Create a wayfinding and

planting strategy that

unifies the street and

improve the interface

with the neighbourhood. Incorporate public art to strengthen identity and

**IDENTITY** 



### 4. CREATE A COMFORTABLE & SAFE ENVIRONMENT

Create a walkable environment that is safe and comfortable in all seasons and in all weather. Consider lighting, site lines, seating, shade, wind, and traffic calming, and incorporate CEPTD principles of design.



# 5. ACHIEVE A HIGH QUALITY DESIGN

All materials for built form, paving treatment, and streetscape furniture should be of high quality. Maintenance, sustainability, and durability should be considered together for a high quality design and experience.



### 3. ESTABLISH A PUBLIC REALM FOR EVERYONE

character.

Create a public realm that is welcoming, accessible, and inclusive, considering people of all ages, races, and abilities.



## 6. SERVE AS A KEY CONNECTOR

The street should aim to highlight and embellish linkage moments to key destinations and historic places in the neighbourhood, as well as recreational amenities and trails, as part of a well defined wayfinding strategy. It should also be recognized as an important link between the Kipling and Islington Avenue thoroughfares.



### 7. BECOME A MULTI-MODAL STREET

The streetscape design should accommodate a multi-modal transportation system that supports active transportation and transit use. This includes pedestrian amenities, shared bicycle/vehicular travel lanes, provisions for bicycle parking, enhanced transit stops and consideration for "first/last mile" connections from transit stops.



# 10. CREATE A GENEROUS PUBLIC REALM & PEDESTRIAN ENVIRONMENT

The streetscape design should seek opportunities for public realm increase in the form of wider sidewalks and new social spaces and linkages. The public realm should be improved to become a safer, human-scaled, inviting and attractive streetscape.



### 8. FOSTER A COMPLEMENTARY RELATIONSHIP BETWEEN HERITAGE & CONTEMPORARY

All new development along the streetscape (buildings and street) should contribute to a healthy visual and physical relationship with the heritage fabric that defines Woodbridge Avenue. This includes the preservation of view corridors to key landmarks, and open spaces.

### 9. BE SENSITIVE AND RESPECTFUL OF HERITAGE FABRIC

New development and the streetscape design should compliment existing heritage fabric in their scale and massing, in transitions, architectural style, and details and colours. Furthermore, development should assist in drawing special attention to particular elements of heritage built form and landscape.



## 11. EMBED SUSTAINABILITY IN ALL ASPECTS OF THE

STREETSCAPE Sustainability should be inherent in the design process, and in every aspect of the streetscape design, considering opportunities for stormwater mitigation, overall increase in permeability, low maintenance planting, durability of materials and street elements, energy saving in lighting, and optimizing maintenance and operations processes.



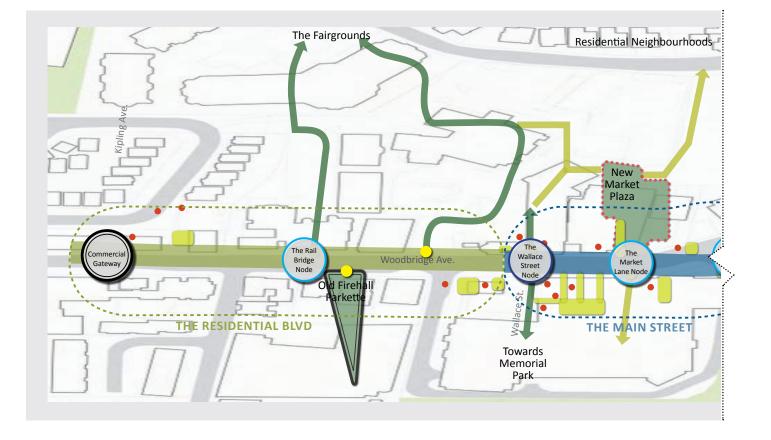
### 12. CREATE A CATALYST FOR ECONOMIC DEVELOPMENT, ENCOURAGING NEW BUSINESSES, RETAIL ACTIVITY, & TOURISM

The streetscape should be carefully designed for efficient circulation and accessibility for businesses, and for an overall attractive, high quality, safe and well-programmed environment, to draw locals and tourists alike.



# 3.0 Design framework

The **Design Framework** serves as a guide in the design development process.



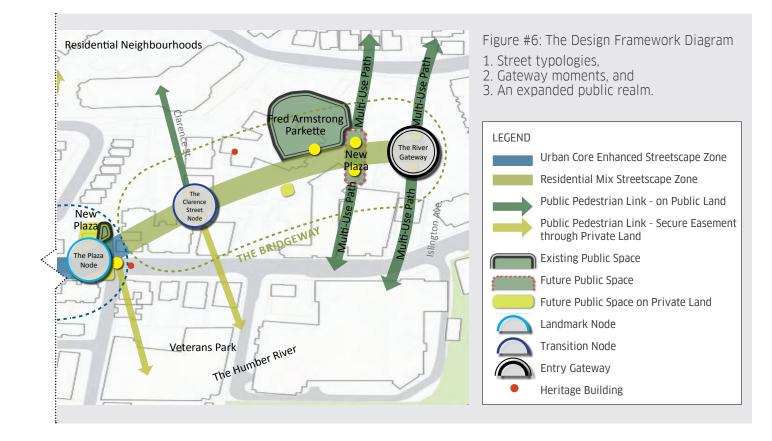
The Design Framework outlines the key components of the Streetscape Master Plan, which is comprised of:

**1. Streetscape Typologies** - Urban Core and Residential Mix - defines the central commercial area and the east and west mixed commercial/residential context along the Avenue.

**2.** Streetscape Nodes - define the gateways and moments of transition.

**3. Expanded Public Realm Space** - which includes expanding the main street public realm space with new linkage and trail connections, defining view corridors, and enhancing the open space interface to the street.

**4. Views to Heritage Assets** - identifying and celebrating key views to heritage assets and cultural heritage landscapes.



# 3.1 STREETSCAPE TYPOLOGIES

The design framework defines two streetscape typologies: the "Urban Core Zone" and the "Residential Mix Zone." These zones reflect the historic pattern of development of a mix of residential and commercial uses east and west of the Avenue, and area primarily composed of commercial uses in the central core. These streetscape typologies serve as a guiding structure for the design of the street.

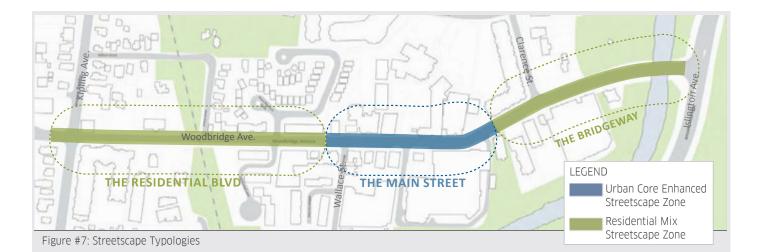
The design intent for **the Urban Core Zone** is to enhance the commercial core as a highly animated public area, defined by retail frontages. The zone is defined by:

- a hard urban landscape with enhanced design features;
- · a predominantly commercial mixed-use context;
- a concentration of built heritage resources;

- a concentration of existing and new social gathering spaces such as plazas, mid-block mews connections, parkettes, café spill-over spaces;
- an enhanced tree canopy with landscaped planters integrated with seating; and
- enhanced paving materials and unique furnishings.

The design intent for **the Residential Mix Zone** is to create a walkable green environment with places to sit, linger, stroll, and enjoy the beauty of the landscape. The zone is defined by:

- a predominantly residential context;
- lush green landscapes;
- significant natural heritage resources, parkettes, and an enhanced tree canopy lining the street; and
- linkages to major cultural heritage landscapes and park spaces, and the Humber River Valley trail system.





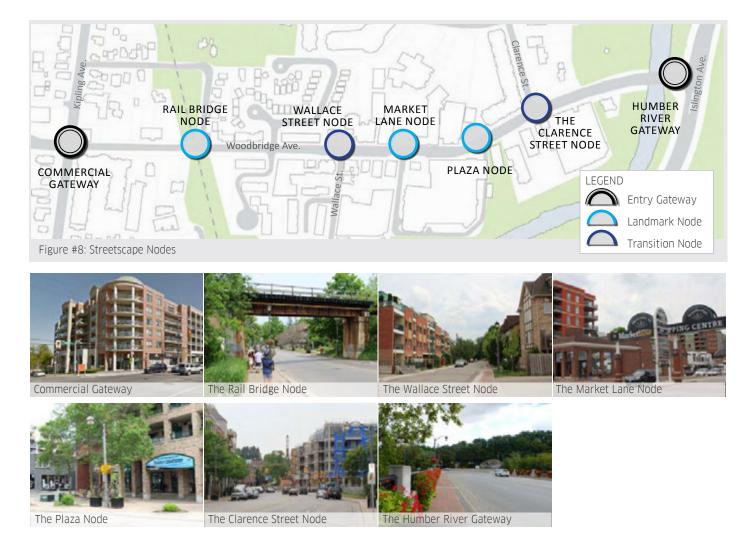
Precedent Imagery of Streetscape Typologies.

# 3.2 STREETSCAPE NODES

The streetscape is defined by seven distinct nodes along the Avenue. These serve as gateways, wayfinding features, and moments of transition. An organizational structure for defining a more comprehensive wayfinding system. They are categorized under three typologies:

- **Entry Gateways:** The entry gateways demarcate the moments of entry into the Woodbridge Avenue Streetscape. They and are defined by enhanced paving and landscape treatments, and unique streetscape elements and landmark features such as the river.
- **Transition Nodes:** The transition nodes indicate a transitional moment between zones, defining the boundaries of the commercial hub.

• Landmark Nodes: The landmark nodes are three other transitional moments along the street with design treatments that celebrate key landmarks along the street, including an historic rail bridge, the Market Lane plaza, and a new easterly plaza. The most westerly node celebrates a heritage landmark - the CN rail bridge, the mid node defines the Market Lane heritage hub, and the third defines a new plaza or "piazza".



# **3.3 PUBLIC REALM EXPANSION**

A key objective of the Streetscape Master Plan is to expand the public realm, by:

- increasing the space between curb and property line;
- incorporating new public realm opportunities; ٠
- better integrating private accessible frontages;
- connecting to Privately Owned Publicly-Accessible Spaces (POPS); and
- linking to other parks and landscapes within walking distance of the street.

The connections are especially important in making the entire public realm accessible and in diversifying the pedestrian experience. In addition, most of the connections have heritage (trail) significance and are marked with unique heritage signage and wayfinding features.

The map below identifies three types of open spaces that are enhanced or newly created, including: existing parkettes and future public space identified in the Official Plan, such as the Market Lane Plaza; as well as future opportunities for gathering spaces on current private lands. All spaces reflect enhanced paving treatments, additional landscaping and seating, as well as public art and signage. They are to function as vibrant, attractive gathering places that can be programmed.

The linkage points connect to key cultural heritage landscapes within the Woodbridge Area open space framework. They are defined by enhanced pedestrian crosswalks with special paving, seating integrated with heritage signage, bicycle racks, and landscape planters.

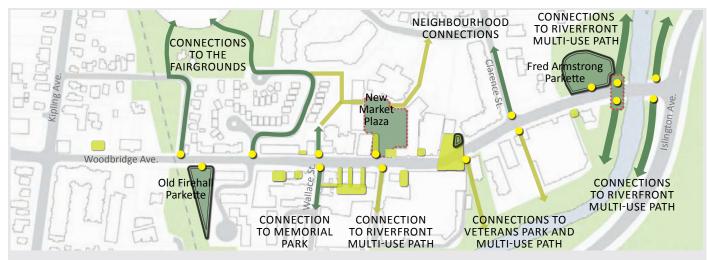


Figure #9: Expanded Public Realm Network



Linkage towards the river valley, alongside Wallace.

Linkage towards Memorial Hill, along Wallace Street.

Space or a Trail

# 3.4 KEY VIEWS TO LANDMARKS

The design framework for the streetscape identifies important view and view corridors along the Avenue to preserve, enhance, and celebrate.

Woodbridge Avenue is rich in cultural heritage assets, including buildings, landscapes, and structures such as bridges that define the heritage journey along the street. There should be clear sight lines to these assets. All should be visually and physically accessible from the street. Enhancements to these views include: opening up sight lines, improving landscaping, or incorporating public art or wayfinding features that highlight the history and significance of the views.

The views are categorized according to the following:

- Views to Contributing Heritage Buildings: opportunity to frame sight lines and enhance landscaping.
- Views to Parks and Plazas: opportunity to enhance with plantings and new paving, and to celebrate history with art, water, and other custom features.
- Views to The Humber River and the Valley Parks and Trails: opportunity to open up and frame sight lines, and transform trail head entrances into attractive and welcoming social spaces.
- *Views to Gateways to the Avenue:* opportunity to enhance views of the entrances to the Avenue from east and west. particularly with unique landmark signage and landscaping, and improved paving.



Figure #10: Key View Corridors to Preserve and Enhance



View towards the Firehall Parkette and Memorial Hill Park.



A concentration of heritage buildings at the core of the streetscape.

Heritage Building Plaza or Park Rail Bridge River **River Valley** Gateway

# 3.5 THE BIG MOVES

The following summarizes the key design moves of the Streetscape Master Plan.

1

### A COHESIVE DESIGN LANGUAGE AND IDENTITY

The streetscape reflects a cohesive and contemporary design language, respectful and complimentary to the mix of existing heritage and new built form on the street. Street furnishings, paving patterns, planting and plant material including lighting, seating, signage, garbage receptacles, bicycle racks, bus shelters, and planting beds, are all the components that work together to create that cohesiveness, and to define a clean and delightful identity for the streetscape.

2

#### **REDUCED ROADWAY TO INCREASE PUBLIC REALM SPACE**

The current roadway width on Woodbridge Avenue is overly generous, contributing to vehicular speeding and lack of safety for the pedestrian. The big move here is road dieting - reducing laneway widths across the streetscape to an acceptable standard of 3.5m, tightening road intersections, eliminating dedicated right turn lanes where possible, sharing vehicular lanes with bicycles as demarcated with sharrows, and introducing more buffer space on the roadside edge in the form of planted bumpouts. The space gained is given back to the public realm providing more generous walking and seating zones, as well as increased space for planting.

3

#### ENHANCED AND EXPANDED PUBLIC REALM

In addition to the expansion of the public realm space as a result of reducing the roadway width, the public realm is visually more spacious because of a simplified and unified palette of materials on the ground plane, integrating private frontages and POPS, extending design treatments into side streets at linkage points, and continuing the design language into the adjacent plaza space and setbacks, and eliminating obstructions within the walking zone.

### IDENTIFIED HERITAGE LINKAGES

A series of linkage points that connect to heritage assets - built form and landscapes - are identified and are demarcated with heritage markers and enhanced paving treatments, as part of the wayfinding strategy.

### CELEBRATING THE HISTORIC PATTERN OF DEVELOPMENT

The streetscape design commemorates the historic pattern of development along Woodbridge Avenue by maintaining open site lines towards cultural landscapes, and creating the opportunity to enhance and provide new spaces within front yard settings and side yard setbacks of heritage buildings.

### ENHANCED INTERFACE TO EXISTING PUBLIC OPEN SPACE

The interface between the streetscape and both existing and proposed open spaces along the Avenue, is improved with opened site lines, wayfinding signage, enhanced landscaping, and seating. In particular, improvements are made in front of existing parkettes, within the new eastern piazza, and at trail heads connecting to the Humber River Valley.

### NEW PLANTING STRATEGY

The new planting strategy provides a continuous tree canopy along the street to provide shade and comfort to the pedestrian, to enhance special places, and to connect the cultural heritage landscape back to the street. The strategy incorporates stormwater mitigation in new planting beds, with appropriate hardy and drought tolerant plant species. The tree selection is resilient to disease and considers seasonal change and interest. A signature tree species differing in fall leaf colour highlights significant moments along the streetscape. Soil cells are utilized where space in the boulevard is limited, to provide good soil volume that extend the health and life span of trees.

8

# A MORE ACCESSIBLE, COMFORTABLE, CONNECTED, AND SAFE STREETSCAPE ENVIRONMENT

A critical objective of the streetscape design is to create a safer environment for pedestrians. It does so by incorporating traffic calming measures including: new crosswalks and pavement change at intersections, mid-block crossings, enhanced paving within the roadway in the core area, a tightened roadway and intersections, shared bicycle/vehicular travel lanes, and the incorporation of tree planted parking bumpouts. It also includes a new sidewalk on the south side of the rail bridge to provide a continuous sidewalk on the south side of the street. Pedestrian comfort is also improved with the increased public realm space, allowing for additional seating areas, more tree planting for shade and wind protection, a smooth walking surface, and increased pedestrian scaled lighting.

#### SUPPORTING ACTIVE TRANSPORTATION AND TRANSIT

Creating a more connected, enhanced, and walkable public realm, with new signage and wayfinding, improved transit stops, and slower traffic, will encourage pedestrians to walk to the many recreational destinations within the area. Cyclists are accommodated in a safer way with new sharrow symbols painted on the street, bicycle parking, and traffic calming measures incorporated into the street design.

9

# 4.0 STREETSCAPE MASTER PLAN

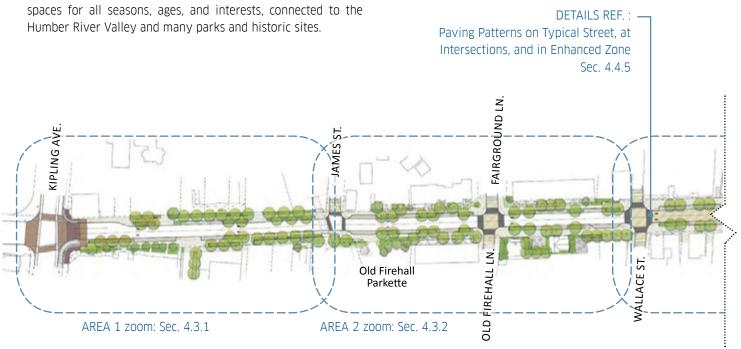
The outcome of a collaborative process...

A beautiful, vibrant main street for Woodbridge.

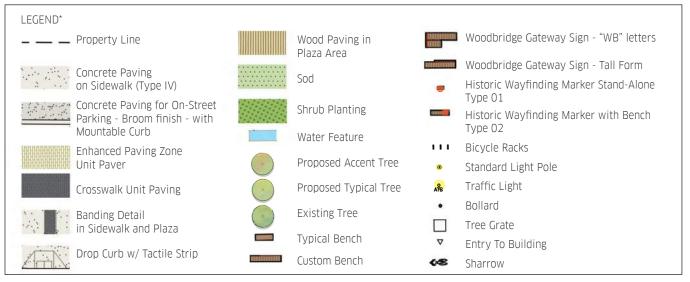
# 4.1 CONCEPTUAL STREETSCAPE DESIGN

The Streetscape Master Plan for Woodbridge Avenue is an exciting outcome of a collaborative process with the public, the municipality, councillors, the Ratepayers Association and dedicated residents. The development process has yielded a design that sets the stage for a beautiful, vibrant main street for all Woodbridge residents, employees, and visitors to share and enjoy: an expanded boulevard with a series of new social spaces for all seasons, ages, and interests, connected to the Humber River Valley and many parks and historic sites.

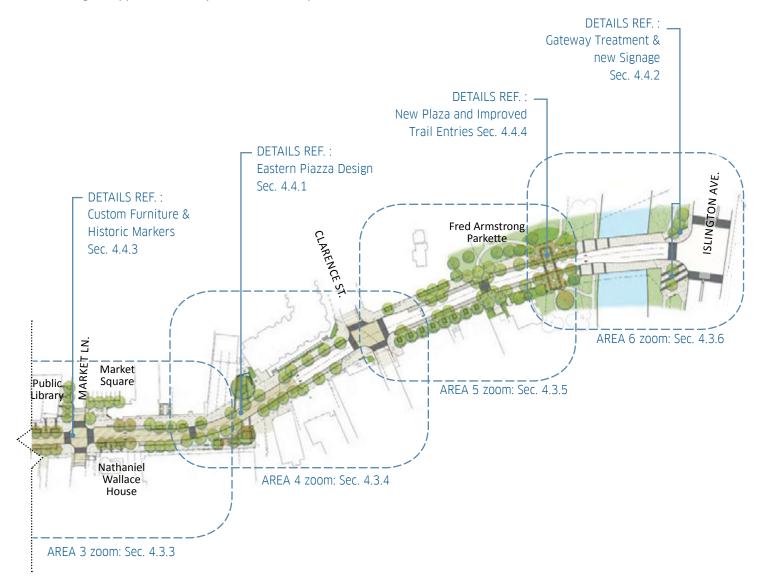
The Plan was developed on the basis of the design framework (outlined in section 3.0), and the design reflects the vision, goals, and objectives defined for the street. Careful consideration has been made for critical elements of safety and comfort, sustainability, and economic viability, balancing capital and maintenance costs with aesthetic and heritage values, as well as performance.



Key Plan of the Woodbridge Streetscape, referencing pages where each section of the streetscape is described in detail.



\* This legend applies universally for all annotated plans in section 4.3.



#### 4.1 DESIGN CONCEPT

#### In summary...

The streetscape design for Woodbridge Avenue accomplishes a number of goals related to improving its current condition and offering new experiences.

One of the most significant design opportunities is the *narrowing* of the roadway width, which enables a substantial expansion of the public realm area for pedestrians. New planting is introduced, seating areas, social gathering spaces, art, café and retail spill-over space, as well as a new animated east "piazza" with heritage and water features.

**Walkability and accessibility is significantly improved** across the streetscape through paving treatments that mitigate traffic speeds especially at intersections, increased lighting, improved site lines and visibility into spaces, and by increasing gathering spaces to animate the street and create a 24/7 presence.

The contemporary design, materiality, and colour palette provide a calm and subdued backdrop to allow the vibrancy of the existing heritage fabric to come to the fore and be highlighted along the street. The heritage story is told through signage features at special moments along the streetscape, as well as through overall enhancements to the landscape that the streets' heritage past.

A *new paving palette* as well as a *wayfinding, furnishings, lighting, and tree planting strategies,* are introduced across the entire length of the street to create a cohesive design language and a revitalized look.

#### Design features used to highlight Woodbridge's history include:

#### 1. Marking Historic Linkages:

Connection points along the Avenue that link to an historic place such as the Fairgrounds or Memorial Hill Park, are marked with special paving and a custom marker.

#### 2. Improving Open Space Interfaces:

The interface to the Fred Armstrong Parkette, the Old Firehall Parkette, Market Lane, the public library, the Nathaniel Wallace House, and the entrances to the river valley are improved with open sight lines, landscaping, additional seating, and signage.

