

THE CORPORATION OF THE CITY OF VAUGHAN

IN THE MATTER OF Section 17(28) of
the Planning Act, RSO 1990, c.P.13

and

IN THE MATTER OF Amendment Number 695
to the Official Plan of the Vaughan Planning Area

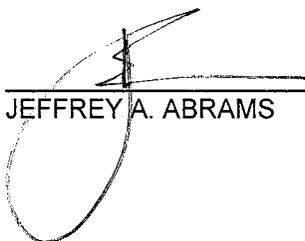
I, **JEFFREY A. ABRAMS**, of the City of Toronto, **MAKE OATH AND SAY:**

1. **THAT** I am the City Clerk of the Corporation of the City of Vaughan and as such, have knowledge of the matters hereinafter deposed to.
2. **THAT** Official Plan Amendment Number 695 was adopted by the Council of the Corporation of the City of Vaughan on the 30th day of June, 2009, and written notice was given on the 9th day of July, 2009 in the manner and form and to the persons and public bodies that requested notification of the adoption, pursuant to Subsection 17(23) of the Planning Act, RSO 1990, as amended.
3. **THAT** notices of appeal setting out objections to Official Plan Amendment Number 695 and the reasons in support of the said objections were filed with me within twenty (20) days from the date of circulation of the Official Plan Amendment.
4. **THAT** the said Official Plan Amendment and supporting documentation were forwarded to the Ontario Municipal Board on August 13, 2009.
5. **THAT** the Ontario Municipal Board advised by letters dated March 12, 2010 and August 19, 2010, respectively that the appeals have been withdrawn per the appellants' letters dated March 12, 2010 and August 16, 2010, respectively.
6. **THAT** Official Plan Amendment Number 695 is deemed to have come into effect on the 16th day of August, 2010, in accordance with Subsection 17(30) of the Planning Act, RSO 1990, as amended.

SWORN BEFORE ME in the City)
of Vaughan, in the Regional)
Municipality of York, this)
25th 24th day of August, 2010.)


A Commissioner, etc.

James Todd Coles,
a Commissioner, etc.,
Regional Municipality of York, for
The Corporation of the City of Vaughan.
Expires March 27, 2013.



JEFFREY A. ABRAMS

**Environment and Land Tribunals
Ontario**

Ontario Municipal Board

655 Bay Street, Suite 1500

Toronto ON M5G 1E5

Telephone: (416) 212-6349

Toll Free: 1-866-448-2248

Fax: (416) 326-5370

Website: www.elto.gov.on.ca

**Tribunaux de l'environnement et de
l'aménagement du territoire Ontario**

Commission des affaires municipales
de L'Ontario

655 rue Bay, suite 1500

Toronto ON M5G 1E5

Téléphone: (416) 212-6349

Sans Frais: 1-866-448-2248

Télocopieur: (416) 326-5370

Site Web: www.elto.gov.on.ca



Ontario

VIA EMAIL & REGULAR MAIL

August 19, 2010

Mr. Jeffrey Abrams, Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Mr. Abrams:

**RE: OMB Case & File No. PL090700
Official Plan Amendment No. 695
Appeal by Ralph Palmisano
Part of Lots 8-10, Concession 7 & 8
City of Vaughan**

Subsection 17(30) of the *Planning Act* provides;

(30) If all appeals under subsection (24) in respect of all or part of the decision of council are withdrawn and the time for filing appeals has expired, the secretary of the Municipal Board shall notify the clerk of the municipality that made the decision and,

*(a) the decision or part of the decision that was the subject of an appeal is final;
and*

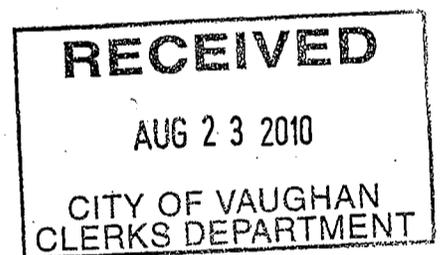
(b) the plan or part of the plan that was adopted and in respect of which all appeals have been withdrawn comes into effect as an official plan or part of an official plan on the day the last outstanding appeal has been withdrawn.

I am writing to advise that the remaining appeal by Ralph Palmisano was withdrawn by letter dated August 16, 2010.

There are no outstanding appeals in this matter, and our case and file is closed. Therefore, the 5-day hearing that was scheduled to start on September 20, 2010 is now cancelled and no attendance is required.

Yours truly,

Patrick Hennessy
SECRETARY



- c: Mr. Scott Morrison, OMB Coordinator, Municipal Programs & Educational Branch,
Ministry of Municipal Affairs & Housing (via email & regular mail)
- Ms. Claudia Storto, Solicitor, City of Vaughan (via email & regular mail)
- Mr. Paul Bottos, Piccin, Bottos, Barristers & Solicitors (via email & regular mail)
- Mr. Clare Riepma, Riepma Consultants Inc. (via email & regular mail)
- Mr. Kevin Huang, Senior Planner, Toronto & Region Conservation Authority
(via email & regular mail)
- Mr. Nick Pinto, President, The West Woodbridge Homeowners Association Inc.
(via email & regular mail)
- Ms. Josie Fedele, Vice-President, The West Woodbridge Homeowners Association Inc.
(via email & regular mail)
- Ms. Angela Sciberras, Principal, Sciberras Consulting Inc. (via email & regular mail)
- Mr. George Elia, Gatehouse Court Residents (via regular mail)
- Ms. Deborah Schulte (via email & regular mail)

THE CITY OF VAUGHAN

BY-LAW

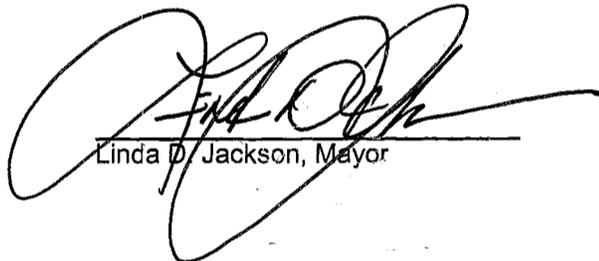
BY-LAW NUMBER 175-2009

A By-law to adopt Amendment Number 695 to the Official Plan of the Vaughan Planning Area.

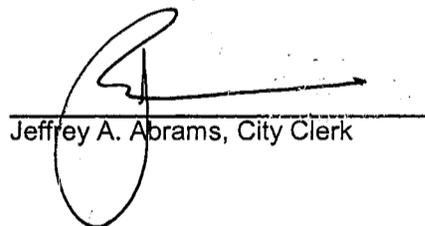
NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 695 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) "A-S" and "1-14" is hereby adopted.
2. AND THAT this By-law shall come into force and take effect the day after the last day for filing a notice of appeal.

READ a FIRST, SECOND and THIRD time and finally passed this 30th day of June, 2009.



Linda D. Jackson, Mayor



Jeffrey A. Abrams, City Clerk

Kipling Avenue Corridor Study

OFFICIAL PLAN AMENDMENT #695



Final Document
June, 2009

Prepared for: The City of Vaughan

Prepared by: **Office for Urbanism**
Goldsmith Borgal and Company Architects (GBCA)
MBTW Group
MMM Group
Michael Spaziani Architects Inc.
John Stevens

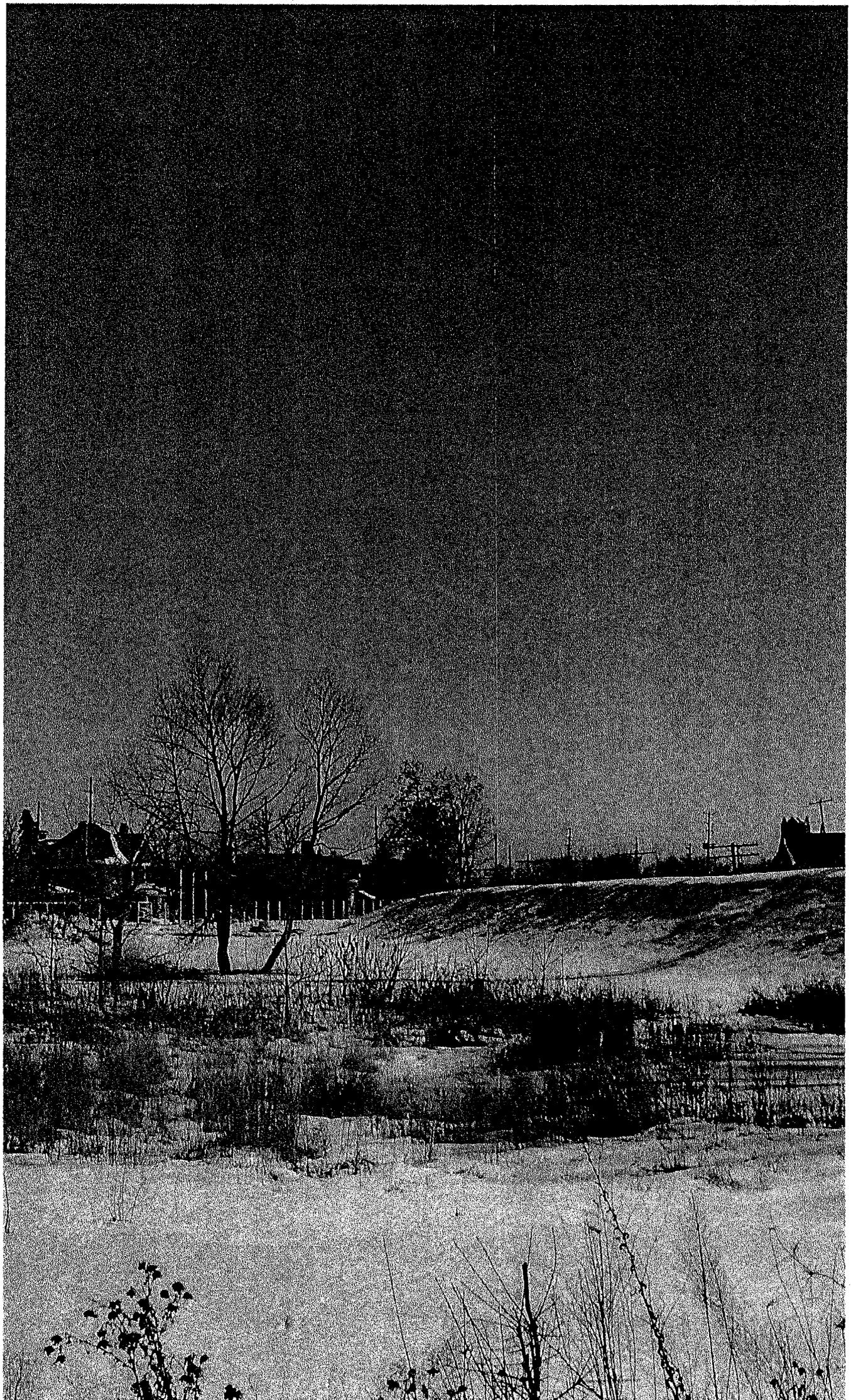
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Part 1 - Summary of the Study



1.0 INTRODUCTION

This amendment is based on the recommendations and Vision of the Kipling Avenue Corridor Study 2008. The study examines each of the aspects of comprehensive urban planning, including land use, urban design, transportation, heritage conservation, and the provision of parks/open space. The amendment provides urban design guidelines and streetscape details for important nodes within the Subject Lands.

OPA #695 amends City of Vaughan OPAs 240, 356, and 440 for the Woodbridge Community, as necessary, and establishes the appropriate planning framework to guide the long-term Vision for the Subject Lands.

1.1 Purpose

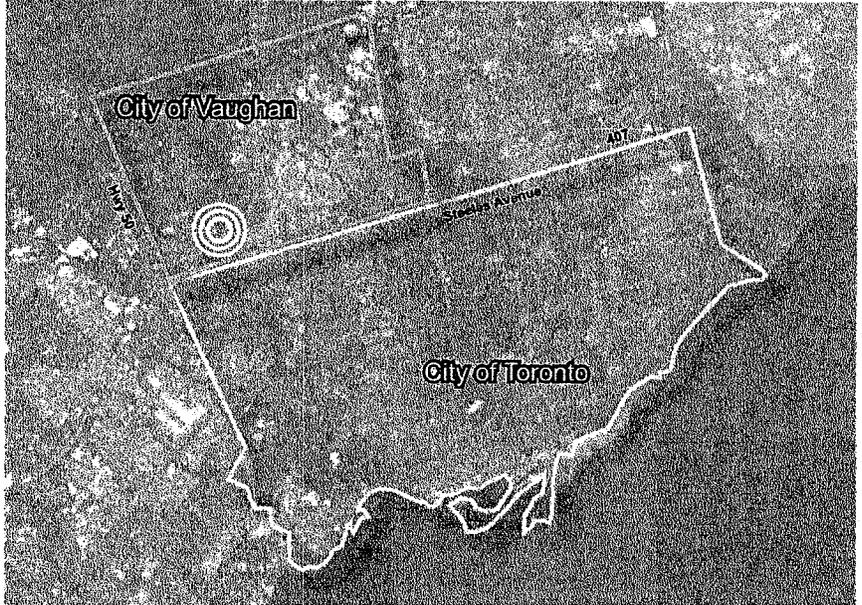
The purpose of the Kipling Avenue Corridor Study (2007) is to identify a vision, and develop the appropriate land use and urban design policy framework to guide the development of Kipling Avenue between Ellerby Square and Langstaff Road. The Study includes land use planning, urban design, transportation,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

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

- i. To promote the Kipling Avenue Area as an area where residential and employment intensification are appropriate;
- ii. To promote a healthy community by providing employment opportunities, encouraging the use of public transit, promoting walking, cycling and trails, providing a range of housing options, protecting the natural environment, and improving community partnerships;
- iii. To ensure mixed use intensification will be supported by public transit services;
- iv. To protect and restore the Regional Greenlands System as a permanent resource for the Region; and,
- v. To protect and enhance the natural and built heritage.
- vi. To ensure that proposed development/intensification opportunities are directed outside of hazard lands such as the flood plain lands, in order to minimize the risk to public safety and property damage.

