

Item: 3



## HERITAGE VAUGHAN REPORT

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**DATE:** Wednesday, April 18, 2018

**WARD(S):** 2

**TITLE:** NEW CONSTRUCTION – SINGLE DETACHED DWELLING  
15 PARK DRIVE, WOODBRIDGE HERITAGE  
CONSERVATION DISTRICT

**FROM:**

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

**ACTION:** DECISION

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### **Purpose**

To seek a recommendation from the Heritage Vaughan Committee regarding the proposed construction of a detached dwelling located at 15 Park Drive, a property located in the Woodbridge Heritage Conservation District “WHCD” and designated under Part V of the *Ontario Heritage Act*.

### **Report Highlights**

- The Owner is proposing a new detached dwelling to be located at 15 Park Drive.
- The proposal is consistent with the relevant policies of the Woodbridge Heritage Conservation District Plan (“WHCD Plan”).
- Heritage Vaughan review and Council approval is required under the *Ontario Heritage Act*.
- Staff are recommending approval of the proposal as it conforms with the WHCD Plan.

## **Recommendations**

1. THAT Heritage Vaughan recommend approval to Council, subject to final approval of the Site Development File DA.17.107 under the *Planning Act* and successfully obtaining approval of a Minor Variance application from the Committee of Adjustment, for the proposed new construction (detached dwelling) at 15 Park Drive under Section 42 of *Ontario Heritage Act*, subject to following conditions:
  - a) That a revised Landscape Plan be submitted to the satisfaction of the Vaughan Development Planning Department, Urban Design and Cultural Heritage Division prior to the approval of a Heritage Permit.
  - b) Any significant changes to the proposal by the Owner, may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Director of Development Planning and Manager of Urban Design and Cultural Heritage;
  - c) That Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the *Ontario Planning Act* or permits or requirements currently under review or to be submitted in the future by the Owner as it relates to the subject application.

## **Background**

The subject property is municipally known as 15 Park Drive and is located on the south side of Park Drive, east of Clarence Street, as shown in Attachment #1. The subject property was previously part of 69 Clarence Street, which is identified as a Contributing property in the WHCD Plan. It should be noted however, that the contributing building on the property was approved for demolition in 2008 (prior to the enactment of the WHCD Plan By-law). Therefore, the subject property no longer holds its Contributing significance. The property currently contains an existing aluminum clad garage.

## **Previous Reports/Authority**

Not applicable.

## **Analysis and Options**

### **Proposed Alterations**

The applicant is proposing to demolish the existing detached garage on the subject property and construct a detached dwelling.

## Minor Variances

The Site Development File DA.17.107 has been reviewed by the Zoning Department, and it has been confirmed that variances will be required for a bay window projection into the front yard setback, the rear yard setback to the dwelling and for the minimum parking space length.

At the time of the preparation of this report, a Minor Variance Application has not yet been submitted to the Committee of Adjustment. Cultural Heritage staff can support this application, subject to the Owner successfully obtaining Site Plan Approval from Vaughan Council and approval of the Minor Variance application from the Committee of Adjustment.

## Clarence Street and Park Drive Character Area

The subject property is located within the Clarence Street and Park Drive Character Area of the WHCD Plan. The following is an analysis of the applicable WHCD Plan policies:

### Height, Massing & Scale:

#### *Section 6.1.5.4 – Clarence Street and Park Drive – Guidelines:*

*“4. New buildings should be a minimum of 2 floors (8.5 m) high and a maximum of 3 floors (11 m)”.*

The proposed building height as shown on the submitted elevations (Attachment #4) is 9.12m from the average finished grade to the mean height between the eaves and the highest point of the gable roof. This proposed building height is consistent with the above noted policy and satisfactory to Cultural Heritage staff. This method of measurement for the building height is consistent with Guideline #3 of Section 6.4.2.1 of the WHCD Plan.

### Materials:

#### *Section 6.2.8 – Appropriate Materials – Guidelines:*

*Exterior Finish: Smooth red clay face brick, with smooth buff clay face brick as accent, or in some instances brick to match existing conditions.*

*Roofs: Hipped or gable roof as appropriate to the architectural style. Cedar, slate, simulated slate, or asphalt shingles of an appropriate colour. Standing seam metal roofing, if appropriate to the architectural style.*

*Doors: Wood doors and frames, panel construction, may be glazed; transom windows and paired sidelights with real glazing bars; wood french doors for porch entrances; single-bay, wood panelled garage doors.*

*Windows: Wood frames; single or double hung; lights as appropriate to the architectural style; real glazing bars, or high quality simulated glazing bars; vertical proportion, ranging from 3:5 to 3:7.*

The proposed building materials utilizing red brick, buff brick accent, wood windows, wood doors, asphalt shingles, and the metal roof portions are appropriate and consistent with the above WHCD Plan policies.

### Architectural Style

Section 6.3.3 Architectural Guidelines – Proportions of Parts:

*“For new buildings in this heritage district, the design should take into account the proportions of buildings in the immediate context and consider a design with proportional relationships that will make a good fit”.*

- Cultural Heritage staff are satisfied that the proportions of the proposed design fit within the immediate context of 1 – 2 storey dwellings.

*“For new buildings in the Woodbridge Heritage District, the detailing of the work should again refer to the nature of the immediate context and the attributes of the Character Area in which it is to be placed.”*

- The proposed building is contemporary in style with traditional detailing that reference 249 Clarence Street (i.e. brick quoining and bay window design).

### Street wall Setbacks

Section 6.4.1.1. – Woodbridge HCD (General) – Guidelines:

*“4. Except where noted, new buildings must follow the City of Vaughan Zoning By-law in regard to side yards, back yards, interior yards and exterior yards”.*

As previously noted, minor variances will be required and Cultural Heritage staff can support these variances as they do not conflict with the applicable WHCD Plan policies.

## Street Wall Height and Scale

### Section 6.4.2.1 – Woodbridge HCD (General) – Guidelines:

*“1. Except where noted, new buildings should be a minimum of 2 floors (8.5 m) and a maximum of 3 floors (11 m)”.*

- As previously stated above, the proposed building height is consistent with the above noted policy and satisfactory to Cultural Heritage staff.

## Relation to Heritage Resources

### Section 6.5 – Transitions of New Buildings in Relation to Heritage Resources

a) *“The setback requirement to adjacent contributing heritage buildings must be at least half the building height. This transition pertains to the back and side yards of a contributing building”.*

- This Guideline cannot be applied to the subject property. Although there is an adjacent Contributing property, the proposed building and 61 Clarence Street do not share any adjacent building walls in which this policy can be accurately applied. The rear wall the proposed building is adjacent to the open backyard of 61 Clarence Street.

b) *“New buildings must have a sideyard, and backyard setback from contributing buildings a distance equivalent to half the height of the contributing building”.*

- This Guideline cannot be applied to the subject property, please see above comment.

c) *“New buildings must transition from the height of adjacent contributing buildings with a minimum 45 degree angular plane, starting from the existing height of the contributing building”.*

- As shown in Attachment #6, the proposed building height falls within the 45-degree angular plane of the existing height of 61 Clarence Street, an adjacent Contributing building.

d) *“When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings”.*

- This Guideline cannot be applied to the subject property as 15 Park Drive and 61 Clarence Street do not share the same street frontage.

### Landscaping

Section 6.6.3 – Tree Canopy and Vegetation – Guidelines:

*“3. Trees on public and private property, having a tree diameter of twenty (20) centimeters or more or having a base diameter of twenty (20) centimetres or more, must be conserved, and the requirements of the City of Vaughan Tree Bylaw 185-2007 must be adhered to.”*

An Arborist Report and Landscape Plan were submitted in support of the proposal. Urban Design has requested three replacement trees for the one tree proposed for removal. Approval of a final Heritage Permit will be conditional on a revised Landscape Plan being submitted to the satisfaction of the Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

### Timeline

This Application is subject to the 90 day review under the *Ontario Heritage Act*. This Application was declared complete on March 19, 2018, and must be deliberated upon by June 17, 2018, to meet the 90 day timeline.

### **Financial Impact**

There are no requirements for new funding associated with this report.

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

There are no broader Regional impacts or considerations.

### **Conclusion**

The Urban Design and Cultural Heritage Division has reviewed the Application to permit a detached dwelling on the property municipally known as 15 Park Drive and is satisfied that the proposed detached dwelling is consistent with the Woodbridge Heritage Conservation District Plan. Accordingly, the Urban Design and Cultural Heritage Division of the Development Planning Department can support the approval of the proposed new construction under Section 42 of the *Ontario Heritage Act*.

**For more information**, please contact: Shelby Blundell, Cultural Heritage Coordinator, ext. 8813

## **Attachments**

1. Location Map
2. Subject Property
3. Site Photos
4. Site Plan, Rubinoff Design Group, March 8, 2018
5. Elevations, Rubinoff Design Group, March 16, 2018
6. Angular Plan Diagram, Rubinoff Design Group, March 2, 2018
7. Heritage Impact Assessment, Martindale Planning Services, October 2017