#### 3. Gateway Features:

Custom gateway features and landscaping are introduced at the Kipling and Islington Avenue entrances to Woodbridge Avenue.

#### 4. Complimentary Materials Palette:

The overall material palette for custom features and some of the paving treatments incorporate wood and metal, commemorating the historic bridges of Woodbridge. There are also accent colours of beige and red used in the paving and street furniture to emphasize dominant colours in the heritage fabric.

#### 5. Highlighting Old River Crossings:

Special features incorporated in the design highlight the historic importance of the Humber River as a waterway and commemorates its original location before Hurricane Hazel. They include water features in the new Eastern Piazza, and an artistic detail embedded in two locations in the road pavement, at the approximate historic river alignment pre Hurricane Hazel.

#### 6. Highlighting Heritage Properties:

Signature trees, special paving treatment, and additional seating and landscaping enhance the front of or interface to significant heritage buildings and at gateways to celebrate the heritage fabric.

The next sections of this chapter outlines the design interventions for the streetscape, followed by site specific details of the plan.













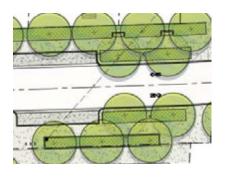
# 4.2 THE STREETSCAPE PLAN: OVERALL INTERVENTIONS

1

2

3

4



# ROAD DIETING & AN INCREASED PUBLIC REALM SPACE, MAKING ROOM TO INCORPORATE:

- a minimum 2.0m wide continuous walking zone;
- additional rows of trees and shrub planting in wide planting beds; and
- additional street furnishings.



# RE-DISTRIBUTION OF ON-STREET PARKING & PLANTING TO:

- incorporate planted bumpouts;
- enhance intersections to define nodes and linkages; and
- reduce the dominance and visibility of on-street parking having a maximum of six parking spaces in a row defined by planted bumpouts.



# INCREASE IN LANDSCAPE TREATMENT & ENVIRONMENTAL BENEFIT BY:

- providing larger planting beds/areas;
- providing shrub planting to improve stormwater filtration; and
- incorporating rain capture in planting beds where possible.



# INCREASE IN STREETSCAPE AMENITIES SUCH AS:

- bicycle racks;
- catalogue as well as custom seating (integrating benches and planters);
- garbage and recycling receptacles; and
- bus shelters at bus stops.





- vehicular and pedestrian scaled lighting for greater illumination; and
- accent lighting in new public spaces such as the East Piazza

6

### IMPROVED WALKABILITY, ACHIEVED THROUGH:

- a continuous generous walking zone on both sides of the street;
- reduced driveway entrance widths to reduce crossing distances
- roll curbs at intersections with universally accessible tactile strips; and
- concrete paving for the walking zone.

# 7 | ENHANCED ON-STREET PARKING DESIGN:

- with mountable curbs; and
- concrete paving material to differentiate from the street paving material and visually expand the pedestrian boulevard.



# FEATURE TREE SPECIES INCORPORATED IN PLANTING DESIGN LOCATED:

- to emphasize a street character transition or gateway moment;
- at the Kipling and Islington Avenue gateways;
- at the Market Lane/Nathaniel Wallace House node;
- within the the new Eastern Piazza; and
- at the Humber River bridge pedestrian trail crossing.

9

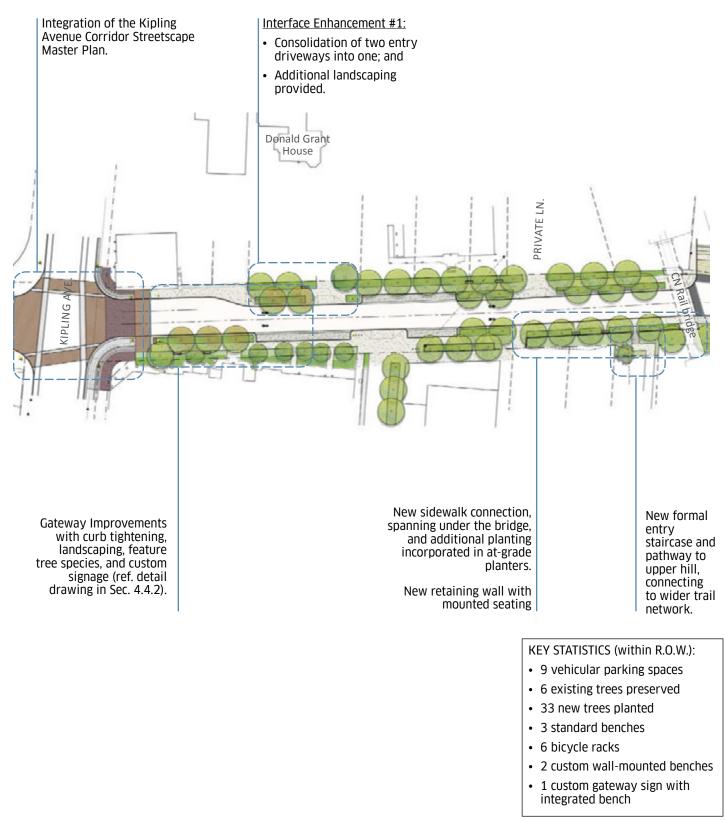
8

### INTEGRATION OF A CONTINUOUS SHARED BIKING ROUTE & IMPROVED TRANSIT AMENITIES, INCLUDING:

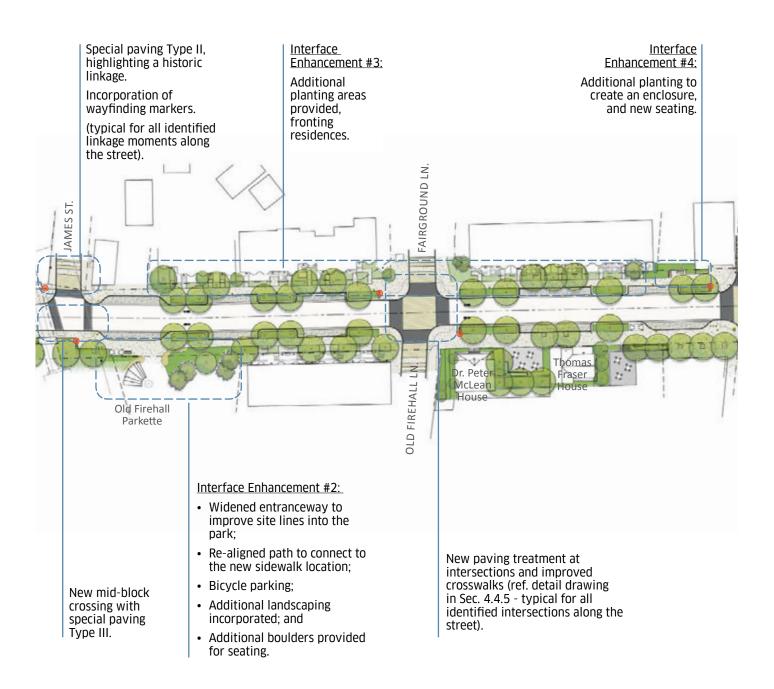
- sharrow markings along the entirety of the street in both directions;
- bicycle parking; and
- incorporation of clearly marked bus laybys with improved shelters, paving treatments, seating.

# 4.3 THE STREETSCAPE PLAN: AREA SPECIFIC HIGHLIGHTS

# 4.3.1 PLAN AREA 1: KIPLING AVENUE TO JAMES STREET



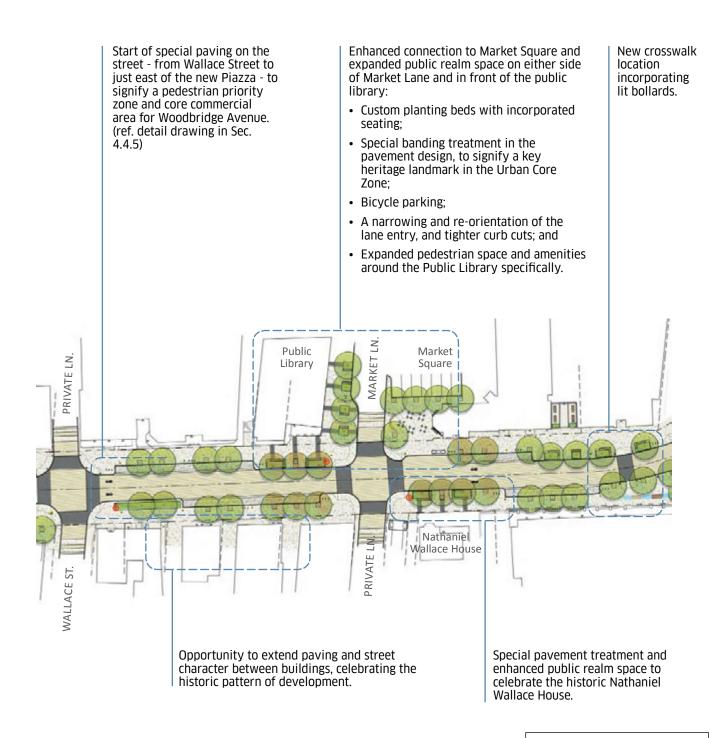
### 4.3.2 PLAN AREA 2: JAMES STREET TO WALLACE STREET



KEY STATISTICS (within R.O.W.):

- 16 vehicular parking spaces
- 32 new trees planted
- 3 standard benches
- 6 bicycle racks
- 2 new bus shelters
- 5 wayfinding markers

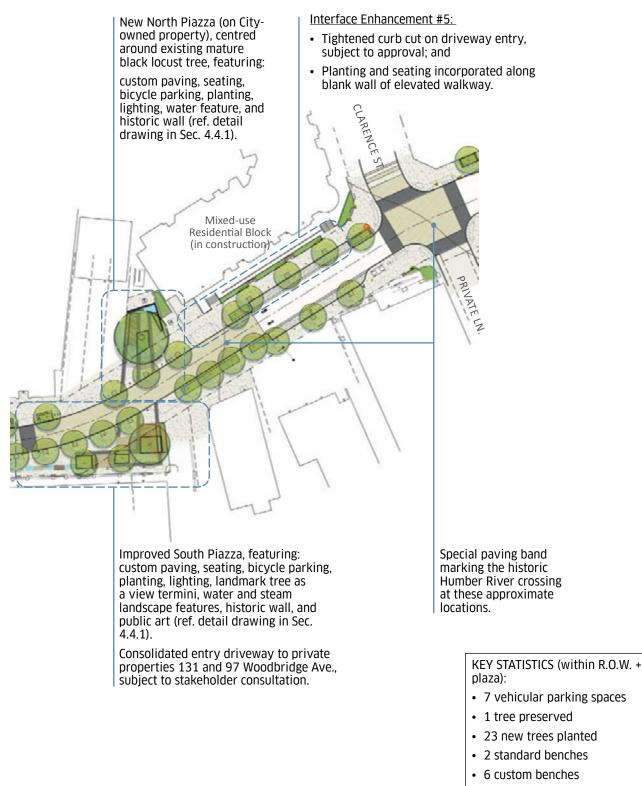
### 4.3.3 PLAN AREA 3: WALLACE STREET TO EASTERN PIAZZA



KEY STATISTICS (within R.O.W.):

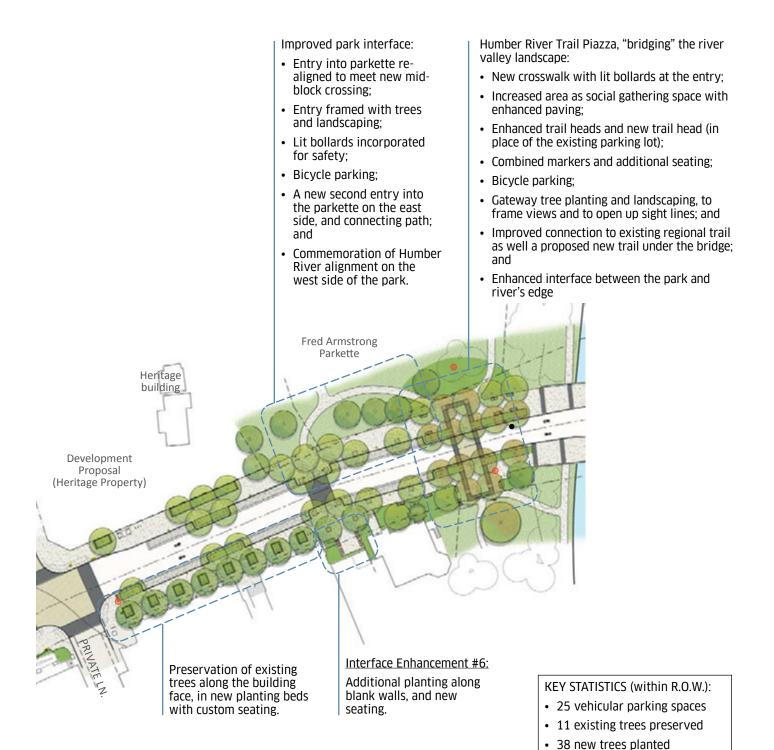
- 19 vehicular parking spaces
- 28 new trees planted
- 9 custom benches
- 27 bicycle racks
- 3 wayfinder markers
- 1 bus shelter canopy

### 4.3.4 PLAN AREA 4: EASTERN PIAZZA TO CLARENCE STREET



- 9 bicycle racks
- 1 bus shelter
- 1 wayfinding marker

# 4.3.5 PLAN AREA 5: CLARENCE STREET TO THE BRIDGE ENTRANCE



15 standard benches

into planting beds18 bicycle racks3 wayfinding markers

12 custom benches integrated

1 existing bus shelter relocated

33

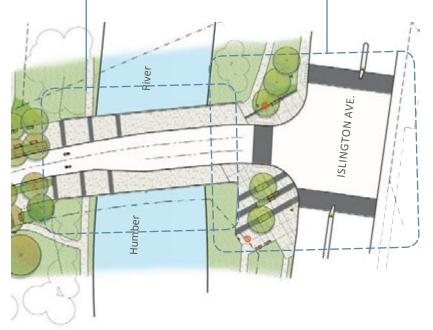
## 4.3.6 PLAN AREA 6: THE BRIDGE GATEWAY AT ISLINGTON AVE.

Bridge enhancements:

- Hanging baskets integrated into lamp posts, and planters mounted to the bridge railing on both sides of the bridge;
- Banding feature in the pavement design, to signify a gateway; and
- Public art incorporated into the bridge structure, celebrating culture and history of place.

Islington gateway improvements:

- Special paving;
- Curb tightening recommendation;
- Custom gateway signage;
- Seating;
- Landscape enhancement, adhering to Regional sight line standards;
- Enhanced trail head and trail commemoration (the Carrying Place Trail); and
- Addition of a new trail at the northwest corner (ref. detail drawing in Sec. 4.4.2).



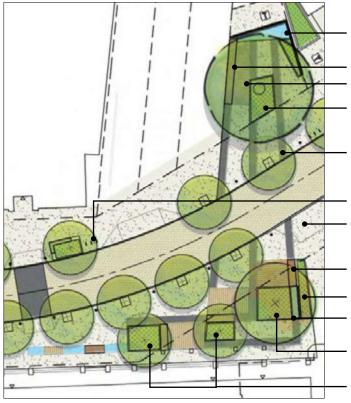
#### KEY STATISTICS (within R.O.W.):

- 5 new trees planted
- 2 standard benches
- 2 custom gateway signs with integrated bench

# 4.4 PLAN DETAILS

# 4.4.1 EASTERN PIAZZA DESIGN

#### **PROPOSED DESIGN**



Custom historic wall and water feature, screening utility box

Custom bench - typ. Wood, paving type VII

Planting bed with existing honeylocust tree

Banding detail paving type III

Bicycle racks

Clear sight lines for adjacent driveway

Custom bench - typ.

Elevated planting bed

Custom historic wall and water feature At-grade planting bed with feature tree At-grade planting bed - typ.

#### PRECEDENT IMAGERY



Incorporation of a feature tree



Incorporation of wood paving and planters

#### PRECEDENT IMAGERY



Custom bench style



Incorporation of steam feature



Custom LED lighting incorporated into furniture



Incorporation of water examples



Paving type in banding detail



### PIAZZA - NORTH SIDE



PIAZZA - SOUTH SIDE



# 4.4.2 GATEWAY ENHANCEMENTS & SIGNAGE

VISION FOR THE SOUTH-WESTERN CORNER OF THE ISLINGTON GATEWAY WITH CUSTOM GATEWAY SIGNAGE.



embedded into metal plate [height of 3190mm above bench] Letters cut out from metal plate [height of 2690mm above bench] 2 Custom benches

Wood letters

[3170mm X 850mm 1730mm X 850mm]

Granite coloured banding - paving type III - and atgrade planting beds incorporated into the gateway plaza

VISION FOR THE NORTH-WESTERN CORNER OF THE ISLINGTON GATEWAY WITH CUSTOM GATEWAY SIGNAGE. THE SAME GATEWAY SIGNAGE DESIGN IS INCORPORATED AT THE KIPLING AVENUE INTERSECTION, ON THE SOUTH-EAST CORNER.



Granite coloured banding - paving type III - and atgrade planting bed incorporated into the gateway plaza

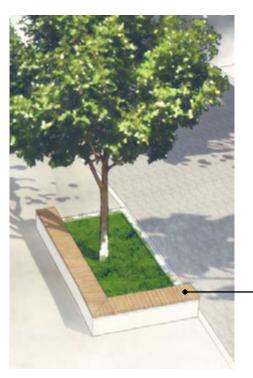
Metal plate with "W" cutout, and "B" in wood [2363mm X 1153mm above bench]

Custom bench [3170mm X 545mm]

### 4.4.3 CUSTOM FURNITURE & WAYFINDING MARKERS

CUSTOM SEATING INTEGRATED INTO PLANTING BEDS (SIZES VARY).

LIGHTING INTEGRATED AROUND PLANTING BEDS AND SEATING WITHIN EASTERN PIAZZA



LED strip mounted to underside of reveal of concrete planting bed and bench upstand

IPE wood slats mounted on concrete upstand

# WAYFINDING MARKERS: 01-STAND-ALONE



2000mm X 500mm metal plate Title on marker: waterjet cut Story: laser etched

#### 02-WITH BENCH



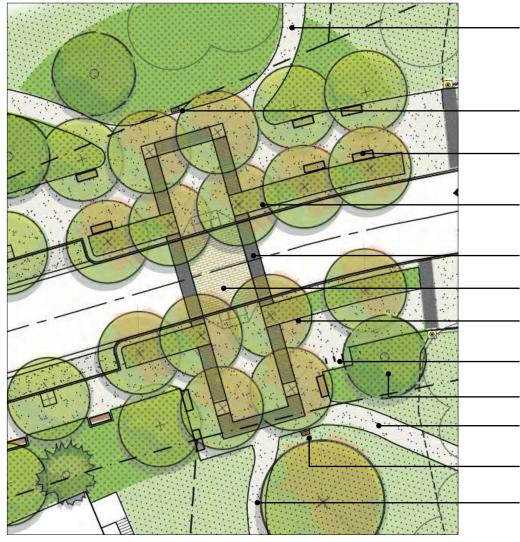
2000mm X 500mm metal plate Bench length: 2000mm Title on marker: waterjet cut Story: laser etched 03-TRAIL HEAD



2000mm X 250mm metal plate Letters waterjet cut

#### **NEW PLAZA & IMPROVED TRAIL ENTRIES** 4.4.4

#### **PROPOSED DESIGN**



Two new pathway connections into north plaza - concrete paving

Wayfinding marker type 01 - stand-alone

Standard benches - typ. 6 on north side and 3 in south plaza

At-grade planting beds with shrubs and trees, on both sides of the street

Granite coloured banding paving type III

Enhanced street paving type II

Feature tree species - typ. 4 in tree grates, 9 in planting beds **Bicycle racks** 

Existing tree to be preserved

New trail connection into south plaza - concrete paving

Wayfinding marker type 01 stand-alone

Existing trail re-alignment

#### PRECEDENT IMAGERY



Connecting paving across the street, with lush planted Walking through a canopy of trees borders at crosswalk entry.

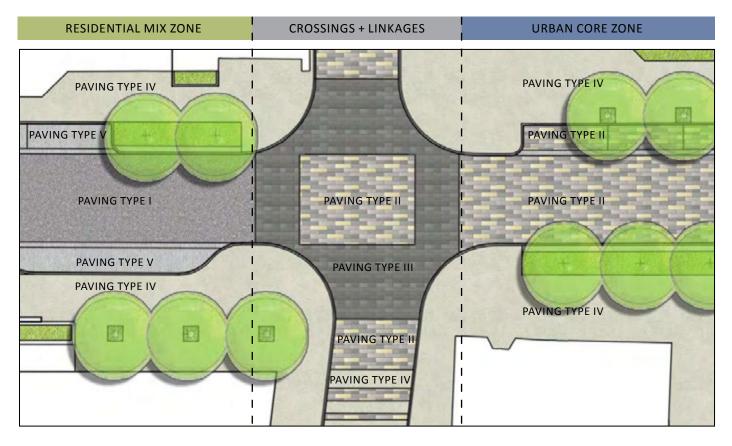


alongside the park.

### 4.4.5 STREET PAVING PATTERNS

The streetscape design for Woodbridge Avenue transitions between a simpler paving palette in the Residential Mix zone - comprised of asphalt and different concrete types - and an enhanced palette in the Urban Core zone - dominated by unit pavers and complimented with concrete. The design also incorporates special paving treatment at intersections and at linkage moments towards heritage features, with unit pavers alternating in grey colour tones.

The diagram below represents examples of each general paving condition for visual reference. It is to be cross-referenced with the specifications table found in section 6.2, outlining details for each paving type from I to V.



#### STREETSCAPE PAVING TYPES

- TYPE I Asphalt
- TYPE II Unit pavers in lighter grey tones with tan accent
- TYPE III Unit pavers in granite colour tone
- TYPE IV Concrete sandblast finish
- TYPE V Concrete broom finish

#### PRECEDENT IMAGERY



Precedent for enhanced paving colour tones on the street - Type II.



Option to add tan accent to enhanced paving Type II.



Precedent of crosswalks paving colour tone - Type III.



Concrete parking and sidewalk areas varying in finish, and incorporating a roll curb.

# 4.5 STREETSCAPE SECTIONS

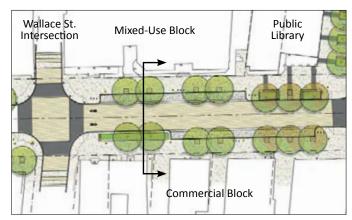
Typical street sections have been developed on the basis of the design framework set out for Woodbridge Avenue (reference section 3.0), and its two streetscape typologies: **1)** Urban Core; and **2)** Residential Mix.