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

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



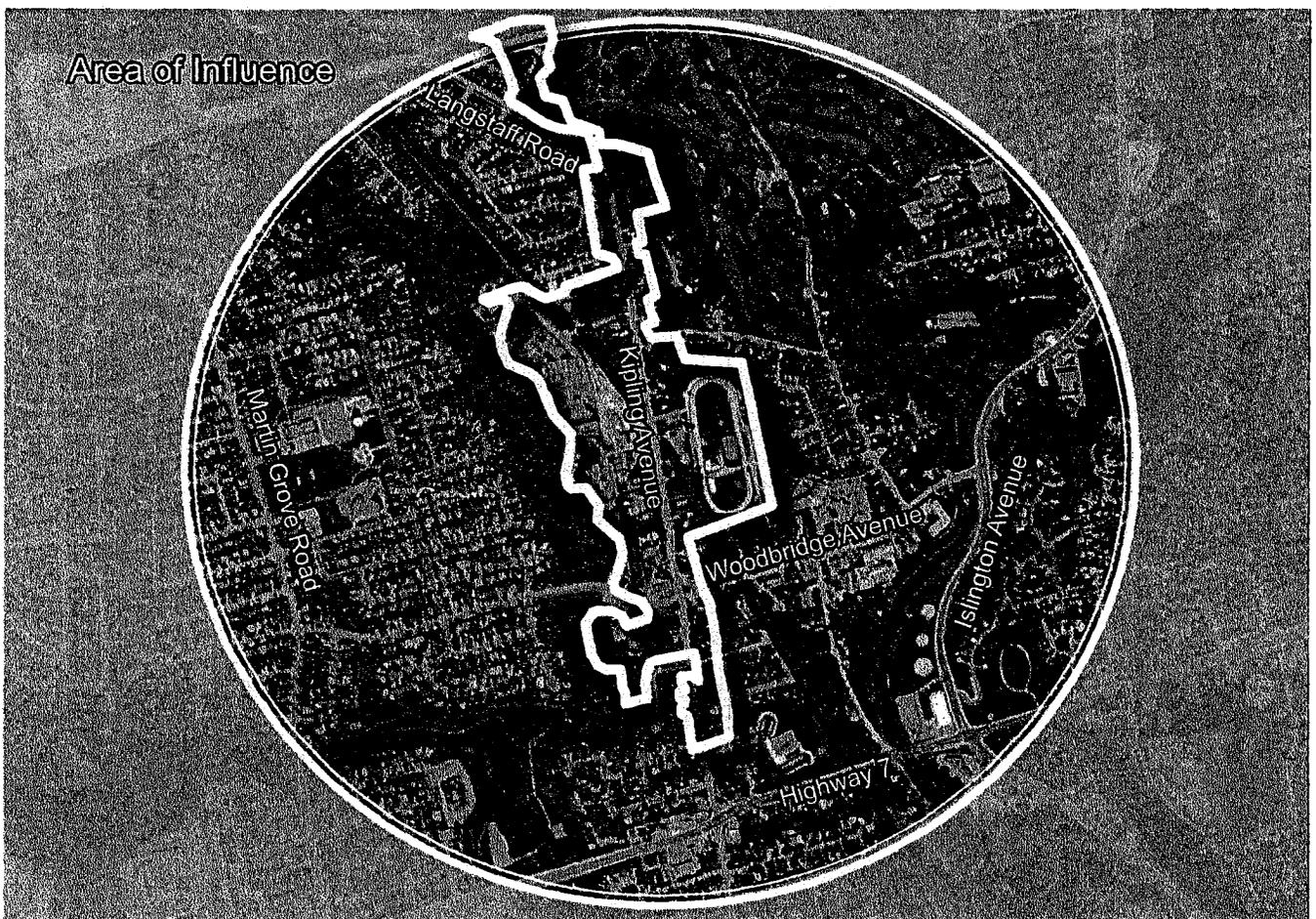
Schedule 1.0 : Kipling Avenue Corridor Study Area

1.0 INTRODUCTION

1.2 Location

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

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



Schedule 1.1: Kipling Avenue Corridor Study, Area of Influence



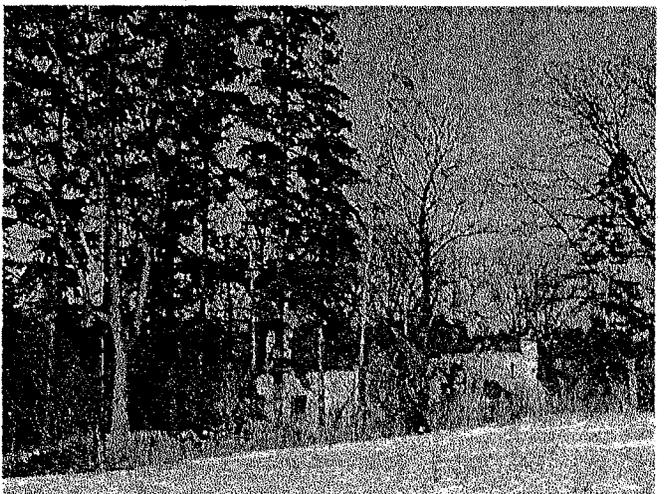
Gothic Revival Church - 1882



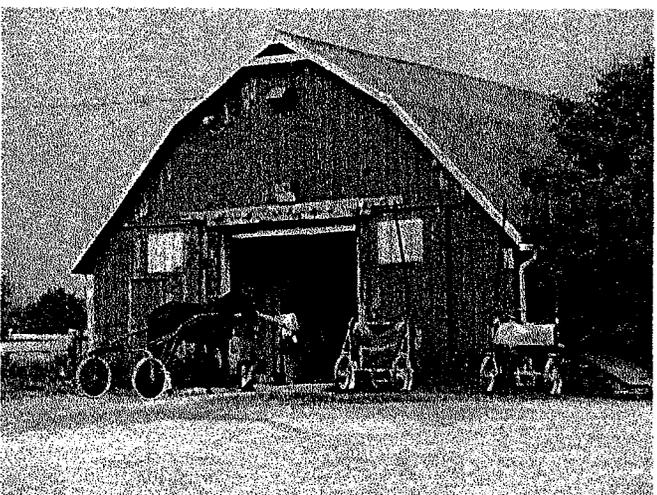
Gothic Revival Style Architecture - Circa 1881



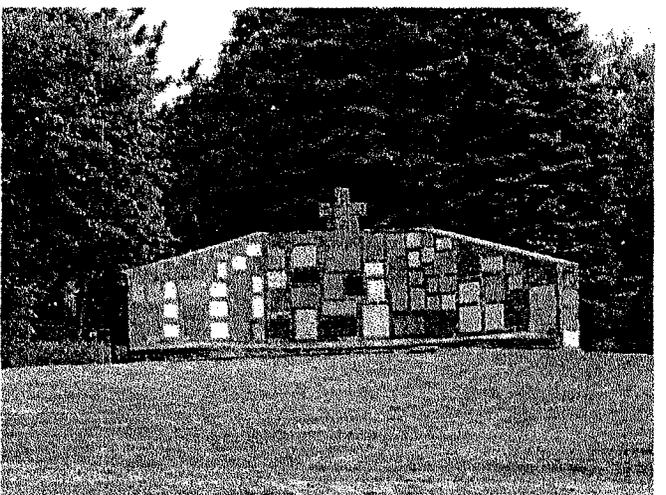
Edwardian Style Architecture - Circa 1910



Mature Heritage Landscapes



The Fairgrounds



Commemorative Stone - Location of the First Methodist Church

2.0 BACKGROUND AND CONTEXT

2.1 Background

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

2.2 Area History

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

Schedule 2.0 gives a brief overview of the history of the Kipling Avenue Study Area through its connection to the development of Woodbridge, and of the character of the heritage buildings and landscape that still exist today.

2.2.1 Development and Built-form

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

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

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

2.2.2 Heritage Landscapes

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

The Fairgrounds

The original location of the fairgrounds was along the Humber River flats east of Wallace Street. In 1885, after straddling two locations of Woodbridge for several years, the Fairgrounds were permanently located at 100 Porter Avenue along Kipling Avenue where it exists today. Overtime, the fair supported local businesses, culture and community events, and was largely recognized as a stage for elite Toronto society. Today, the Fairgrounds exists as "the Home of the Woodbridge Fall Fair", and is host to a variety of uses for the community. The Fairgrounds remain a significant asset to the Woodbridge Community and the City of Vaughan.

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

The Humber River Corridor and Rainbow Creek Tributary

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

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

Timeline



1799 Empire Loyalists begin to acquire property and settle in Vaughan

1801 Records show earliest land acquisitions in the area

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



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

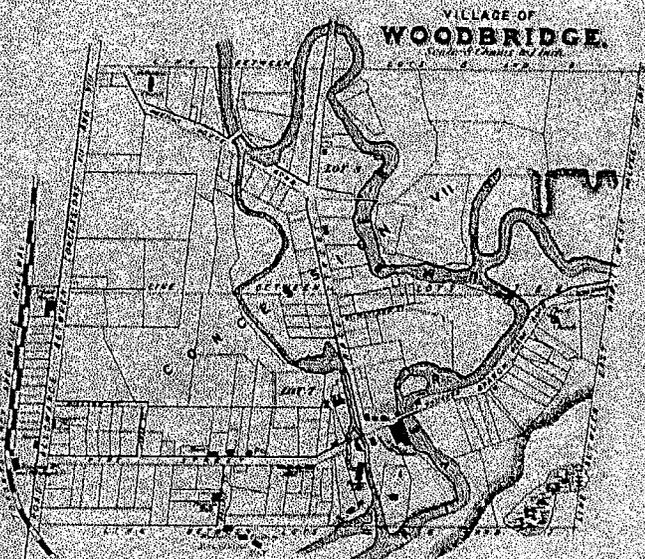
1855 Name of Village changed at request of Post Office to avoid confusion with "Berwick". Woodbridge is chosen partly due to large number of bridges in the settlement

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



1875 Additions made to school at present day 8000 Kipling Avenue

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



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



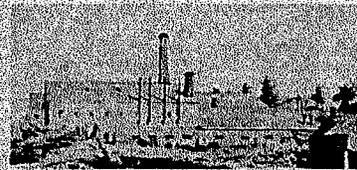
1785 Humber Holland Survey. Route North from Toronto along the Humber also known as "Toronto Carrying Place"

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



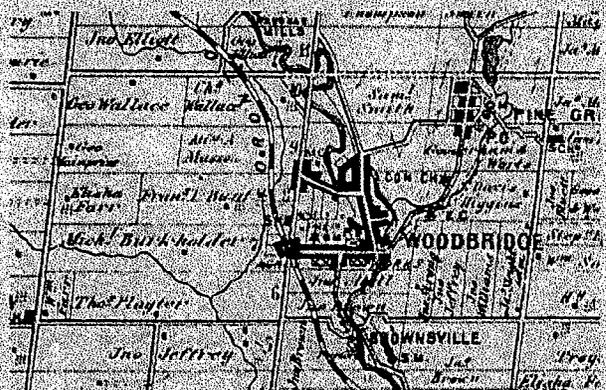
1840's Burwick has an agricultural fair and includes a Methodist and an Anglican Church

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



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

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



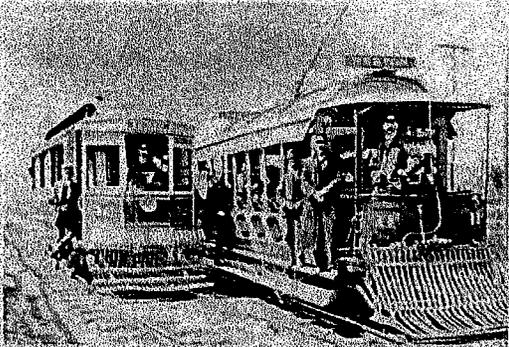
1878 Woodbridge Village Plan and Lot Plan as published in The Historical Atlas of the County of York. Present Day Kipling Ave divides concessions 7 and 8. TGB station shown at present day Kipling and Woodbridge

2.0 BACKGROUND AND CONTEXT

1882 Incorporation of Woodbridge as a Village



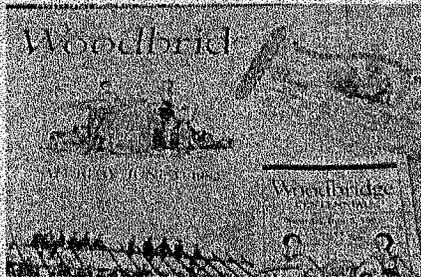
1914 Extension of the Toronto Suburban Railway Company's Weston Line to Woodbridge



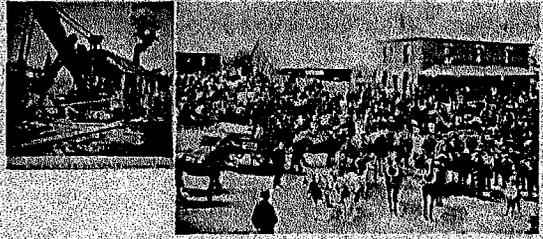
1958 Crowds at the Woodbridge agricultural fair



1982 Woodbridge celebrates its centennial



Timeline



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

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

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

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

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

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

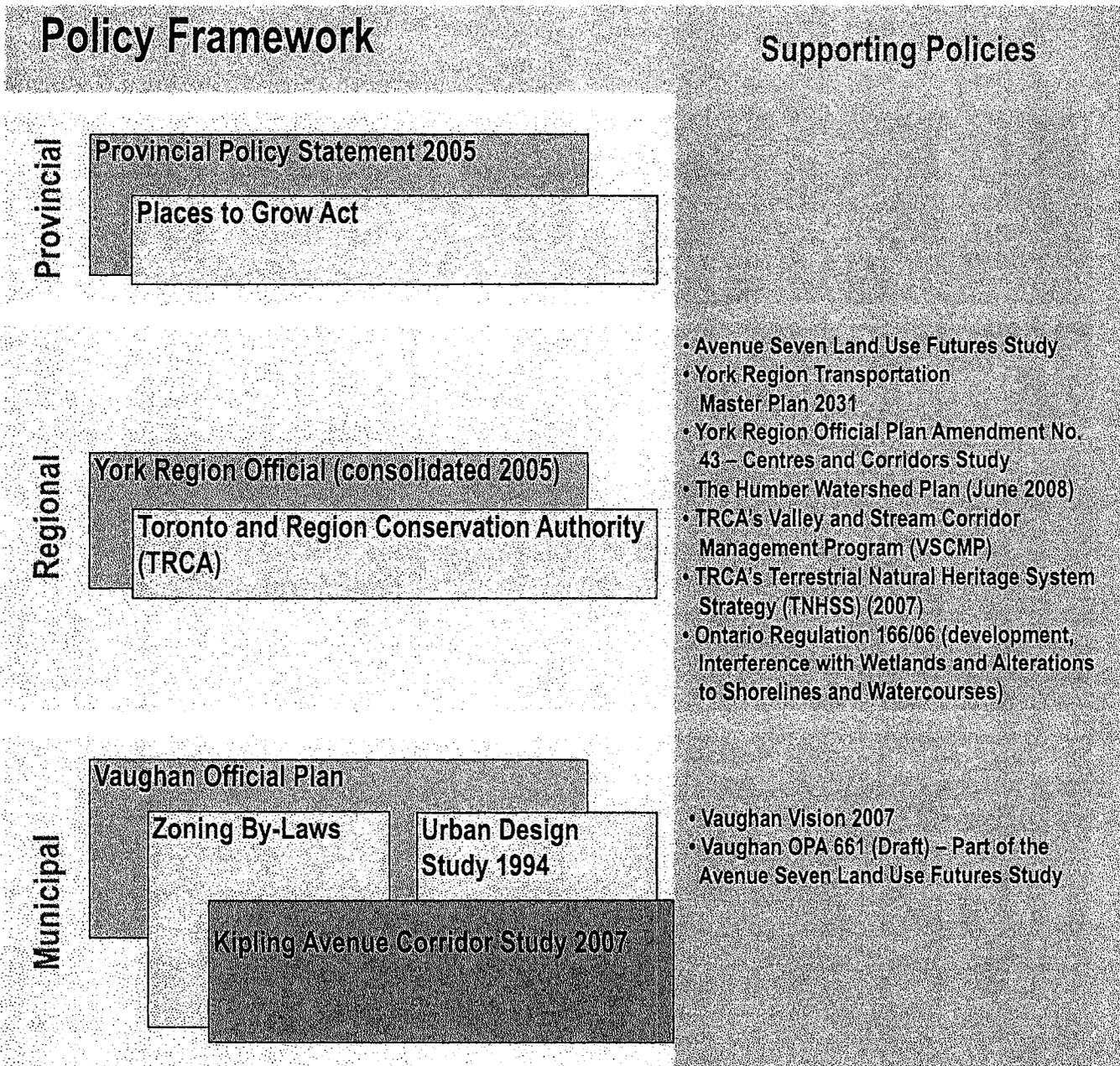
1954 Woodbridge fair grounds are used to house residents whose homes are affected by Hurricane Hazel



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

1991 Vaughan changes its legal status to the City of Vaughan

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



Schedule 2.1 : Policy Framework

2.3 Provincial Policy Framework

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

Provincial policy directives

i. Provincial Policy Statement 2005
The new Provincial Policy Statement (PPS) was approved in 2005 and provides direction on development and land use

planning matters. The PPS focuses growth within settlement areas and away from sensitive resources and hazardous lands. The PPS emphasizes that growth should occur through intensification and redevelopment in built up areas - providing a mix of uses, housing and employment opportunities, parks and open spaces, and transportation choices promoting pedestrian movement. Transit corridors within urban areas are identified as key areas for intensification and redevelopment.

ii. Places to Grow Act
The Province's *Places to Grow Act* took effect in June 2006. This Act provides a vision and growth plan for the Greater Golden Horseshoe, which centres on the Greater Toronto Area. The vision of the Greater Golden Horseshoe is based on a set of principles

2.0 BACKGROUND AND CONTEXT

for guiding decisions for how land is to be developed and how public investments are managed. These principles include:

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

2.4 York Region Official Plan (ROP)

Regional policy directives

i. York Region Official Plan (consolidated 2005)

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

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

ii. Toronto and Region Conservation Authority (TRCA)

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

organizations and private landowners as they update their policies and practices for environmental protection and stewardship.