## **Prepared by**

Shelby Blundell, Cultural Heritage Coordinator, ext. 8813

/CM

**Location Map**

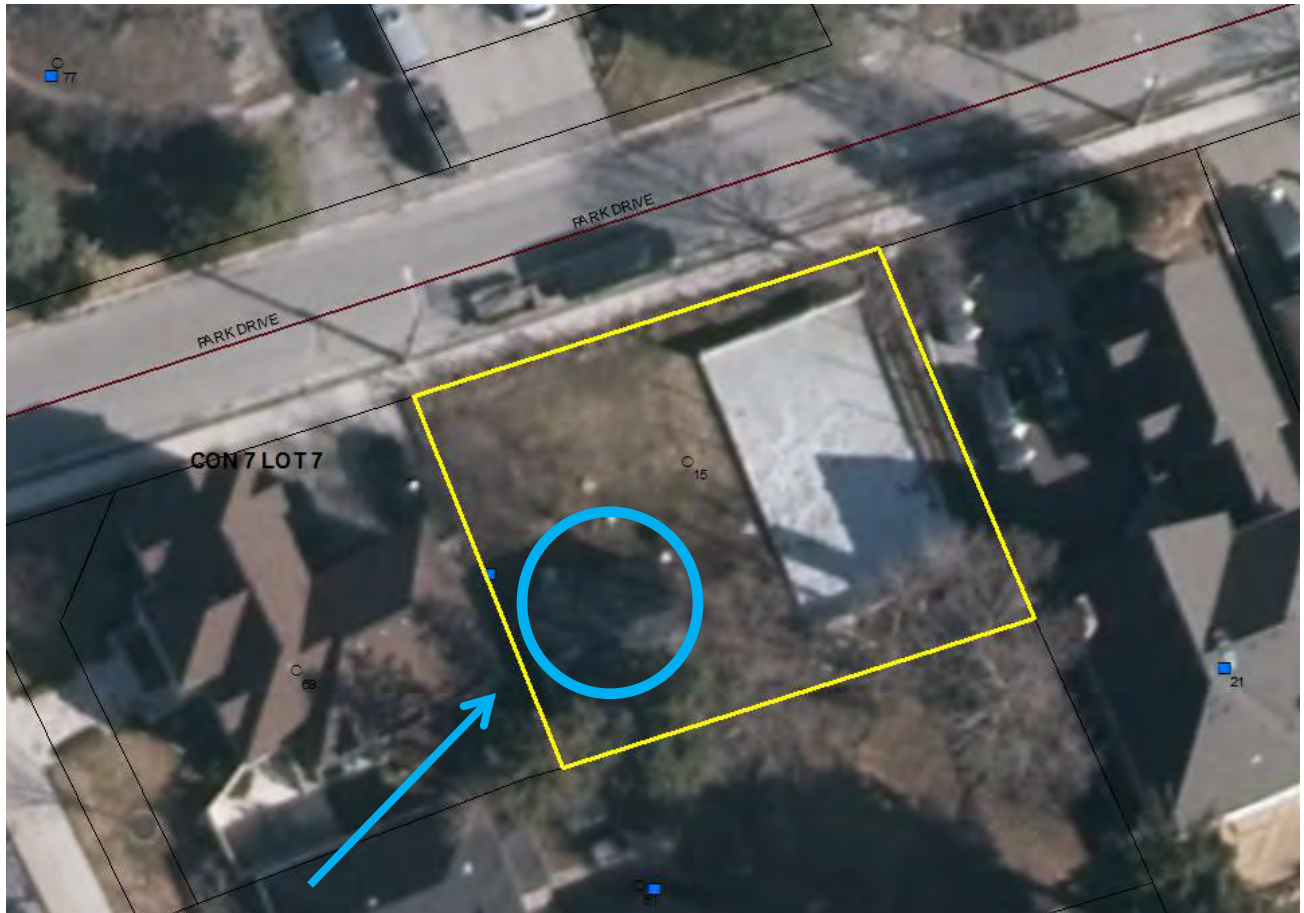


**Woodbridge HCD (Yellow shaded area)**

**15 Park Drive**



**Subject Property**



**Existing Shed**





**Subject Property (east side)**





**Subject Property (west side) with existing garage**

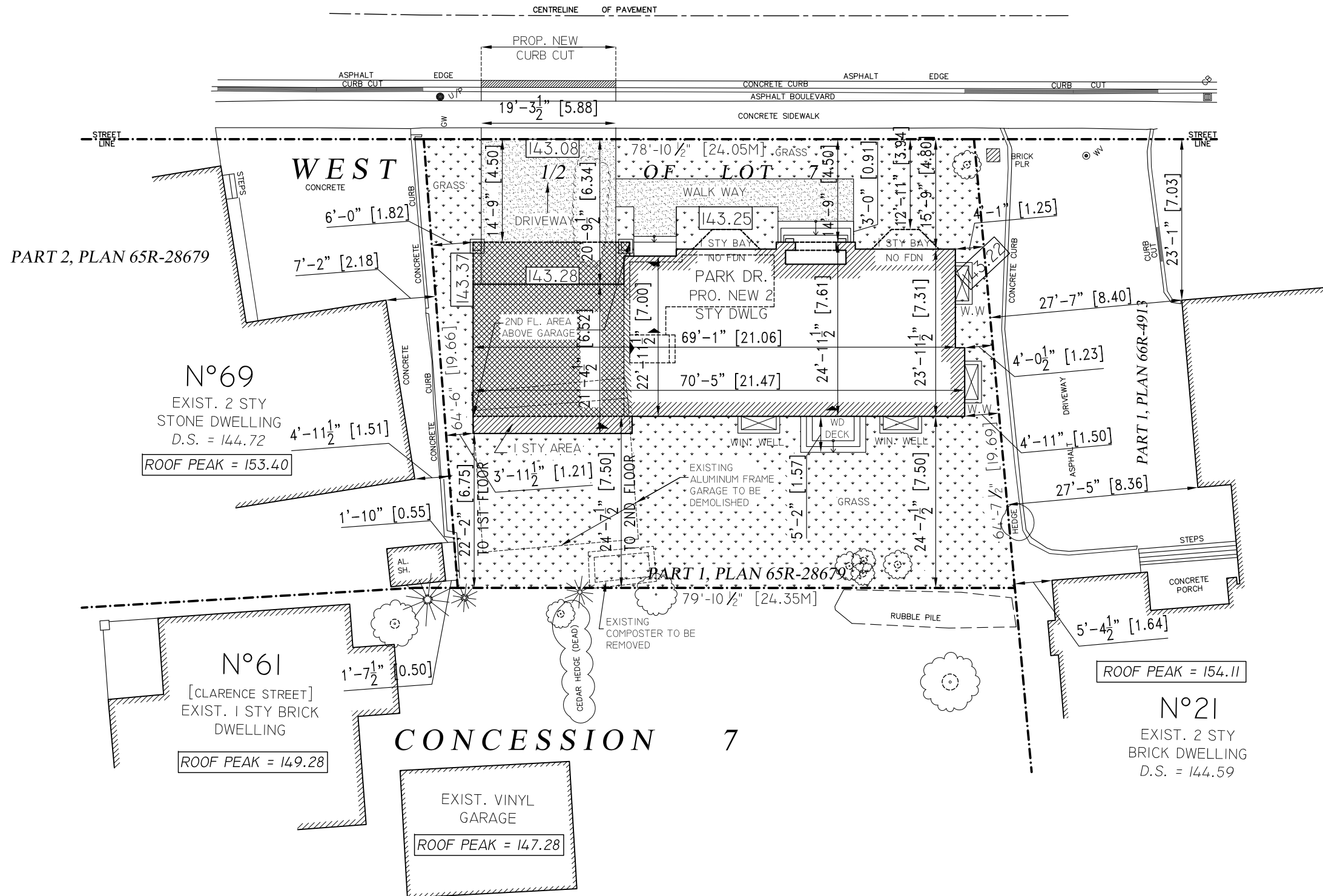




**Park Drive street frontage from Subject Property (looking west)**



KNOWN AS **P A R K D R I V E**  
 (FORMERLY SPIKER AVENUE) (DEDICATED BY REGISTERED PLAN 545)



THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN, AND HAS THE QUALIFICATIONS AND MEETS THE REQUIREMENTS SET OUT IN THE ONTARIO BUILDING CODE TO BE A DESIGNER

**QUALIFICATION INFORMATION**

REQUIRED UNLESS DESIGN IS EXEMPT UNDER 2.17.5.1. OF THE BUILDING CODE

GLENN RUBINOFF 22370  
 NAME SIGNATURE BCIN/BCDN

**REGISTRATION INFORMATION**

REQUIRED UNLESS DESIGN IS EXEMPT UNDER 2.17.4.1. OF THE BUILDING CODE

RUBINOFF DESIGN GROUP 27293  
 FIRM NAME BCIN/BCDN

**SITE STATISTICS :**

LOT AREA = 5,106.29 ft<sup>2</sup> [474.39 m<sup>2</sup>]

FRONT YARD AREA = 1212 ft<sup>2</sup> [112.60 m<sup>2</sup>] [37.63 m<sup>2</sup>]

DRIVEWAY AREA = 405 ft<sup>2</sup> [37.63 m<sup>2</sup>]

WALKS / PORCHES + STEPS = 234 ft<sup>2</sup> [21.74 m<sup>2</sup>]

COVERAGE = 1141 ft<sup>2</sup> [106.00 m<sup>2</sup>] [34.7%]

TOTAL GFA = 2751 ft<sup>2</sup> [255.58 m<sup>2</sup>]

**Rubinoff Design Group**

697 Mount Pleasant Rd, Toronto, Ontario M4S 2N4  
 TEL. 416.667-0322 FAX.416.667.0751 EMAIL. info@rubinoffdesign.com

PROJECT DESIGNER: <b>G. RUBINOFF</b>	PROJECT NO.	<b>A</b>
DRAWN BY: <b>P. NARANJO</b>	DATE: <b>MAR/08/2018</b>	
CHECKED BY:	SCALE: <b>1 : 200</b>	

CLIENT:  
**PRIVATE RESIDENCE**

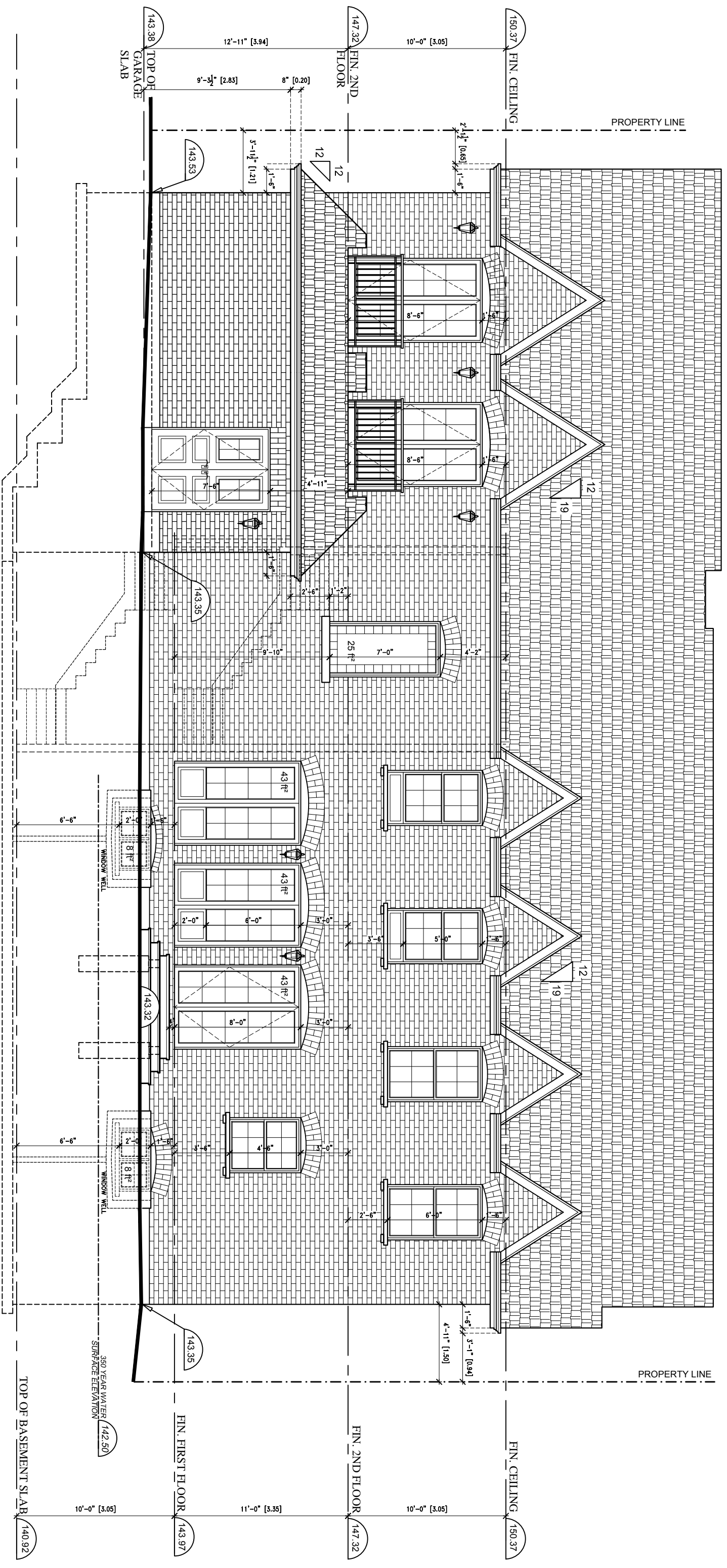
PROJECT:  
**SITE PLAN**

PROJECT:  
**PARK DRIVE  
 VAUGHAN, ONTARIO**



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**15 PARK DRIVE**  
 SCALE : N.T.S. AUGUST 24, 2017



**REAR ELEVATION**

\* PARK DRIVE \*  
SOUTH SIDE ORIENTATION

NOTE: ALL DOORS & WINDOWS WILL BE WOOD

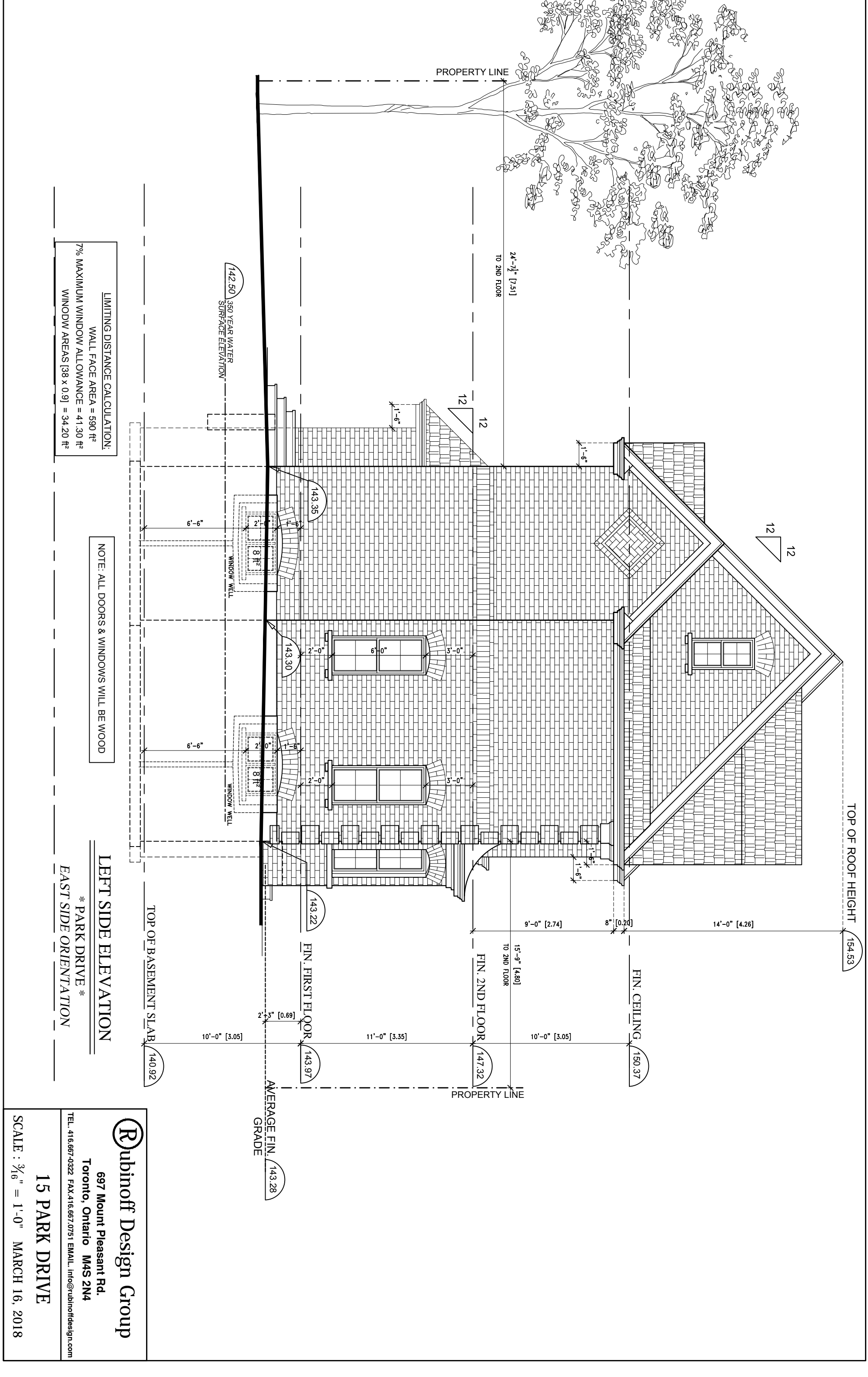
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**PARK DRIVE**