# 4.5.1 URBAN CORE ZONE

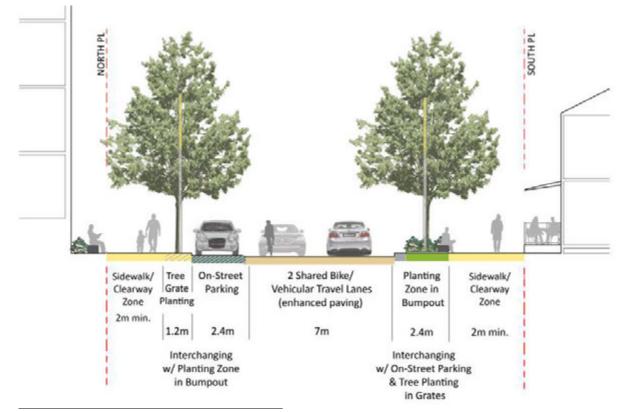
The typical streetscape for the Urban Core area features:

- Vehicular lanes reduced in size to 3.5m in each direction, with shared bicycle/vehicular travel lane markings (sharrows).
- A 2.4m wide on-street parking lane integrated with bumpouts that include trees in grates. Bumpouts provides additional public realm space above the walking zone.
   2.2m wide parking lanes considered upon review of a Transportation Assessment Report.
- A generous walking zone extended to 3.5m minimum on either side of the street, with an additional 2.4m where bumpouts are provided.

- Paving is enhanced in quality and style, comprising of unit pavers on the road and parking areas.
- The sidewalk and planting/furnishing zone are combined in one uniform surface to accomplish the extended walking zone.
- Tree planting is predominantly in grates to increase pedestrian walking area, except where a greater public realm width is available for planting.



Section Key Plan

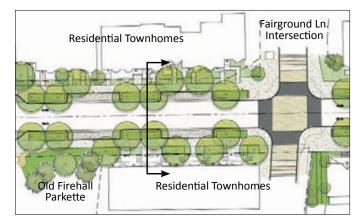


Typical Street Section in the Urban Core Zone

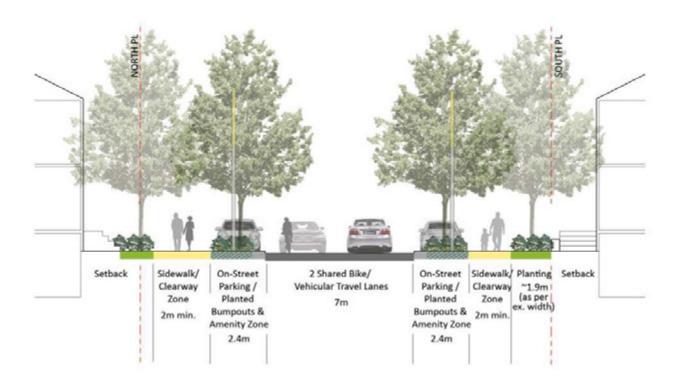
# 4.5.2 RESIDENTIAL MIX ZONE

The typical streetscape for the Residential Mix Zone features:

- Vehicular lanes reduced in size to 3.5m in each direction, with shared bicycle/vehicular travel lane markings (sharrows).
- A 2.4m wide on-street parking lane integrated with planted bumpouts (sod or mixed plants, with trees).
   2.2m wide parking lanes considered upon review of a Transportation Assessment Report.
- Overall generous planting zones, increasing the overall tree canopy and permeable surfaces along the street, including in bumpout areas. Where possible, a double row of trees is incorporated in the R.O.W.
- A minimum 2m wide sidewalk, increasing in size on the east end of the street where the R.O.W. width permits it.
- Seating incorporated into planters on the east of the street, mounted on a retaining wall on the west end by the rail bridge, as well as a series of standard benches across the corridor.



Section Key Plan



Typical Street Section in the Residential Mix Zone

# 5.0 Streetscape Guidelines

The Streetscape Guidelines provide a high level of detail for all elements of the Woodbridge Avenue Streetscape Design.

# 5.1 SUSTAINABLE INITIATIVES

The approach to sustainability for the Woodbridge Streetscape is that sustainability becomes a lens through which all aspects of the design are viewed. Initiatives are embedded within all elements of the street rather than singled out.

Woodbridge Avenue is designed with multi-modal opportunities and a focus on pedestrian priority and safety. Considerations include the following aspects of sustainable design:

- durability and quality of materials;
- resilience of plantings;
- minimizing energy output and emissions;
- minimizing reliance on irrigation and incorporating low impact development;
- minimizing reliance on irrigation;
- considering full life cycle of products, including recyclability of materials;
- incorporating natural forms of weather protection and mitigation;
- supporting active transportation (ex: shared bicycle/ vehicular travel lanes and bicycle parking to promote cycling);
- preserving history; and
- improving overall human health and well-being.

# 5.2 PAVING

The paving design for Woodbridge Avenue is contemporary in style, sympathetic to the street character, and incorporates accents which highlight and draw attention to the heritage fabric that defines the streetscape.

The **paving strategy for the roadway** applies two different palettes across the street:

- a simple palette of asphalt paving for the residential and lighter retail stretches, east and west of the enhanced zone; and
- B. an enhanced paving palette for the core commercial area centred around market lane, composed of unit pavers of light and medium shades of grey.

The **paving strategy for the pedestrian realm** incorporates another series of design moves:

- c. moments along the streetscape where alternative patterns, finishes, and colour variation are utilized to create accents, that provide uniformity and cohesiveness in the overall design language;
- D. and special consideration for materiality for the comfort and safety of the pedestrian - for all ages and abilities using non-slip pavement finishes, and incorporating tactile strips at crossings.

Accent colours for unit pavers specifically include a dark shade of grey and a tan. These special highlights are utilized to signify:

- a gateway or moment of transition (a "node," a linkage, or a trail entrance point);
- a pedestrian crossing
- a heritage setting (building and/or landscape); or
- a social gathering space.

All park pathways and trails should be concrete in finish. In addition, all concrete paving in the off-road pedestrian zone takes on a more elegant and clean look with a sandblast finish. Also, incorporating warm wood slats enhances the main public plaza quality and feel.

#### All paving treatment details are outlined in the table below, which is to be cross-referenced with diagrams in Section 4.4.6 for a better visual understanding.

If the proposed pavement types are not available at the time of construction, or an alternative is proposed, that alternative should have a similar aesthetic and meet the selection criteria that follow.

#### SELECTION CRITERIA

- All paving is to be durable and of high quality.
- All paving is to help reduce the heat island effect.
- All paving is to consider safety of the user.
- All paving is to consider seasonal maintenance (for ex: resilience to winter salt).

#### SAFETY ON THE STREET

Paving on the street is to be utilized for purposes of traffic calming. The design incorporates alternative paving at intersections and mid-block crossings to signify to the vehicle to slow down. Special curb treatment and tactile strips are applied at intersections for accessibility.

Woodbr	idge Avenue Stre	etscape Pa	ving Treatment	Details	
Ref. No.	Туре	Colour	Details	Location	Image
Type I	Asphalt	Typical	-	Street - typical	-
Type II	Promenade Plank Paver, by Unilock	40% teal grey, 40% opal, 20% tan	II Campo, 4x16, brushed finish; running bond layout pattern	Street, bus laybys and on-street parking in Urban Core zone; and interior space at intersections	
Type III	Promenade Plank Paver, by Unilock	Granite	II Campo, 4x16, brushed finish; running bond layout pattern	On-street crosswalks and feature banding in the sidewalk & plazas	
Type IV	Poured-in-place concrete	Typical	Sandblast finish	Entire off-street pedestrian zone	
Type V	Poured-in-place concrete	Typical	Broom finish	On-street parking and bus laybys in Residential Mix zone	
Type VI	Blister off-street tactile plates: ref. Vaughan standard detail	Buff (tan) or grey	780x780	Pedestrian ramps at signaled intersections, and by the CN rail bridge	
Type VII	Kebony Radiata wood slats, by Kebony	n/a	Clear, 22x142, terrace comb (or approved alt.)	Within Eastern Piazza	

## 5.3 WOODBRIDGE AVENUE STREETSCAPE COMPONENT MATRIX

The furnishings palette includes benches, waste and recycling receptacles, bicycle racks, bollards, and tree grates (light standards and signage are referenced in Sections 6.4 and 6.5). Both standard items and custom pieces are included in the design.

The palette is contemporary in style, of a timeless quality. Metal, in its natural form, is the predominant material and colour for the typical furnishings. Custom pieces incorporate wood - mounted on concrete - to commemorate the original historic bridges that were prevalent in Woodbridge Village.

Furnishings for public park spaces are subject to a separate review to meet Parks Development standards.

#### **PLACEMENT STRATEGY & REQUIREMENTS**

#### Benches, Waste & Recycling Receptacles, Bicycle Racks:

- In general, furnishings are provided at regular intervals along the streetscape.
- Additional furnishings are provided:
  - at pedestrian nodes;
  - at transit stops;
  - at linkage moments;
  - in front of heritage buildings and cultural landscapes;
  - next to additional key destinations such as community buildings;
  - park and trail head interfaces; and
  - within plazas (public and private).
- Custom furnishings are reserved for areas of special interest, such as a plaza or in front of heritage buildings, as well as integrated with other features on the street where possible, such as planting beds and retaining walls.

• Additional bicycle racks are to be installed close to residential buildings of medium or high density.

#### Bollards:

- The use of bollards is limited to locations of higher pedestrian risk, and only if required above other safety design features.
- Standard bollards without lighting will be included:
  - at entrances to park trails; and
  - on either end of crosswalks.
- Bollards with incorporated lighting can be used within new plaza spaces.

#### Tree Grates:

- Tree grates are implemented along the streetscape predominantly in the Urban Core zone, to maximize the pedestrian walking area.
- Outside of the Core, tree grates are utilized where the public realm width is too shallow to incorporate a planting bed.

#### **SELECTION CRITERIA**

The site furnishings palette for Woodbridge Avenue was selected based on the following design criteria:

- contemporary in style, while complimentary to the heritage context;
- complimentary to the paving materials chosen for the street;
- four seasons comfort & safety to the user (for ex: bench materials which do not heat up in the sun); and
- durability of materials (resistance to extreme weather, quality of materials).
- resistent to fading under UV light and extreme weather conditions.
- environmental and sustainable criteria
- functional operations & maintenance criteria

#### The proposed typical furnishings for Woodbridge Avenue are found in the table on the facing page. Reference section 4.4.3 for details on custom furnishings.

If the proposed furnishings are no longer available at the time of construction, an alternative should be chosen that has a similar aesthetic and that meets the selection criteria outlined previously.

Woodbridge Ave	enue Streetscape Compon	ent Matrix		
Furnishing	Name and Provider	Material	Dimensions & Base Specifications	Image
Standard Bench	Parc Vue Bench, backed with arms by Landscapeforms	Stainless steel	72" wide by 36" high	
Standard Trash and Recycling Receptacles	Chase Park Receptacles, Side-Opening Dual-use by Landscapeforms	Aluminum	24" diameter, 39" high	
Standard Bicycle Rack with In- Ground Mount	Bola By Landscapeforms	Stainless steel	28.25" wide by 32" high (For 2 bicycles)	
Tree Grate	#B-8650 Decorative square tree grate	Grey cast iron	4ft by 4ft, hot dipped galvanized	
Bollard (lit and non-lit)	Light Column Bollard by Forms+Surfaces	Stainless Steel	6" diameter 45" high LED lamp with shield (any pattern)	

# 5.4 LIGHTING

Lighting serves an important role on the street, providing visual connectivity and contributing to a safe environment. It also provides a distinctive design feature to enhance the pedestrian experience. Lighting chosen for Woodbridge Avenue is contemporary in style and fitting with all other furnishings selected for the streetscape in terms of materiality and style.

#### PLACEMENT STRATEGY & LIGHTING REQUIREMENTS

- Lighting is to be spaced according to Canadian Light Standard requirements.
- General light distribution should alternate in a pattern of one vehicular light standard followed by two pedestrian ones.
- Lighting should be placed outside of the clearway zone whenever possible, and spacing between poles can vary slightly to accommodate this.
- Lighting is to be located between the walking zone and the street, and is acceptable within planting beds as long as it remains within standard sight lines.
- Lighting is to be LED dark sky compliant.

#### SELECTION CRITERIA

The selection criteria for lighting mimics those outlined for general street furnishings, found in section 6.3.

### The proposed typical lighting standards for Woodbridge Avenue are found in the table below.

If the proposed lighting standards are no longer available at the time of construction, an alternative should be chosen that has a similar aesthetic and that meets the selection criteria.

Item	Name and Provider	Material	Dimensions & Base Specifications	Image
Vehicular Light Standard	Navion Roadway Light by Lumark (purchase pole separately)	Grey Die-Cast Aluminum	15" width (top) 22-24ft high 6 LED Light Panels	A A A A A A A A A A A A A A A A A A A
Pedestrian Light Standard	Light Column Pedestrian by Forms+Surfaces	Stainless steel	6" diameter 11ft high LED lamp no shield	

# 5.5 SIGNAGE & WAYFINDING

An effective wayfinding strategy can play an important role in shaping the experience of a street user, their sense of discovery, and desire to return. It helps define the overall identity of the street. It can also contribute to traffic calming and general safety on the street.

The Woodbridge Avenue streetscape design supports a range of wayfinding strategies, including: effective signage and mapping, as well as intuitive design strategies applied through public art, urban design, and landscaping elements that give the area a sense of place, identity, and direction.

### The wayfinding strategy and associated guidelines for Woodbridge Avenue are outlined as follows:

- A. Mark gateway entry points into Woodbridge Avenue, at Islington and Kipling Avenues (reference drawing detail in section 4.4.2):
  - Place custom signage at each gateway, that is visible to the pedestrian and vehicle traffic from a distance.
  - Incorporate landscaping to green the intersections and to make reference to the thick tree canopy that once dominated the landscape on the street.
- B. Establish gateway signage along the eastern bridge crossing and celebrate the river as a cultural heritage asset:
  - Incorporate seasonal planting installations to enhance the quality and attractiveness of the bridge crossing.
  - Incorporate temporary installations for view enjoyment towards the river.
  - Incorporate public art into the bridge structure, subject to heritage approval, commemorating historic and cultural assets of Woodbridge Village.
  - Incorporate banding in the paving of the bridge to further emphasize a special place.

### c. Identify moments where a pedestrian linkage towards a cultural landscape connects with Woodbridge Avenue:

 Vertical signage markers will be located at each linkage moment along the streetscape, identifying the location and name of the cultural landscape that the pathway connection leads to (reference diagrams in section 3.3 for locations). The markers are encouraged to be designed as public art pieces, and to incorporate symbolic historic imagery (reference detail drawing in section 4.4.3).

- A special street paving treatment will be applied at linkage moments. It will occur within the nearby intersection cross-street, as part of the street paving that leads toward an identified cultural feature or site. The paving treatment will be the same unit pavers as used along the enhanced core area of Woodbridge Avenue, applied in a banding pattern with concrete paving in between (reference section 4.4.5).
- There is an opportunity to incorporate extra seating and concentration of amenities, to further reinforce the visual cue of a connection to an important historic place.

#### D. Highlight heritage assets on Woodbridge Avenue:

- A special paving treatment of darker unit paving bands will be applied in front of the public library and the Nathaniel Wallace House, as well as on the bridge crossing near Islington Avenue, to highlight selected key heritage assets along the corridor. They relate specifically to the "heart" of the street centered around Market Square, and the bridge crossing from where Woodbridge gets its name. Custom seating will also be incorporated and additional planting at these locations.
- In addition to the selected heritage sites, seating and landscaping will be located at the front of all heritage properties and landscapes along the streetscape, wherever the public right-of-way width allows for it. Seating will vary between typical and custom based on the opportunities present (for example, integrated into an elevated planter, or along a retaining wall).





Precedent of signage style, with engraving of historic reference on metal.

Precedent historic photograph etching, to be incorporated into linkage signage.

#### 5.5 SIGNAGE AND WAYFINDING (CONT'D)

#### E. Improve signage at park and trail entrances:

- Improved signage and trail head markers will be located at the entry of the Old Firehall Parkette, Fred Armstrong Parkette, and the River Valley Trail heads on the east end of Woodbridge Avenue, both on the north and south sides of the street. The signage would compliment any existing signage that is standard to Vaughan for all parks. The new signage should:
  - Be visible from the street walking zone;
  - Share a common design aesthetic to all other new signage on the street, and be sympathetic to the streetscape character;
  - Incorporate a key map of amenities provided in the parkette or along the trails, and opening/ closing time if applicable; and
  - Be constructed of durable and weather resistant materials.
- F. Improve or create new entrances to the River Valley Trail, on all four sides of the bridge crossing, heading both north and south (reference sections 4.4.2 and 4.4.4 for design details):
  - Create a new design for the entry points, that is welcoming and more comfortable in size, incorporating high quality paving, seating, and lighting, that is in keeping with the overall streetscape design language.
  - Incorporate new signage based on the criteria outlined in guidelines "c" above, and incorporate any additional relevant information such as the trail length, connection points, and a list of amenities provided along the path.
  - Incorporate new planting in the design to frame the entry point and provide open sight lines to the park and signage.
  - Incorporate public art, either integrated into the amenities, or as stand-alone pieces, to improve the quality of the space.

#### G. Improve the Cyclist Experience:

- Provide signage at key destination points to direct cyclists to bicycle parking.
- Provide signage that helps cyclists navigate through bicycle trails.

#### SIGNAGE MATERIALS PALETTE

The materials palette chosen for all new and improved signage consists of a combination of wood and metal. The palette achieves the following objectives:

- It draws from historic infrastructure and buildings within Woodbridge Village - specifically the bridges crossing numerous Humber River tributaries were originally constructed of wood, and it is after these that the Village was named, and metal references the rail line and the industrial machinery of the important Agricultural Fair time;
- The signage palette compliments the paving and streetscape furnishings palette; and
- It compliments the overall streetscape character.

# 5.6 PLANTINGS & TREES

**The planting strategy** for Woodbridge Avenue - consisting of a tree canopy, understory shrub plantings, hardy perennials, and sod - is intended to achieve the following objectives:

- A. Define and delineate the two distinct street characteristics along the Avenue: the predominantly residential frontages of the Residential Mix zone, and the commercial frontages of the Urban Core zone;
- **B.** Highlight the gateway moments, nodes and plazas, and heritage fabric with "Sentinel" trees, demarcating these areas as special moments along the Avenue;
- **c.** Enhance the tree biodiversity and increase the overall tree canopy for the area, to both commemorate the historic feel of the street, and improve the health and well-being of the environment and residents; and
- D. Increase the overall area of pervious surfaces, and provide healthy living conditions for trees to grow, with generous amounts of soil volume in a combination of trenches and soil cells.

The planting design for Woodbridge Avenue consists of:

- A. Two different tree species applied along the length of the streetscape as street trees, with no more than two blocks in a row of the same species.
- **B.** Sentinel trees are integrated at specific locations along the streetscape including:
  - Within plazas and at their entryway;
  - As a view termini;
  - To signify a heritage moment; and
  - At an identified special node.

### For specific locations of sentinel trees, reference the master plan drawing for the streetscape.

- **c.** Trees in grates are incorporated in the Urban Core zone, planted in a structural system of soil cells.
- D. Planting beds are incorporated across the length of the Residential Mix zone and in select areas in the Urban Core zone wherever a wider public realm allows for them, with trees, and either sod or low shrubs and perennials. The ones closest to the street have low curb edges, and the others are designed to be at grade. Whenever possible, planting beds should be designed for capturing and infiltrating rainwater.

E. Seasonal planting in hanging baskets and in pots, along the length of the street. Hanging baskets are reserved for vehicular light poles only.

The proposed trees selection and sample shrub and grass planting suggestions for Woodbridge Avenue are outlined in the two tables on the following page.

The selection is subject to availability in local nurseries at the time of implementation. Alternatives can be considered, but must adhere to the selection criteria that follows.

#### PLANT SPECIES SELECTION CRITERIA

- Incorporation of more than one tree species to mitigate a potential blight of a particular individual species.
- Incorporation of native tree and shrub species to support hardiness and longevity of life.
- Tree and shrub hardiness and survivability during extreme conditions, considering wind, winter salt, hot summers, etc.
- Tree species whose fruits do not damage or harm objects and people that pass below, including staining, denting, hitting, and breaking.
- Shrub and low plant species that cause no harm to humans, especially children, including sharp, pointy, and poisonous plants.
- Low maintenance requirements for all plants.

#### PLANTING DESIGN CRITERIA

- Appropriate tree spacing considering plant characteristics: habitat, size, and growth, at a minimum of 6m on centre.
- Appropriate planting medium (type and amount) for healthy growth of trees and understory.
- Design of at-grade planting beds to capture rainwater, and appropriate selection of plants for optimal water infiltration.

#### 5.6 PLANTING & TREES (CONT'D)

#### TREE SPECIES TABLE:

Tree Type	Tree Species	Features	Size	Images
Street Tree Type I	Northern Acclaim Honeylocust Gleditsia triacanthos 'Harve'	Height: 40 ft. Spread: 30 ft. Hardiness: Zone 3b Fall colour: Yellow	min. 60 mm caliper	
Street Tree Type II	Accolade Elm Ulmus 'Morton'	Height: 60 ft. Spread: 40 ft. Hardiness: Zone 4a Fall colour: Yellow	min. 60 mm caliper	
Accent Sentinel Tree Type I	Red Maple Acer rubrum	Height: 50 ft. Spread: 40 ft. Hardiness: Zone 3b Fall colour: Bright red	min. 60 mm caliper	
Accent Sentinel Tree Type II	Red Oak Quercus rubra	Height: 70 ft. Spread: 70 ft. Hardiness: Zone 3b Fall colour: Indian red/copper	min. 60 mm caliper	

#### SAMPLE SHRUB AND GRASS SPECIES SELECTION LIST:

Plant Species	Size	Application
Maple-leaf viburnum	600mm height min.	At-grade Planting Beds
Viburnum acerifolium		
Bush Honeysuckle	600mm height min.	Planting Beds
Diervilla lonicera		
Ninebark	600mm height min.	At-grade Planting Beds
Physocarpus opulifolius		
Indian Grass	No. 2 Container min.	Planting Beds
Sorghastrum nutans		
Big Bluestem	No. 2 Container min.	Planting Beds
Andropogon gerardii		
Arrowwood	600mm height min.	Large, at-grade planting beds clear of
Viburnum dentatum		required visibility triangles.
Skandia Juniper	600mm spread min.	Raised Planting Beds
Juniperus sabina 'Skandia'		
Daylily	2 Year, 150mm Pot min.	Raised Planting Beds
Hemerocallis		
Morden Centennial Rose	600mm height min.	Planting Beds
Rosa 'Morden Centennial'		
Karl Koerster Reed Grass	No. 2 Container min.	Planting Beds
Calamagrostis x acutiflora 'Karl Foerster'		

# 5.7 PLANTING SOILS & 5.8 IRRIGATION & **MEDIUMS**

Urban plant pits typically do not contain the soil volumes and quality to support healthy plant growth. Soil volume, quality compaction, and depth must be considered when planting trees along the Woodbridge corridor.