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

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

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

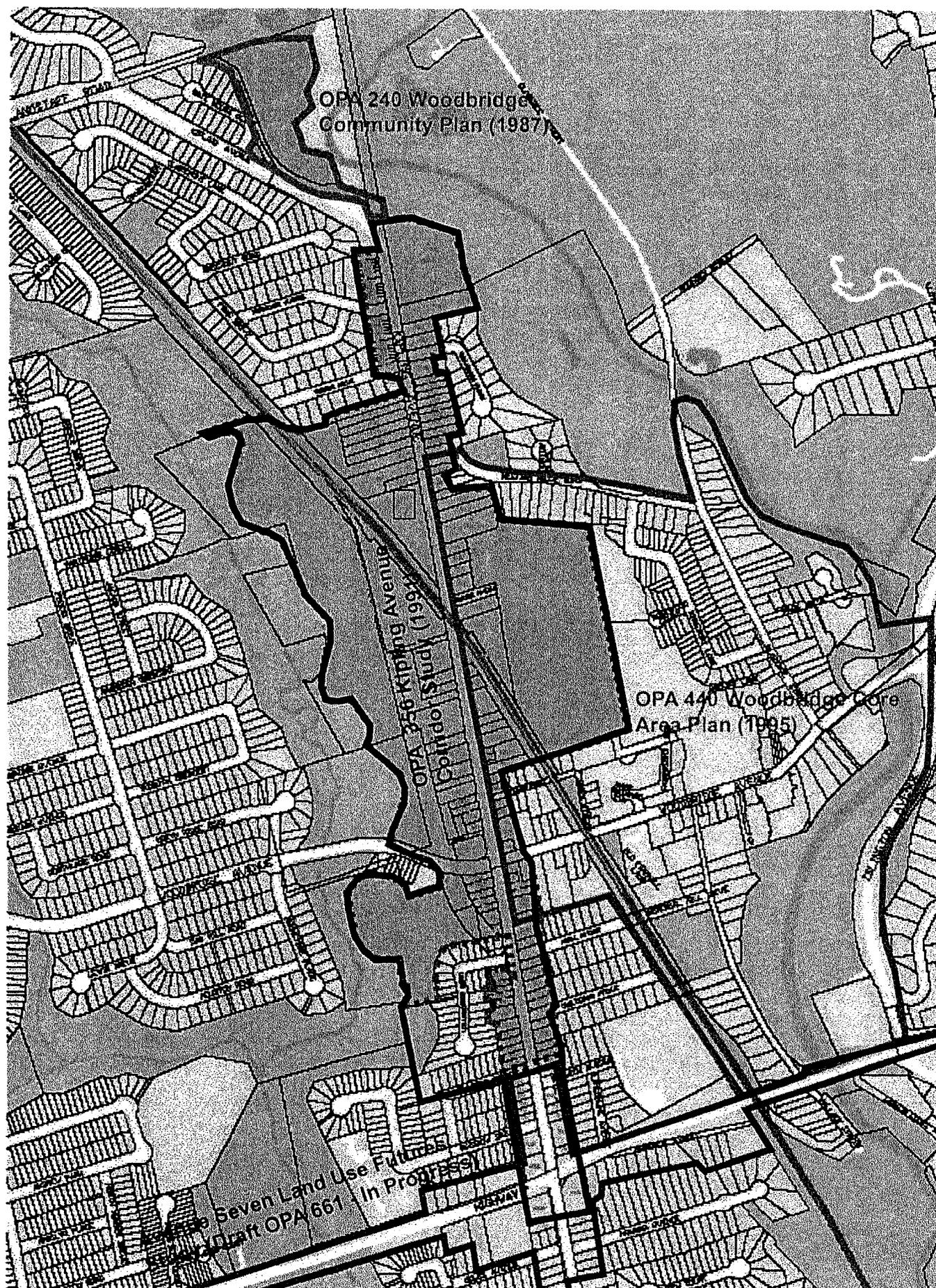
2.5 Existing Municipal Policy

Municipal policy directives

i. City of Vaughan Official Plan Amendments

The key municipal policies relevant to the Study Area are identified in three Official Plan Amendments: OPA 240 – Woodbridge Community Plan (1987) - Schedule 2.5; OPA 356 - Kipling Avenue Official Plan (1991) - Schedule 2.3; and, OPA 440 - Woodbridge Core Official Plan (1995) - Schedule 2.4. In addition, Council Approved OPA 661 - Avenue Seven Land Use Futures Study (2007) - Schedule 2.6 provide policy direction for areas surrounding the Study Area. The Official Plan policies provide the over arching policy direction that will guide development and redevelopment in the Study Area. (See also Schedule 2.2: Vaughan Official Plan Policy Areas and 2.7: Municipal Land Use Designations)

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



Schedule 2.2: Vaughan Official Plan Policy Areas

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

2.3 BACKGROUND AND CONTEXT

ii. Zoning By-Laws

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

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

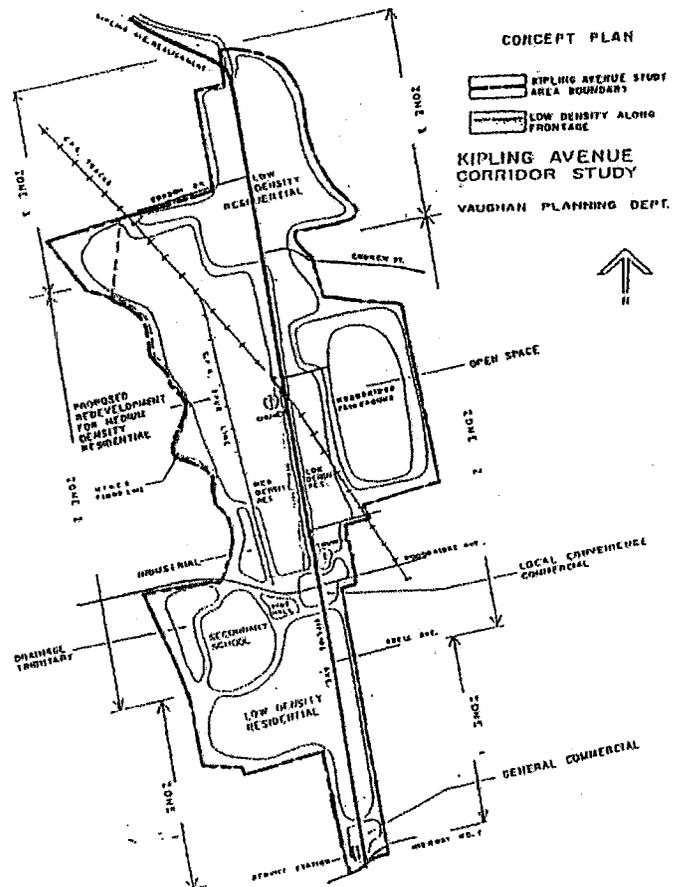
iii. Urban Design Study 1994

"Woodbridge Core Urban Design Guidelines: A set of Urban Design Guidelines" were approved by Vaughan Council in 1994 for the Woodbridge Core Area. The Guidelines provide direction on urban design, architectural and landscape matters when reviewing development applications in the Core Area. They serve to implement the goals and objectives of the Woodbridge Core Official Plan (OPA 440) and provide guidance to the public and private sector in fulfilling these objectives as they pertain to urban fabric, landscaping and streetscape details.

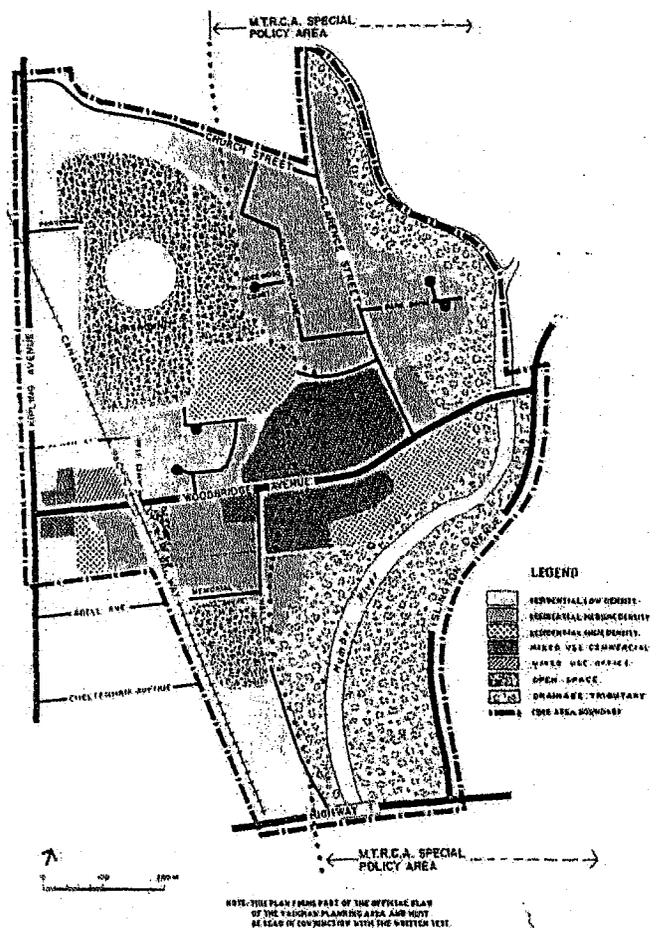
Supporting Studies

Other studies that have informed this Study include:

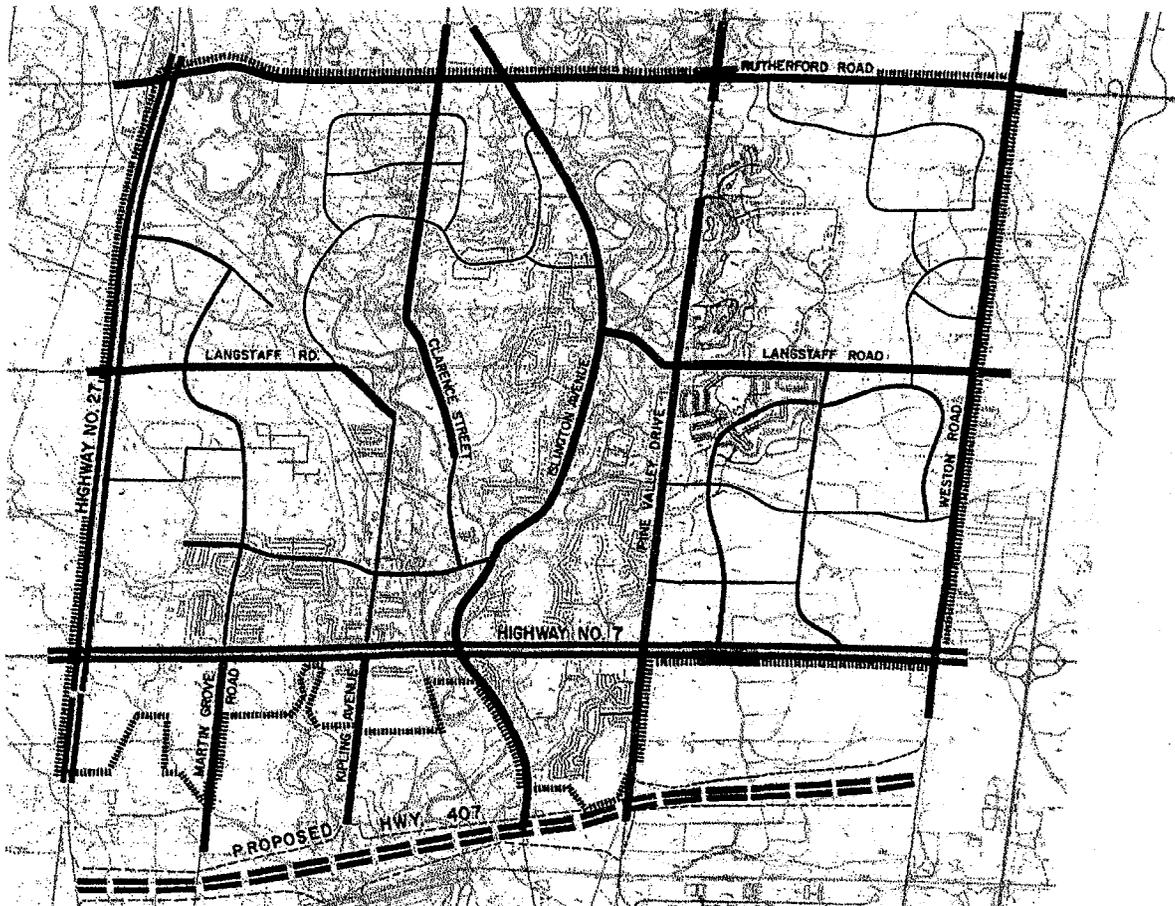
- Vaughan Vision 2007
- Vaughan OPA 661 – Part of the Avenue Seven Land Use Futures Study
- The Highway 7 Corridor Land Use and Transit Study
- York Region Transportation Master Plan 2031
- York Region Official Plan Amendment No. 43 – Centres and Corridors Study
- The Humber Watershed Plan (June 2008)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