SCALE : N.T.S. AUGUST 24, 2017





LIMITING DISTANCE CALCULATION:  
 WALL FACE AREA = 590 ft<sup>2</sup>  
 7% MAXIMUM WINDOW ALLOWANCE = 41.30 ft<sup>2</sup>  
 WINDOW AREAS (38 x 0.9) = 34.20 ft<sup>2</sup>

NOTE: ALL DOORS & WINDOWS WILL BE WOOD

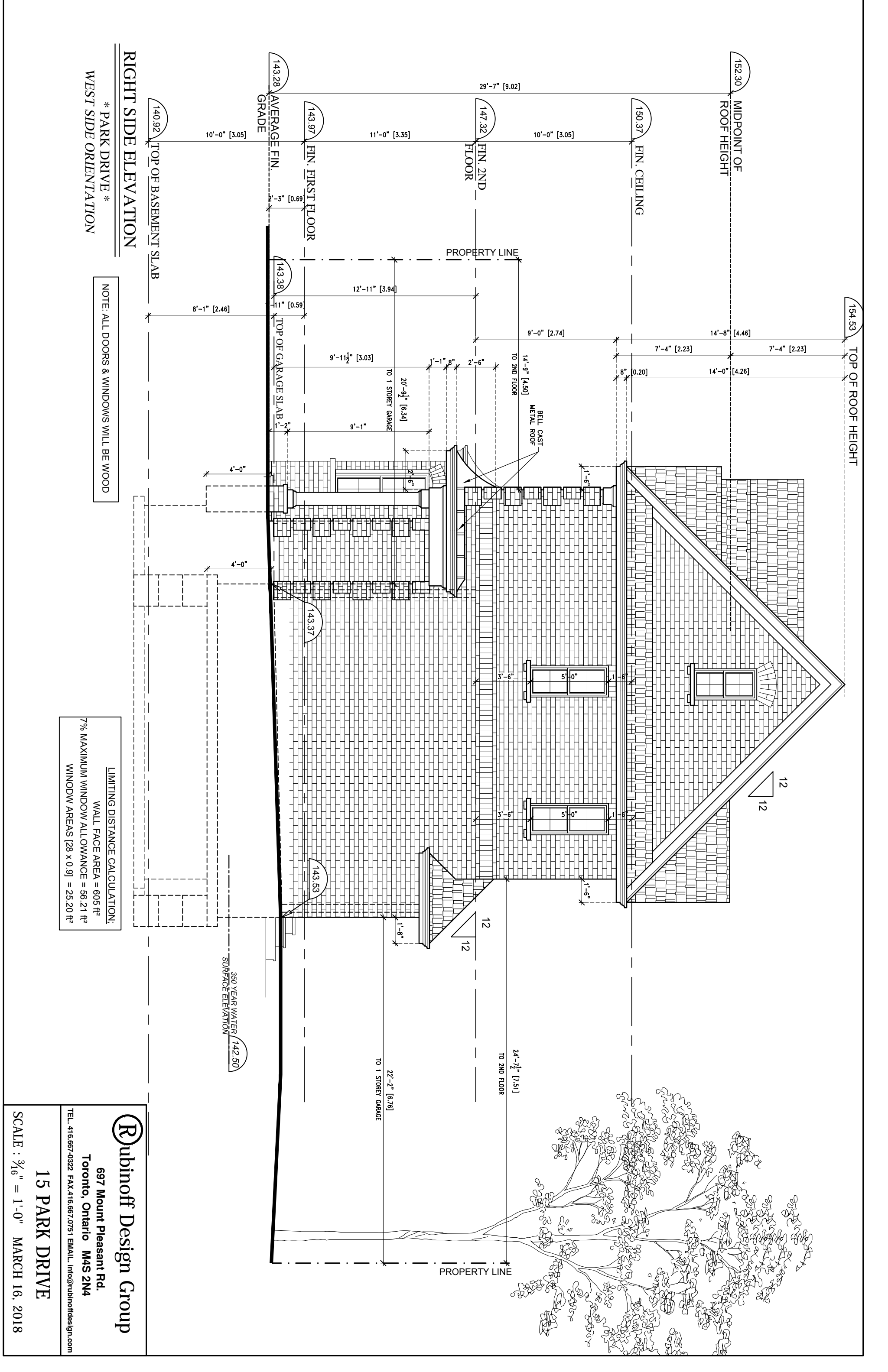
LEFT SIDE ELEVATION  
 \* PARK DRIVE \*  
 EAST SIDE ORIENTATION

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**15 PARK DRIVE**

SCALE : 3/16" = 1'-0" MARCH 16, 2018





**RIGHT SIDE ELEVATION**

\* PARK DRIVE \*  
WEST SIDE ORIENTATION

NOTE: ALL DOORS & WINDOWS WILL BE WOOD

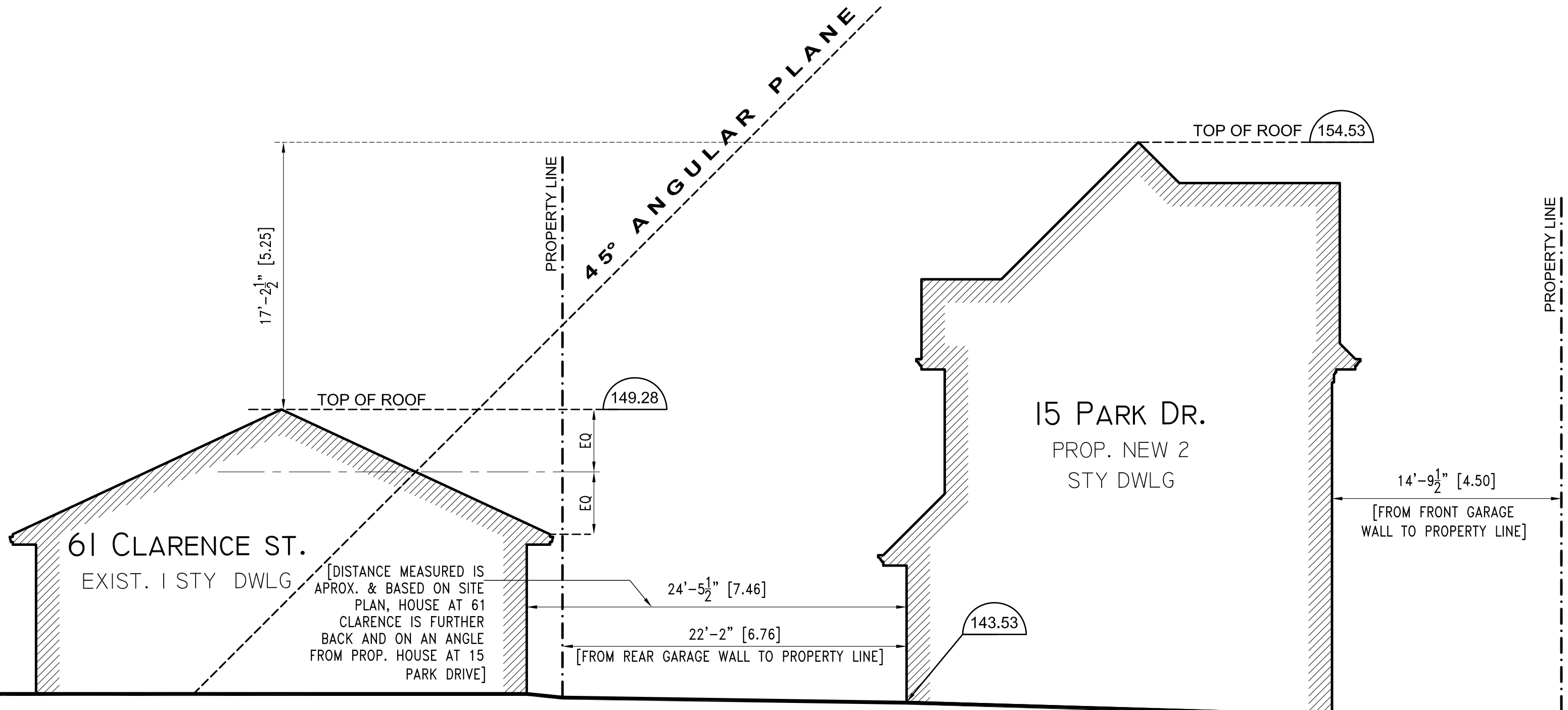
LIMITING DISTANCE CALCULATION:  
WALL FACE AREA = 605 ft<sup>2</sup>  
7% MAXIMUM WINDOW ALLOWANCE = 56.21 ft<sup>2</sup>  
WINDOW AREAS [28 x 0.9] = 25.20 ft<sup>2</sup>

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**15 PARK DRIVE**

SCALE : 3/16" = 1'-0" MARCH 16, 2018



**45° ANGULAR PLANE DIAGRAM;**  
 FOR ADJACENT EXIST. BLDG AT 61  
 CLARENCE STREET

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**15 PARK DRIVE**  
 SCALE : 1 : 75 MARCH 2, 2018

# HERITAGE IMPACT ASSESSMENT

**CITY OF VAUGHAN**  
15 PARK DRIVE, WOODBRIDGE, ON



**PREPARED FOR:** GIOVANNI GALIANO – PHONE NO: (416) 454-1369  
E-MAIL ADDRESS: [GIOVANNI@CASTLEVALLEYDEVELOPMENTS.COM]

**PREPARED BY:** MARTINDALE PLANNING SERVICES - URBAN PLANNING,  
HERITAGE AND DEVELOPMENT CONSULTANTS  
*WITH THE ASSISTANCE OF*  
GORDON ZIMMERMAN, RETIRED ARCHITECT

**OCTOBER 2017**



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# 1.0 Introduction and Purpose of Report

Giovanni Galiano wishes to build a single-detached dwelling at 15 Park Drive in Woodbridge on a nearly-vacant lot containing an unused garage. Because Park Drive is part of the Woodbridge Heritage Conservation District, the City of Vaughan requires the applicant to submit a Cultural Heritage Impact Assessment report which reviews the history of the property and assesses the conformity of the proposal to the policies and guidelines contained in the District Plan.

According to section 4.2.6.4 of the City of Vaughan Official Plan, an Impact Assessment is required for development applications “which affect either directly or indirectly an individual property or group of properties identified in the Listing of Buildings of Architectural or Historical Value.”

This report was prepared in accordance with the City of Vaughan’s “Guidelines for Cultural Heritage Resource Impact Assessment Reports” as updated in February, 2017.

## 2.0 History and Development of Woodbridge

Woodbridge was originally known as Burwick. The name “Burwick” was derived from Rowland Burr, an English Quaker who came to the Humber District in 1837. He bought 100 acres and proceeded to build a house in 1844 on Pine Street (which was donated to Black Creek Pioneer Village in the 1960’s) followed by a saw mill and a woollen mill. Rowland Burr also was responsible to undertaking the original layout of the village on a definite plan. Burwick in the 1850’s was described as “a small village” with two churches and a school, along with several stores and inns. Its most important industry was the large woollen mill on the Humber River, one of four that were eventually established in the village.

In 1847 the first Fall Fair was held at nearby Pine Grove, and was moved the following year to Burwick. The fairgrounds are located just east of the subject property.

When the first Post Office was established in 1855, the name Burwick was replaced by Woodbridge, in recognition of the number of wooden bridges crossing the Humber.

In 1862 the Woodbridge Agricultural Works, which produced the first steam engine to be used in Vaughan and was the main supplier of farm implements for the area, was established by John Abell. After being destroyed by fire in 1874, it was rebuilt and at its peak employed approximately 200 workers. Abell’s home

# 1.0 Purpose



on Clarence Street, built in 1855, remains today as one of the most significant heritage features of Woodbridge. When Abell failed to secure a railway spur to his factory he relocated it to Toronto.