#### PLANTING SOILS AND MEDIUM REOUIREMENTS

- Soil must be a mix of native soil and organic material and sandy loam. Native soil material is to be measured to determine its type, and amended to produce a well drained sandy soil.
- All tree planting areas are to be sub-soiled to 1200mm deep, and shrub planting areas to 600mm deep, to reduce compaction.
- Soil compaction is to be less than 85SPD.
- Soil volumes are to adhere to municipal requirements (reference the Standards Table in section 5.0), and are recommended to exceed minimums.
- If an area requires greater compaction for hard surfacing, materials are to be supported with an engineered 'cell system' - this includes all areas where tree grates are installed, at a minimum.
- Planting areas are to be well drained to remove excess water from soil. Particular attention is to be given to those planting beds that function to capture rain water.

# DRAINAGE

Well planned irrigation and drainage is critical to the survivability of plants as well as the protection from flooding, and concurrently plays an important role in the safety and comfort for pedestrians on the street and sidewalks.

Grading, directed overland flow and stormwater management techniques should lead natural precipitation to tree pits and planted areas as much as possible, and reduce reliance on storm water systems. Above this, water sensitive design should consider methods to capture, retain, and re-use water to be beneficial to site uses and reduce reliance on automatic irrigation. Automatic irrigation in general should be limited.

The Woodbridge Avenue streetscape design incorporates in its concept:

- Opportunities for rainwater mitigation in at-grade street planters with a curb cut;
- The use of native and drought tolerant species in planting zones; and
- A limited irrigation system;

It is highly encouraged to implement natural ways to reduce water consumption and maintenance requirements, as well as increase biodiversity.



Use of a soil cell system provides extra support for greater compaction of hard surfacing of sidewalks, to protect the soil medium for healthy tree growth.



Planter edge open on one end, and sidewalk graded towards it for rain capture.

# 5.9 PARKING

The parking strategy for Woodbridge Avenue focuses on providing on-street vehicular parking opportunities with the intention of supporting businesses and activity along the street, while reducing surface parking lots to improve the visual impact on the streetscape. Additional bicycle parking should be provided at piazzas, parkettes, and key destinations, as well as part of new development as per City standards.

### The new vehicular parking strategy for Woodbridge Avenue encompasses:

- A re-distribution of existing on-street parking spaces along the street to focus a greater concentration of spaces nearer to commercial properties for more effective short term parking and greater turnover;
- Parking spaces along the rest of the street will be provided in smaller sets, with spacing between them to incorporate planted bumpouts, except in circumstances where the public realm is wide enough to incorporate a second full row of plantings. In this case, more parking spaces can be aligned in a continuous row; and
- The addition of landscaped bumpouts will also serve to improve the visual impact of parking in general, and to increase the overall amount of planting opportunities to green the street.

#### **GENERAL GUIDELINES:**

- Whenever possible, private development parking should be located underground, and surface parking minimized.
- Public parking should be provided on-street, and surface parking lots minimized.
- If surface parking is required, a visual buffer from the street view should be provided.
- Laybys and drop-off zones for private development should be avoided along the Avenue.
- No parking spaces will be located within 9m minimum from an intersection outside of the Urban Core zone and 4.5m from a lane.
- Parking space dimensions will adhere to standards set out in the Standards Table in section 5.0.
- All on-street parking spaces will have a direct access to a hardscaped street side surface for safety upon exit from the vehicle.
- On-street parking spaces will be avoided in areas where public realm width is limited, favoring planting over parking.



On-street parking with mountable curb.



Integration of bumpouts between on-street parking to accommodate amenities and tree planting.

## 5.10 PUBLIC ART & CUSTOM FEATURES

The inclusion of public art is an important component of creating a meaningful and memorable public realm. Above the aesthetic and interest value, public art can serve as a tool for wayfinding, and for educating residents and visitors on the history and stories of Woodbridge – past and present – towards a stronger identity and sense of place. Public art can also be interactive and stimulating, offering an element of fun to the streetscape, and a venue for public interaction and exchange of ideas. It contributes to creating a destination and generates cultural, social, and economic value.

A combination of temporary and permanent public art opportunities should be pursued along Woodbridge Avenue. Public art can be a standalone piece - freestanding or suspended - or it can be incorporated into the paving pattern, or into building façades and walls. Custom furniture and signage can also double up as public art, potentially saving space where there may not be any for additional stand alone pieces.

Innovative and unique pieces, interactive and digital pieces, and symbolic pieces are all encouraged. Public art should however consider its context and be true to the identity of place.

The public art strategy for Woodbridge Avenue proposes a combination of public art types, with a strong reference to historical landscapes of Woodbridge Village. It includes:

### A. Custom Furniture & Artistic Signage (reference section 4.4.3 for visual representations):

- Custom benches are featured in the Eastern Piazza, in front of the public library and the Nathaniel Wallace House, as well as along the eastern portion of the street as part of a 'green entry'. They share a reference to the historic bridges and railways of Woodbridge Village in their materiality of wood and metal.
- Gateway signage is presented at the Kipling and Islington Avenue intersections, that shares the same historic references as the custom benches using wood and metal materials.
- Signage markers located at linkage moments along the streetscape as well as trail head markers are used as an opportunity to highlight heritage features and tell the public about the history of place, with historic images and stories inscribed in the markers.



New plazas and POP spaces provide opportunity for temporary installations.



Custom furniture and paving add elegance and identity to a streetscape.

#### B. Landmark Features

- A landmark feature is incorporated in the new Eastern Piazza south side, as the terminus to a key long range view looking eastward along the Avenue:
  - A feature tree is incorporated in the design proposal of the piazza.
  - There is also an opportunity to incorporate a public art piece on the ground level an interactive elements of human scale.
- Water features and custom art walls are incorporated in both the northern and southern parts of the new Eastern Piazza, to commemorate the historic rivers and hilly topography of Woodbridge Village. There is opportunity to add a historic reference into the structure, for example an image carved into the wall as a backdrop.
- A subtle detail of a red brick line in the streetscape's paving pattern, is incorporated into the design at three distinct moments along the streetscape, referencing the locations of Humber River tributaries which used to cross here in the past.

#### c. Additional Opportunities for Commissioned Work

- There is an opportunity for smaller and more subtle commemorative pieces at the front of every historic building and/or landscape along the street, to highlight the historic value of that property or place. This can be a simple plaque embedded in existing street furniture or paving as an alternative to a custom art piece, and can be interactive in nature.
- There is also an opportunity to incorporate art near the historic CN rail bridge, within parkettes, and at the entrance to Market Lane - next to the library where the new streetscape design offers a gain in public realm space and there is a high level of pedestrian traffic and visitors.
- Private, and privately owned public spaces are also encouraged to incorporate public art in any format, to contribute to the identity of place.

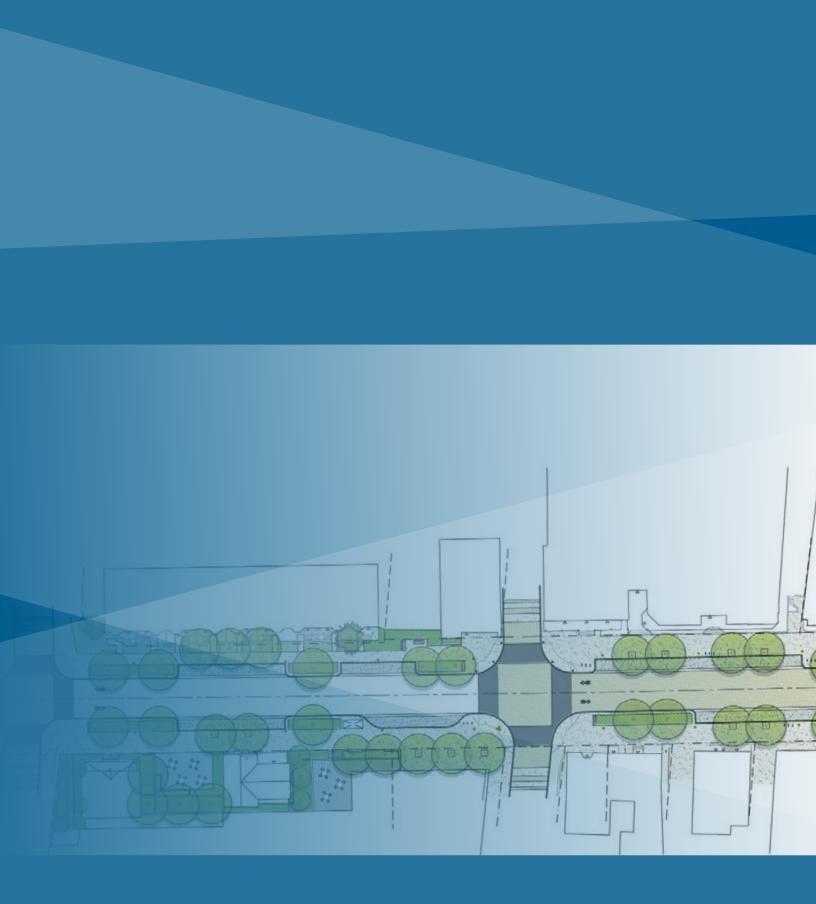
Further public art opportunities may be available. The overall public art strategy should be cross-referenced with Vaughan's City-Wide Public Art Program.



Opportunity to incorporate interactive features within the design.



Commissioned public art can beautify unsightly amenities.





### WOODBRIDGE AVENUE STREETSCAPE IMPLEMENTATION PHASE 1 WORKS

APPENDIX B: COST ESTIMATE

Working Session Meeting - March 09, 2018



### TABLE OF CONTENTS

COST S	SUMMA	NRY	1
ELEMI	ENTAL	SUMMARYE.	1
TRAD	E SUMI	MARYT.	1

### COST SUMMARY



### Woodbridge Streetscape

Study – V13

#### Prepared for:

Gail Shillingford Associate gshillingford@dialogdesign.ca 416 849 6825

#### Prepared by:

Richard Vermeulen Principal rvermeulen@vermeulens.com 905 787 1880

Riv Manning Associate rmanning@vermeulens.com 905 787 1880

Dialog 2 Bloor Street E, Suite 1100 Toronto, ON M4W 1A8 416 966 0220 dialogdesign.ca Vermeulens 9835 Leslie Street Richmond Hill, ON L4B 3Y4 905 787 1880 vermeulens.com

> September 1, 2017 Job #: 15058

North America's Construction Economist Boston Toronto San Antonio Denver Los Angeles



September 1, 2017

Gail Shillingford **Dialog** 

#### Re: Woodbridge Streetscape – Preliminary Design – V13

Dear Gail,

Please find enclosed our cost estimate for the above project based on preliminary design.

	Area (m2)	\$/m2	\$000s
Basic Works	17,754	620	11,006
Market Lane Entrance	519	459	238
Regional Gateway	1,700	262	445
Crossing Unit Paving			264
Roadway Unit Paving			894
Total Cost / m = \$7,834	20,037	641	12,848

This estimate includes all direct construction costs, general contractor's overhead and profit, design and construction contingencies. Cost escalation has been carried to July 2022.

Excluded from the estimate are: hazardous waste removal, loose furnishings and equipment, project contingency, construction contingency, architect's and engineer's fees, moving, administrative and financing costs and the HST.

Bidding conditions are expected to reflect 6 to 8 pre-qualified general contractors, open bidding for sub-contractors, open specifications for materials and manufacturers.



This estimate is based on bids received in this market for comparable work. Projected changes in design and inflation are covered by contingency. Variances from these projections can occur due to lack or surplus of bidders at time of bid, proprietary specifications, contractual and procurement practice, documentation and tendering changes, contractor's errors and omissions etc. We expect bids received to be within 5 - 10% of estimated values 19 times out of 20 recognizing the above.

If you have any questions or require further analysis please do not hesitate to contact us.

Yours very truly,

Richard Vermeulen, PQS, LEED AP Principal

ELEMENTAL SUMMARY

VERMEULENS	15058 v13 PD		Woodbridg Study - Sin	e Streetscape gle Phase	)			0. — e 100 0 0 P 10 P 0. P 1	Date: 2017-08-28 3:18 2017-09-01	E.1
	1627) 1927	-	r	3 19595 26			9 - 1040 - 10 - 10			
LEVEL 2 ELEMENTAL SUMMARY	\$/m2	Element \$ %	Basi	c Works	Market Lar	ne Entranco	Regional	Gateway	Crossings Unit Paving	Roadway Unit Paving
GROSS FLOOR AREA		20,037 m2	\$/m2	17,754	\$/m2	519	\$/m2	1,700	\$ <i>I</i> m2 0	\$/m2 0
D1 SITE WORK	393.37	7,881,989 61%	380.31	6,752,024	281.68	146,194	160.72	273,219	161,803	548,750
D2 ANCILLARY WORK	0.00	0 0%	0.00	0	0.00	0	0.00	0	0	0
DIRECT CONSTRUCTION COST	393.37	7,881,989 61%	380.31	6,752,024	281.68	146,194	160.72	273,219	161,803	548,750
Z1 GENERAL REQUIREMENTS	70.81	1,418,758 11%	68.46	1,215,364	50.70	26,315	28.93	49,179	29,124	98,775
Z2 CONTINGENCIES	177.02	3,546,895 28%	171.14	3,038,411	126.76	65,787	72.32	122,948	72,811	246,938
Z3 OTHER COSTS	0.00	0 0%	0.00	0	0.00	0	0.00	0	0	0
INDIRECT CONSTRUCTION COST										
TOTAL CONSTRUCTION COST	641.20	12,847,643 100%	619.91	11,005,799	459.14	238,296	261.97	445,347	263,738	894,463

V	1	5058 v13		4	Noodbridg	e Streetscape	Ř			Estimate D	)ate: 2017-08-28			
VERMEULENS	F	D	Study - Single Phase							Printed: 13:19 2017-09-01				
ELEMENTAL SUMMARY	Level 3 Elemental \$	\$/m2			Basi	c Works	Market La	ne Entranco	Regiona	al Gateway	Crossings Unit Paving	Roadway Unit Paving		
GROSS FLOOR AREA					\$/m2	17,754	\$/m2	519	\$/m2	1,700	\$/m2 0	\$ <i>I</i> m2 0		
D1 SITE WORK														
D11 Site Development	4,498,439	224.51			189.73	3,368,474	281.68	146,194	160.72	273,219	161,803	548,750		
D12 Mechanical Site Services	1,426,550	71.20			80.35	1,426,550	0.00	0	0.00	0	0	0		
D13 Electrical Site Services	1,957,000	97.67			110.23	1,957,000	0.00	0	0.00	0	0	0		
D2 ANCILLARY WORK							1							
D21 Demolition	0	0.00			0.00	0	0.00	0	0.00	0	0	0		
DIRECT CONSTRUCTION COST					380.31	6,752,024	281.68	146,194	160.72	273,219	161,803	548,750		
Z1 GENERAL REQUIREMENTS							1							
Z11 General Requirements	15.0% 1,182,298	59.01			57.05	1,012,804	42.25	21,929	24.11	40,983	24,270	82,313		
Z12 Fee	3.0% 236,460	11.80			11.41	202,561	8.45	4,386	4.82	8,197	4,854	16,463		
<b>Z2 CONTINGENCIES</b>							1							
Z21 Design Contingency	25.0% 1,970,497	98.34			95.08	1,688,006	70.42	36,548	40.18	68,305	40,451	137,188		
Z22 Escalation Contingency	20.0% 1,576,398	78.67			76.06	1,350,405	56.34	29,239	32.14	54,644	32,361	109,750		
Z23 Construction Contingency	0.0% 0	0.00			0.00	0	0.00	0	0.00	0	0	0		
Z3 OTHER COSTS							1							
Z31 Other Costs	0.0% 0	0.00			0.00	0	0.00	0	0.00	0	0	0		
TOTAL CONSTRUCTION COST			641.20	12,847,643 100%	619.91	11,005,799	459.14	238,296	261.97	445,347	263,738	894,463		

VERMEULENS PD Stud									Estimate Date: 2017-08-28 Printed: 13:19 2017-09-01				
ELEMENTAL ESTIMATE		Basic Works Market Lane Entrance						rance	Regional Gate	vay	Crossings Unit	Paving	
Description Trade		Quantity	ntity Rate \$		Quantity	\$	Quantity \$		Quantity	\$	Quantity	\$	
GROSS FLOOR AREA													
Site		20,037 m2			17,754		519		1,700				
TOTAL GROSS FLOOR AREA		20,037 m2			17,754	519		1,700 0					

REPORT NOTES

VERMEULENS		15058 v13 PD				lge Streetso ingle Phase					Date: 2017-08-28 3:19 2017-09-01		E.4
ELEMENTAL ESTIMATE					Basic W	orks	Market Lane E	Intrance	Regional (	Sateway	Crossings Unit Pa	aving	
Description	Trade	Quantity	Rate	\$	Quantity	\$	Quantity	\$	Quantit	y \$	Quantity	\$	
D1 SITE WORK													
D11 Site Development													
Site Preparation													
General	01010		0.00	0		0		0		0		0	
gross site	01010	19,973 m2	0.00	0	17,754	0	519	0	1,700	0		0	
site prep including minor grading - excluding road works	01010 ·	+ 19,875 m2	31.20	620,100	17,656	550,867	519	16,193	1,700	53,040	[	0	
erosion control - allowance	01010	19,876 m2	10.30	204,723	17,657	181,867	519	5,346	1,700	17,510		0	
	01010		0.00	0		0		0		0		0	
Parkette	01010		0.00	0		0		0		0		0	
gross site	01010	64 m2	0.00	0	64	0		0		0		0	
site prep including minor grading - excluding road works	01010 ·	+ 64 m2	31.20	1,997	64	1,997		0		0		0	
erosion control - allowance	01010	64 m2	10.30	659	64	659		0		0		0	
	01010		0.00	0		0		0		0		0	
Driveway	01010		0.00	0		0		0		0	ļ	0	
gross site	01010	m2	0.00	0		0		0		0		0	
site prep including minor grading - excluding road works	01010 ·	+ 98 m2	31.20	3,058	98	3,058		0		0		0	
erosion control - allowance	01010	98 m2	10.30	1,009	98	1,009		0		0		0	
Subtotal Site Preparation		20,037 m2	41.50	831,546	17,818	739,457	519	21,539	1,700	70,550	0	0	
Paving & Structure				ĺ				ĺ					
existing paving - no work	01010 ·	+ 5,436 m2	0.00	0	4,500	0	157	0	779	0		0	
concrete paving - private drives, sandblast finish	02010 ·	+ 233 m2	103.00	23,999	233	23,999		0		0		0	
concrete paving - driveway	02010 ·	+ 98 m2	103.00	10,094	98	10,094		0		0		0	
concrete paving - parkette	02010 ·	+ 48 m2	103.00	4,944	48	4,944		0		0		0	
concrete paving - sandblast finish	02010 ·	+ 8,029 m2	113.30	909,686	7,258	822,331	277	31,384	494	55,970		0	
concrete paving - broom finish	02010 ·	+ 1,431 m2	103.00	147,393	1,431	147,393		0		0		0	
unit pavers - crosswalks	02010 ·	+ 278 m2	236.90	65,858		0		0	278	65,858		0	
unit pavers - roadway and banding - #2	02010 ·	+ 2,255 m2	250.00	563,750		0	60	15,000		0		0	
unit pavers - crosswalks - #1	02010 ·	+ 683 m2	236.90	161,803		0		0		0	683 161	,803	
curb - concrete, 150, roadway	01010	1,931 m	123.60	238,672	1,810	223,716	41	5,068	80	9,888	l	0	

VERMEULENS		15058 v13 PD				lge Streetso ingle Ph <i>a</i> se					Date: 2017-08-28 3:19 2017-09-01		E
ELEMENTAL ESTIMATE					Basic W	orks	Market Lane	Entrance	Regional G	Sateway	Crossings Unit Pav	ing	
Description	Trade	Quantity	Rate	\$	Quantit	/ \$	Quantity	r \$	Quantity	/ \$	Quantity S	5	
extra for tactile warning strip	02010	90 m2	206.00	18,540	72	14,832		0	18	3,708		0	
extra for tactile warning strip, not on drawings - allow	02010	79 m2	206.00	16,274	79	16,274		0		0		0	
extra for painted sharrows	02010	18 no	200.00	3,600	18	3,600		0		0		0	
Subtotal Paving & Structure		18,491 m2	117.06	2,164,612	13,568	1,267,183	494	51,452	1,551	135,424	683 161,8	03	
Improvements				İ									
bike racks	02040	59 no	746.75	44,058	56	41,818	3	2,240		0		0	
typical bench	02040	16 no	3,296.00	52,736	14	46,144		0	2	6,592		0	
typical bench - parkette	02040	4 no	3,296.00	13,184	4	13,184		0		0		0	
custom bench (30 no + 4 no)	02040	96 m	1,400.00	134,400	86	120,400	10	14,000		0		0	
custom bench - with M01 (1 no)	02040	3 m	2,500.00	7,500		0		0	3	7,500		0	
custorn bench - with M02 (1 no)	02040	5 m	2,900.00	14,500		0		0	5	14,500		0	
tree grates	02020	48 no	1,442.00	69,216	48	69,216		0		0		0	
armour stone seat wall	02040	26 m	1,200.00	31,200	26	31,200		0		0		0	
600 mm retaining wall	02040	45 m	1,545.00	69,525	45	69,525		0		0		0	
bollards - driveway	02040	2 no	1,200.00	2,400	2	2,400		0		0		0	
Subtotal Improvements				438,719	0	393,887	0	16,240	0	28,592	0	0	
Planting				ĺ				ĺ					
sod	02030	+ 363 m2	8.24	2,991	229	1,887		0	134	1,104		0	
shrub planting soil	02020		10.30	13,030	1,225	12,618	25	258	15	155		o	
shrub planting soil - parkette	02020		10.30	165	16	165		0		0		0	
nulch	02020	1,300 m2	10.75	13,975	1,273	13,685	27	290		0		0	
tree trenches	02020		4,120.00	424,360	94	387,280	4	16,480	5	20,600		0	
shrubs	02020	2,911 no	60.00	174,660	2,818	169,080	58	3,480	35	2,100		0	
70 mm deciduous trees	02030	143 no	750.00	107,250	132	99,000	6	4,500	5	3,750		0	
100 mm deciduous trees	02030	8 no	950.00	7,600	8	7,600		0		0	[	0	
soil cells at trees	02020	697 m3	437.75	305,112	599	262,212	73	31,956	25	10,944		0	
existing trees, protect	02020	35 no	412.00	14,420	35	14,420		0		0		0	
Subtotal Planting		1,644 m2	646.94	1,063,562	1,470	967,946	25	56,964	149	38,652	0	0	