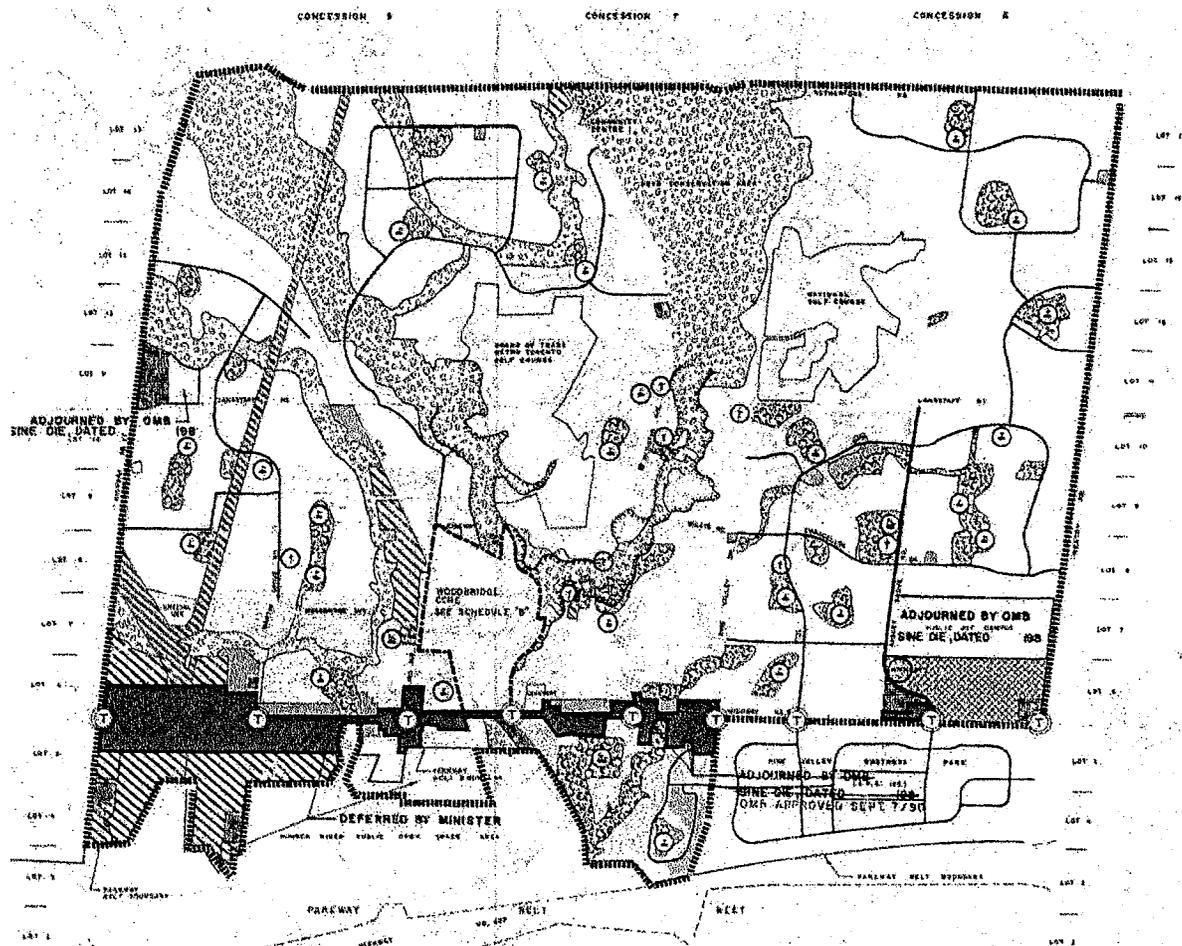
Schedule 2.3: Official Plan Amendment #356



Schedule 2.4: Official Plan Amendment #440



Schedule 2.5: Official Plan Amendment #240

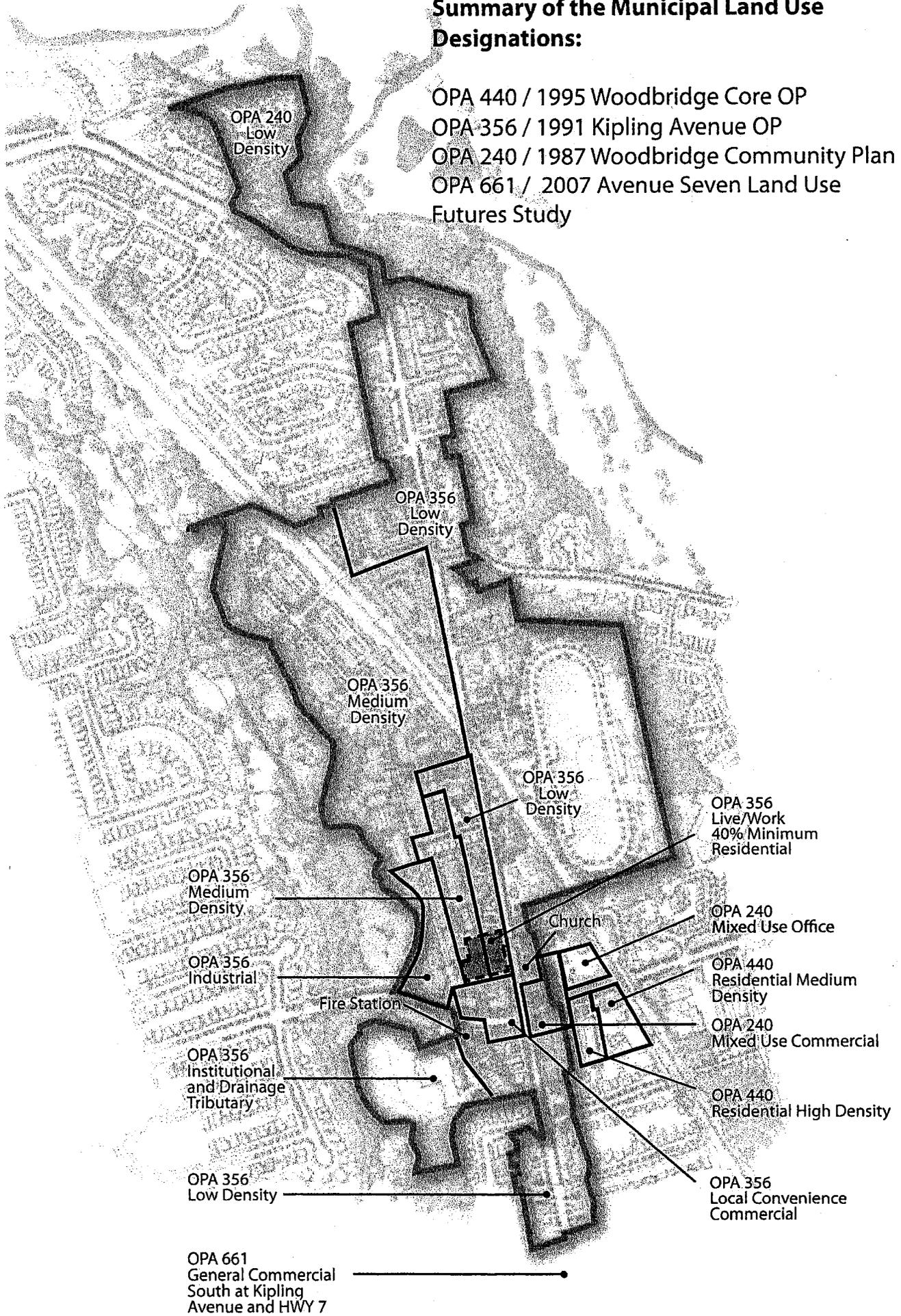


Schedule 2.6: Official Plan Amendment #661

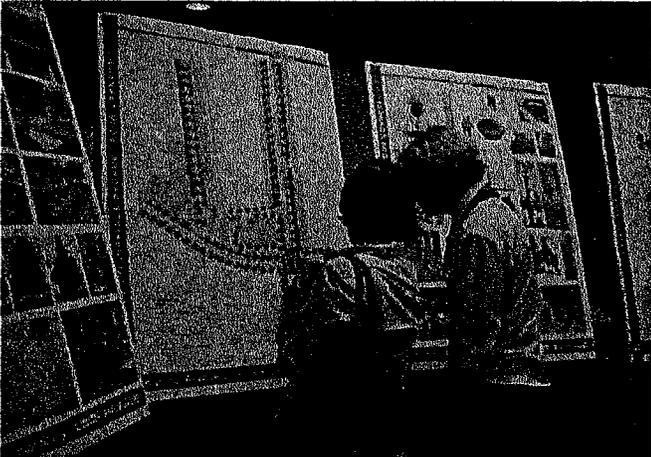
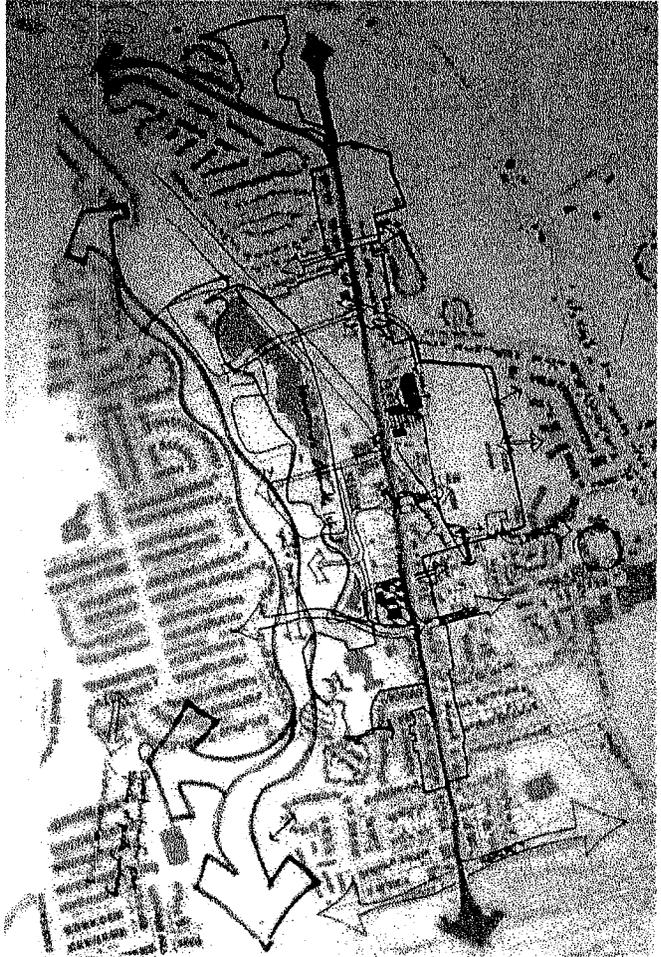
2.0 BACKGROUND AND CONTEXT

Summary of the Municipal Land Use Designations:

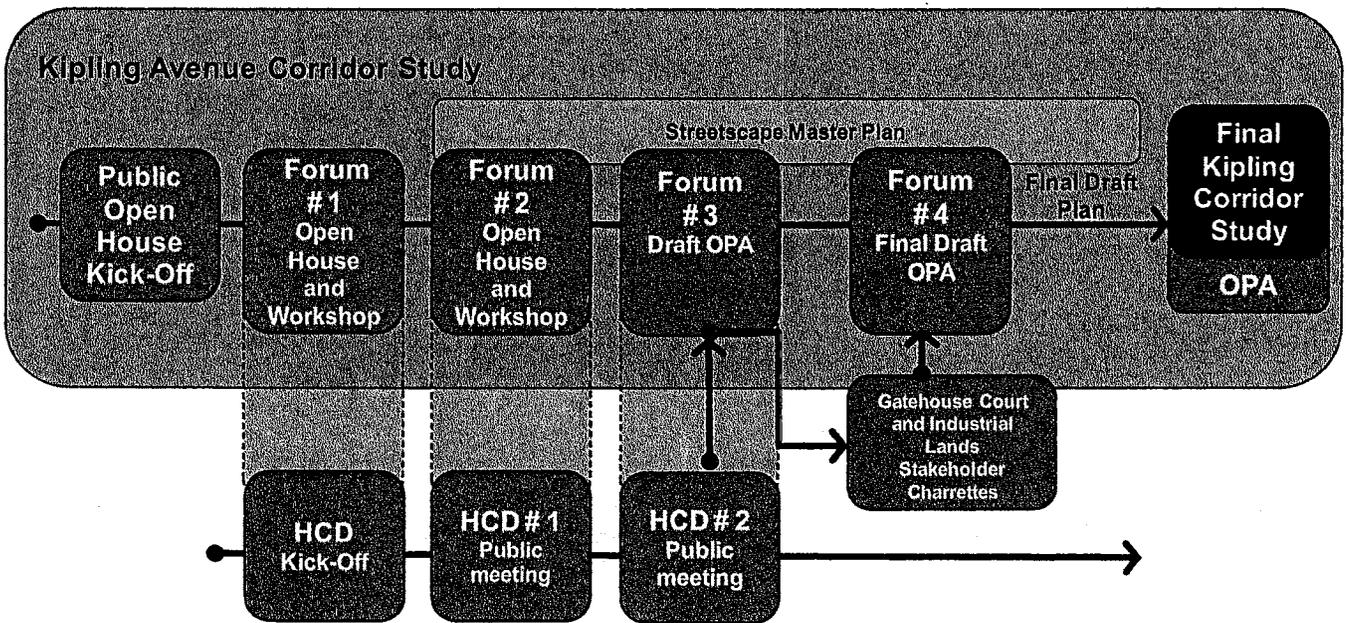
- OPA 440 / 1995 Woodbridge Core OP
- OPA 356 / 1991 Kipling Avenue OP
- OPA 240 / 1987 Woodbridge Community Plan
- OPA 661 / 2007 Avenue Seven Land Use Futures Study



Schedule 2.7: Municipal Land Use Designations



Public Consultation Presentations, Open House Sessions and Workshop Outcomes



Kipling Avenue Corridor Study Work Plan: The Study Process

3.0 THE KIPLING AVENUE CORRIDOR STUDY

3.1 Public Consultation

The Kipling Avenue Corridor Study process included a series of public consultation events that unfolded over four phases. The consultation events encouraged interested parties to provide input, gain information and work alongside the Study Team to shape the Study's outcomes. The process included the following key consultation opportunities:

- A Kick-Off Meeting (April 4th, 2007)
- Stakeholder interviews with landowners and others
- Forum 1 (May 1st and 2nd, 2007) including 2 Workshops with the Stakeholder Consultation Group and Public Open Houses
- Forum 2 (June 20th and 25th, 2007) including 2 Meetings with the Stakeholder Consultation Group and Public Open Houses
- Forum 3 (Sept. 25, 2007) Presentation of the Draft OPA
- Forum 4 (March 27, 2008) Presentation of the Final Draft OPA
- Workshops and Charrettes with Resident Groups
- A Final Open House
- A statutory Public Hearing

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

3.2 The Study Process

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

The Kick-Off Meeting

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

Forum 1

Following this Kick-Off Meeting, the Consultant Team integrated the feedback in preparation for the Forum 1. A significant outcome during the Kick-off event was the decision to initiate the Woodbridge Heritage Conservation District Study for the purpose of conserving heritage buildings and landscapes within the Study Area and Woodbridge. The intent of the Woodbridge HCD Study was to determine the appropriate boundaries of a Heritage Conservation District, identify its heritage character and contributing heritage attributes, and develop a Plan and Guidelines to guide the future development within the HCD area. Both studies were carried out concurrently, as outlined in the adjacent Work Plan, which has helped to inform each process. The Consultant Team used the information generated to complete

the first phase of the Study and the Opportunities and Constraints Analysis. These findings formed the basis of a set of draft Guiding Principles and Objectives and planning and design moves which established a "Vision" for the future of the Kipling Avenue Area.

Forum 2

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

Forum 3

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

At the Forum 3 public event, an update of the work for both the Kipling Avenue Area and the Woodbridge Heritage Conservation District Studies was presented. The draft land use and design policies for the Kipling Avenue Area were presented as well as the Woodbridge Heritage attributes and character areas, and the Woodbridge Heritage Character Statement. Community members were able to provide their input and ideas in an open floor discussion.