The Toronto, Grey and Bruce Railway arrived in 1870 and was purchased by Canadian Pacific Railway in 1883. In 1907 the railway was moved further east of the original alignment, crossing Kipling Ave. where the topography was more conducive to train travel, and a new train station was built at the present location of the Woodbridge Foam property (on the other side of the tracks from the subject property). The station was demolished between 1969 and 1975.

The first public library in the village was organized in 1877. The following year the Woodbridge Village Plan and Lot Plan was published in the Historical Atlas of the County of York.

In 1882 Woodbridge was incorporated as a village with John Abell as the first Reeve. A year later the first survey of the village was prepared and registered as Plan no. 546.

After alternating between sites in the communities of Weston and Woodbridge for several years, the Fairgrounds was permanently located at 100 Porter Ave., just east of Kipling Ave. where it stands today. During the 1920's the fall fair was declared the largest agricultural fair in Canada.

Following the demolition of the original Methodist Church on Church St. (now Meeting House Rd.) in 1883, the bricks and materials were used for the construction of a replacement church in 1886. Now known as Woodbridge United Church, it is located at 8090 Kipling Ave., just south of the subject property.

The village's population decreased in the 1890's due to the removal of Abell's factory as well as the unpopular introduction of toll roads, and declined to 900 in 1901. It remained at that level until after World War I.

In 1914 the Toronto Suburban Electric Railway, part of a network of radial railways extending from Toronto to outlying communities to the west and north, extended its Weston line to Woodbridge; however, passenger service on this line ended in 1930. During the same year, hydro service was provided to the village.

In 1920 Highway 7 was constructed on the road allowance between lots 5 and 6 and Weston Road was improved, offering a better connection to Toronto. Between 1921 and 1931 the population of the village increased approximately 25%, partly due to the new bridge over the Humber River on Hwy. 7, and steady growth ensued. During the 1950's Woodbridge's population tripled after an influx of immigrants (predominantly Italian) following the end of WW II. By 1960 the population reached had 2243. The provision of municipal water service and municipal sewers in the 1960's enabled the construction of large-

scale subdivisions all around the community.

Hurricane Hazel in October 1954 resulted in massive flooding of the Humber River in downtown Woodbridge, resulting in 6 residents losing their lives and around 700 people being rendered homeless. In the aftermath of the flooding the fairgrounds were used to house residents whose homes were destroyed or damaged. As a result of the subsequent establishment of the Metropolitan and Region Conservation Authority, large areas of floodplain adjacent to the river were acquired by the Authority for conservation and parkland purposes.

Between 1951 and 1956 a total of 10 subdivisions were established in Woodbridge, resulting in the village's population increasing to 3000 by the late 1950's. By the early 1960's it had grown to approximately 10,000.

On Jan. 1, 1971 the incorporated village of Woodbridge ceased to exist as it was absorbed into the (then) Town of Vaughan, later to become ten years later the City of Vaughan. With the City of Vaughan becoming the fastest growing municipality in Canada, the population of Woodbridge now exceeds 100,000 and population of Vaughan was 306,233 according to the 2016 census.

## 3.0 Description of Proposed Development

On behalf of the owner, Rubinoff Design Group have proposed a private residence having a gross floor area of 255.58 m<sup>2</sup>, a building coverage (including garage and second floor projections) of 164.72 m<sup>2</sup> or 34.7%, and an overall building height of approximately 11.25 m. The site plan, elevation drawing and landscape plan are attached to this report.

The predominant exterior cladding material proposed is brick masonry with an asphalt shingle roof along with some metal roofing on projections facing the street.

Windows are double-hung with artificial muntin bars and wooden shutters. The windows on the north and south elevations are highlighted by steeply-pitched gables let into the roof above, and by segmental masonry arches at the window heads.

It would appear that the trees which the arborist has requested to be protected to be protected will be retained during construction; according to the landscape plan, a new tree is to be planted in the rear yard.

The main entrance from the street is enhanced with a "decorative pilaster and moulding surround" of pseudo-classical detailing. Similarly, the garage doors are protected by a portal and metal-roofed projection.



## 4.0 Description of Subject Property and Surrounding Neighbourhood

The subject property is approximately 20 m deep and approximately 24 m wide. It is the remnant of the original 65 m x 70 m lot that faced Clarence Street, which now holds three houses.

The only structure remaining at 15 Park Drive is an aluminum-clad garage that would have served the previous dwelling facing onto Clarence Street. Earlier plans from 1926 show that there was an accessory building measuring 3 m x 1.5 m on the site.

Other than the garage and several mature trees at the rear of the lot, the property is featureless, obviously the neglected rear yard of the previous Regency-styled cottage that occupied the corner of Clarence and Park.

Park Drive is a one-block long cul-de-sac that runs east from Clarence Street to the Humber River valley. It is central to the easterly portion of the Woodbridge Heritage Conservation District (see Figure 7) and contains 25 single-detached dwellings, one and two storey residences of varying ages.

Clarence Street has become in effect an arterial road linking northwest Woodbridge with its historic core and Islington Avenue.

Park Drive has one “contributing” structure as defined in the District Plan of April, 2009 (no. 20).

Clarence Street has, or had, 4 contributing structures approved for demolition, 19 other contributing structures, 4 structures listed on the LSHS and 1 property designated under the Ontario Heritage Act.

The Study and subsequent Plan describes the heritage attributes of the two streets as:

- *“A residential street character that is pedestrian-oriented and includes a broad variety of housing types and styles fronting on Clarence Street;*
- *Provides access and views to the Humber River corridor;*
- *In addition to the parkland, front yards provide a significant greenery and tree canopy”*

Aerial photographs from the middle of the 1900’s seem to indicate that Clarence Street (formerly Race Street) did not extend as far north as now, but joined the Village of Woodbridge to Kipling Avenue (Concession Eight Road) via Meeting

House Road (sometimes known as Church Street).

Old maps from early settlement days show Park Drive sometimes called St. Matthew Street to 1878 and sometimes Spiker Avenue to 1926, ending at the Humber River.

Up until the times when the watercourses were re-aligned by Hurricane Hazel and subsequent man-made flood control measures, the lands at the end of Park Drive were marshy. Aerial photos from ca. 1950 show six buildings on Park Drive, two of which, at the east end, would have been close to the drop down to the plateau on the Humber River.

The Woodbridge fire insurance map of 1926, which shows Park Drive as Spiker Avenue, also indicates 6 houses but details outbuildings as well. Obviously the municipal addresses have been re-numbered, but it appears that none of the six remain – although the present no. 20 may be the no. 86 shown on the fire insurance map of 1926. This address is also indicated as “contributing”.

A portion of Park Drive was paved in 1912, probably to the extent shown by a dotted line on the fire insurance plan. At that time all dwellings would have been on wells and septic systems.

As is noted in the Study and Plan, this particular location has been significant from time immemorial as being on the portage route between Lake Ontario and Nottawasaga Bay and at a place convenient for crossing the Humber River in an east-west direction. From 1799 on, post-contact settlers found this to be an advantageous location.

With the evolution from agricultural products and small manufacturers for domestic consumption to production for export, the natural attributes of Woodbridge’s location became very significant. Especially in the 1840’s and 1850’s, its place in the burgeoning industrial capitalism of Canada West would have been evident. From this time and for a hundred years Woodbridge’s growth would have reflected the progress of Ontario in industrial capitalism. Woodbridge would have been well-placed with grist and saw mills, a carding mill and, after 1871, the Toronto, Grey and Bruce Railway that linked Toronto and Orangeville.

It is significant that a Mechanics’ Institute was established in Woodbridge in 1883. As Clare Pentland has written, “*Hence, the spread of Mechanics’ Institutes provides an index of the diffusion of belief in progress and of industrial ambition ... credit for much honest interest in scientific education must be given therefore, and the Institutes must surely have enhanced that interest.*”

By the time canals and railways and improved roads (in the 1840’s and 50’s) enabled Upper Canada to produce more than staples for export or to import, Woodbridge would have been well-placed to thrive as an agricultural, mercantile

and manufacturing hub. The maps of the village in the 1878 York County Atlas show Abell's "Agricultural Works", i.e. factories, Wallace's factory, a woolen mill, a grist mill at Vaughan Mills and a factory and saw mill at Brownsville. All of these were expeditiously close to the river and the new railway. There can be little doubt that the society of the farmer, the merchant, the factory owner, the workman and their families established the form and style of the built environment which we see today.

It is remarkable that the Heritage District is as cohesive as it is, given the stresses that must have been present in that society – for or against protectionist national policies among the three elements of economic activity.

We would conclude in light of the above information that many, if not most, of the houses along Clarence Street that contribute and are dated between the years 1850 and 1950 were of workers that depended for their livelihood on the agriculturally related and manufacturing industries. This fact should in no way detract from their value in contributing to the character of the Clarence Street and Woodbridge Avenue neighbourhoods. It would therefore seem appropriate for the municipality to designate some of the workers' houses that are well-designed and representative, if researching the occupants' history should prove difficult or impossible.

## 5.0 Woodbridge Heritage Conservation District Plan

### 5.1 Objectives

There are eight objectives in the District Plan, as follows:

1. *Identify, document, maintain and restore the unique heritage village character of Woodbridge.*
2. *Conserve contributing buildings, landscapes, monuments and streetscapes.*
3. *Ensure new designs contribute to the Woodbridge heritage character.*
4. *Manage any development or redevelopment proposed within the district, in a manner that is sensitive and responsive to all aspects necessary to ensure the protection and conservation of the heritage resources, in order to maintain the village character of the Woodbridge District.*
5. *Ensure individual heritage structures and landscapes are maintained, and new development or redevelopment is sensitively*

*integrated, as part of a comprehensive district.*

6. *Maintain Woodbridge as both a local neighbourhood and a destination for residents of Vaughan and beyond.*
7. *Support a welcoming, interesting pedestrian environment by encouraging pedestrian amenities and by maintaining human-scaled development and connections to adjacent neighbourhoods.*
8. *Involve area residents, property and business owners, and interested individuals in the ongoing evolution of the HCD.*

Of these eight objectives, nos. 3, 4 and 5 are the most relevant to proposed development at 15 Park Drive.

## 5.2 Heritage Character Areas

The District Plan sets out seven “heritage character areas” or HCA’s – those portions of the district “*that are defined by heritage attributes that give each area a unique or recognizable heritage character.*” The subject property is located within the Clarence Street and Park Drive heritage character area, which has the following heritage attributes:

1. *A residential street character, that is pedestrian oriented and includes a broad variety of housing types and styles fronting onto Clarence Street.*
2. *Provides access to Woodbridge Avenue, from the north.*
3. *Provides access and views to the Humber River Corridor.*
4. *In addition to the parkland, front yards provide a significant greenery and tree canopy.*
5. *Houses are predominantly 2 to 3 floors high.*
6. *Side yards provide views towards landscaped back yards and the river valley to the east.*

## 5.3 Guidelines for the Clarence Street – Park Drive HCA

Five guidelines for this neighbourhood are set out in the Plan, as follows:

1. *The Street should retain the existing residential character with a single family detached building type and be designed to support a pedestrian streetscape. Where the Official Plan permits, duplexes, triplexes, and quadruplexes may be permitted provided they are carefully designed to appear as single detached dwellings, sensitive to abutting contributing buildings and landscapes, and*

*provided they maintain existing side yard and front yard setbacks, are of a similar building height, and are of a building frontage width which is consistent with adjacent single detached dwellings.*

2. *Pedestrian connections to and from Woodbridge Avenue and the park system must be protected and their design enhanced. Views and public access to parkland must be protected and enhanced.*
3. *Consistent setbacks (of a minimum 4.5 m) should provide opportunities for landscaping on both sides of the street.*
4. *New buildings should be a minimum of 2 floors (8.5 m) high and a maximum of 3 floors (11 m).*
5. *Detached residential units must provide a side yard as per zoning with open east-west views.*

All of these guidelines apply to the proposed development except no. 2 and 5, which appears to pertain to Clarence Street rather than Park Drive.

## 6.0 Conformity of the Development Proposal to the District Guidelines

In order to assess the conformity of the proposed development to the guidelines set out in the Woodbridge Heritage Conservation District Plan, we examined the site plan and elevation drawings prepared by Rubinoff Design Group and dated July 18, 2017; a survey of part of the west half of lot 7, concession 7, City of Vaughan, prepared by Dacian N. Papa, O.L.S. and dated May 1, 2017; the Arborist report prepared by Al Miley and Associates dated July 31, 2017; and the Landscaping Plan prepared by Rubinoff Design Group dated August 24, 2017. The District Plan was prepared in April 2009 by “Office for Urbanism” in association with Goldsmith Borgal and Co. Architects.

Without re-iterating the specific objectives and policies of the Plan, it is necessary to point out that the overall direction of the document rests on the following Official Plan goal: “*create a distinctive residential community of a scale and character which will relate well to the existing village quality of Woodbridge, and possess a strong sense of community identity*”.