VERMEULENS		15058 v13 PD				dge Streetso Single Ph <i>a</i> se					0ate: 2017-08 3:19 2017-09		E.6
ELEMENTAL ESTIMATE					Basic W	/orks	Market Lane	Entrance	Regional (	Gateway	Crossings U	nit Paving	
Description	Trade	Quantity	Rate	\$	Quantit	y \$	Quantity	/ \$	Quantit	y \$	Quantity	\$	
Total D11 Site Development		20,037 m2	224.51	4,498,439	189.73	3,368,474	281.68	146,194	160.72	273,219	#Div/0!	161,803	
D12 Mechanical Site Services													
Building Services													
relocate catch basins	01060 +	35 ea	5,150.00	180,250	35	180,250		0		0		o	
connect to existing storm	01060	35 ea	6,180.00	216,300	35	216,300		0		0		0	
mechanical utility relocate/repair - allowance	01060	1,000,000 ls	1.03	1,030,000	1,000,000	1,030,000	l,	0		0	l,	0	
Subtotal Building Services		35 ea	40,758.57	1,426,550	35	1,426,550	0	0	0	0	0	0	
Total D12 Mechanical Site Services		20,037 m2	71.20	1,426,550	80.35	1,426,550	0.00	0	0.00	0	#Num!	0	
D13 Electrical Site Services													
Building Services													
electrical utility relocate/repair - allowance	01060	1,000,000 ls	1.03	1,030,000	1,000,000	1,030,000		0		0		0	
Subtotal Building Services				1,030,000	0	1,030,000	0	0	0	0	0	0	
Site Lighting & Services											el	1	
pedestrian lights	02050	57 no	10,300.00	587,100	57	587,100		0		0		0	
standard lights	01060	24 no	10,300.00	247,200	24	247,200		0		0		0	
relocation of automated traffic signal	02050	14 no	5,150.00	72,100	14	72,100		0		0		0	
relocation of automated traffic signal - parkette	02050	2 no	5,150.00	10,300	2	10,300		0		0		0	
lit bollards	02050	5 no	2,060.00	10,300	5	10,300		0		0		0	
fire hydrants	02050	4 no	0.00	0	4	0		0		0		0	
Subtotal Site Lighting & Services				927,000	0	927,000	0	0	0	0	0	0	
Total D13 Electrical Site Services		20,037 m2	97.67	1,957,000	110.23	1,957,000	0.00	0	0.00	0	   #Num!	0	

VERMEULENS		15058 v13 PD			Woodbridge Street Study - Single Pha				0,		Date: 2017-08-28 3:19 2017-09-01	-
ELEMENTAL ESTIMATE					Basic Works	1	Market Lane Entra	nce	Regional Gate	vay	Crossings Unit	Paving
Description	Trade	Quantity	Rate	\$	Quantity \$	\$	Quantity	\$	Quantity	\$	Quantity	\$
TOTAL D1 SITE WORK				7,881,989	6,752,024	4	146	194	27	3,219	11	61,803

VERMEULENS			15058 v13 PD	Woodbridge StreetscapeEstimate Date: 2017-08-28Study - Single PhasePrinted: 13:19 2017-09-01								E.8
ELEMENTAL ESTIMATE		_				Basic Works		Market Lane Entrance	Regional Gateway	Crossings Unit	t Paving	
Description	Trade		Quantity	Rate	\$	Quantity	\$	Quantity \$	Quantity \$	Quantity	\$	
D2 ANCILLARY WORK		l										
D21 Demolition												
Demolition												
included with site prep, above	01010			0.00	0		0	0	C	ř.	0	
remove and return existing unit pavers	01010	÷	3,063 m2	0.00	0	3,063	0	0	C	i [	0	
remove and dispose existing concrete	01010	° <del>+</del>	1,060 m2	0.00	0	1,060	0	0	C	i l	0	
remove curb	01010		1,719 m	0.00	0	1,719	0	0	C C	i [	0	
remove trees	01010		12 ea	0.00	0	12	0	0	<b>_</b> C	r[	0	
remove and return tree grates	01010		22 ea	0.00	0	22	0	0	( c	r]	0	
demo concrete stairs	01010	+	22 m2	0.00	0	22	0	0	C C	1	0	
remove lawn	01010	÷	1,367 m2	0.00	0	1,367	0	0	C	J.	0	
remove bollards	01010		11 ea	0.00	0	11	0	0	C	1	0	
remove benches	01010		10 ea	0.00	0	10	0	0	C C	r .	0	
remove signs	01010		1 ea	0.00	0	1	0	0	C 0	í [	0	
remove architectural sign	01010		1 ea	0.00	0	1	0	0	C 0	í [	0	
relocate signs	01010		1 ea	0.00	0	1	0	0	c	Ĉ.	0	
Subtotal Demolition			5,512 m2	0.00	0	5,512	0	0 0	0 0	0 0	0	
Total D21 Demolition			20,037 m2	0.00	0	0.00	0	0.00 0	0.00 0	) #Num!	0	
TOTAL D2 ANCILLARY WORK					0		0	0			0	

VERMEULENS		15058 v13 PD		Woodbridge Streets Study - Single Phas	and the second		Date: 2017-08-28 3:19 2017-09-01	E.9
ELEMENTAL ESTIMATE				Basic Works	Market Lane Entrance	Regional Gateway	Crossings Unit Paving	E.
Description	Trade	Quantity	Rate \$	Quantity \$	Quantity \$	Quantity \$	Quantity \$	
DIRECT CONSTRUCTION COST			7,881,98	9 6,752,024	146,194	273,219	161,803	
Z1 GENERAL REQUIREMENTS				ĺ			Ì	
Z11 General Requirements								
General Requirements								
Z111 Supervision & Labour Expenses Supervision & Site Staff: Supervision, si coordination.	te staff, supe	rintendent, engineers	, watchman and sec	I urity, attendance on architec	l torclerk of works, attenda	l Ince on subcontractors, s	l scheduling,	
Labour Expenses: premium time, overtir	ne, miscellar	eous travel and lodgi	ng, wage increases;	Remote site transportation a	and accommodations.			
Z112 Temporary Facilities Access: Temporary roads, staging, stora	age and park	ing areas, signage an	d traffic control.					
Accommodation: Temporary offices and	sheds, temp	orary toilets, telephor	ne, office and first aid	supplies, camp facilities, m	obilization and maintenand	ce.		
Expenses, Reimbursables: Layout and p	preparation, o	locuments and photog	graphs, mockups an	d samples, printing and dupl	ication.			
Protection: Temporary fences, hoarding: protection, site protection including side			ps and runways, gua	rd rails, stairs and ladders, t	emporary partitions and d	ust screens, wind bracing	g, temporary fire	
Temporary Services: Water, power, hea	t, site draina	je.						
Equipment: mobile and tower cranes, ho	oists and tem	porary elevators, forkl	lifts, trucking, buggie	s, disposal chutes, other eq	uipment rental and associa	ated costs such as fuel, c	il and consumables.	
Winter Conditions: Winter concrete pren	nium, snow a	nd ice clearing, tarpau	ulins, insulation mate	, enclosures, etc.				
Clean-up: Daily and final cleanup, glass	cleaning, du	mpster rental and dun	nping charges.					
Z113 Permits, Insurance, Bonds & Othe Fire, liability and theft insurance, all risk		erformance and bid be	onds, building permi	, miscellaneous permits, tax	es and fees, testing and ir	nspection.		
General Requirements	03010 +	15.0% ls	1,182,298	15.0% 1,012,804	15.0% 21,929	15.0% 40,983	15.0% 24,270	
Subtotal General Requirements		0 ls	1,182,29	0 1,012,804	0 21,929	0 40,983	0 24,270	
Total Z11 General Requirements		20,037 m2	1,182,29	57.05 1,012,804	42.25 21,929	24.11 40,983	#Div/0! 24,270	
Z12 Fee								

V		15058 v13		Woodbridge	e Streetso	cape		Es				
<b>V</b> ERMEULENS		PD		Study - Sin	gle Phase	e	_	Pr	inted: 13	:19 2017-09-0	)1	
ELEMENTAL ESTIMATE				Basic Wor	ks	Market Lane Er	ntrance	Regional Ga	teway	Crossings Un	it Paving	
Description	Trade	Quantity	Rate \$	Quantity	\$	Quantity	\$	Quantity	\$	Quantity	\$	
Profit/Fee/Risk Z121 Profit/Fee: Head office overhead, construction n	nanager's fee	e, general contractors pi	ofit.								1.0	
Z122 Risk: Warranties, guarantees and liquidate Labour restrictions & requirements; S Bidding restrictions and requirements	Strike or lock	out delays.										
Profit/Fee/Risk	03020	+ 3.0% ls	236,460	3.0%	202,561	3.0%	4,386	3.0%	8,197	3.0%	4,854	
Subtotal Profit/Fee/Risk		0 ls	236,460	0	202,561	0	4,386	0	8,197	0	4,854	
Total Z12 Fee		20,037 m2	236,460	11.41	202,561	8.45	4,386	4.82	8,197	#Div/0!	4,854	
TOTAL Z1 GENERAL REQUIR	REMENTS		1,418,758	1,	,215,364		26,315		49,179		29,124	

V		15058 v13	15058 v13 Woodbridge Streetscape							Estimate Date: 2017-08-28					
VERMEULENS		PD		Study -	Single Phase	)			Printed: 13	:19 2017-09	-01				
ELEMENTAL ESTIMATE				Basic \	Vorks	Market Lane	Entrance	Regional (	Gateway	Crossings U	nit Paving				
Description	Trade	Quantity	Rate \$	Quant	ty \$	Quantity	\$	Quantit	y \$	Quantity	\$				
Z2 CONTINGENCIES															
Z21 Design Contingency															
Design Stage Contingency Design contingency covers unanticipate documents.	∋d changes dı	uring design and is	absorbed as design pi	ogresses and m	ore detailed i	nformation bec	omes avai	lable and is n	ormally redu	uced to zero f	or final				
Z211 Documentation Covers errors and omissions in design and assemblies.	documents, d	efinition of lump su	n allocations (unmeas	ured items), dev	elopment an	d definition of n	neasured e	lements, deve	elopment ar	nd definition c	f details				
Z212 Estimating Covers estimating errors and omissions	š.														
Z213 Program Covers unforeseen site conditions, prog	gram and use	r scope changes, o	wner directed design c	hanges, design d	hanges cau:	sed by regulate	ory bodies (	(excluded - typ	pically with	project contin	igency).				
Design Stage Contingency	04010 +	25.0% ls	1,970,49	7 25.0%	1,688,006	25.0%	36,548	25.0%	68,305	25.0%	40,451				
Subtotal Design Stage Contingency		0 ls	1,970,49	7 0	1,688,006	0	36,548	0	68,305	0	40,451				
Total Z21 Design Contingency		20,037 m2	1,970,49	7 95.08	1,688,006	70.42	36,548	40.18	68,305	#Div/0!	40,451				
Z22 Escalation Contingency															
Escalation Contingency - July 2022 Escalation contingency covers rate incr	eases from th	e present to the sta	rt of construction and	s normally reduc	ed to zero fo	r final docume	nts.								
Z221 Inflation: Covers increases due to inflation (labou	ur and materia	als) until start of con	struction.												
Z222 Bidding: Covers increases due to lack of bidders	s or busy marl	ket conditions, varia	nce between actual bi	d amounts and a	verages use	d in estimating									
During periods of unstable market cond the market and the greater spread to be	5		ommend a bidding con	tingency (usually	5 - 10 perce	ent) be included	d to reflect	both the sudd	en upward	or downward	shifts in				
Escalation Contingency - July 2022	04020 +	20.0% ls	1,576,39	3 20.0%	1,350,405	20.0%	29,239	20.0%	54,644	20.0%	32,361				

 Subtotal Escalation Contingency - July 2022
 0
 Is
 1,576,398
 0
 1,350,405
 0
 29,239
 0
 54,644
 0
 32,361

### E.11

V			15058 v13			Woodbrid	Estim <i>a</i> te Date: 2017-08-28						
VERMEULENS			PD			Study - Si	ngle Phase	)		)	Printed: 13	3:19 2017-09-	01
ELEMENTAL ESTIMATE						Basic Wo	orks	Market Lane	Entrance	Regional G	iateway	Crossings Ur	iit Paving
Description	Trade		Quantity	Rate	\$	Quantity	\$	Quantity	\$	Quantity	<b>،</b> \$	Quantity	\$
Total Z22 Escalation Contingency			20,037 m2		1,576,398	76.06	1,350,405	56.34	29,239	32.14	54,644	#Div/0!	32,361
Z23 Construction Contingency		]											
Construction Contingency Construction contingency covers chan	ges during	i cons	truction.										
Z231 Documentation Covers extra costs during construction	due to un	fores	een site conditions	, errors an	d omissions in	documentation	or construc	ction managem	ent, etc. (t	ypically include	ed).		
Z232 Program Covers extra costs during construction contingency).	due to pro	ogram	ı and user scope m	odification	ıs, changes ca	used by regulat	ory bodies,	overrun of cas	h allowan	ces, etc (exclud	ded - typic	ally with proje	ct
Construction Contingency	04030	+	.0% Is		0	.0%	0	.0%	0	.0%	0	.0%	0
Subtotal Construction Contingency			ls		0	0	0	0	0	0	0	0	0
Total Z23 Construction Contingency			20,037 m2		0	0.00	0	0.00	0	0.00	0	#Num!	0
TOTAL Z2 CONTINGENCIES					3,546,895		3,038,411		65,787		122,948		72,811

E.12

V			15058 v13			Woodbridge :	Streetsc	ape		Es	timate D	ate: 2017-08-2	8	
VERMEULENS			PD			Study - Single	e Phase			Pr	inted: 13	:19 2017-09-0	1	E.13
ELEMENTAL ESTIMATE						Basic Works	;	Market Lane Er	itrance	Regional Gat	teway	Crossings Unit	Paving	
Description	Trade		Quantity	Rate	\$	Quantity	\$	Quantity	\$	Quantity	\$	Quantity	\$	
Z3 OTHER COSTS		]												
Z31 Other Costs		]												
Ancillary Costs														
<ol> <li>Development charges &amp; special i</li> <li>Payments to other agencies – NI</li> <li>Hazardous waste removal – NIC,</li> <li>Occupancy Costs: loose furnishin</li> <li>Design: preconstruction services</li> <li>Administrative and financing cost</li> <li>Land acquisition – NIC, survey a</li> </ol>	C, ng and equip – NIC, arch :s – NIC	ment - tects, e	engineers, and oth		ts fees – NIC	2			1			I	1	
Ancillary Costs	04040	+	.0% ls		0	.0%	0	.0%	0	.0%	0	.0%	0	
Subtotal Ancillary Costs			ls		0	0	0	0	0	0	0	0	0	
Total Z31 Other Costs			20,037 m2		0	0.00	0	0.00	0	0.00	0	#Num!	0	
TOTAL Z3 OTHER COSTS					0		0		0		0		0	

VERMEULENS		15058 v13			Woodbridge Stree			Estimate [	E.14			
VERIVIEULEINS		PD		Study - Single Phase Printed: 13:19 2017-09-01								
ELEMENTAL ESTIMATE					Basic Works	Τ	Market Lane Entrance	Regional Gateway	Crossings Unit Paving			
Description	Trade	Quantity	Rate	\$	Quantity	\$	Quantity \$	Quantity \$	Quantity \$	¢.		
INDIRECT CONSTRUCTION COST				4,965,653	4,253,77	5	92,102	172,128	101,936			
TOTAL COSTS			;	12,847,643	11,005,799	9	238,296	445,347	263,738			

TRADE SUMMARY

				Noodbridg					Estimate D	)ate: 2017-0	08-28	e Date: 2017-08-28			
VERMEULENS	PD	PD			ę	Study - Single Phase					Printed: 15:10 2017-09-01				T.1
TRADE SUMMARY	Contractor \$	Difference \$	Total \$	\$/m2	%	Basi	c Works	Market Lar	ne Entrance	Regional	Gateway	Crossings	Unit Paving	Roadway l	Jnit Paving
GROSS FLOOR AREA			2	20,037 m2		\$/m2	17,754	\$ <i>l</i> m2	519	\$/m2	1,700	\$/m2	0	\$/m2	0
01 ENGINEERING															
01010 Hardscape	0	1.070.217	1,070,217	53.41		54.25	963,173	51.26	26,606	47.32	80,438	0.00	0	0.00	C
01060 Civil	0	2,703,750	2,703,750	134.94		152.29	2,703,750	0.00	0	0.00	0	0.00	0	0.00	0
SUBTOTAL 01 ENGINEERING	0	3,773,967	3,773,967	188.35	29%	206.54	3,666,923	51.26	26,606	47.32	80,438	#Num!	0	#Num!	0
02 URBAN DESIGN															
02010 Hardscape	0	1,925,941	1,925,941	96.12		58.77	1,043,467	89.37	46,384	73.84	125,536	0.00	161,803	0.00	548,750
02020 Trees & Planters	0	1,014,937	1,014,937	50.65		52.31	928,675	101.09	52,464	19.88	33,798	0.00	0	0.00	(
02030 Softscape	0	117,841	117,841	5.88		6.11	108,487	8.67	4,500	2.86	4,854	0.00	0	0.00	C
02040 Furniture	0	369,503	369,503	18.44		18.29	324,671	31.29	16,240	16.82	28,592	0.00	0	0.00	C
02050 Lighting	0	679,800	679,800	33.93		38.29	679,800	0.00	0	0.00	0	0.00	0	0.00	C
SUBTOTAL 02 URBAN DESIGN	0	4,108,022	4,108,022	205.02	32%	173.77	3,085,101	230.42	119,588	113.40	192,781	#Div/0!	161,803	#Div/0!	548,750
03 OVERHEAD															
03010 General Requirements	0	1,182,298	1,182,298	59.01		57.05	1,012,804	42.25	21,929	24.11	40,983	0.00	24,270	0.00	82,313
03020 Fee	0	236,460	236,460	11.80		11.41	202,561	8.45	4,386	4.82	8,197	0.00	4,854	0.00	16,463
SUBTOTAL 03 OVERHEAD	0	1,418,758	1,418,758	70.81	11%	68.46	1,215,364	50.70	26,315	28.93	49,179	#Div/0!	29,124	#Div/0!	98,775
04 CONTINGENCY															
04010 Design Contingency	0	1,970,497	1,970,497	98.34		95.08	1,688,006	70.42	36,548	40.18	68,305	0.00	40,451	0.00	137,188
04020 Escalation Contingency	0	1,576,398	1,576,398	78.67		76.06	1,350,405	56.34	29,239	32.14	54,644	0.00	32,361	0.00	109,750
04030 Construction Contingency	0	0	0	0.00		0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
SUBTOTAL 04 CONTINGENCY	0	3,546,895	3,546,895	177.02	28%	171.14	3,038,411	126.76	65,787	72.32	122,948	#Div/0!	72,811	#Div/0!	246,938
TOTAL CONSTRUCTION COST	0	12,847,643	12,847,643	641.20	100%	619.91	11,005,799	459.14	238,296	261.97	445,347	#Div/0!	263,738	#Div/0!	894,463

VERMEULENS		15058 v13 PD			Woodbridg Study - Si	ge Streetso ngle Ph <i>a</i> se					ate: 2017-08-28 :11  2017-09-01	Second Second		T.2
TRADE ESTIMATE				1	Basic Wo	orks	Market Lane	Entrance	Regional G	iateway	Crossings Unit I	aving	Roadway Unit P	Paving
	ment	Quantity	Rate	s	Quantity	\$	Quantity	y \$	Quantity	\$	Quantity	\$	Quantity	\$
GROSS FLOOR AREA														
Site		20,037 m2			17,754	20	519	9	1,700					
TOTAL GROSS FLOOR AREA	Г	20,037 m2			17,754		51		1,700	12	0		0	
	L	20,031 112			11,134			5	1,100		0			
01 ENGINEERING														
01010 Hardscape														
Site Preparation			121/2121											
General	D11		0.00	0		0		0		0		0	-	0
gross site	D11	19,973 m2	0.00	0	17,754	0	519	0	1,700	0		0	-	0
site prep including minor grading - excluding road works	D11 +	19,875 m2	31.20	620,100	17,656	550,867	519	16,193	1,700	53,040		0		0
erosion control - allowance	D11	19,876 m2	10.30	204,723	17,657	181,867	519	5,346	1,700	17,510		0		0
	D11		0.00	0		0		0		0		0		0
Parkette	D11		0.00	0		0		0		0		0	-	0
gross site	D11	64 m2	0.00	0	64	0		0		0		0		0
site prep including minor grading - excluding road works	D11 +	64 m2	31.20	1,997	64	1,997	l,	0		0		0		0
erosion control - allowance	D11	64 m2	10.30	659	64	659	ĺ	0		0		0	ĺ .	0
	D11		0.00	0		0	Î	0		o		0		0
Driveway	D11		0.00	0		0		0		0		0		0
gross site	D11	m2	0.00	0		0		0		0		0		0
site prep including minor grading - excluding road works	D11 +	98 m2	31.20	3,058	98	3,058		0		0		0		0
erosion control - allowance	D11	98 m2	10.30	1,009	98	1,009		0		0		0	ľ.	0
Subtotal Site Preparation		20,037m2	41.50	831,546	17,818	739,457	519	21,539	1,700	70,550	0	0	0	0
Paving & Structure								0.000						
existing paving - no work	D11 +	5,436 m2	0.00	0	4,500	0	157	0	779	0		0		0
curb - concrete, 150, roadway	D11	1,931 m	123.60	238,672	1,810	223,716	41	5,068	80	9,888		0		0
Subtotal Paving & Structure		5,436m2	43.91	238,672	4,500	223,716	157	5,068	779	9,888	0	0	0	0
Demolition				20.8		3.0				2012		25		
included with site prep, above	D21		0.00	0	1020/21/21 0	0		0		0		0		0
remove and return existing unit pavers	D21 +	3,063 m2	0.00	0	3,063	0		0		0		0	-	0
remove and dispose existing concrete	D21 +	1,060 m2	0.00	0	1,060	0		0		0		0		0
remove curb	D21	1,719 m	0.00	0	1,719	0		0		0		0		0
remove trees	D21	12 ea	0.00	0	12	0		0		0		0		0
remove and return tree grates	D21	22 ea	0.00	0	22	0		0		0		0		0
demo concrete stairs	D21 +	22 m2	0.00	0	22	0		0		0		0	1	0
remove lawn	D21 +	1,367 m2	0.00	0	1,367	0		0		0		0		0
remove boll <i>a</i> rds	D21	11 ea	0.00	0	11	0	l,	0		0		0		0