Residents Group Consultation

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

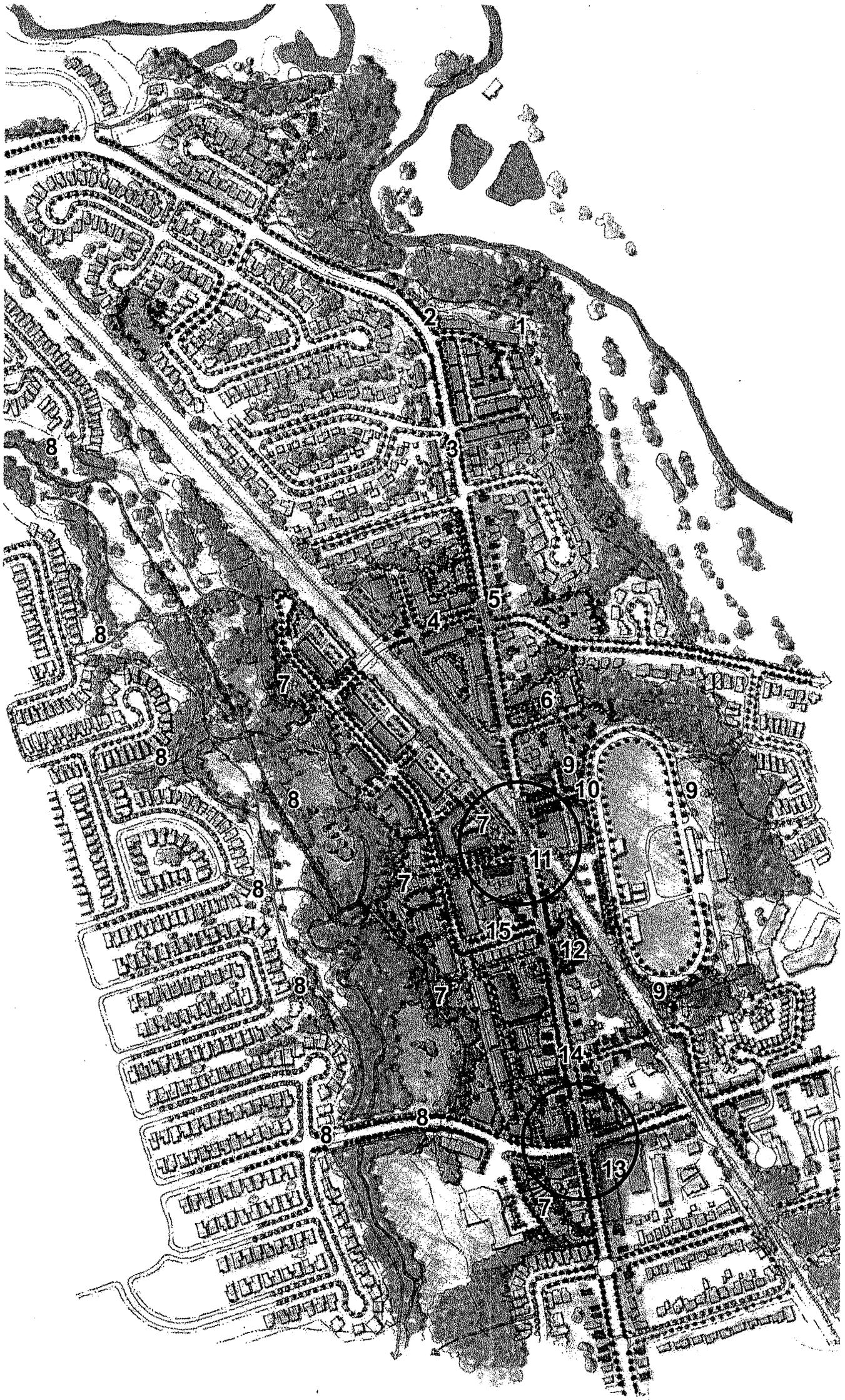
Forum 4 - Final Open House

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

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

Public Hearing

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



Schedule 3.0: Concept Plan - Public Realm

3.3 The Vision

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

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

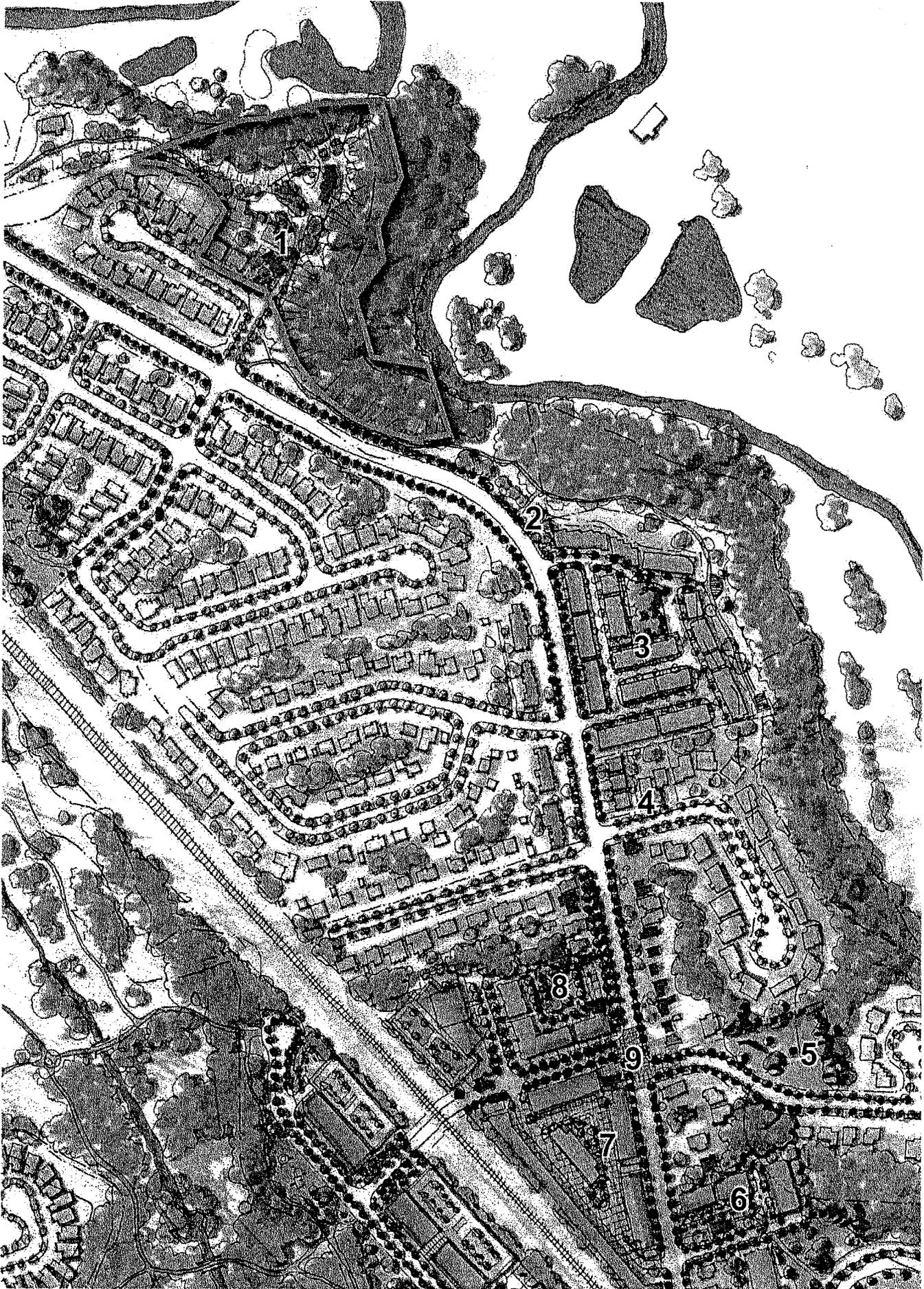
The Concept Plan envisions a network of connected streets and open spaces, and provides a framework for the future development of the area. The Concept Plan, (Schedule 3.0) is a rendered demonstration of the principles, the "big moves", and the policies recommended for the Kipling Avenue Area. The Vision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

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

3.3.1 Public Realm (Schedule 3.0)

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

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



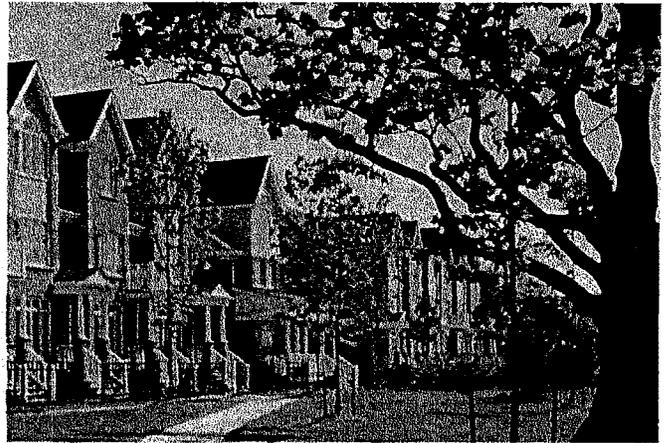
Schedule 3.1: North Kipling Avenue (Concept Plan)

3.0 THE KIPLING AVENUE CORRIDOR STUDY

3.3.2 North Kipling (Schedule 3.1)

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

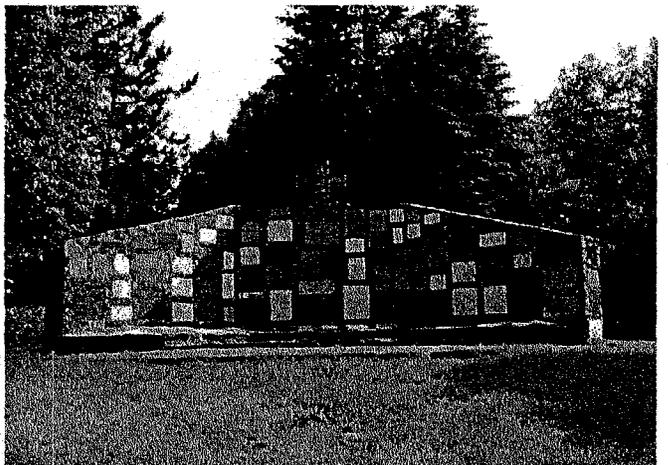
- 1 Low-rise development concept for lands within an existing property with an extensive TRCA open space buffer and heritage buildings.
- 2 North Kipling gateway and new trail connections and linkages to existing parks and open space.
- 3 Approved townhouse development with a central parkette and new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



Opportunities for New Neighbourhood Uses



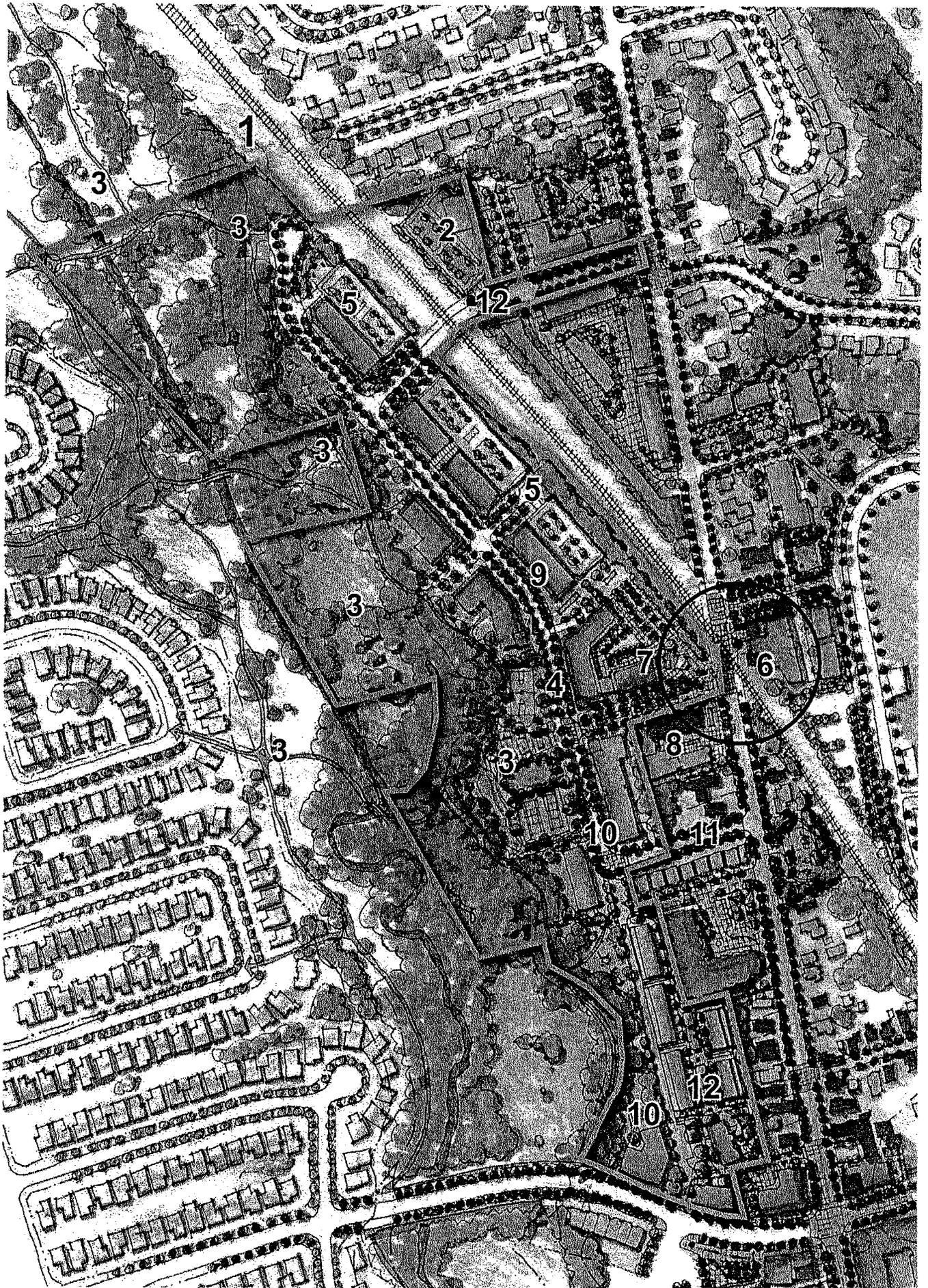
Opportunities for New Open Spaces



An Existing Heritage Memorial Parkette



Opportunities for an Enhanced Landscape and Gateway Treatment



Schedule 3.2: Industrial Lands (Concept Plan)

3.3.3 Industrial Lands

(Schedule 3.2)

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

- 1 Mixed Residential Development of the Industrial Lands.
- 2 Parking lot site conversion to apartment style high density residential use fronting onto a new residential street and a new townhouse residential development.
- 3 Increased trail network throughout Rainbow Creek with trail connections in locations that are considered ecologically appropriate to the valley, that link Kipling Avenue to the west neighbourhoods and new neighbourhood scale parks and parkettes. Opportunity to increase park amenity within conservation lands.
- 4 Introduction of the new "Parkside Drive" and extended east/west streets allow for new riverside residential development, new neighbourhood parks and increased pedestrian access to the creek, if feasible.
- 5 Parking garages can be developed within the 30m railway setback.
- 6 "Kipling Avenue Junction" - A Pedestrian Priority Zone with integrated heritage buildings in an enhanced context, new east/west connections to the Fairgrounds and the Rainbow Creek Corridor, and new public amenity.
- 7 Mixed use commercial/residential development integrating existing industrial buildings within a central market public square.
- 8 Integrated and enhanced heritage church property - potential for shared underground parking with neighbouring development allowing for infill development on the church site.
- 9 Mainly higher density residential, 4-6 storeys at the north end of the industrial lands residential development.
- 10 Mainly mid density residential, up to 4 storeys, south of Porter Avenue West with a mixture of apartments and townhouses.
- 11 New east/west connections from Kipling Avenue to "Parkside Drive" and the new industrial lands residential development, with a new "Rainbow Creek Road" at the northern end and a new "Industry Avenue" at the southern end of the Study Area.
- 12 Low Density Residential Neighbourhood - See Part 2 - Section 3.0, and Appendix A - Schedule E and H for a detailed description of this area.