The Plan also states that the Guidelines in the District Plan are generally in conformity with the zoning by-law.

The Building Inventory portion of the Study shows that 77 Clarence St. at the corner of Park Dr., 61 Clarence St. which abuts 15 Park Dr. at the rear, 20 Park Dr., kitty-corner to 15, and 69 Clarence St. at the southeast corner of Clarence and

Park, all contain houses that contribute to the heritage character of the district. (No. 69 Clarence St. must refer to the Regency cottage that was replaced by the present two-storey dwelling on the site.)

No listed or designated buildings are shown within 200 m of the subject property.

Two houses (61 & 69 Clarence) are shown as having been built between 1925 and 1950. If 69 refers to the photograph on page 159, it would predate the existing two-storey house and has every indication of having been a Regency cottage of mid-19th century vintage.

Two houses (77 Clarence and 20 Park) are shown as dating from 1900 to 1925. The present-day appearance of no. 20 certainly confirms this statement, but no. 77 is almost certainly earlier and much altered. It is possible that underneath all the changes is a log house enumerated on the Assessment Record as “Spiker Ave. (northeast side)”.

The map on page 56 of the District Plan indicates that 20 Park Drive is a “contributing” property, as are 61 and 69 Clarence.

In reviewing the provisions of the Plan, it is quite clear that compliance with the Guidelines requires attention to both the details of a particular design, and to the proposal in relation to the intent and objectives of the Plan. As to the latter, our assessment of conformity relates to the following items listed in the “Heritage Character Statement” section:

- a. Woodbridge’s history and function within Vaughan and the surrounding area;
- b. Woodbridge’s unique sense of identity;
- c. Woodbridge’s unique elements.

The Study also acknowledges that Woodbridge will change and mature over time.

In reviewing the prospect of change for Park Drive, we recognize that from the time it was called Spiker Avenue to the present it has indeed changed and matured. But there are two distinct characteristics of the residential properties: the houses in the condominium cluster at the east end of the cul-de-sac are built at a density made possible only by its type of tenure, and that density is much higher than the rest of the street.

Apart from the above-noted cluster of single-detached homes, the street has been sub-divided in the arcadian tradition of post-World War II North America – i.e. the dream of most newly-forming families to own “a villa in a garden”. Similar densities occur on the east side of Clarence Street, backing onto the Humber River valley.



In terms of the coverage and floor space index of the house proposed for 15 Park Drive, therefore, it is difficult to conclude that it relates well to the adjacent parts of Park and Clarence.

In regard to the design elements of the dwelling proposed for 15 Park Drive, it is obvious from the drawings provided by the designers that attention has been paid to the District Study prepared by Goldsmith Borgal and Co. Architects. Efforts have been made to give the house a human scale and to use the kind of materials listed in the report.

The element that is questionable is the amount of building on a 474 m<sup>2</sup> lot. It is in effect a three-storey building, except that the finished basement is below grade. The lowest level might be considered a separate suite but without a kitchen.

In design the house relates more to the two new houses on either side of it than the older houses on Park and Clarence, but one of the characteristics of the neighbourhood is “a diversity and mixture of ... different architectural styles”. However, the District Plan goes on to say “... building setbacks, deep frontages and sideyards and park-like setting and context” should be maintained in this portion of the district.

The house has been set back from the street the required 4.5 m and one tree is to be preserved along with a new tree being planted, as recommended. The setback also coincides to an imaginary line joining the side of the houses at 69 Clarence Street and 21 Park Drive.

## 7.0 Conclusions and Recommendations

The proposed detached dwelling appears to comply generally with the objectives and design guidelines of the Woodbridge Heritage Conservation District Plan in that it would fit in well with the Park Drive streetscape in terms of architectural style, front setback, height and building materials. It would reinforce the residential street character and add to the variety of housing types and styles in the Clarence Street/Park Drive Heritage Character Area. However, because of its relatively high coverage (22.3%) and floor space index (.539) in relation to other homes on Park Drive, it would not reflect the ample side yards and relatively low density of its neighbours. We would therefore suggest that the size and massing of the proposed dwelling be somewhat reduced in order to “fit in” better with the nearby homes on Park Drive and Clarence Street.

It is recognized that this suggestion appears to contradict the currently prevailing provincial policy of intensification, but there is nothing in the District Plan that would support the notion of intensification in the Heritage District. We have no doubt that the intended size of the dwelling is market-driven, and reducing its

size may well have an effect on its marketability, but we are obliged to take into account its conformity to the District Plan.

Subject to this recommendation being implemented, we would support the proposed development at 15 Park Drive and recommend the issuance of a heritage permit for same.

Respectively submitted,



Robert A. Martindale, MCIP, RPP, CAHP

Gordon Zimmerman, retired architect

October 2017

## 8.0 Owner and Owner Contact Information

**The owner of the property is Giovanni Galiano.**

**Contact information:**

Tel: (416) 454-1369

E-mail address [giovanni@castlevalleydevelopments.com]

**The designer of the proposed dwelling is Rubinoff Design Group.**

**Contact information:**

697 Mount Pleasant Rd.

Toronto, ON M4S 2N4

Tel.: 416-667-0322 ext. 201

Fax: 416-667-0751

e-mail: [glenn@rubinoffdesign.com]



**TITLE SEARCH RECORD (CHAIN OF TITLE)**

**Municipal Address:** 15 Park Drive, City of Vaughan(formerly Village of Woodbridge), Reg. Mun. of York

**Legal Description:** Pt. W1/2 Lt. 7 Con. 7 Vaughan, Pt. 1 Pl. 65R-28679; PIN:03301-0634(LT)

**Date of Search:** Sept. 29, 2017

<b>Instrument No.</b>	<b>Date</b>	<b>Grantor</b>	<b>Grantee</b>
Patent	20 May 1801	Crown	CAMERON, Hugh
271(Old York)	25 March 1802	CAMERON, Hugh	CAMERON, John
311	22 Jan. 1803	CAMERON, John	GOUGH, Thomas B.
735	11 April 1806	GOUGH, Thomas B.	COOPER, William
6198	31 Feb. 1828	COOPER, William	STUMP, Joseph
15781	25 Jan. 1839	STUMP, Joseph	BURR, Rowland
24035	6 Feb. 1845	BURR, Rowland	BRAWLEY, John
27657	21 Oct. 1846	BRAWLEY, John	DONALDSON, J.A.
2554(Tp. of Vaughan)	11 April 1878	DONALDSON, John A.	WOODWARD, William
2555	11 April 1878	WOODWARD, William	STURTZAKER, James
WB173	31 July 1885	STURTZAKER, James-ESTATE	LEEDS, Thomas B.
WB181	23 Sept. 1885	LEEDS, Thomas W.B.	TAYLOR, William A.

**CHAIN OF TITLE**

## Appendix 1

<b>Instrument No.</b>	<b>Date</b>	<b>Grantor</b>	<b>Grantee</b>
WB233	30 Nov. 1887	TAYLOR, William A.	TAYLOR, Robert N.
WB713	29 Jan. 1908	TAYLOR, Robert N.	ELLISTON, William G.
WB795	5 April 1911	ELLISTON, William G.	HALLETT, John G.
WB847	6 Nov. 1912	HALLETT, John G.	TURNER, John
WB927	8 Nov. 1915	TURNER, John	HALLETT, John G.
WB1128	29 Nov. 1922	HALLETT, John G.	EVANS, Sarah A.
WB1598	30 April 1936	EVANS, Sarah- ESTATE	HENDRY-Myrtle
WB5317	16 May 1963	HENDRY, Myrtle S.-ESTATE	ARMSTRONG, Dora Evelyn
YR481580	10 June 2004	ARMSTRONG, Dora Evelyn	ARMSTRONG, Dora Evelyn; METKE, Lynne Marlene; JONES, Lyness Hendry; RADLEY, Deborah Lynne(joint tenants)

## CHAIN OF TITLE

## Appendix 1

<b>Instrument No.</b>	<b>Date</b>	<b>Grantor</b>	<b>Grantee</b>
<b>YR683195</b>	<b>12 Aug. 2005</b>	<b>JONES, Lyness Hendry; METKE, Lynne Marlene; RADLEY, Debora Lynne(surviving joint tenants- YR543953-RE: ARMSTRONG, Dora Evelyn, deceased)</b>	<b>POTKIDIS, Joana and William</b>
<b>YR914985</b>	<b>24 Nov. 2006</b>	<b>POTKIDIS, Joana and William</b>	<b>POTKIDIS, William</b>
<b>YR914987</b>	<b>24 Nov. 2006</b>	<b>POTKIDIS, William</b>	<b>POTKIDIS, Joana</b>
<b>YR2693828</b>	<b>29 June 2017</b>	<b>POTKIDIS, Joana</b>	<b>GALIANO, Mario</b>