VERMEULENS		15058 v13 PD				dge Streetso Single Phase			57		Date: 2017-08 5:11 2017-09	8.5755		T.3
TRADE ESTIMATE					Basic V	Vorks	Market Lane	Entrance	Regional G	ateway	Crossings U	nit Paving	Roadway Unit	Pavin
Description	Element	Quantity	Rate	\$	Quantit	y \$	Quant	ity \$	Quanti	ty \$	Quantit	y \$	Quantity	\$
remove benches	D21	10 ea	0.00	0	10	0		0		0		ō		1
remove signs	D21	1 ea	0.00	0	1	0		n n		0		0	2	
remove architectural sign	D21	1 ea	0.00	0	1	0		0		0		ů n	6	
relocate signs	D21	1 ea	0.00	0	1	0		0		0		0	-	
Subtotal Demolition	021	5,512m2	0.00	0	5,512	0	0	0	0	0	0	0	0	
Total 01010 Hardscape		30,985m2	34.54	1,070,217	27,830	963,173	676	26,606	2,479	80,438		0	Ö	
)1060 Civil		00,0001112	01.01	1,010,211	21,000	000,110	010	20,000	2,410	00,100	ľ	v		
Building Services														
relocate catch basins	D12 +	35 ea	5,150.00	180,250	35	180,250		0		0		0		
connect to existing storm	D12		6,180.00	216,300	35	216,300		0		0		0		
mechanical utility relocate/repair - allowa		1,000,000 ls	1.03	1,030,000	1,000,000	1,030,000		0		0		0		
Subtotal Building Services			40,758.57	1,426,550	35	1,426,550	0	0	0	0	0	0	0	
Building Services				33		8			-			_		
electrical utility relocate/repair - allowance	e D13	1,000,000 ls	1.03	1,030,000	1,000,000	1,030,000		0		0		0		
Subtotal Building Services				1,030,000	0	1,030,000	0	0	0	0	0	0	0	
Site Lighting & Services				0.400.0004.001102				2014					42	
standard lights	D13	24 no	10,300.00	247,200	24	247,200		0		0		0		
Subtotal Site Lighting & Services				247,200	0	247,200	0	0	0	0	0	0	0	
Fotal 01060 Civil		35 ea	77,250.00	2,703,750	35	2,703,750	0	0	0	0	0	0	0	
TOTAL 01 ENGINEERING				3,773,967		3,666,923		26,606		80,438		0		
02 URBAN DESIGN														
02010 Hardscape	20													
Paving & Structure concrete paving - private drives, sandblas finish	st D11 +	233 m2	103.00	23,999	233	23,999		0		0		0		
concrete paving - driveway	D11 +	98 m2	103.00	10,094	98	10,094		0		0		0		
concrete paving - parkette	D11 +	48 m2	103.00	4,944	48	4,944		o		0		0		
concrete paving - sandblast finish	D11 +	8,029 m2		909,686	7,258	822,331	277	31,384	494	55,970		0		
concrete paving - broom finish	D11 +	1,431 m2		147,393	1,431	147,393		0		0		0	2	
unit pavers - crosswalks	D11 +	278 m2		65,858		0		0	278	65,858		0		
unit pavers - roadway and banding - #2	D11 +	2,255 m2		563,750		0	60	15,000		0		0	2,195	548,7
unit pavers - crosswalks - #1	D11 +	683 m2		161,803		0		0		0	683	161,803	_,	,1
extra for tactile warning strip	D11	90 m2		18,540	72	14,832		0	18	3,708		0		
extra for tactile warning strip, not on drawings - allow	D11	79 m2		16,274	72	16,274		0	10	0,700 0		0		
extra for painted sharrows	D11	18 no	200.00	3,600	18	3,600		0		0		0	E	
Subtotal Paving & Structure	1.000	13,055m2	147.53	1,925,941	9,068	1,043,467	337	46,384	772	125,536	683	161,803	2,195	548,7

	vay Unit Paving
Total 02010 Hardscape         13,055m2         147.53         1,925,941         9,068         1,043,467         337         46,384         772         125,536         683         161,803         2           Uppowerents         Tree grates         D11         48 no         1,442.00         69,216         0	
U2020 Trees & Planters       Introposements         Improvements       tree grates       D11       48 no       1,442.00       69,216       48       69,216       0       0       0       0       0       0         Subtotal Improvements       -       69,216       0       69,216       0       69,216       0 </th <th>Quantity \$</th>	Quantity \$
U2020 Trees & Planters       Interest of the second secon	,195 548,750
tree gratesD1148 no1,442.0069,2164869,216 $\cdot$ </td <td>,,</td>	,,
tree gratesD1148 no1,442.0069,2164869,216 $\cdot$ </td <td></td>	
Planting shrub planting soil       D11 +       1,265 m2       10.30       13,030       1,225       12,618       25       258       15       155       0         shrub planting soil - parkette       D11 +       16 m2       10.30       165       16       165       0       0       0       0         mulch       D11       1,300 m2       10.75       13,975       1,273       13,685       27       290       0       0       0         tree trenches       D11       103 no       4,120.00       424,360       94       387,280       4       16,480       5       20,600       0	C
shrub planting soil       D11 +       1,265 m2       10,30       1,225       12,618       25       258       15       155       0         shrub planting soil - parkette       D11 +       16 m2       10.30       165       16       165       -0       0       0       0         mulch       D11       1,300 m2       10.75       13,975       1,273       13,685       27       290       -0       0       0         tree trenches       D11       103 no       4,120.00       424,360       94       387,280       4       16,480       5       20,600       0	0 0
shrub planting soil       D11 +       1,265 m2       10,30       1,225       12,618       25       258       15       155       0         shrub planting soil - parkette       D11 +       16 m2       10.30       165       16       165       -0       0       0       0         mulch       D11       1,300 m2       10.75       13,975       1,273       13,685       27       290       -0       0       0         tree trenches       D11       103 no       4,120.00       424,360       94       387,280       4       16,480       5       20,600       0	
mulch       D11       1,300 m2       10.75       13,975       1,273       13,685       27       290       0       0         tree trenches       D11       103 no       4,120.00       424,360       94       387,280       4       16,480       5       20,600       0         shrubs       D11       2,911 no       60.00       174,660       2,818       169,080       58       3,480       35       2,100       <	C
tree trenches       D11       103 no       4,120.00       424,360       94       387,280       4       16,480       5       20,600       0         shrubs       D11       2,911 no       60.00       174,660       2,818       169,080       58       3,480       35       2,100       0         soil cells at trees       D11       697 m3       437.75       305,112       599       262,212       73       31,956       25       10,944       0	C
shrubs       D11       2,911 no       60.00       174,660       2,818       169,080       58       3,480       35       2,100       0         soil cells at trees       D11       697 m3       437.75       305,112       599       262,212       73       31,956       25       10,944       0         existing trees, protect       D11       35 no       412.00       14,420       35       14,420       <	C
soil cells at trees       D11       697 m3       437.75       305,112       599       262,212       73       31,956       25       10,944       0         existing trees, protect       D11       35 no       412.00       14,420       35       14,420       0	C
existing trees, protect       D11       35 no       412.00       14,420       35       14,420       0       0       0       0         Subtotal Planting       1,281m2       738.27       945,721       1,241       859,459       25       52,464       15       33,798       0       0       0         Total 02020 Trees & Planters       1,281       792.30       1,014,937       1,241       928,675       25       52,464       15       33,798       0       0       0         O2030 Softscape	C
existing trees, protect       D11       35 no       412.00       14,420       35       14,420       0       0       0       0         Subtotal Planting       1,281m2       738.27       945,721       1,241       859,459       25       52,464       15       33,798       0       0       0         Total 02020 Trees & Planters       1,281       792.30       1,014,937       1,241       928,675       25       52,464       15       33,798       0       0       0         O2030 Softscape	C
Subtotal Planting       1,28 1m2       738.27       945,721       1,241       859,459       25       52,464       15       33,798       0       0         Total 02020 Trees & Planters       1,281       792.30       1,014,937       1,241       928,675       25       52,464       15       33,798       0       0       0         O2030 Softscape       D11 +       363 m2       8.24       2,991       229       1,887       0       134       1,104       0	C
Total 02020 Trees & Planters       1,281       792.30       1,014,937       1,241       928,675       25       52,464       15       33,798       0       0         02030 Softscape       Planting sod       D11 +       363 m2       8.24       2,991       229       1,887       0       134       1,104       0	0 0
O2030 Softscape         Planting         Sod         D11 +         363 m2         8.24         2,991         229         1,887         0         134         1,104         0	0 0
sod D11 + 363 m2 8.24 2,991 229 1,887 0 134 1,104 0	
sod D11 + 363 m2 8.24 2,991 229 1,887 0 134 1,104 0	
70 mm desiduous trees D11 1/3 no 750.00 107.250 132 00.000 6 4.500 5 3.750 0	C
70 mm deciduous dees DTT 145 m0 750.00 107,200 152 88,000 0 4,500 0 3,700 0	C
100 mm deciduous trees D11 8 no 950.00 7,600 8 7,600 0 0 0	C
Subtotal Planting 363m2 324.63 117,841 229 108,487 0 4,500 134 4,854 0 0	0 0
Total 02030 Softscape 363m2 324.63 117,841 229 108,487 0 4,500 134 4,854 0 0	0 0
02040 Furniture	
Improvements	
bike racks D11 59 no 746.75 44,058 56 41,818 3 2,240 0 0	C
typical bench D11 16 no 3,296.00 52,736 14 46,144 0 2 6,592 0	C
typical bench - parkette D11 4 no 3,296.00 13,184 4 13,184 0 0 0 0	C
custom bench (30 no + 4 no) D11 96 m 1,400.00 134,400 86 120,400 10 14,000 0 0	C
custom bench - with M01 (1 no) D11 3 m 2,500.00 7,500 0 0 3 7,500 0	C
custom bench - with M02 (1 no) D11 5 m 2,900.00 14,500 0 0 5 14,500 0	C
armour stone seat wall D11 26 m 1,200.00 31,200 26 31,200 0 0 0	C
600 mm retaining wall D11 45 m 1,545.00 69,525 45 69,525 0 0 0 0	C
bollards - driveway D11 2 no 1,200.00 2,400 2 2,400 0 0 0	C
Subtotal Improvements 369,503 0 324,671 0 16,240 0 28,592 0 0	0 0
Total 02040 Furniture 369,503 0 324,671 0 16,240 0 28,592 0 0	0 0
02050 Lighting	
Site Lighting & Services	
pedestrian lights D13 57 no 10,300.00 587,100 57 587,100 0 0 0	

VERMEULENS		15058 v13 PD				ge Streetso ingle Phase					Date: 2017-08- 5:11 2017-09-			T.5
IRADE ESTIMATE					Basic W	orks	Market Lane	Entrance	Regional (	Gateway	Crossings U	nit Paving	Roadway Ur	iit Paving
Description Ele	ement	Quantity	Rate	\$	Quantity	\$	Quant	ity \$	Quant	ity \$	Quantity	· \$	Quantit	y \$
relocation of automated traffic signal	D13	14 no	5,150.00	72,100	14	72,100		0		0		0		,
relocation of automated traffic signal - parket		2 no	5,150.00 5,150.00	10,300	2	10,300		0		0		0		, C
lit bollards	D13	5 no	2,060.00	10,300	- 5	10,300		0		0		0		0
fire hydrants	D13	4 no	0.00	0	4	0		0		0		0		C
Subtotal Site Lighting & Services				679,800	0	679,800	0	0	0	0	0	0	0	C
Fotal 02050 Lighting				679,800	0	679,800	0	0	0	0	0	0	0	0
TOTAL 02 URBAN DESIGN				4,108,022		3,085,101		119,588		192,781		161,803	5	548,750
03 OVERHEAD														
03010 General Requirements														
General Requirements														
General Requirements	Z11 +	15.0% ls		1,182,298	15.0%	1,012,804	15.0%	21,929	15.0%	40,983	15.0%	24,270	15.0%	82,313
Subtotal General Requirements		0 ls		1,182,298	0	1,012,804	0	21,929	0	40,983	0	24,270	0	82,313
Total 03010 General Requirements		0 Is		1,182,298	0	1,012,804	0	21,929	0	40,983	0	24,270	0	82,313
03020 Fee														
Profit/Fee/Risk	740 .	2.00/ 1-		000 400	2.00/	000 564	2.00/	4 200	2.00/	0 407	2.00/	4.05.4	2.00/	40 400
Profit/Fee/Risk Subtotal Profit/Fee/Risk	Z12 +	<b>3.0% Is</b> 0 Is		236,460	3.0%	202,561	3.0%	4,386	3.0%	8,197	3.0%	4,854	3.0%	16,463
Fotal 03020 Fee		0 is 0 is		236,460 <b>236,460</b>	0 0	202,561 <b>202,561</b>	0	4,386 <b>4,386</b>	0 0	8,197 <b>8,197</b>	0	4,854 <b>4,854</b>	0	16,463 <b>16,46</b> 3
1010103020100		0.15		230,400	U	202,301	, Sector	4,500	U	0,137	l °	4,034	U	10,403
TOTAL 03 OVERHEAD				1,418,758		1,215,364		26,315		49,179		29,124		98,775
04 CONTINGENCY														
04010 Design Contingency														
Design Stage Contingency	704	05.00/1		1 070 107	05.00/	1 000 000	05.00/	00.540	05.00/		05.00/		AF 444	407 400
Design Stage Contingency	Z21 +	25.0% ls		1,970,497 1,970,497		1,688,006	25.0%	36,548	25.0%	68,305		40,451		137,188
Subtotal Design Stage Contingency Fotal 04010 Design Contingency		0 ls <b>0 ls</b>		1,970,497 1,970,497	0	1,688,006 1,688,006	0	36,548 <b>36,548</b>	0	68,305 68,305		40,451 <b>40,451</b>	0	137,188 137,188
04020 Escalation Contingency		0 13		1,010,401	U	1,000,000	v	50,540	U	00,000		40,451	0	131,100
Escalation Contingency - July 2022														
Escalation Contingency - July 2022	Z22 +	20.0% ls		1,576,398	20.0%	1,350,405	20.0%	29,239	20.0%	54,644	20.0%	32,361	20.0%	109,750
Subtotal Escalation Contingency - July 2022		0 ls		1,576,398	0	1,350,405	0	29,239	0	54,644	0	32,361	0	109,750
Total 04020 Escalation Contingency		0 ls		1,576,398	0	1,350,405	0	29,239	0	54,644	0	32,361	0	109,750
04030 Construction Contingency														
Construction Contingency	700 .	007 1			00/	~	00/	2	00/	~	00/		00/	4
Construction Contingency	Z23 +	.0% ls		0	.0%	0	.0%	0	.0%	0		0	.0%	0
Subtotal Construction Contingency		ls		0	0	0	0	0	0	0	0	0	0	0

V		15058 v13			Woodbridge S	treetso	ape		Estin	nate D	)ate: 2017-08-28	}		
VERMEULENS		PD			Study - Single	Phase	)		Prin	ted: 15	5:11 2017-09-01			T.6
TRADE ESTIMATE					Basic Works		Market Lane Ent	rance	Regional Gate	way	Crossings Unit	Paving	Roadway Unit	Paving
Description	Element	Quantity	Rate	\$	Quantity	\$	Quantity	\$	Quantity	\$	Quantity	\$	Quantity	\$
Total 04030 Construction Contingency 04040				0	0	0	0	0	0	0	0	0	0	0
Ancillary Costs Ancillary Costs Subtotal Ancillary Costs Total 04040	Z31 +	. <b>0% ls</b> Is		0 0	.0% 0 0	0 0	.0% 0 0	0 0	.0% 0 0	0 0	.0% 0 0	0 0	.0% 0 0	0
TOTAL 04 CONTINGENCY				3,546,895	~	8,411		5,787		2,948		72,811		246,938
TOTAL CONSTRUCTION COSTS			1	2,847,643	11,00	5,799	23	8,296	44	5,347	20	63,738	8	394,463



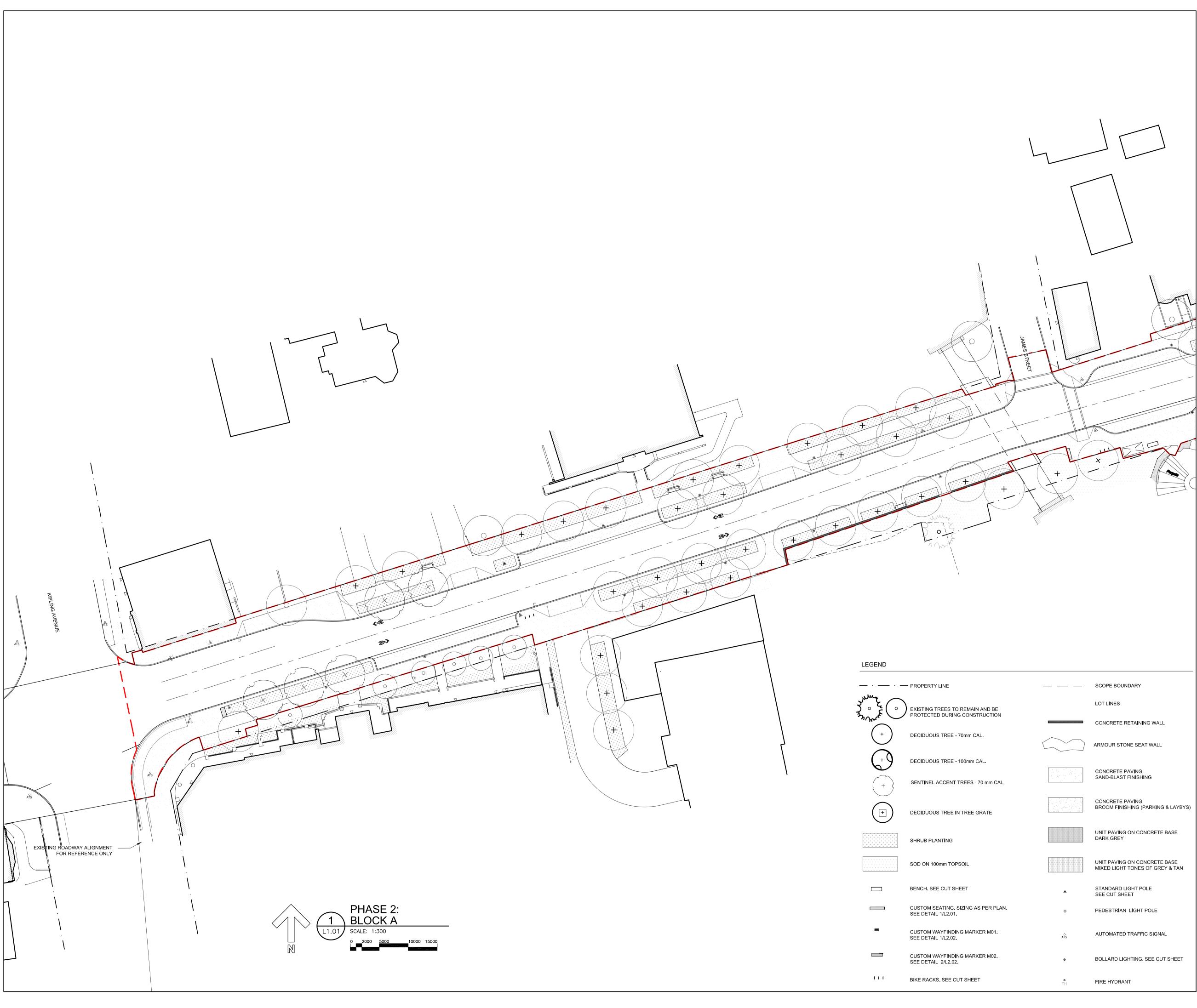




Working Session Meeting - March 09, 2018

# PHASE 1 WORKS

## **WOODBRIDGE AVENUE STREETSCAPE IMPLEMENTATION** APPENDIX A: STREETSCAPE DRAWINGS



		ß
VAU	GHA	N

ISSUED FOR:	7
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	July-21-16
CLIENT REVIEW	July-27-16
	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17

## METRIC

THIS DRAWING IS COPYRIGHTED AND MUST NOT BE USED, REPRODUCED, OR REVISED WITHOUT WRITTEN PERMISSION.

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. VERIFY DIMENSIONS. DO NOT SCALE THIS DRAWING.

## REPORT INCONSISTENCIES AND OMISSIONS TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK.

DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE CONSULTANT ARE SUBJECT TO CORRECTION AT THE CONTRACTOR'S EXPENSE.