New Parks and Open Spaces



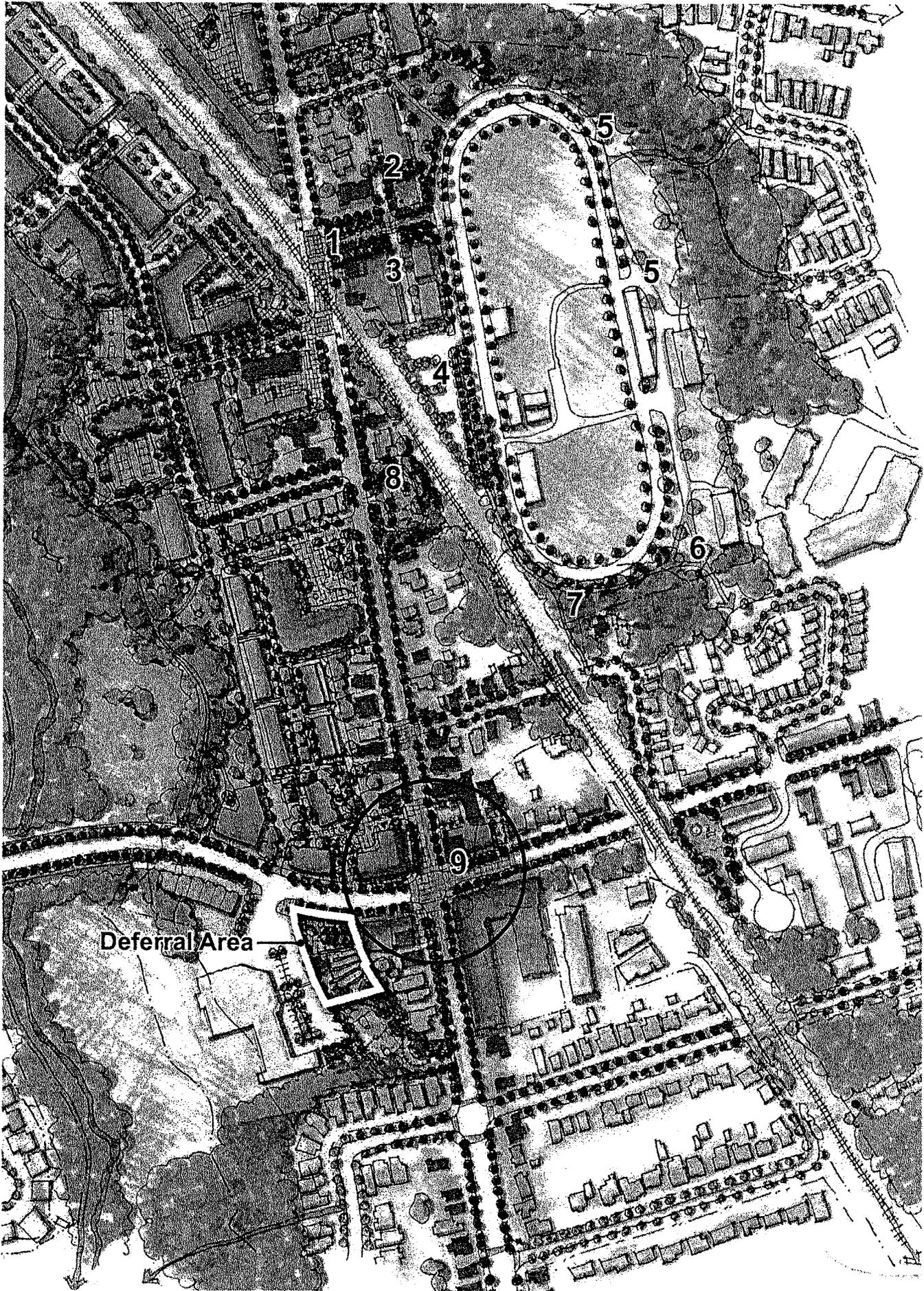
Pedestrian Priority Zone and New Parks and Open Spaces



Increased Amenity in the Rainbow Creek Corridor



Opportunities for New Residential Development within the Industrial Lands



Schedule 3.3: South Kipling Avenue (Concept Plan)

3.0 THE KIPLING AVENUE CORRIDOR STUDY

3.3.4 South Kipling

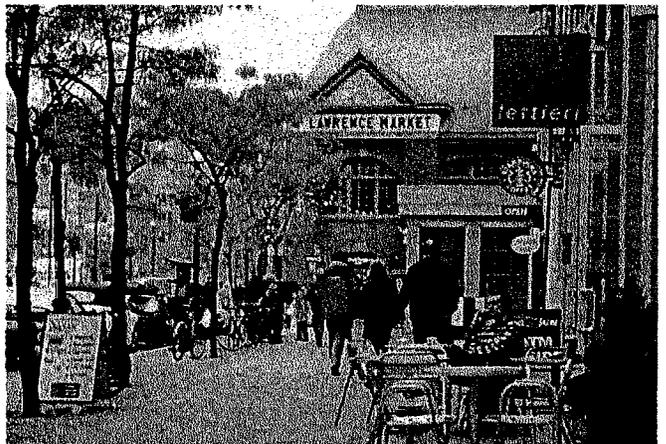
(Schedule 3.3)

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

- 1 The Fairgrounds Gateway Enhancement: new streetscaping and integration of heritage properties as gateway elements.
- 2 Opportunity site for a new building for the Fairgrounds for uses such as offices, a heritage and tourism centre for the Woodbridge Community, or a permanent market facility. A new building can also be considered in conjunction with a new parkette as a public amenity related to recreational use of the grounds and trails.
- 3 Opportunity site for new residential uses such as townhouses or apartments and commercial use, integrating the existing heritage buildings at Porter Avenue and Kipling Avenue.
- 4 Potential site for event parking for the Fairgrounds and to accommodate increased amenities within the "Kipling Avenue Junction".
- 5 Enhanced Fairgrounds with increased east/west trail connections and linkages to existing and new park sites.
- 6 Enhanced existing north/south trail connection and linkage to Woodbridge Core and Market Lane.
- 7 New north/south trail connection to the Old Fire Hall Parkette and to Memorial Hill Park.
- 8 New parkette with pedestrian access to Rainbow Creek.
- 9 Kipling and Woodbridge Avenue Four Corners:
 - Pedestrian Priority Zone - enhanced streetscaping and gateway treatment.
 - 4-6 storey mixed use commercial/residential development to frame the intersection and create a pedestrian animated node and southern gateway to Kipling Avenue and the Woodbridge Core.
 - Enhanced heritage context and infill development to bridge the gaps along Kipling Avenue.
- 10 A new neighbourhood park had been considered for this site. However, the Toronto District Christian High School has submitted a proposal to purchase this parcel from the City of Vaughan so that it may be considered for a Performing Arts Centre through a public/private partnership arrangement with the City. (See Part 1 - Section 4.2.10 for further explanation of the Deferral Area)



Gateway Enhancement



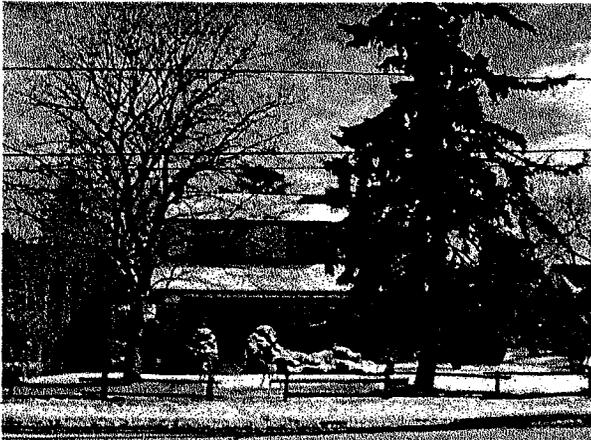
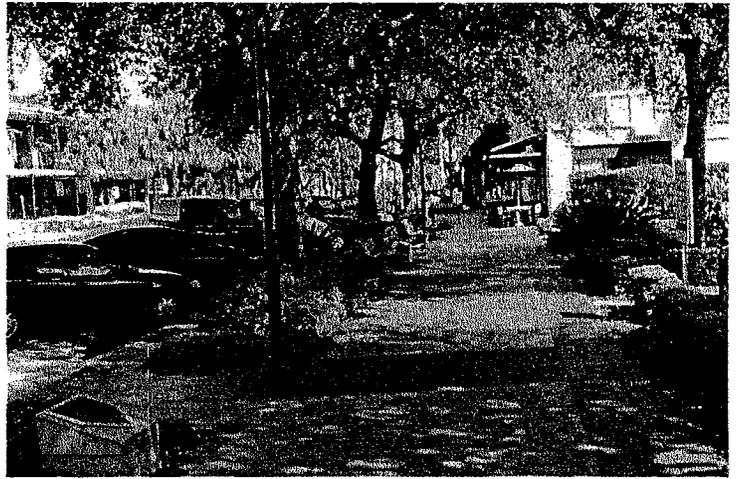
Pedestrian Priority Zone



Mixed Commercial - Residential Use



Enhanced Use of the Fairgrounds



Key Recommendations - Precedent Images

3.4 Key Recommendations of the Study

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

3.4.1 A strong pedestrian realm – Walkable streets

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

3.4.2 A sustainable urban environment, a compact urban fabric

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

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

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

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

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

3.4.4 Support Woodbridge Core

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

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

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

3.4.6 Redevelop industrial areas

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

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

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

3.4.8 Conserve the Fairgrounds

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

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

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

3.4.9 Improve the Kipling / Woodbridge intersection

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

4.0 DESCRIPTION OF THE AMENDMENT

4.1 Overview

The Kipling Avenue Corridor Study Framework

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

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

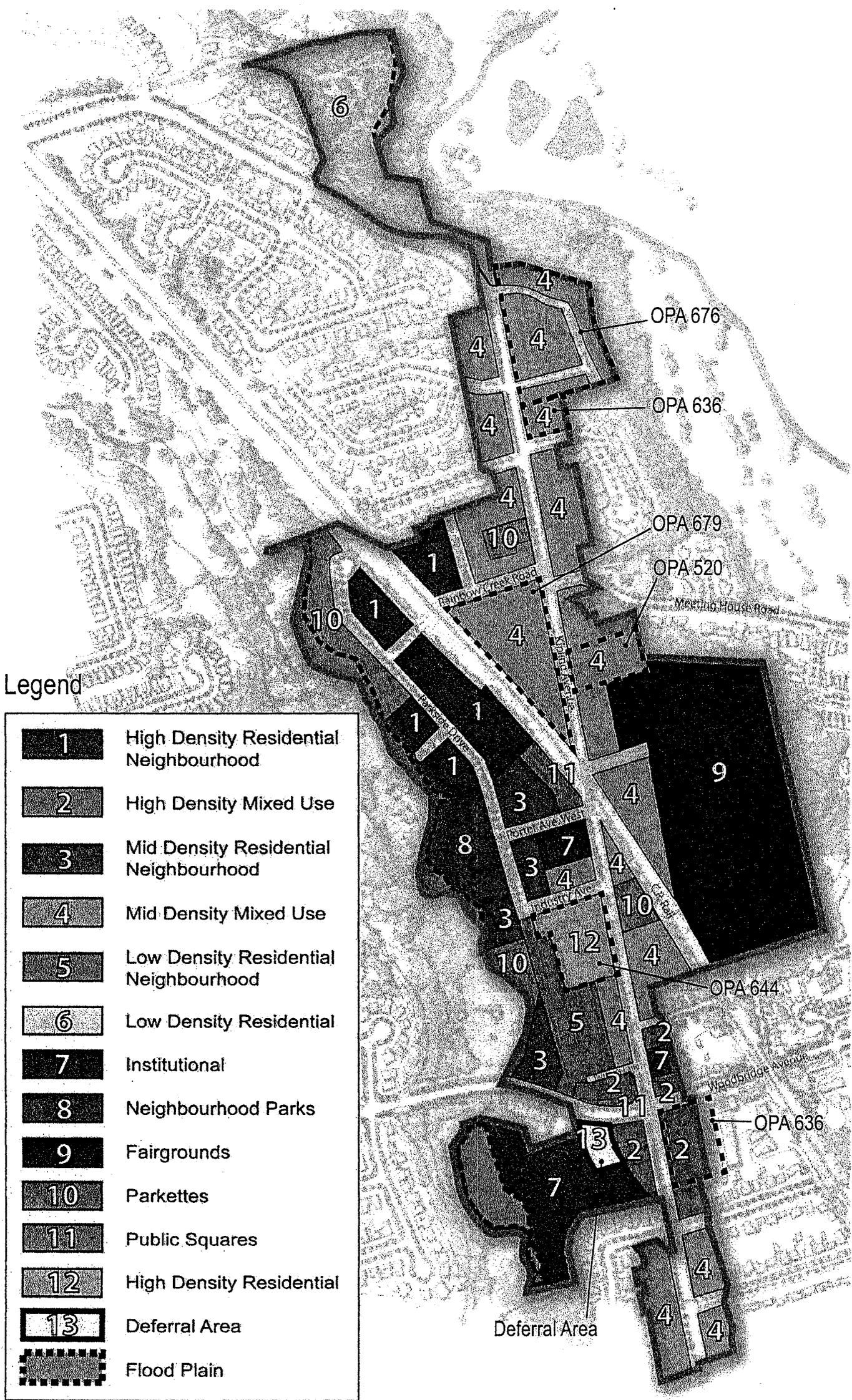
ii. The Planning and development principles which form the underlying ideas to guide decision making toward the implementation of the overall community Vision;

iii. An Urban Design Framework; and

iv. A Streetscape Master Plan which defines a new Vision for Kipling Avenue, geared toward the restructuring and enhancement of the streetscape from building face to building

face and an overall improvement of the public realm conditions for the Study Area. The plan focuses on selected nodes along Kipling Avenue to demonstrate:

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



Legend

1	High Density Residential Neighbourhood
2	High Density Mixed Use
3	Mid Density Residential Neighbourhood
4	Mid Density Mixed Use
5	Low Density Residential Neighbourhood
6	Low Density Residential
7	Institutional
8	Neighbourhood Parks
9	Fairgrounds
10	Parkettes
11	Public Squares
12	High Density Residential
13	Deferral Area
	Flood Plain

Schedule 4.0: Land Use

4.0 DESCRIPTION OF THE AMENDMENT

4.2 Land Use Designations

The land use designations, as identified in Schedule 4.0 are reflective of the diversity of uses and support various distinct character areas within the Study Area. The policies established for the various designations, are intended to achieve a framework for development that identifies new and/or enhances existing distinct areas within the Corridor, namely Kipling Avenue, the Woodbridge/Kipling Avenue node, the industrial lands north and south, the Gate House Court neighbourhood, the river corridor and the Fairgrounds, and to achieve the best land use potential for each area. The land use structure seeks to identify the best opportunities for parks, neighbourhood scale amenities, enhancement of views and access to the valley, and appropriate areas for increased height, density, and built form.

4.2.1 The Character of the Corridor

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

4.2.2 Commercial Hierarchy

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

4.2.3 Woodbridge/Kipling Avenue Node - High Density Mixed Use

The Woodbridge/Kipling Avenue node is envisioned as the primary mixed use high density commercial/residential node. Historically, this intersection was a key gateway for Woodbridge

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

4.2.4 Kipling Avenue - Mid Density Mixed Use

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

4.2.5 Rainbow Creek Neighbourhood North and South

The industrial lands provide an opportunity to increase the residential presence and diversify the type of housing within the area, as well as provide opportunities for large open space amenities. The opportunity to provide one or two convenience retail stores within the neighbourhoods that cater to these residential pockets is also permitted.