## CHAIN OF TITLE



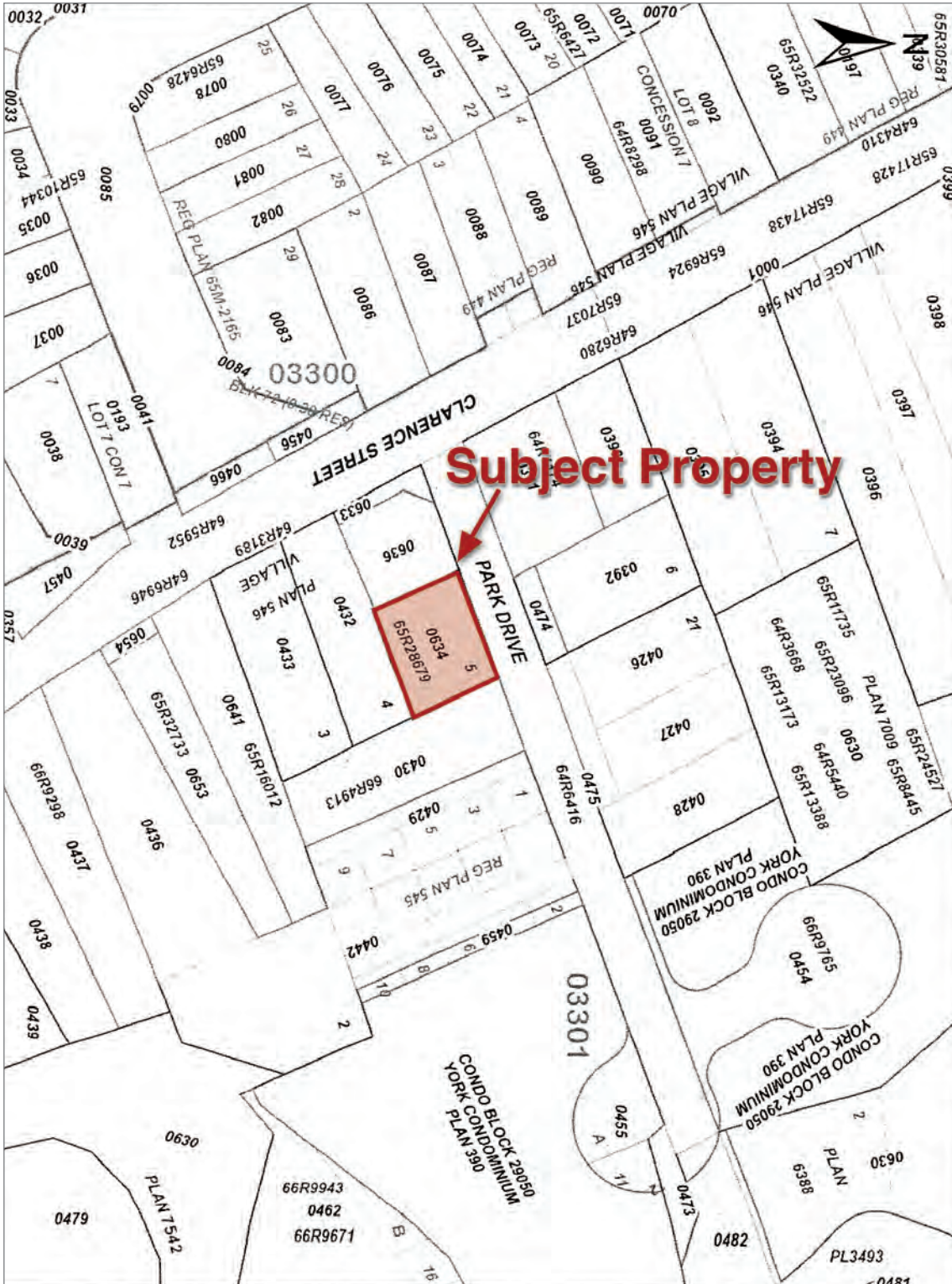


Figure 1

LOCATION MAP



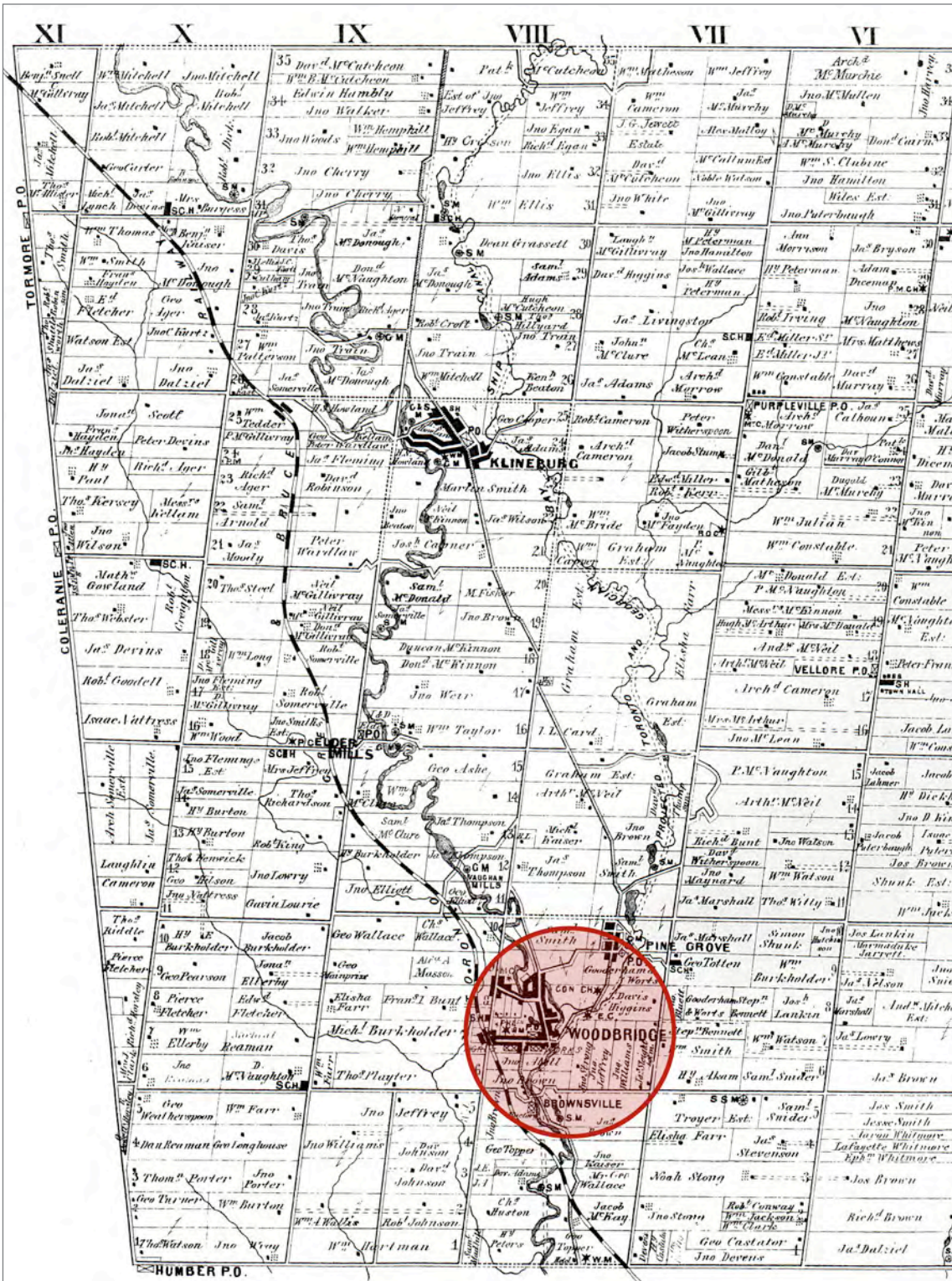


Figure 2

EXTRACT OF 1878 YORK COUNTY ATLAS SHOWING WESTERLY PORTION OF VAUGHAN TOWNSHIP



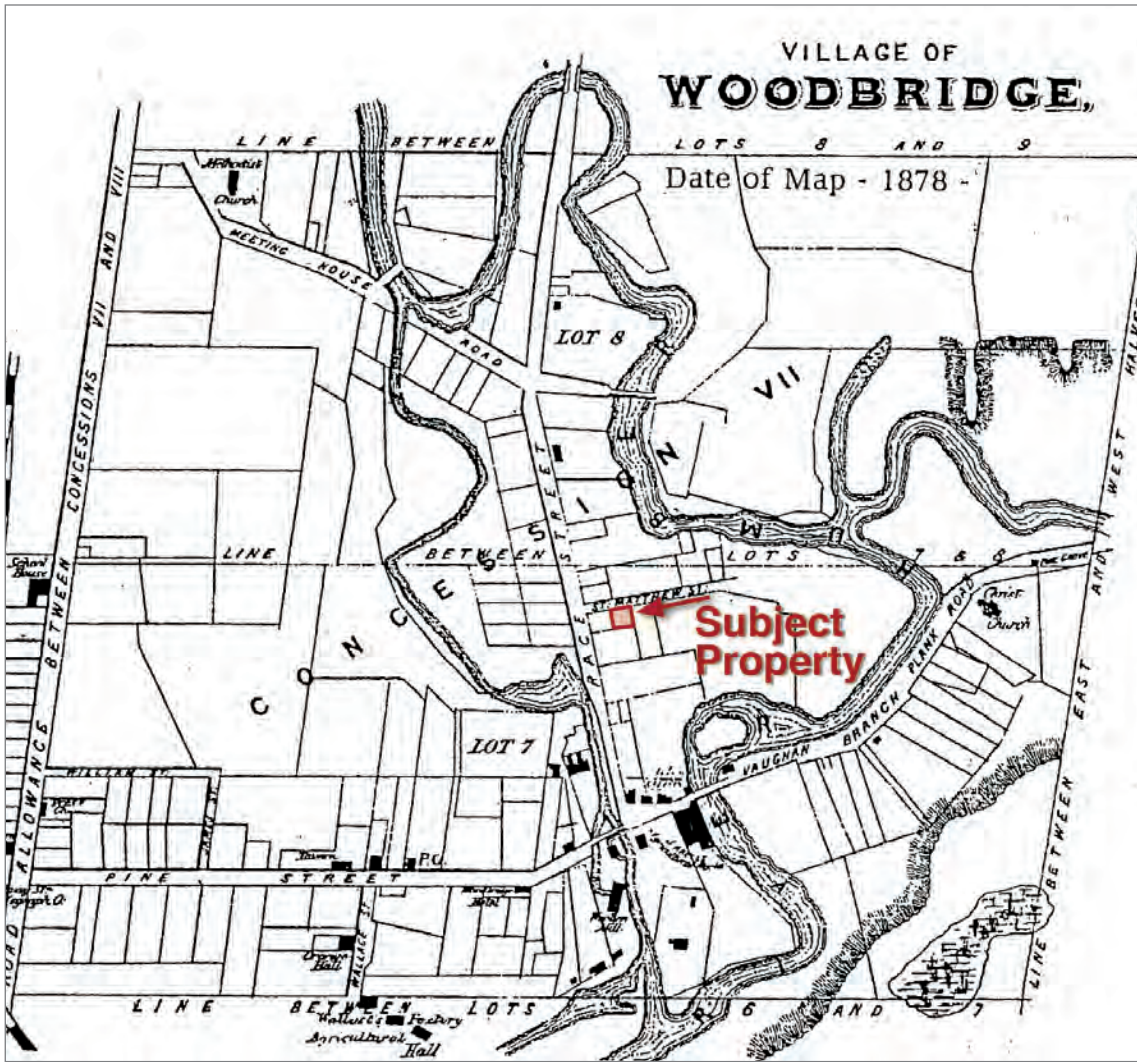


Figure 3

VILLAGE OF WOODBRIDGE MAP FROM COUNTY ATLAS

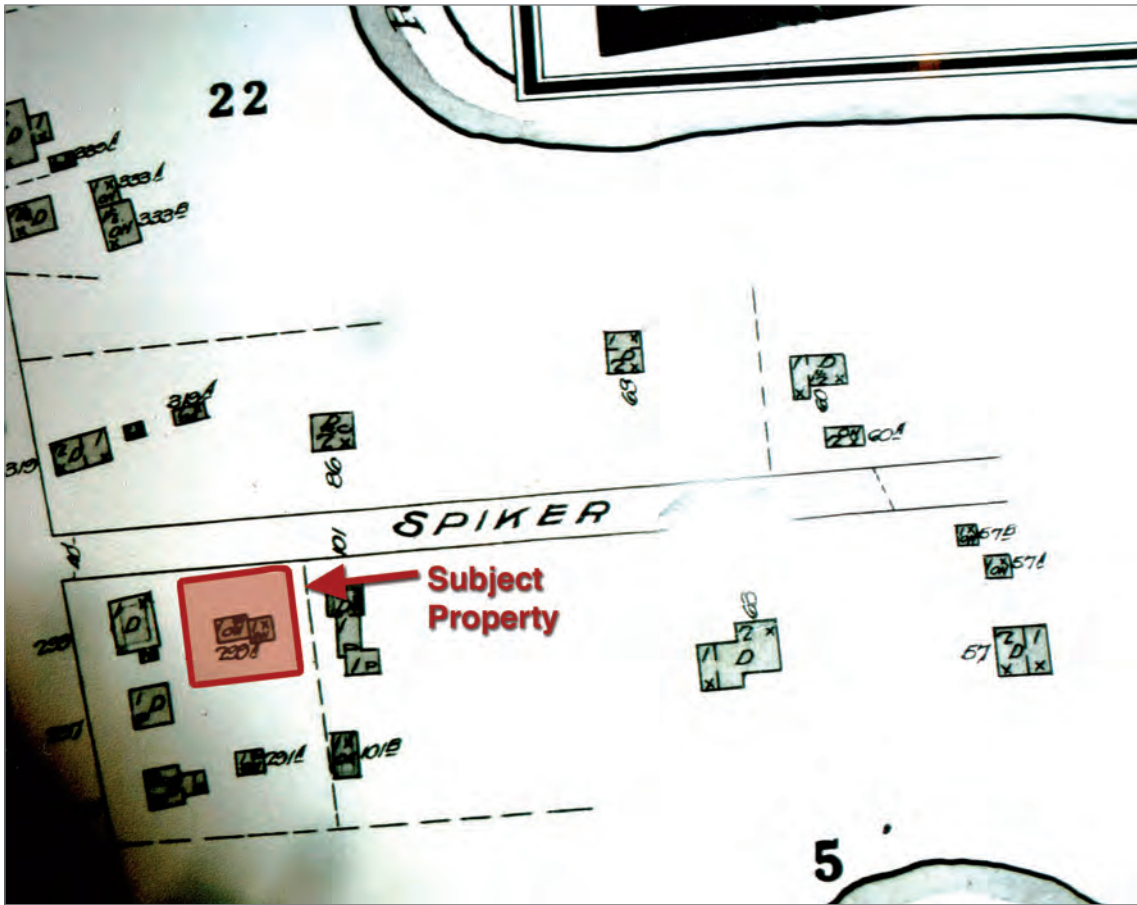
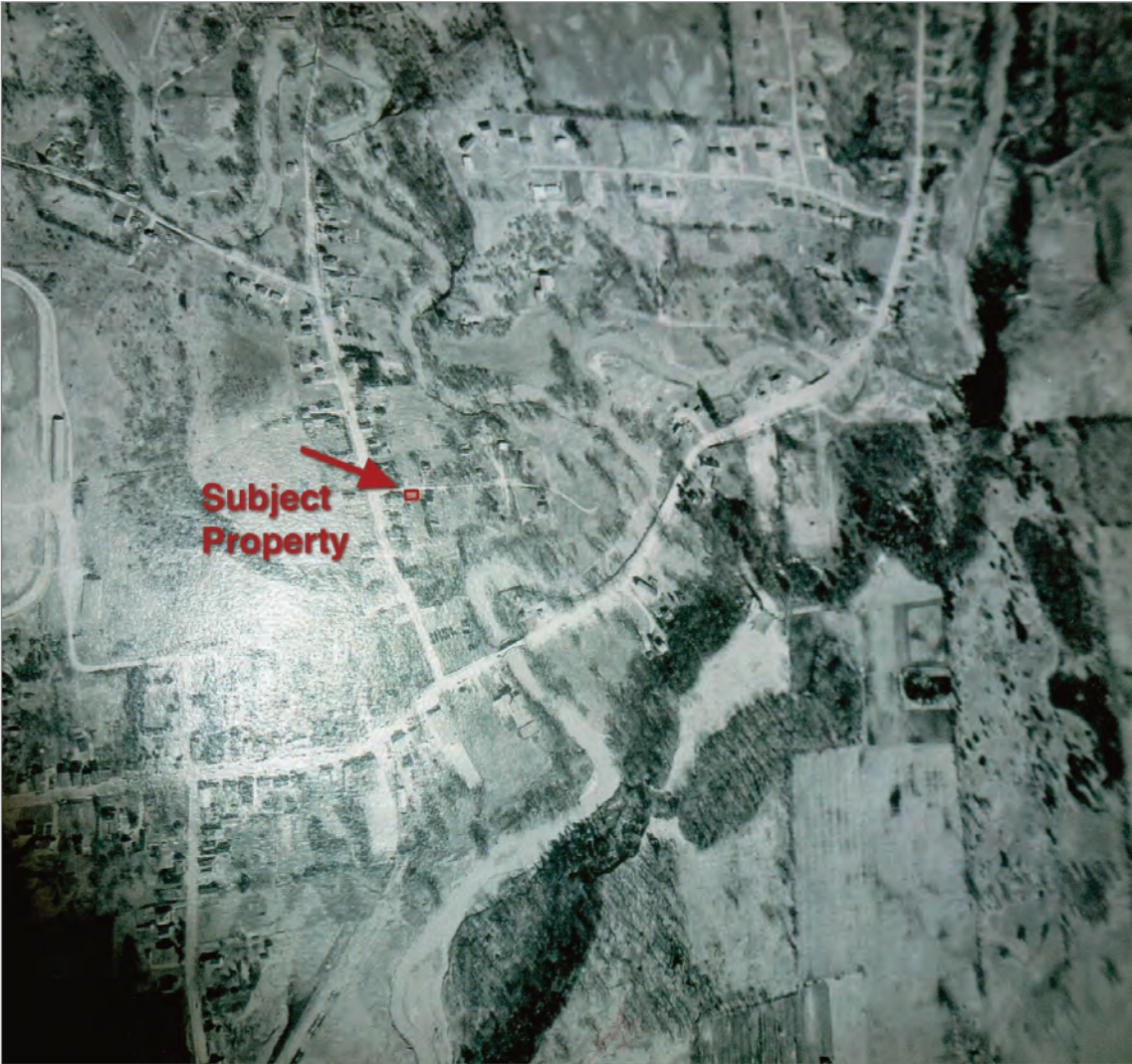