## URBAN DESIGN / LANDSCAPE ARCHITETCTUF DIALOG ® 1100, 2 BLOOR STREET EAST

TORONTO, ON, M4W 1AB Tel: (416)-996-0220 Fax: (416)-966-0223 LANDSCAPE ARCHITECTURE

DIALOG ® 100, 10237-104 STREET NW EDMONTON, AB, T5J 1B1 Tel: (780)-429-1580 Fax: (780)-429-2848

SCALE: 1:300

## WOODBRIDGE AVENUE STREETSCAPE

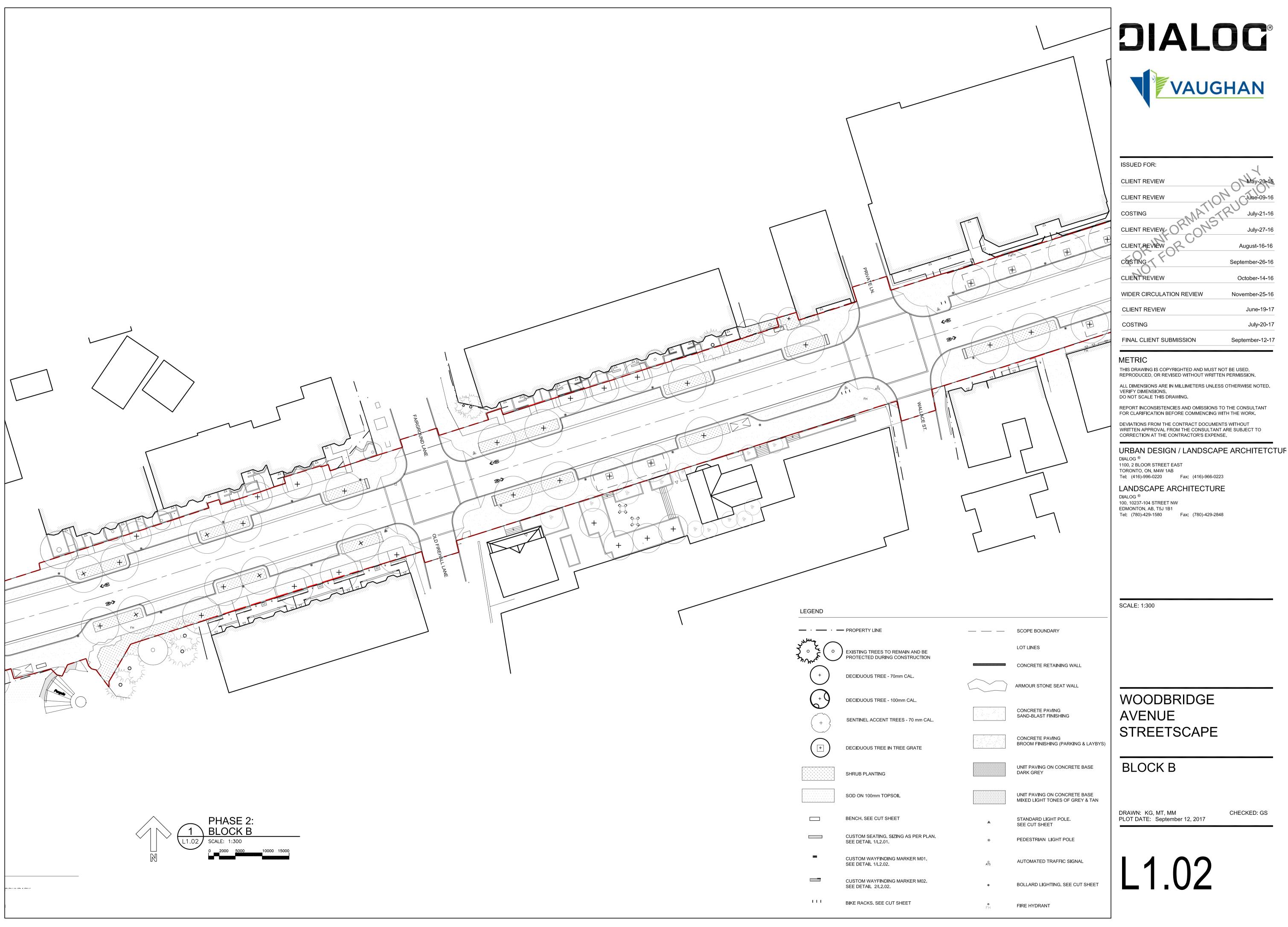
## **BLOCK A**

DRAWN: KG, MT, MM PLOT DATE: September 12, 2017

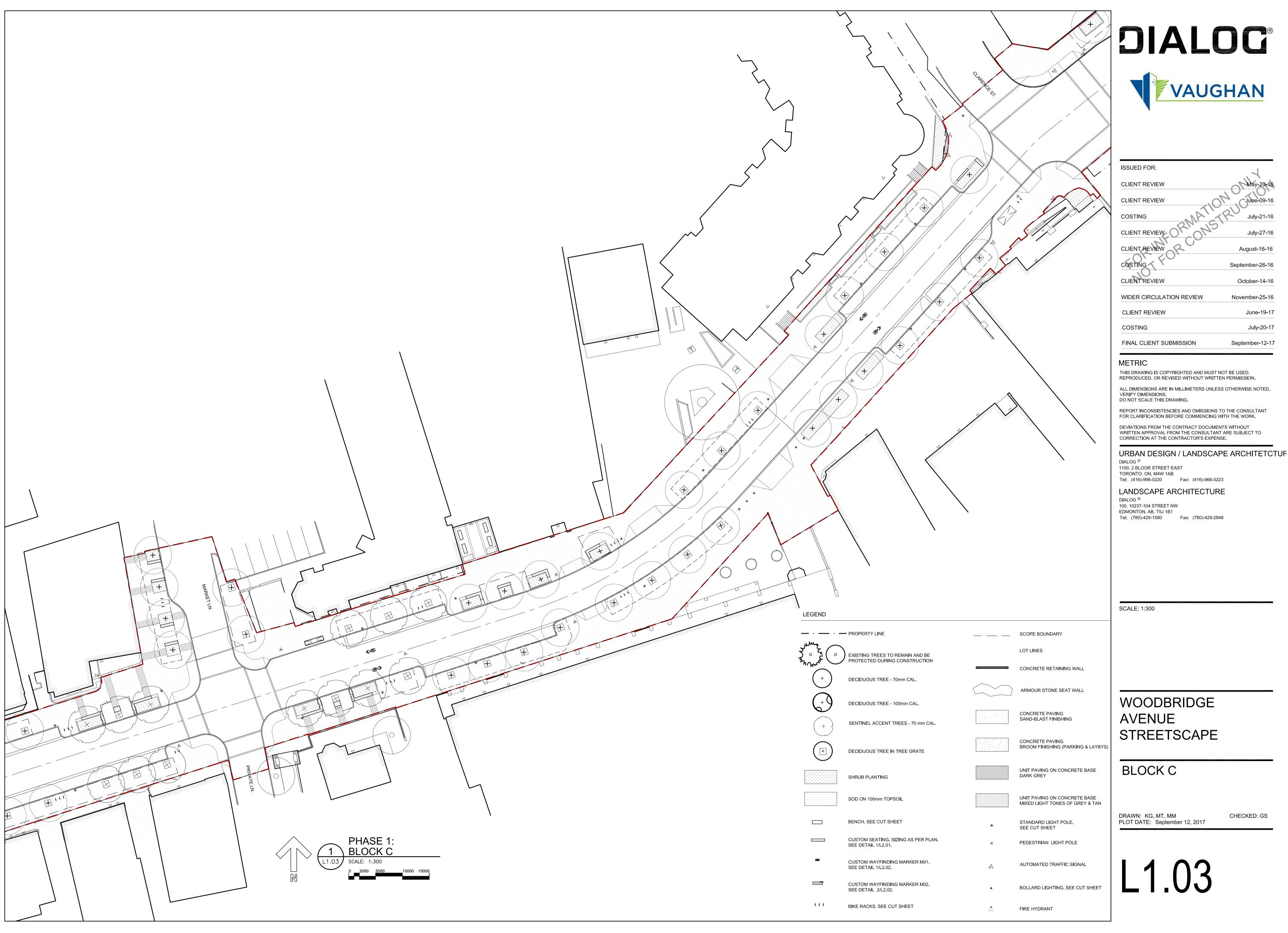
CHECKED: GS

L1.01

	SCOPE BOUNDARY
	LOT LINES
	CONCRETE RETAINING WALL
	ARMOUR STONE SEAT WALL
	CONCRETE PAVING SAND-BLAST FINISHING
	CONCRETE PAVING BROOM FINISHING (PARKING & LAYB
	UNIT PAVING ON CONCRETE BASE DARK GREY
	UNIT PAVING ON CONCRETE BASE MIXED LIGHT TONES OF GREY & TAN
۸	STANDARD LIGHT POLE SEE CUT SHEET
۲	PEDESTRIAN LIGHT POLE
ats	AUTOMATED TRAFFIC SIGNAL
٥	BOLLARD LIGHTING. SEE CUT SHEET

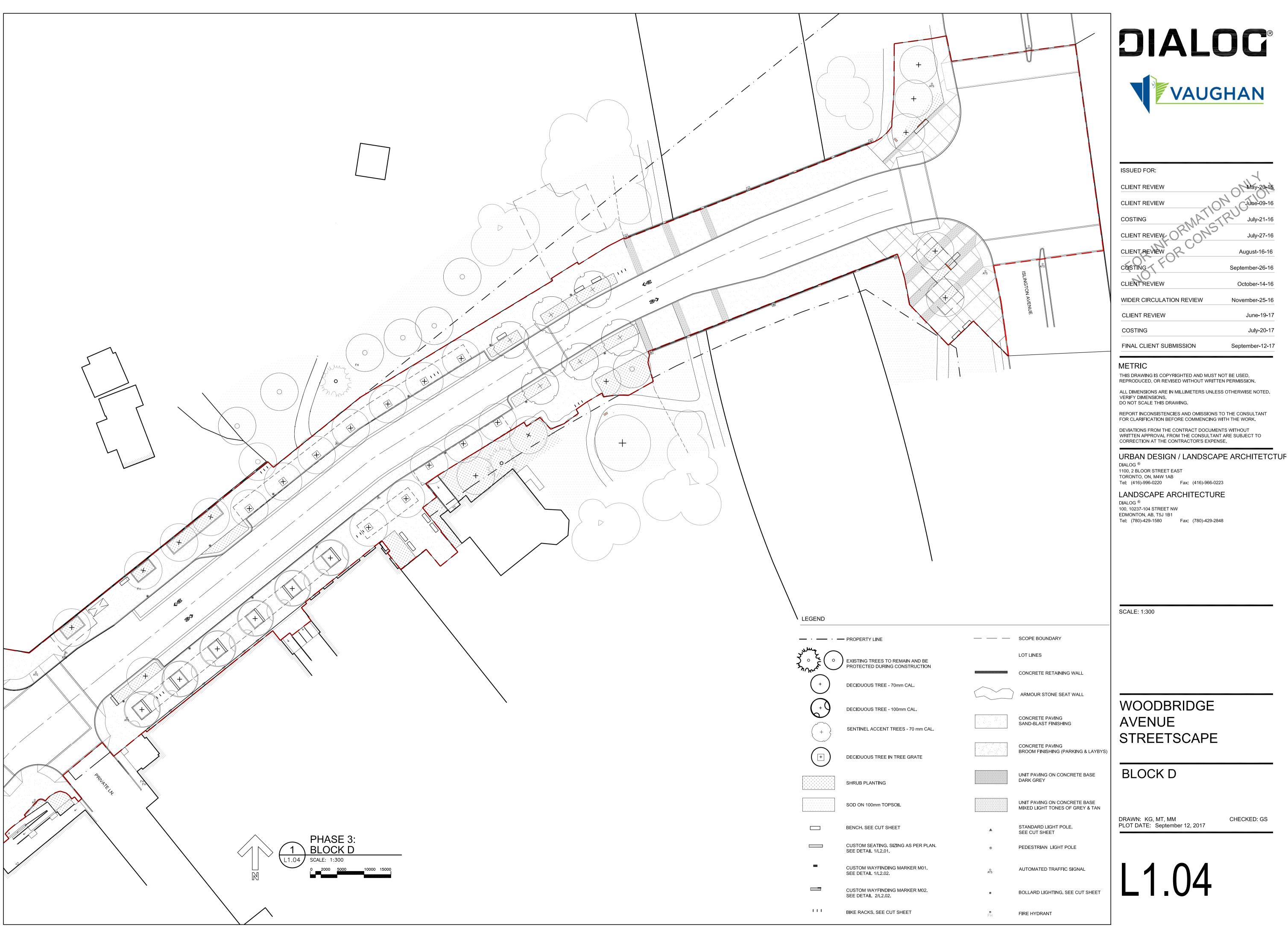


ISSUED FOR:	T
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	July-21-16
CLIENT REVIEW OR NO	July-27-16
CLIENT REVIEW	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17



	SCOPE BOUNDARY
	LOT LINES
	CONCRETE RETAINING WALL
	ARMOUR STONE SEAT WALL
	CONCRETE PAVING SAND-BLAST FINISHING
	CONCRETE PAVING BROOM FINISHING (PARKING & LAYBYS)
	UNIT PAVING ON CONCRETE BASE DARK GREY
	UNIT PAVING ON CONCRETE BASE MIXED LIGHT TONES OF GREY & TAN
٨	STANDARD LIGHT POLE. SEE CUT SHEET
۲	PEDESTRIAN LIGHT POLE
ats	AUTOMATED TRAFFIC SIGNAL
٥	BOLLARD LIGHTING. SEE CUT SHEET
<b>о</b> FH	FIRE HYDRANT

ISSUED FOR:	L
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	July-21-16
CLIENT REVIEW OR NO	July-27-16
CLIENT REVIEW	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17



ISSUED FOR:	L
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	July-21-16
CLIENT REVIEW OR NO	July-27-16
CLIENT REVIEW	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17

	SCOPE BOUNDARY
	LOT LINES
	CONCRETE RETAINING WALL
	ARMOUR STONE SEAT WALL
	CONCRETE PAVING SAND-BLAST FINISHING
	CONCRETE PAVING BROOM FINISHING (PARKING & LAYBYS
	UNIT PAVING ON CONCRETE BASE DARK GREY
	UNIT PAVING ON CONCRETE BASE MIXED LIGHT TONES OF GREY & TAN
Æ	STANDARD LIGHT POLE. SEE CUT SHEET
۲	PEDESTRIAN LIGHT POLE
o ATS	AUTOMATED TRAFFIC SIGNAL

## WOODBRIDGE AVENUE STREETSCAPE IMPLEMENTATION PHASE 1 WORKS

WOODBRIDGE HERITAGE DISTRICT URBAN DESIGN AND STREETSCAPE STUDY

Working Session Meeting - March 09, 2018

**OCTOBER 2017** 





## STREETSCAPE STRATEGY BIG MOVES

- **A COHESIVE DESIGN LANGUAGE AND IDENTITY**
- 2 REDUCED ROADWAY TO INCREASE PUBLIC REALM SPACE
- **3** ENHANCED AND EXPANDED PUBLIC REALM
- 4 IDENTIFIED HERITAGE LINKAGES
- **5** CELEBRATING THE HISTORIC PATTERN OF DEVELOPMENT
- 6 ENHANCED INTERFACE TO EXISTING PUBLIC OPEN SPACE
- **7** NEW PLANTING STRATEGY
- **8** A MORE ACCESSIBLE, COMFORTABLE, CONNECTED, AND SAFE STREETSCAPE ENVIRONMENT
- **9** SUPPORTING ACTIVE TRANSPORTATION AND TRANSIT

## PHASE 1 WORKS

## **FUTURE WORKS**

**REDUCED ROADWAY WIDTH / WIDER SIDEWALKS** STREET TREES WITH PROPER SOIL VOLUME - ALL 70MM CAL. TREES IN TRENCHES OR SOIL CELLS **ENHANCED SHRUB PLANTINGS CUSTOM INTEGRATED FURNISHINGS BENCHES, BIKE RACKS, TREE GRATES ARMOUR STONE SEAT WALLS AT PARK AREAS PEDESTRIAN FEATURE LIGHTING** - REGULAR RHYTHM & CONSISTENT ALIGNMENT **ROADWAY LIGHTING AT INTERSECTIONS** MARKET LANE ENHANCED ENTRANCE

**REGIONAL GATEWAY** 

**PLAZA & OPEN SPACES** 

**HERITAGE & WAYFINDING MARKERS** 

UNIT PAVING CROSSWALKS

UNIT PAVING ON ROADWAY IN 'URBAN CORE"

**KIPLING AVE. ROAD TREATMENTS** 

FRED ARMSTRONG PARKETTE PATH MODIFICATIONS

ADDITIONAL BENCHES AND BIKE RACKS

## STREETSCAPE COST SUMMARY

A.	Basic Works	\$11,005,799
Β.	Market Lane	\$238,296
C.	Regional Gateway	\$445,347 *
D.	Crossings - Unit Paving	\$263,738
E.	Roadway - Unit Paving	\$894,463
	Total Construction	\$12,847,643

## LINEAR COST:

Linear cost per linear metre based on 'Total Construction' cost: \$7.834.00

## **PROPOSED DESIGN:**

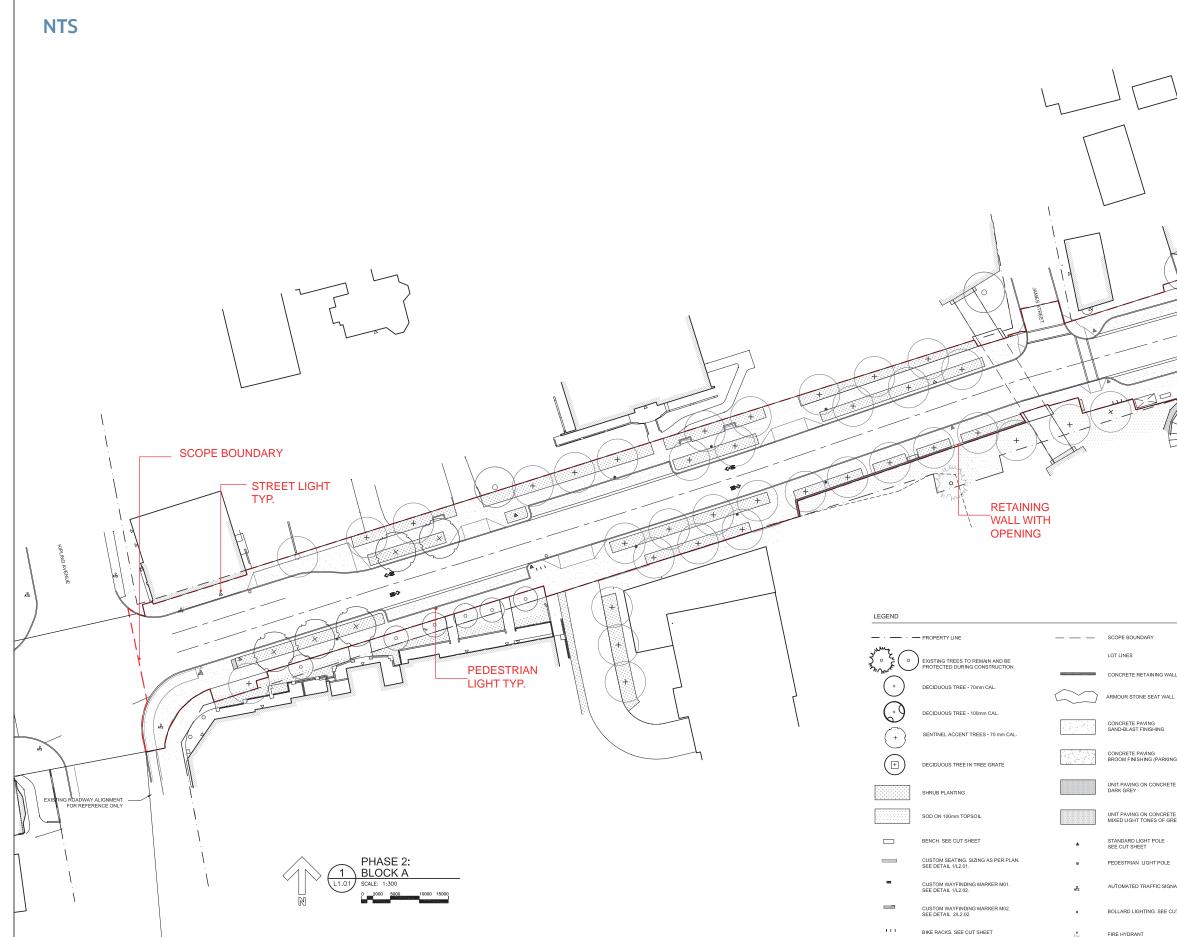
Basic Works + Market Lane + 66% of Regional Gateway (excluding unit paving crossings\*\*)

\$11,446,481.40

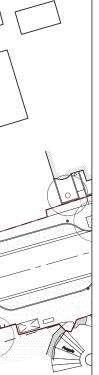
## **ASSUMPTIONS AND EXCLUSIONS:**

- Proposed Design presented in subsequent pages and in Appendix A.
- Cost Summary totals listed here are derived from the Woodbridge Streetscape Costing Summary V13, presented in Appendix B. prepared by Vermeulens Cost Consultants.
- Costs include all direct construction costs, general contractor's overhead and profit, design contingency. Cost escalation has been carried to July 2022
- Civil works included in the estimate are: roadway curbs, relocated catch basins, storm connection, electrical and mechanical relocations, roadway lights, and painted sharrows
- Civil works excluded from the estimate are: roadway site preparation, road / driveway surfacing and painted crossings.
- Excluded from the estimate are: hazardous waste removal, loose furnishings and equipment, project contingency, construction contingency, architect's and engineer's fees, moving, administrative and financing costs and the HST.
- Bidding conditions are expected to reflect 6 to 8 pre-gualified general contractors, open bidding for sub-contractors, open specifications for materials and manufacturers.
  - \* Full cost of Regional Gateway prior to any cost sharing
  - \* \*unit paving crosswalks @ Regional Gateway are costed at \$91,543 inclusive of general requirements & contingencies

## **PROPOSED DESIGN:**







ARMOUR STONE SEAT WALL

CONCRETE PAVING SAND-BLAST FINISHING

CONCRETE PAVING BROOM FINISHING (PARKING & LAYBYS

UNIT PAVING ON CONCRETE BASE DARK GREY

UNIT PAVING ON CONCRETE BASE MIXED LIGHT TONES OF GREY & TAN

STANDARD LIGHT POLE SEE CUT SHEET

PEDESTRIAN LIGHT POLE

AUTOMATED TRAFFIC SIGNAL

BOLLARD LIGHTING. SEE CUT SHEET

FIRE HYDRANT

ISSUED FOR:	7
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	July-21-16
CLIENT REVIEW OR NO	July-27-16
	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17

## METRIC

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ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. VERIFY DIMENSIONS. DO NOT SCALE THIS DRAWING.

REPORT INCONSISTENCIES AND OMISSIONS TO THE CONSULTANT FOR CLARIFICATION BEFORE COMMENCING WITH THE WORK. DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE CONSULTANT ARE SUBJECT TO CORRECTION AT THE CONTRACTOR'S EXPENSE.