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

Rainbow Creek Neighbourhood North - High Density Residential Neighbourhood

The adjacency of the northern end of the industrial lands to the river valley provides an opportunity to establish a pocket of higher density neighbourhood that integrates residential with an open space environment. The rail corridor also provides a buffer between the lower scaled development east along

Kipling Avenue. The permitted heights for this area are four to six storeys. The desirable built form ranges from townhouses to apartments and are envisioned to be pedestrian oriented in form, allow for an interplay of open space, access, and views to the valley. The location of a convenience retail store should be located in a highly visible area within the neighbourhood and fronting Parkside Drive.

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

At the mid and south west portion of the industrial lands, a transition of density and scale from the higher scaled development north to the lower scaled development of Kipling Avenue east is provided. Permitted uses include a range of semi-detached houses, townhouses, and apartment buildings.

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

The low density residential neighbourhood is located immediately west of the established low density residential fronting on the west side of Kipling Avenue. The designation also includes the rear portion of some of these Kipling Avenue properties. The concept plan provided for the lands contemplates a block townhouse development with a wide central promenade and pedestrian connections to the central and north Rainbow Creek Neighbourhoods and Woodbridge Avenue.

4.2.6 The Gate House Court Neighbourhood - Low Density Residential

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

4.2.7 Open Space / Parks

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

4.2.8 The Flood Plain and Abutting Conservation Lands

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

4.2.9 The Fairgrounds

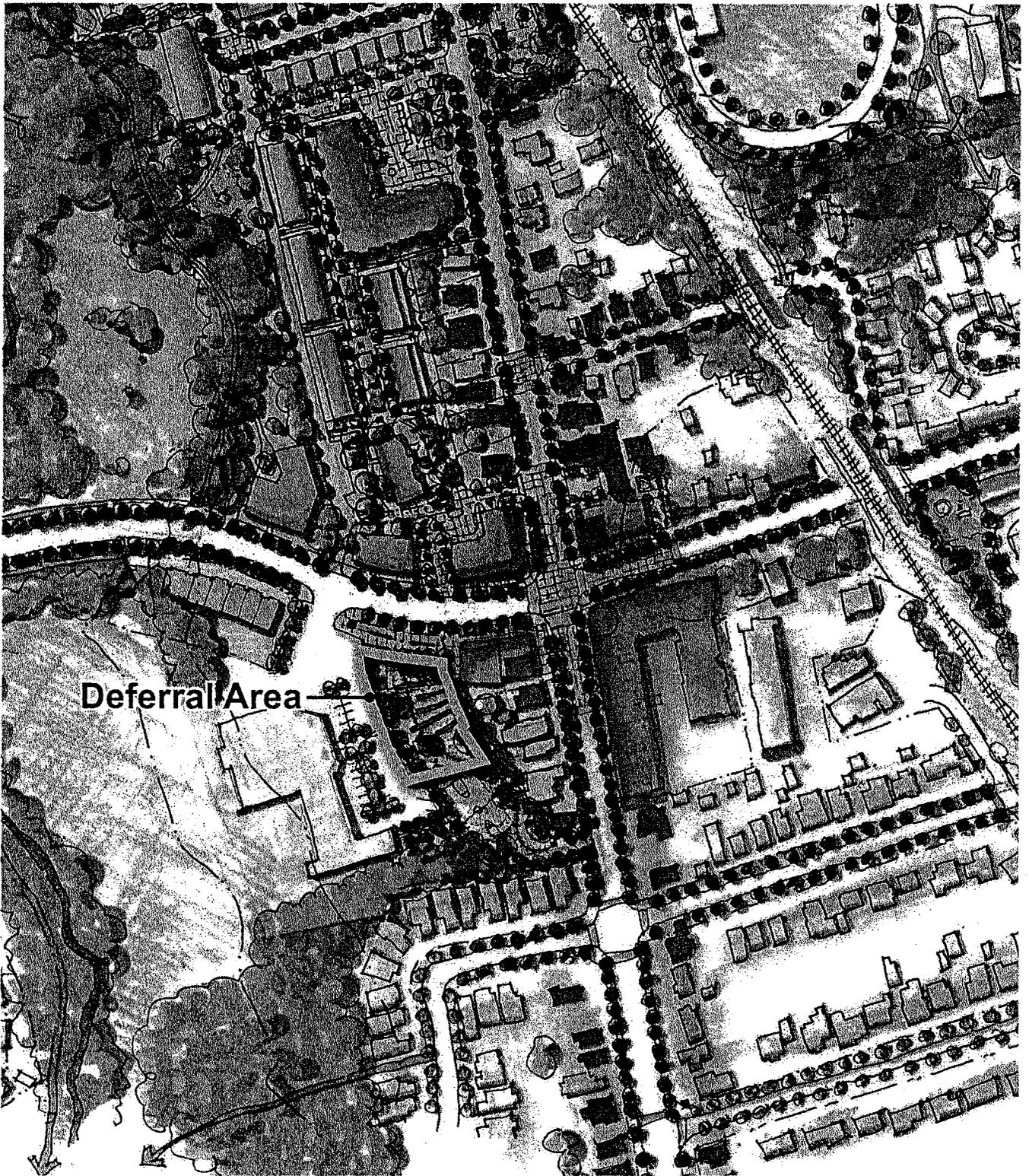
The Fairgrounds is envisioned to remain as a significant cultural heritage landscape and open space amenity for the community. Ancillary buildings that are associated with the Fairgrounds use may be considered and should be complimentary in scale to the adjacent built form, no higher than three storeys,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

4.2.10 Woodbridge Fire Hall Site Deferral Area

The fire hall facility located within the Study Area is slated to be relocated in the next few years, and Draft OPA 695 had therefore designated a 0.6 acre parkette on these lands to augment the parkland provision as required by the proposed increase in residential units.

At the public hearing for OPA 695, the neighbouring Toronto District Christian High School (TDCH) submitted a proposal to purchase 320 Woodbridge Avenue from the City and to have the site considered for a Performing Arts Centre through a public/private partnership arrangement with the City or by the TDCH independently. In order to further explore the proposal put forward, the City recommended that a deferral from OPA 695 be placed on the lands. In the interim, the underlying designation of "Low Density Residential" (OPA 240), will continue to apply to the lands.

4.0 DESCRIPTION OF THE AMENDMENT

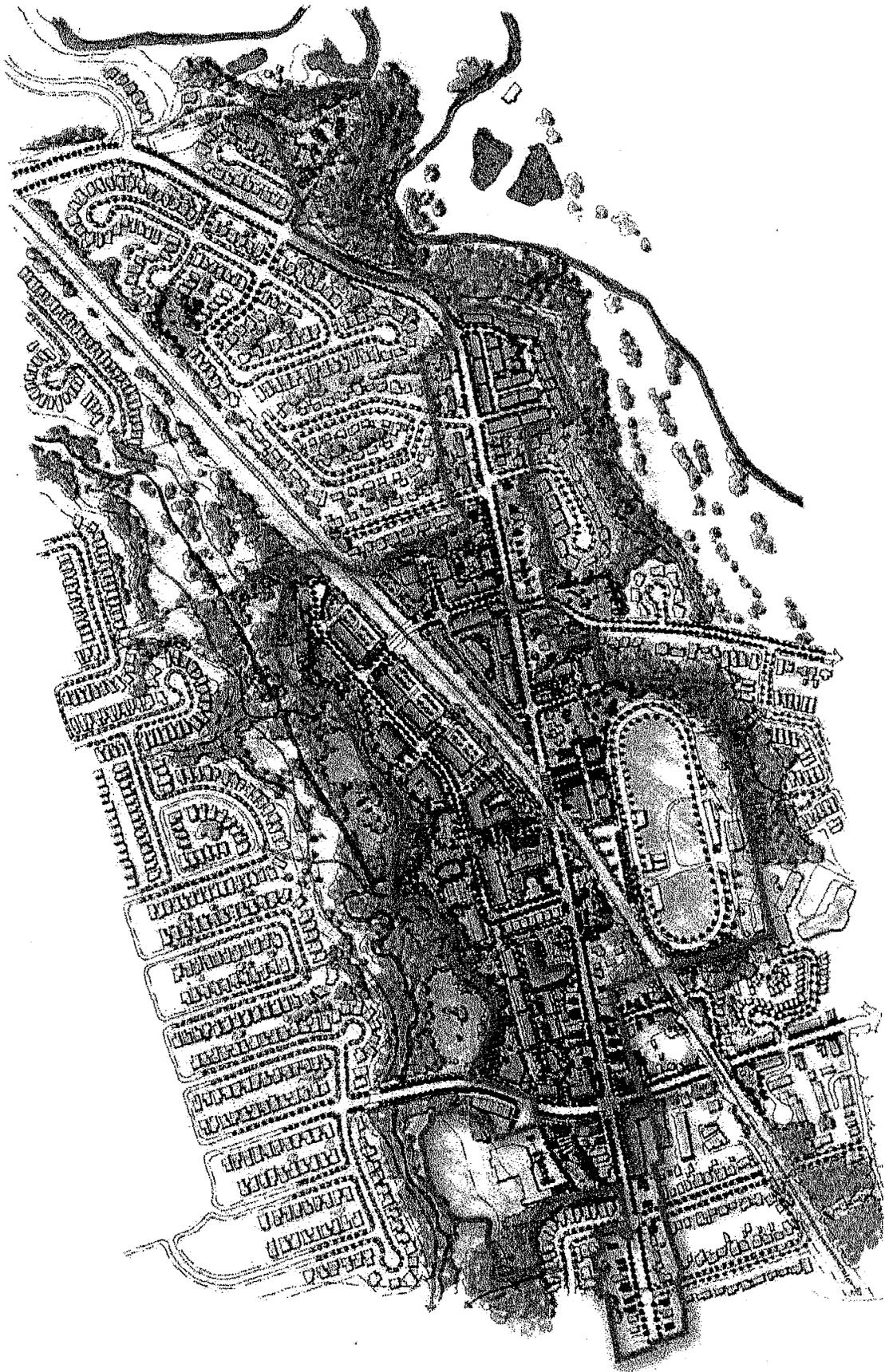


Schedule 4.1: Deferral Area

5.0 CONCLUSIONS

This Plan is consistent with and supportive of provincial and Regional policies. It builds on and strengthens the Kipling Avenue Area as originally envisioned in the OPA's 240, 356 and 440. This Plan also balances the attractive qualities of an urban environment, yet maintains the village essence in an area that is still strongly defined by its heritage characteristics, and has the potential to become an area of distinction for the City of Vaughan. The introduction of a broadened range of land use permissions and a greater opportunity for residential development within the

Study Area allows for more sustainable urban development that is pedestrian oriented, encourages a variety of transportation modes, improves the urban structure of the area and enhances the quality of life. This is also consistent with the direction of the above mentioned OPA's. This Plan's contemporary policy framework will guide future development and thereby create the desired urban environment within the Amendment Area based on the highest standards of urban design.



Part 2 - The Plan

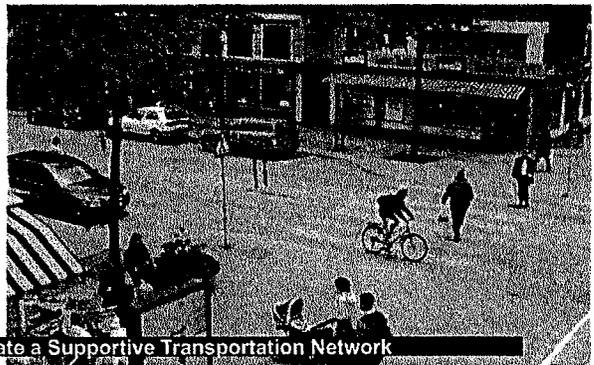
1.0 APPLICATION OF THE PLAN

The Plan replaces OPAs 240, 356, and 440 within the Amendment Area (Appendix - Schedule A), by introducing the policy framework outlined below, and Schedules within the document and as appended, to this Amendment. Except as otherwise provided herein, the policies of this Plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan. This Amendment shall be consolidated into the next update of the Woodbridge Community Plan or the City Wide Official Plan, whichever proceeds first.

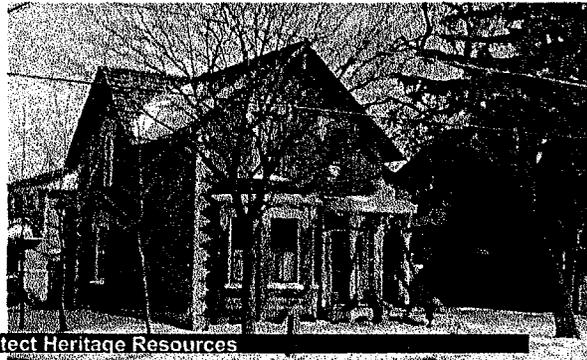
The lands subject to OPA 695 include properties which are subject to site-specific amendments, as identified on Schedule A. The effect of OPA 695 is to expand upon the range of development opportunities available within each of these properties, without removing the existing permissions associated with site-specific amendments.



Foster a Sense of Place



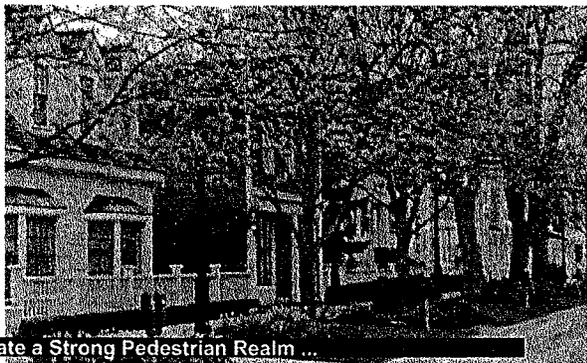
Create a Supportive Transportation Network



Protect Heritage Resources



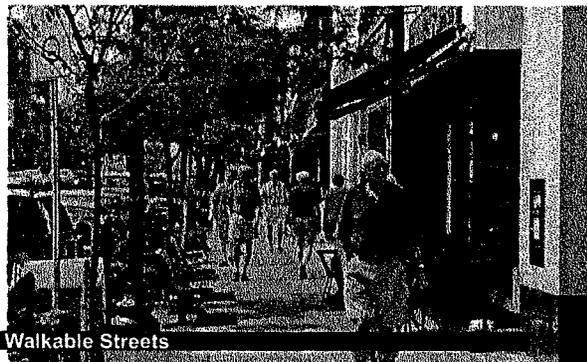
Provide a Mix of Uses



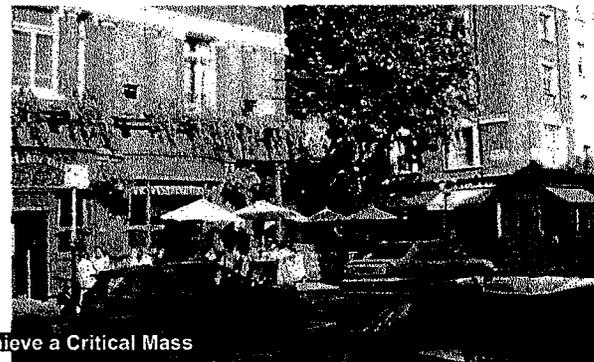
Create a Strong Pedestrian Realm ...