Figure 4

EXTRACT OF FIRE INSURANCE PLAN FROM 1926



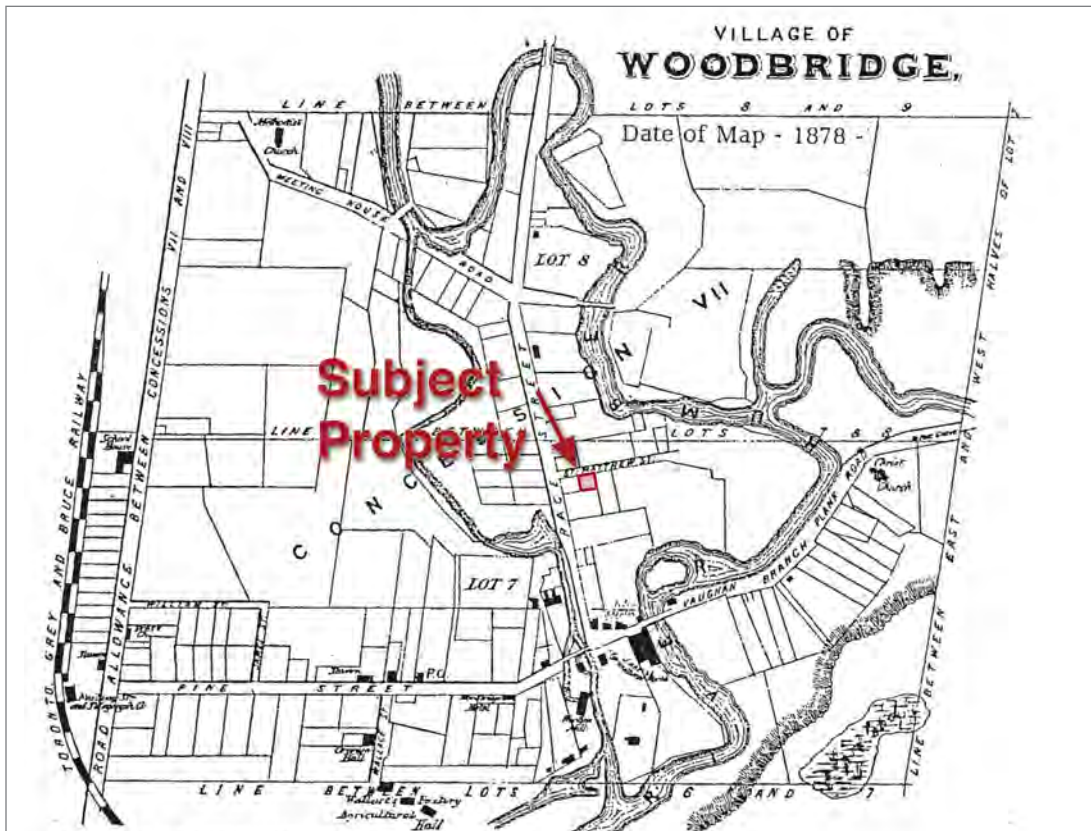


# Figure 5

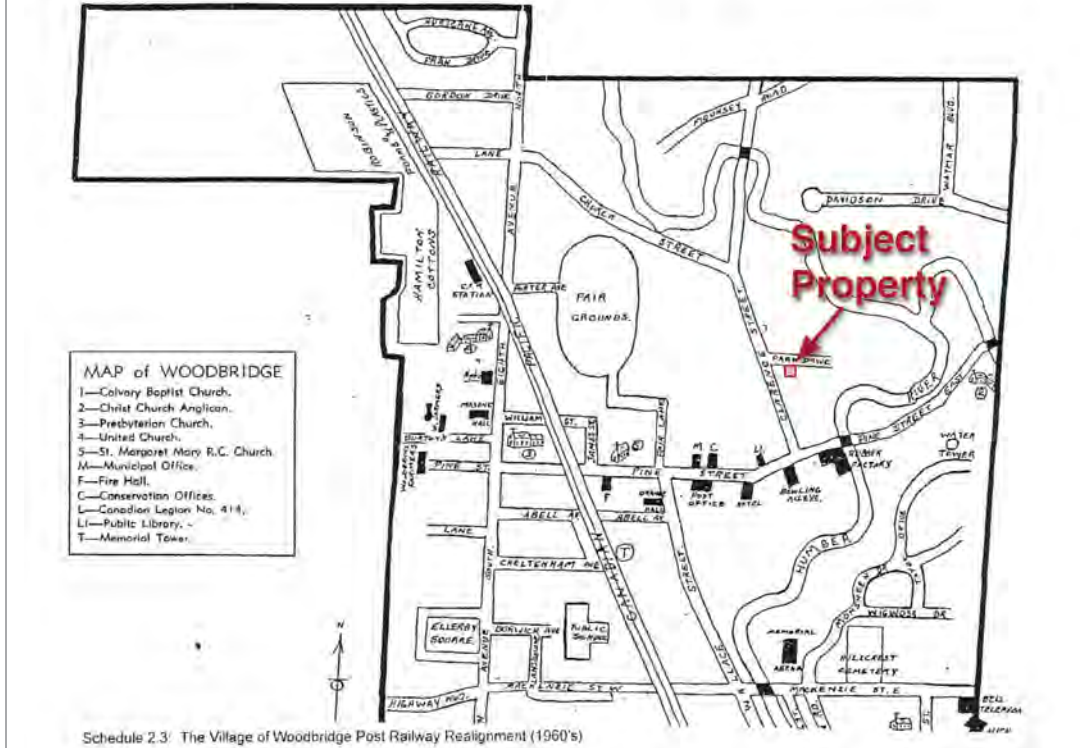
ARIAL PHOTO



# Figure 6



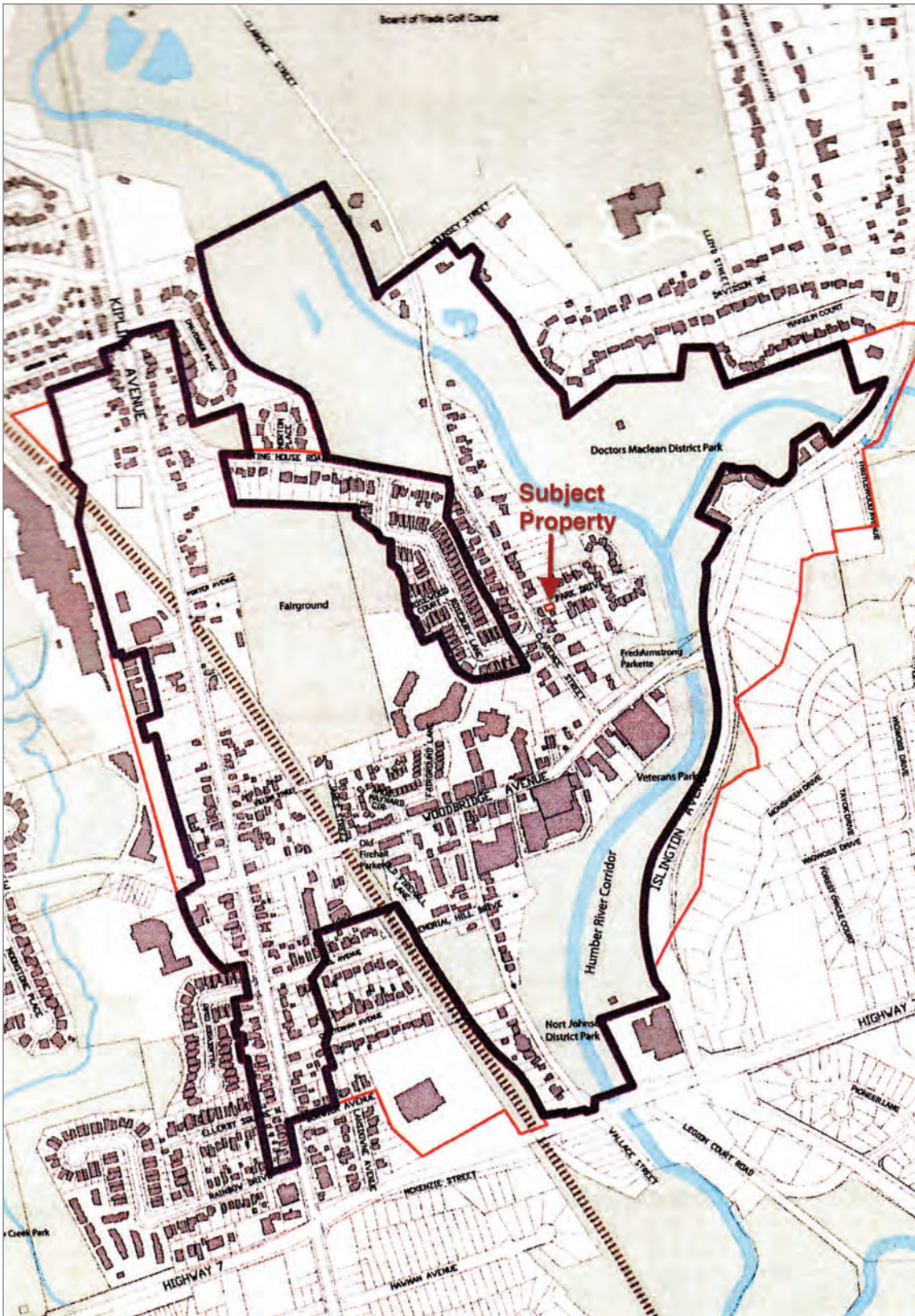
Schedule 2.2: The Village of Woodbridge 1878



Schedule 2.3: The Village of Woodbridge Post Railway Resignment (1960's)