URBAN DESIGN / LANDSCAPE ARCHITETCTUF

DIALOG ® 1100, 2 BLOOR STREET EAST TORONTO, ON, M4W 1AB Tel: (416)-996-0220 Fax: (416)-966-0223

LANDSCAPE ARCHITECTURE DIALOG ® 100, 10237-104 STREET NW EDMONTON, AB, T5J 1B1 Tel: (780)-429-1580 Fax: (780)-429-2848

SCALE: 1:300

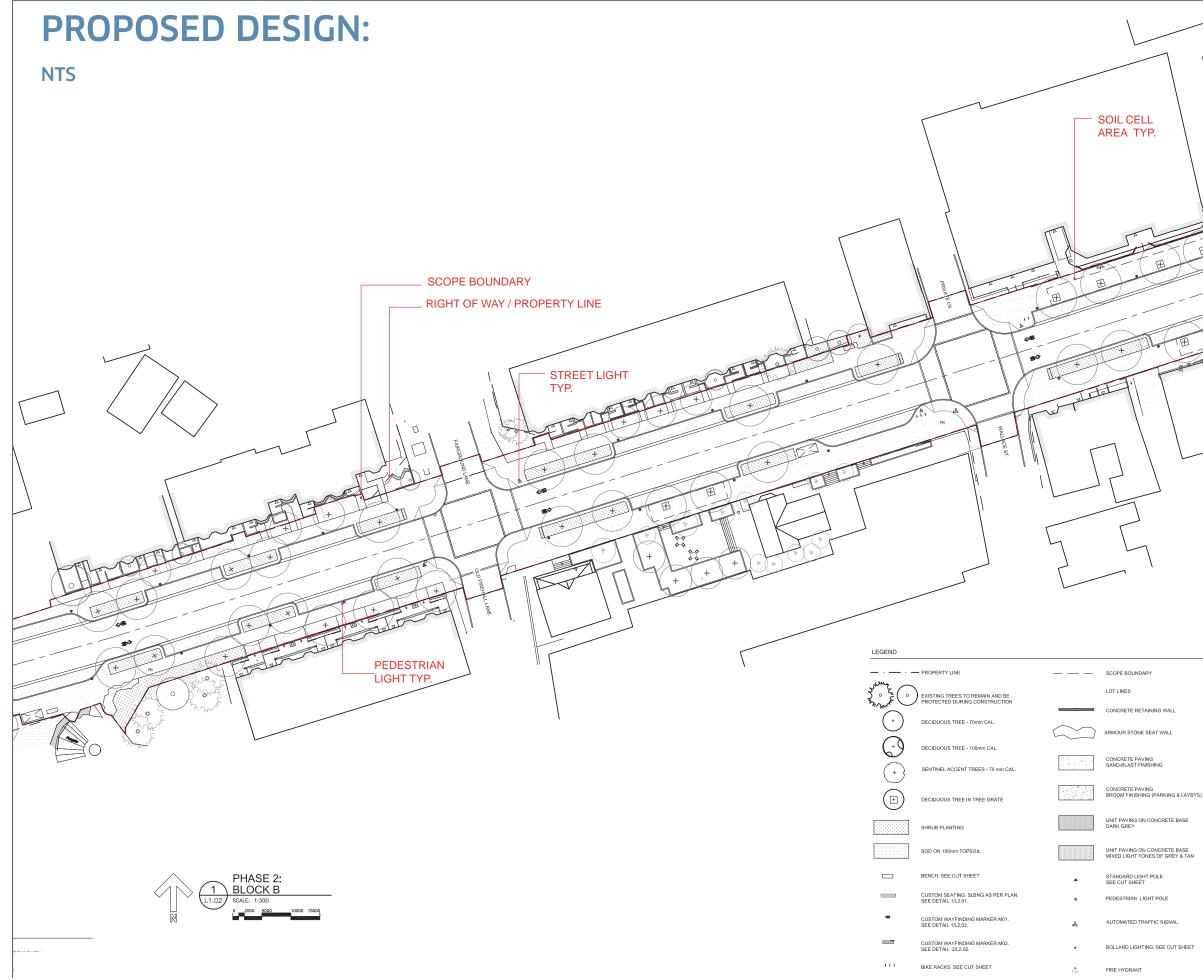
WOODBRIDGE AVENUE STREETSCAPE

**BLOCK A** 

DRAWN: KG, MT, MM PLOT DATE: September 12, 2017

CHECKED: GS

L1.01



## DIALOG

## VAUGHAN

ISSUED FOR:	. 7
CLIENT REVIEW	May-20-16
CLIENT REVIEW	June-09-16
COSTING	
CLIENT REVIEW OR WON	July-27-16
	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-17
COSTING	July-20-17
FINAL CLIENT SUBMISSION	September-12-17

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LANDSCAPE ARCHITECTURE

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SCALE: 1:300

## WOODBRIDGE STREETSCAPE

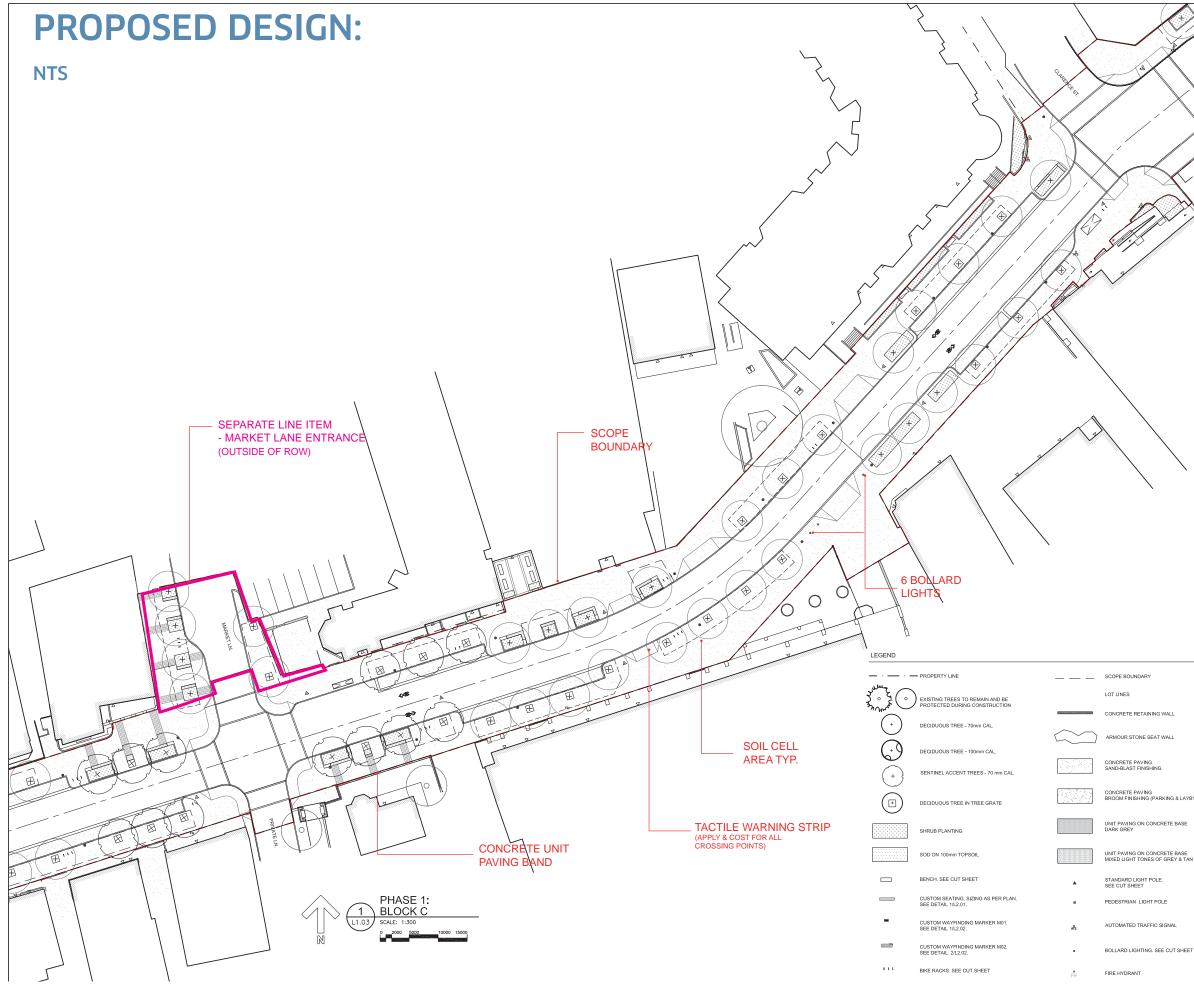
AVENUE

BLOCK B

DRAWN: KG, MT, MM PLOT DATE: September 12, 2017

CHECKED: GS

L1.02



WOODBRIDGE

AVENUE STREETSCAPE

DRAWN: KG, MT, MM PLOT DATE: September 12, 2017

L1.03

CHECKED: GS

BLOCK C

SCALE: 1:300



ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED

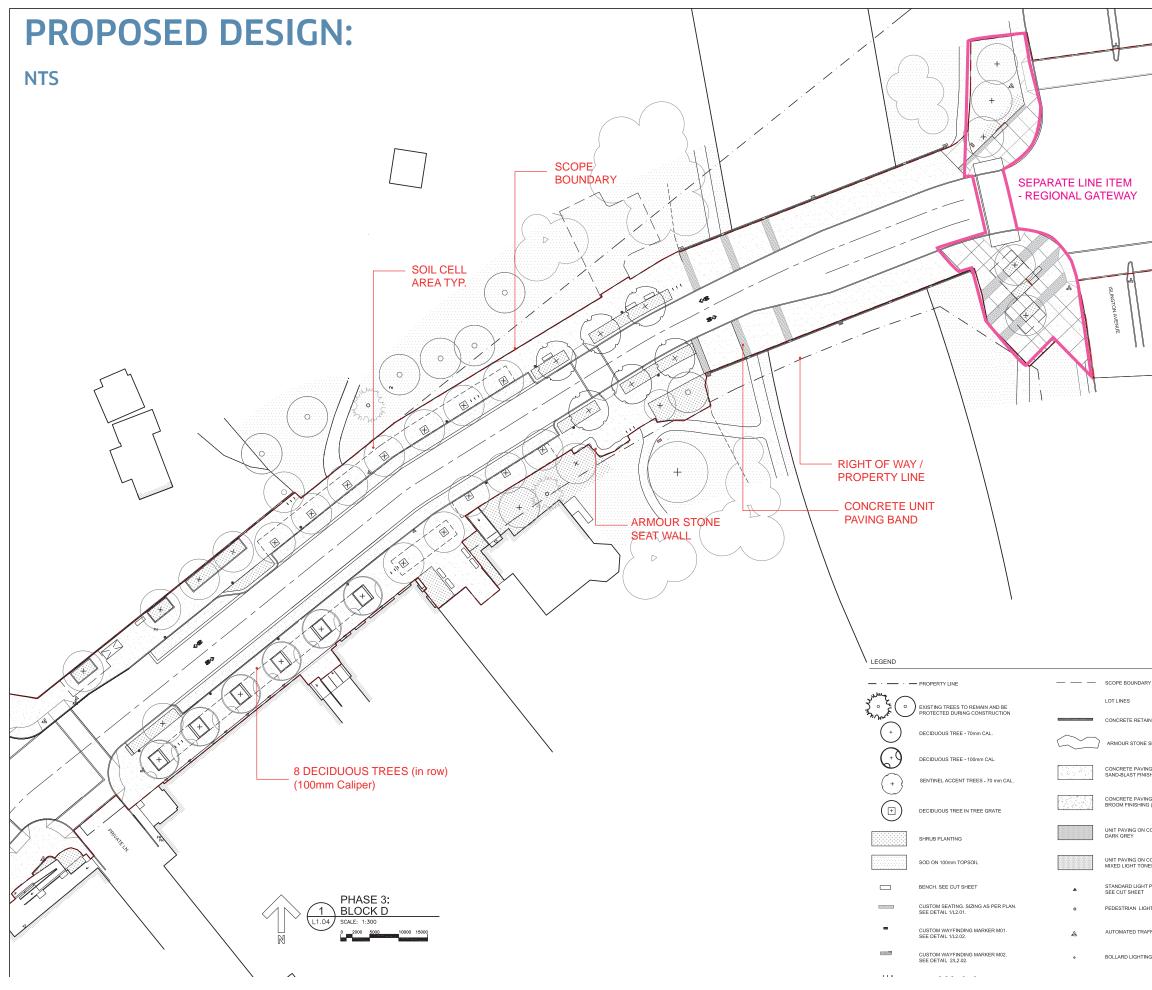
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**DIALOG**° VAUGHAN



AUTOMATED TRAFFIC SIGNAL

PEDESTRIAN LIGHT POLE

STANDARD LIGHT POLE. SEE CUT SHEET

UNIT PAVING ON CONCRETE BASE MIXED LIGHT TONES OF GREY & TAN

UNIT PAVING ON CONCRETE BASE DARK GREY

CONCRETE PAVING BROOM FINISHING (PARKING & LAYBY

CONCRETE PAVING SAND-BLAST FINISHING

ARMOUR STONE SEAT WALL

CONCRETE RETAINING WALL

LOT LINES

SCALE: 1:300

WOODBRIDGE

STREETSCAPE

DRAWN: KG, MT, MM PLOT DATE: September 12, 2017

1.04

CHECKED: GS

AVENUE

BLOCK D

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LANDSCAPE ARCHITECTURE

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(2) (0)	
	July-27-16
	August-16-16
COSTING	September-26-16
CLIENT REVIEW	October-14-16
WIDER CIRCULATION REVIEW	November-25-16
CLIENT REVIEW	June-19-1
COSTING	July-20-1
FINAL CLIENT SUBMISSION	September-12-1

## ISSUED FOR: 21MATON CUMPLOS May-20-16 CLIENT REVIEW CLIENT REVIEW COSTING



# 737 **Operations and Maintenance** STREETSCAPE LENGTH APPROX. LINEAR METERS Note: Operation and Maintenance Calculated Annually

Ор	eration	s ar	nd I	Mai	nt	eı	nan	ice	As	รเ	In	np	oti	01	ns															
ω	UNIT TYPE	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	a.m	sq.m	m	sq.m	ea.	ea.	ea.	ea.	ea.	sa.m	sq.m	ea.	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	
09, 201	ROUNDED UNIT COST	\$0.25	\$7.00	\$15.00	\$0.40	\$20.00	\$0.25	\$7.00	\$15.00	\$0.25	\$20.00	\$85.00	\$80.00	\$5.00	\$2.50 60.00	\$3.00	\$12.50	\$25.00	\$640.00	\$0.16	\$0.03	\$0.25	\$7.00	\$15.00	\$1.00	\$0.25	\$7.00	\$15.00	\$12.50	
- March	TOTAL UNIT COST	\$0.11	\$7.00	\$15.00	\$0.38	\$20.00	\$0.11	\$7.00	\$15.00	\$0.11	\$20.00	\$85.00	\$80.00	\$5.00	\$2.50 60.00	\$3.00 \$3.00	\$12.50	\$25.00	\$640.00	\$0.16	\$0.03	\$0.11	\$7.00	\$15.00	\$0.82	\$0.11	\$7.00	\$15.00	\$12.50	
Meeting	UNIT TYPE	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	۳	sq.m	ea.	ea.	ea.	ea.	ea.	sa.m	ea.	ea.	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	
Working Session Meeting - March 09, 2018	MAINTENANCE UNIT COST	\$0.11	\$7.00	\$15.00	\$0.38	\$20.00	\$0.11	\$7.00	\$15.00	\$0.11	\$20.00	\$85.00	\$80.00	\$5.00	\$2.50 \$0.86	\$3.00	\$12.50	\$25.00	\$640.00	\$0.16	\$0.03	\$0.11	\$7.00	\$15.00	\$0.82	\$0.11	\$7.00	\$15.00	\$12.50	¢0.16
Work	TMENT				~							٨	٨	~	> :	> >	~ ~			٨	٨				٨				٨	

ZONE	MAINTENANCE ELEMENT		MAINTENANCE INCLUDED	RESPONSIBLE DEPARTMENT	MAINTENANCE UNIT COST	UNIT TYPE	TOTAL UNIT COST	ROUNDED UNIT COST	UNIT TYPE
dI§	Hardscape Concrete	Concrete Repairs	*including 10% landscape restoration	Public Works	\$0.11	sq.m	\$0.11	\$0.25	sq.m
NE TY STF	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$7.00	sq.m	\$7.00	\$7.00	sq.m
NOZ IUNIT	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$15.00	sq.m	\$15.00	\$15.00	sq.m
CON.	Spring Cleanup	Concrete Base Salt Strip Sweeping		Parks and Forestry	\$0.38	sq.m	\$0.38	\$0.40	sq.m
	Snow Hardscape Concrete	Snow Removal Concrete Repairs	*including 10% landscape restoration	Public Works Public Works	\$20.00 \$0.11	sq.m	\$20.00 \$0.11	\$20.00 \$0.25	sq.m sq.m
	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$7.00	sq.m	\$7.00	\$7.00	m.ps
	Hardscape Unit Paving	Granular Base Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$15.00	sq.m	\$15.00	\$15.00	sq.m
	Hardscape Planter Curb	Concrete Base Concrete Repairs	*including 10% lands cape restoration	Public Works	\$0.11	<u>n</u>	\$0.11	\$0.25	<u> </u>
		Snow Removal		Public Works	\$20.00	sq.m	\$20.00	\$20.00	sq.m
DZ YT	Street Trees	Pruning (\$500 / yr on 6 Watering (10 vr life cvc	ר 6 yr cycle) אירום)	Parks and Forestry Parks and Forestry	\$85.00 \$80.00	ea.	\$85.00 \$80.00	\$85.00 \$80.00	ea.
INJV		Mulching and Fertilization	zation (\$15 / 3 yr)	Parks and Forestry	\$5.00	ea.	\$5.00	\$5.00	ea.
NΑ		Infiltration / Irrigation	on / Flushing	Parks and Forestry	\$2.50 60.60	ea.	\$2.50 \$0.50	\$2.50 \$2.50	ea.
		Basic Root Pruning (530/35 yr lifecycle) Basic Urban Root Pruning (530/35 yr lifi	Basic Root Pruning (530/35 yr lifecycle) Basic Urban Root Pruning (\$30/35 yr lifecycle)	Parks and Forestry Parks and Forestry	\$3.00 \$3.00	ea. ea.	\$0.86 \$3.00	\$0.86 \$3.00	ea. ea.
	Softscape	Planter Watering / Mair	Aaintenance	Parks and Forestry	\$12.50	sq.m	\$12.50	\$12.50	sq.m
		Hanging Basket Mainter Trach Becentacle	ntenance	Parks and Forestry	\$25.00 \$640.00	ea.	\$25.00 ¢640.00	\$25.00 ¢640.00	sq.m
		Planting Bed Mtce (d	lebris cleanup, mulching etc.)	Parks and Forestry	\$0.16	sq.m	\$0.16	\$0.16	ea. sq.m
		Lawn Mowing (incl deb	Lawn Mowing (incl debris cleanup)	Parks and Forestry	\$0.03	sq.m	\$0.03	\$0.03	sq.m
	Hardscape Concrete	Concrete Repairs	*including 10% lands cape restoration	Public Works	\$0.11	sq.m	\$0.11	\$0.25	sq.m
1АІЯТ ОХ ҮА	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$7.00	sq.m	\$7.00	\$7.00	sq.m
	Hardscape Unit Paving	Granular Base Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$15.00	sq.m		00	
		Concrete Base					00.21\$	00.41\$	sq.m
	Snow Hardscape Concrete	Snow Plowing Concrete Repairs	*includine 10% la ndscape restoration	Parks and Forestry Public Works	\$0.82 \$0.11	sq.m sa.m	Ş0.82	\$1.00	sq.m
З							\$0.11	\$0.25	sq.m
NOZ	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$7.00	sq.m	\$7.00	\$7.00	sq.m
394.	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$15.00	sq.m	\$15.00	\$15.00	m Ds
TNO		Concrete Base			04 C P Q	-			iiibe
ΕВ	sonscape	Planting Watering Planting Bed Mtce (deb	debris cleanup, mulching etc.)	Parks and Forestry Parks and Forestry	\$0.16 \$0.16	sq.m	\$0.16 \$	\$10.00 \$	sq.m
		Lawn Mowing		Parks and Forestry	\$0.03	sq.m	\$0.03	\$0.05	sq.m
	edian	r Re		Public Works	\$1.00 \$12 FO	sq.m	\$1.00 \$12.50	\$1.00 \$12.50	sq.m
	Median Softscape	Planter Watering / Maii Ground Cover Trash Re	Aaintenance Removal / Maintenance	Parks and Forestry Parks and Forestry	\$10.00 \$10.00	sq.m sq.m	\$12.50 \$10.00	\$12.50 \$10.00	sq.m sa.m
NE	Street Trees	$\sim$		Parks and Forestry	\$85.00	ea.	\$85.00	\$85.00	ea.
OZ I		Watering		Parks and Forestry	\$80.00	ea.	\$80.00	\$80.00	ea.
AAIC		Mulching and Fertilization (\$15 / 3 yr) Rasic Root Druning (\$30/35 yr liferycle)	zation (\$15 / 3 yr) ¢an/as yr liferydel	Parks and Forestry Parks and Forestry	\$5.00 \$0.86	ea. ea	\$5.00 \$0.86	\$5.00 \$0.86	ea.
ME		Basic Urban Root Pru	uning (\$30/35 yr lifecycle)		\$3.00	ea.	\$3.00	\$3.00	ea.
		Basic Tree Removal/S	Basic Tree Removal/Stumping (\$550 at end of 35 yr life)		\$15.71 ****	ea.	\$15.71	\$15.71	ea.
		Tree Removal/Stumpi Infiltration / Irrigation	oing (Ş250 at end of 10 yr life) on / Flushing	Parks and Forestry Parks and Forestry	\$25.00 \$2.50	ea. ea.	\$25.00 \$2.50	\$25.00 \$2.50	ea. ea.
STI	Typical Lighting	Street Lighting		Public Works	\$36.00	ea.	\$36.00	\$36.00	ea.
меи		Pedestrian Lighting	cyme	Public Works	\$36.00 ¢36.00	ea.	\$36.00	\$36.00	ea.
ISIS	Specialty Lighting	Street / Pedestrian Com Bollard Lighting	ombo	Public Works Public Works	\$36.00	ea. ea.	\$36.00 \$36.00	\$36.00 \$36.00	ea. ea.
NOI	0	Paving Lighting		Public Works	\$36.00	ea.	\$36.00	\$36.00	ea.
TAN		Accent Lighting		Public Works	\$36.00 625.00	ea.	\$36.00	\$36.00	ea.
IWN		Seat-Wall Lighting		Public Works Public Works	\$36.00 \$36.00	ea.	\$36.00	\$36.00 \$36.00	ea.
וררו		Wall Wash Lighting		Public Works	\$36.00	ea.	\$36.00	\$36.00	ea.
NO	Bioretention				\$21.50 622.50	sq.m	\$21.50 \$22.50	\$22.00 \$24.00	sq.m
ITAV	Kain Garden Vegetated Swale				05.62¢	sq.m	\$0.60 \$	\$24.00 \$1.00	sq.m
ONI	Box Planter				\$21.50	sq.m	\$21.50	\$22.00	sq.m
JI <sup>(s</sup>	Cistern	Concrete Bonnier	8	Dublic World	\$125.00 ¢0.11	ea.	\$125.00	\$125.00	ea.
	Hardscape Concrete	Concrete Kepairs	*including 10% landscape restoration	Public Works	TT:0¢	sq.m	\$0.11	\$0.25	sq.m
ION Z	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$7.00	sq.m	\$7.00	\$7.00	sq.m
	Hardscape Unit Paving	Unit Paver Repairs	*including 10% landscape restoration	Public Works	\$15.00	sq.m	\$15.00	\$15.00	sq.m
sinteebe	Snow	Snow Plowing		Parks and Forestry	\$0.82	sq.m	\$0.82	\$1.00	sq.m
		Snow Removal		Public Works	\$20.00	sq.m	\$20.00	\$20.00	sq.m

Vaughan Citywide Streetscape Implementation Manual