**1878 AND 1960'S MAP OF WOODBRIDGE**





HERITAGE CONSERVATION DISTRICT BOUNDARY

Figure 7



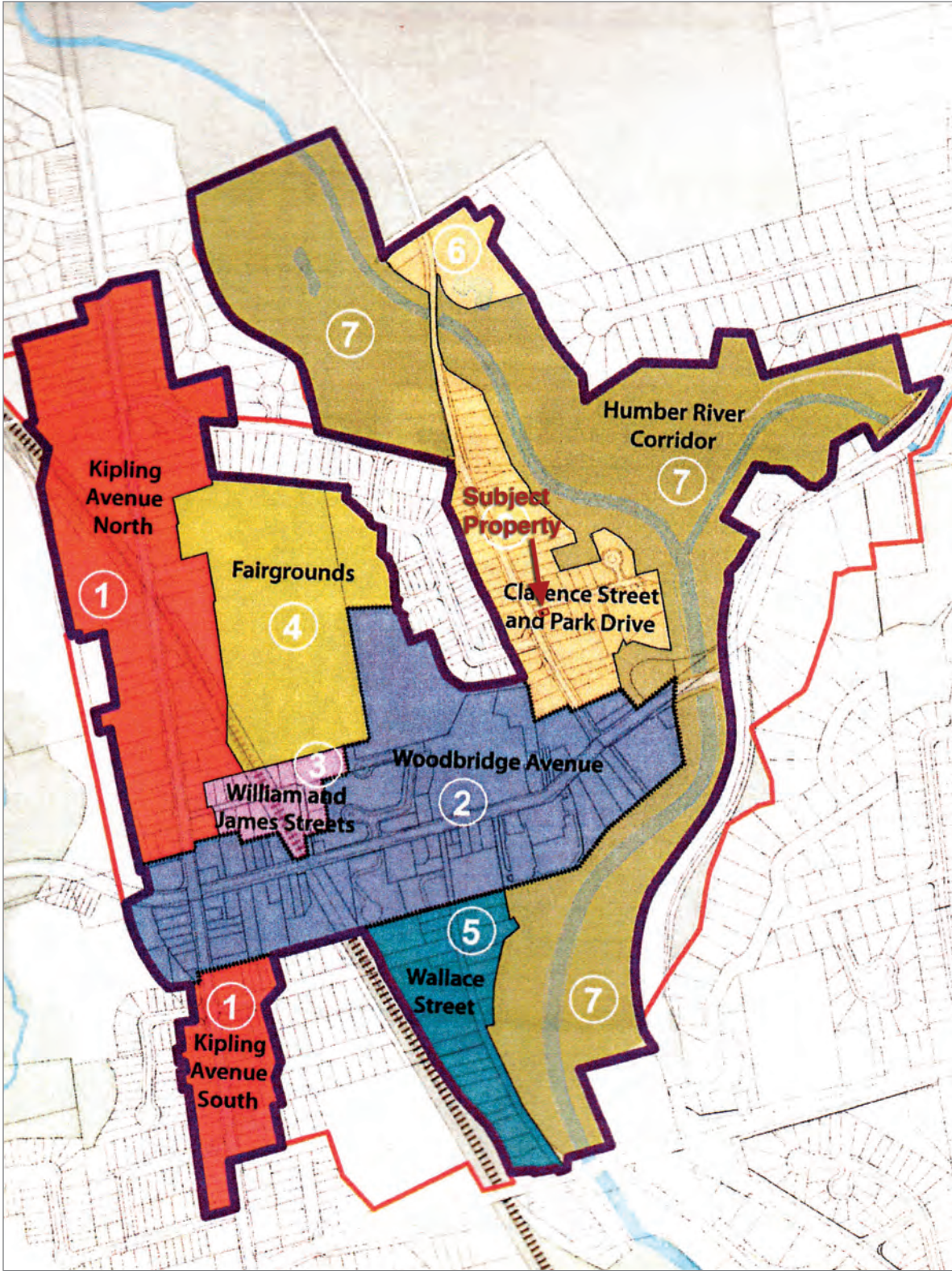
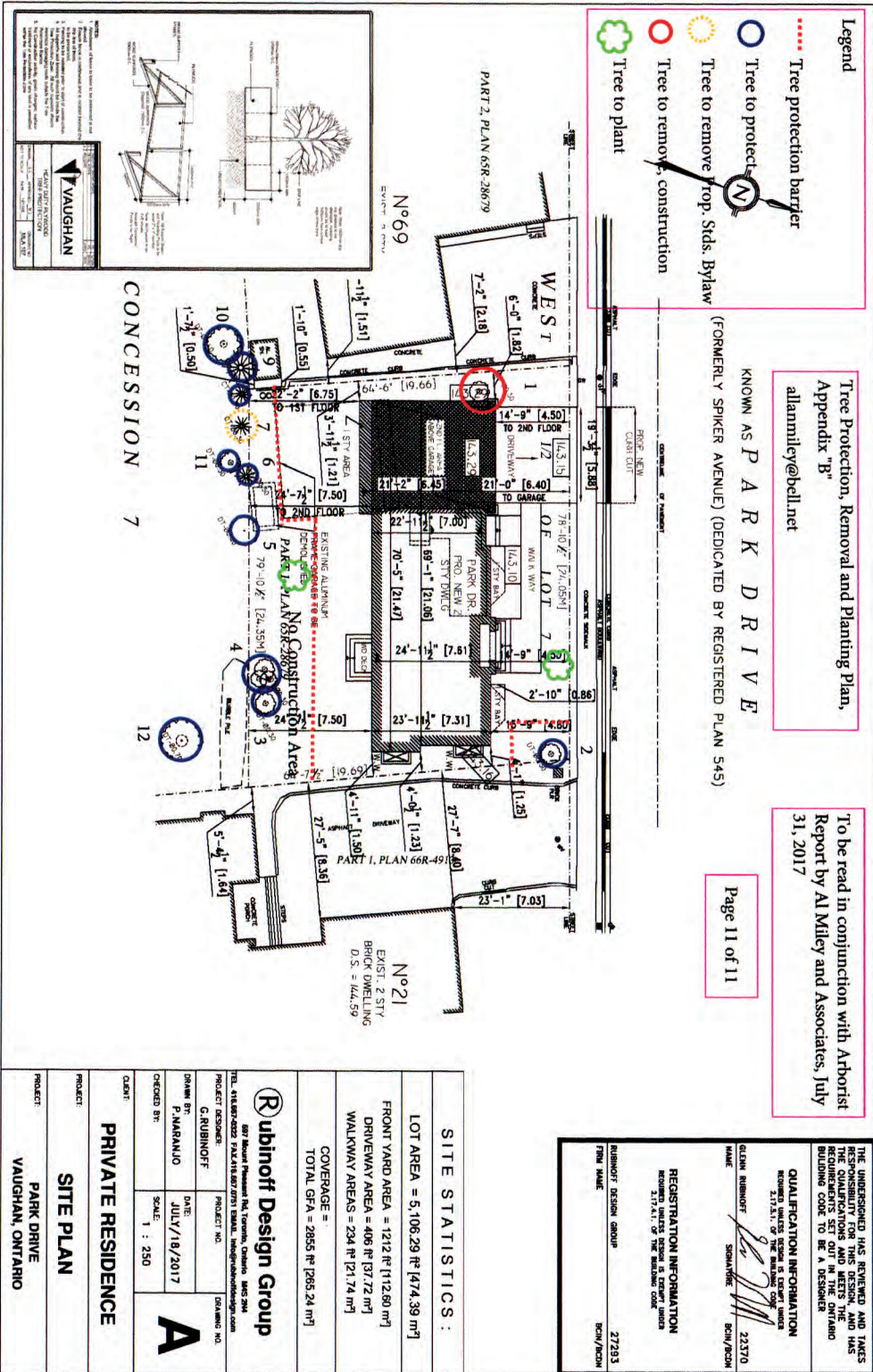


Figure 8

HERITAGE CHARACTER AREAS

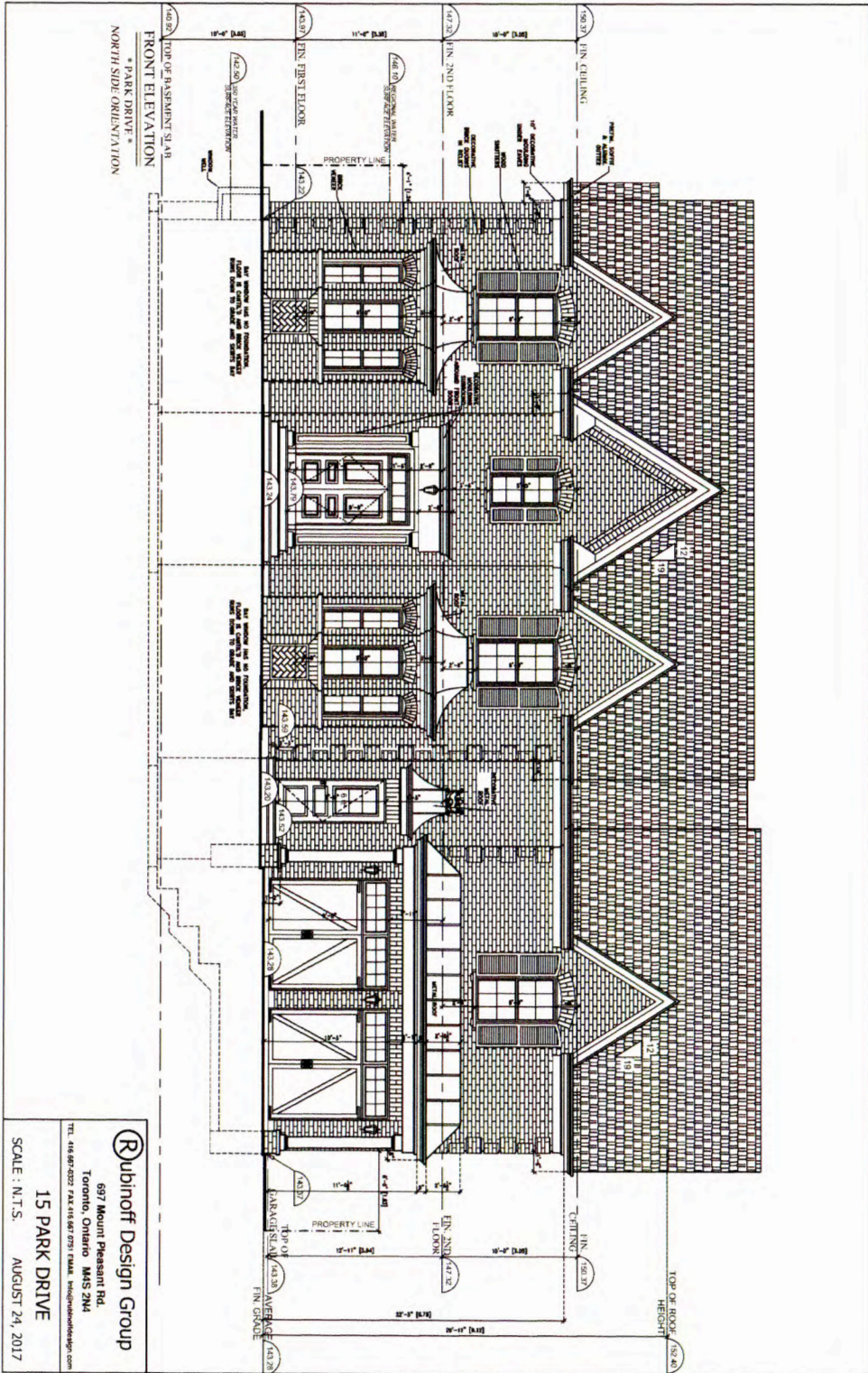


# Figure 9



SITE PLAN OF 15 PARK DRIVE

# Figure 10



ELEVATION DRAWING







A

NORTHEAST CORNER  
(TREE TO BE PROTECTED)

B

LOOKING SOUTHEAST



C

LOOKING WESTERLY



PHOTOGRAPHS (A-C) OF SUBJECT PROPERTY AND SURROUNDING AREA

Figure 12 (a-c)





D

DIRECTLY ACROSS PARK DRIVE

E

LOOKING  
NORTHEASTERLY



F

LOOKING ALONG PARK  
DRIVE BEFORE #15



PHOTOGRAPHS (D-F) OF SUBJECT PROPERTY AND SURROUNDING AREA

Figure 12 (d-f)

Figure 12 (g-i)



G

NEIGHBOUR ABUTTING ON THE EAST



H

LOOKING EASTERLY ALONG PARK DRIVE BEFORE #15



I

EASTERN LINE, BETWEEN 15 PARK AND 69 CLARENCE

PHOTOGRAPHS (G-I) OF SUBJECT PROPERTY AND SURROUNDING AREA



Figure 12 (J-L)



J  
LOOKING NORTHERLY  
ALONG CLARENCE  
STREET



K  
NORTHEAST CORNER  
PARK DRIVE AND  
CLARENCE STREET



L  
SOUTHEAST CORNER  
PARK DRIVE AND CLAR-  
ENCE STREET

PHOTOGRAPHS (J-L) OF SUBJECT PROPERTY AND SURROUNDING AREA

Figure 12 (m-o)



M

LOOKING ACROSS  
PROPERTY FROM SOUTH  
EAST CORNER

N

LOOKING WEST ALONG  
SOUTH PROPERTY LINE  
SHOWING TREES TO BE  
PRESERVED



O

LOOKING SOUTH EASTERLY  
ACROSS PROPERTY FROM  
NORTHEAST CORNER

PHOTOGRAPHS (M-O) OF SUBJECT PROPERTY AND SURROUNDING AREA



Figure 12 (p-r)



P

LOOKING WESTERLY  
DOWN PARK DRIVE



Q

CUL-DE-SAC AT EAST END  
OF PARK DRIVE



R

CUL-DE-SAC AT EAST END  
OF PARK DRIVE

PHOTOGRAPHS (P-R) OF SUBJECT PROPERTY AND SURROUNDING AREA



S

VIEW FROM EAST END OF PARK DRIVE

DOCTORS MACLEAN DISTRICT PARK



T

Figure 12 (s-t)

PHOTOGRAPHS (S-T) OF SUBJECT PROPERTY AND SURROUNDING AREA