Enhance a Green Environment & Open Space System



...& Walkable Streets



Achieve a Critical Mass

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES

2.1 General Principles and Objectives

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

2.1.1 Principle – Foster a Sense of Place

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

Objectives:

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

2.1.2 Principle – Protect Heritage Resources

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

Objectives:

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

2.1.3 Principle – Create a Supportive Transportation Network

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

Objectives:

- To develop a street network, which is well-connected and is supported by public transit to facilitate vehicular movement; which is safe, and efficient and reduces traffic congestion.
- To ensure that new development supports investment in public transit through increased densities and efficient design.
- To design streets and the public realm to ensure safe relationships between pedestrians, cyclists, and vehicles.
- To provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the area, as well as to surrounding areas in Vaughan.
- To mitigate areas of transportation conflict, such as at the railway crossings and along railway corridors, to facilitate improved circulation throughout the area.

2.1.4 Principle – Provide a Mix of Uses

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

Objectives:

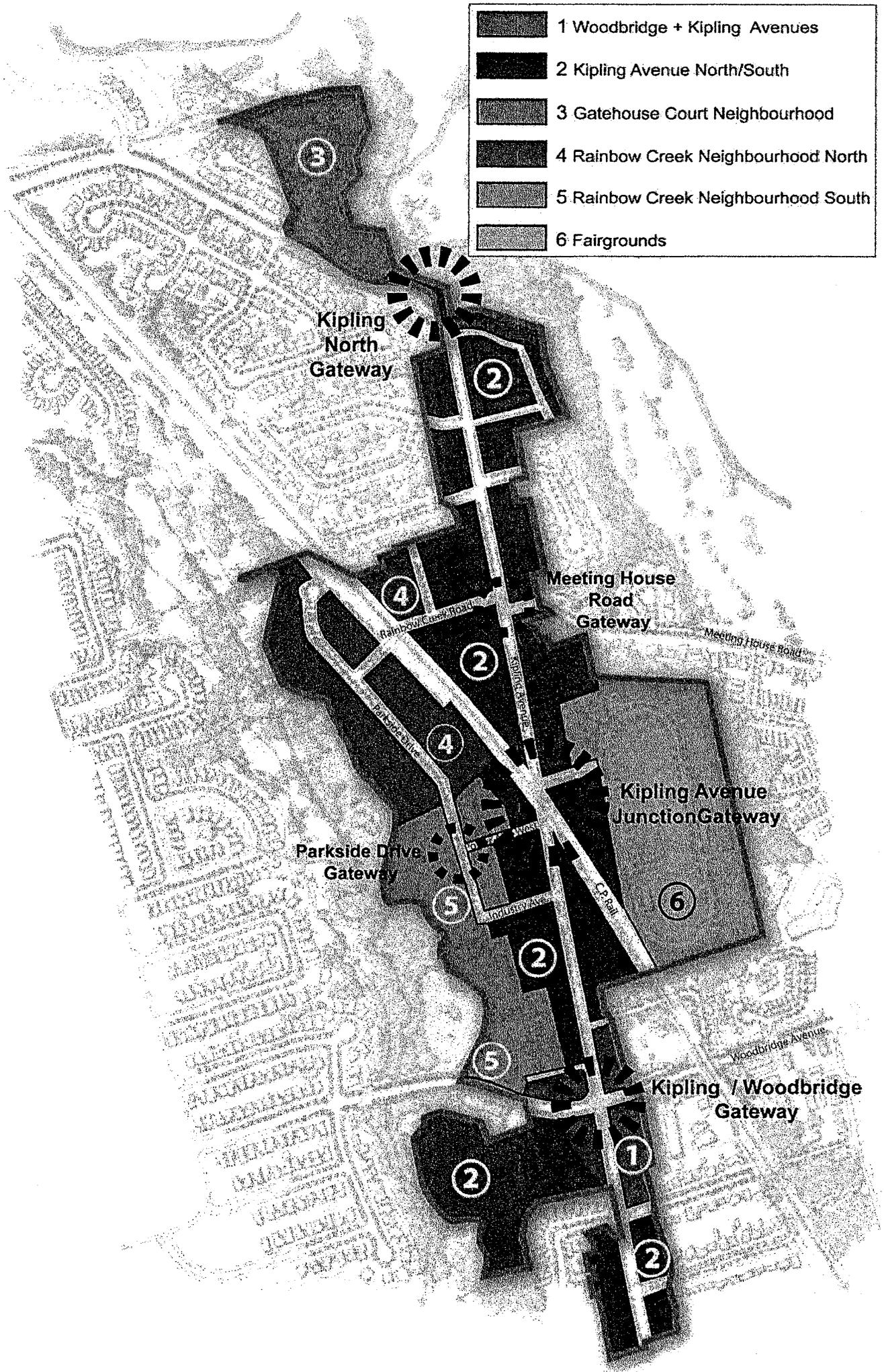
- To establish a mixed-use environment which includes compatible residential, commercial and institutional uses to encourage residents to live and work in the area.
- To ensure an appropriate transition between uses and different building types.
- To provide a variety of housing types to accommodate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

2.1.5 Principle – Enhance a Green Environment and Open Space System

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

Objectives:

- To ensure that green open space corridors (i.e. the Humber River and the Rainbow Creek Corridors) are conserved, enhanced and well-connected.
- To ensure that development will be located outside of hazard lands and that the risk to life and property will be minimized to the furthest extent possible.
- To provide trails/paths throughout the green corridors, public parks and neighbouring communities that are continuous, accessible, well-linked, and facilitate movement throughout the Kipling Avenue Area.



Schedule 2.0: Precincts and Gateways

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES

- To create a park and open space network that supports an array of both passive and active recreational uses, as well as varying community needs.
- To ensure the Fairgrounds remain a key open space amenity for the community, are well-connected to surrounding neighbourhoods, and are designed to encourage year-round activities, while respecting their heritage significance.

2.1.6 Principle – Achieve a Critical Mass

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

Objectives:

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

2.2 Urban Fabric

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

2.2.1 Precincts (Schedule 2.0: Precincts and Gateways)

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

2.2.1.1 Kipling Avenue

- A road that maintains a significant function as part of the public realm in the region, providing pedestrian access and views to significant public destinations and amenities, including: Woodbridge Core, the Fairgrounds, and the open spaces associated with the Humber River and the Rainbow Creek.
- A picturesque heritage avenue, with a significant tree canopy and buildings that front directly onto Kipling Avenue. There should be active at-grade uses and buildings should be setback, offering a landscaped front yard.

- A pedestrian friendly street, that provides pedestrian connections to a range of parks, open spaces, trails and walkways, and to commercial and residential areas, throughout the area.
- A residential character and scale, with buildings that average 2-3 storeys, and include some commercial and live-work uses.
- An area of Vaughan that displays and conserves significant heritage buildings, structures, and landscapes.

2.2.1.2 Woodbridge Avenue and Kipling Avenue Intersection

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

2.2.1.3 The Fairgrounds Area

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

2.2.1.4 Rainbow Creek Neighbourhood North - High Density Residential Neighbourhood

- A new neighbourhood, that is intimately connected to both Kipling Avenue and the open spaces surrounding Rainbow Creek, through a network of pedestrian connections and streets.

- An area of mostly residential uses.
- A neighbourhood that can accommodate a significant residential population, through higher density developments that are adjacent to significant green areas.
- An area in which all streets are welcoming to pedestrians, with active grade related uses, and ample landscaping.

2.2.1.5 Rainbow Creek Neighbourhood South: The Central and South West Areas - Mid Density Residential Neighbourhood

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

2.2.1.6 Rainbow Creek Neighbourhood South: The South East Area - Low Density Residential Neighbourhood

The concept plan for these lands contemplates a block townhouse development with a minimum 8 metre central pedestrian sidewalk and landscaped area.

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

- The lands must develop comprehensively, considering the best future development scenario for the easterly adjacent properties along Kipling Avenue and the westerly industrial properties along the river corridor, providing opportunities for increased north/south and east/west pedestrian circulation, and connections to Kipling Avenue, Woodbridge Avenue and the river valley.
- The permitted residential uses for these lands, with the exception of the contributing heritage industrial building, include block townhouses, stacked townhouses, street townhouses, and semi-detached dwellings, with a maximum FSI of 0.70.
- The development of these lands must be respectful of the contributing heritage industrial building at the end of Burton's Lane, as identified in Schedule E. The recommended use for the heritage building include small scale, grade related neighbourhood amenity uses, such as daycare, service commercial, or art studios.
- The development of these lands must allow for a public pedestrian connection that is visually and physically accessible from Woodbridge Avenue and the Rainbow Creek Neighbourhood South, to Parkside Drive and the Rainbow Creek Neighbourhood North. The pedestrian connection should take the form of a generous landscaped promenade between the townhouse developments, as a

shared neighbourhood amenity and public "greenway". Any proposed townhouse development must front the promenade.

- The central promenade, where it is located between residential development, should include a continuous minimum 1.5 m sidewalk and landscaped area which together should form the minimum 8m promenade.
- The minimum 1.5 metre sidewalk must be constructed within the first phase of the Low Density Residential Neighbourhood development.
- The promenade and heritage building should remain clearly visible from Woodbridge Avenue, and a historic recognition of the heritage building's significance and the old C.P. Rail line should be considered as part of the promenade open space fronting Woodbridge.
- Vehicular access to the residential units must be located at the rear, through a rear lane access.

2.2.1.6 Phasing of Development for the Rainbow Creek Neighbourhood

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

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

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES

2.2.2 Block Pattern, Street Network and Linkages

(Schedules 2.1 to 2.2 and Appendix - Schedule B)

The block pattern and street network of Schedules 2.1 and especially 2.2 defines a pattern, grid and hierarchy of streets, and linkages to guide the siting and orientation of future developments and development blocks. For the most part, the plan reinforces the existing structure of blocks and streets. It is mainly along the western side, between the Rainbow Creek and the railway that the need for a new block pattern and street network is identified. As development opportunities arise within the Study Area, achieving permeable block patterns and a fine network of vehicular and pedestrian connections is essential. The pattern, grid, and hierarchy of streets, as illustrated in Schedule 2.2, should be implemented through the development process.

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

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

The following sections describe the recommended character, function, and hierarchy of new and existing streets within the Study Area. Further detail and description is given for each street category within the Study Area in Appendix B: Streetscape Master Plan.

2.2.2.1 Primary Streets

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

- These streets should function as two way connections with R.O.W.'s from 20m to 26m, accommodate various modes

of transportation such as on street parking, transit and bicycles, and be provided with a higher quality streetscape treatment.

i. Kipling Avenue North and South

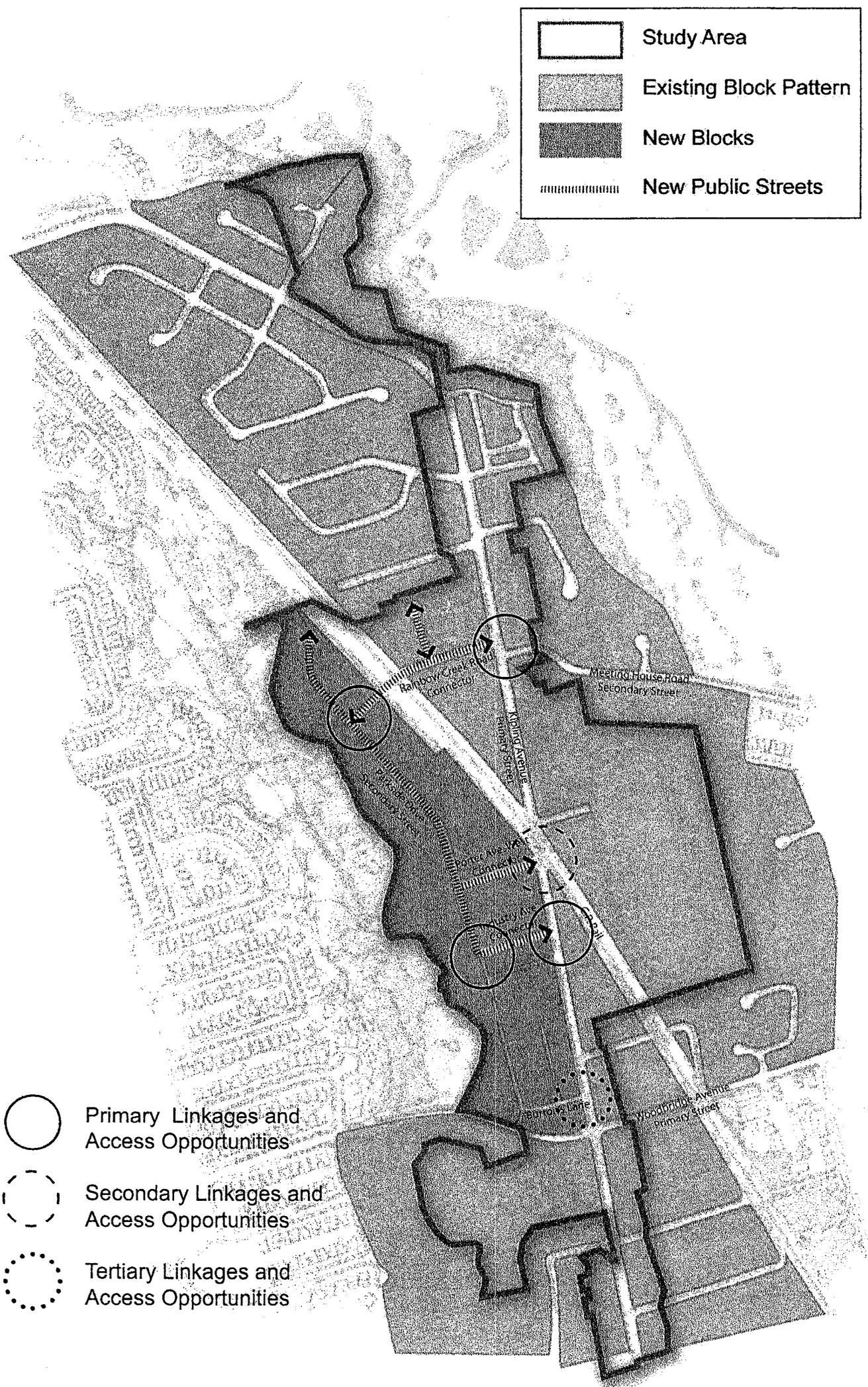
- Kipling Avenue North and South should function as the main primary street within the Study Area.
- A 26m R.O.W., as recommended in the OPA 600, should be maintained for Kipling Avenue north and south. The protection of this R.O.W. width is beneficial for the Avenue in terms of providing opportunities to increase the street tree canopy, and enforce the "green character" prescribed for Kipling Avenue and the study area in general.
- The R.O.W. width should accommodate a double row of street trees and a generous pedestrian zone within the boulevard, along the majority of Kipling Avenue.
- The 3.0m building setback beyond the R.O.W. should allow for future built form to be more in keeping with the existing heritage building setbacks and provides an additional opportunity for private landscape enhancements.
- The heritage character of this street should be emphasized and enhanced, and the streetscape designed to attract a greater pedestrian presence, (See Section 2.2.1.1).
- Additional landscape enhancements, such as double street tree planting, may not be feasible at pinch points where existing heritage buildings fall within the 26m R.O.W.

ii. Kipling Avenue South

- Kipling Avenue, south of Woodbridge Avenue, should have a wider roadway width, with additional travel lanes to accommodate the volume of traffic entering the avenue from Highway 7.
- Bike lanes should continue to run south along Kipling Avenue to Highway 7.
- The east bike lane is envisioned to have a dedicated curb edge or rumble strip to the adjacent travel lane to make peak hour on-street parking possible on the east side of the avenue, while protecting the bike lane.
- The widened roadway width will allow for only a single row of street tree planting within a 4.5m boulevard.

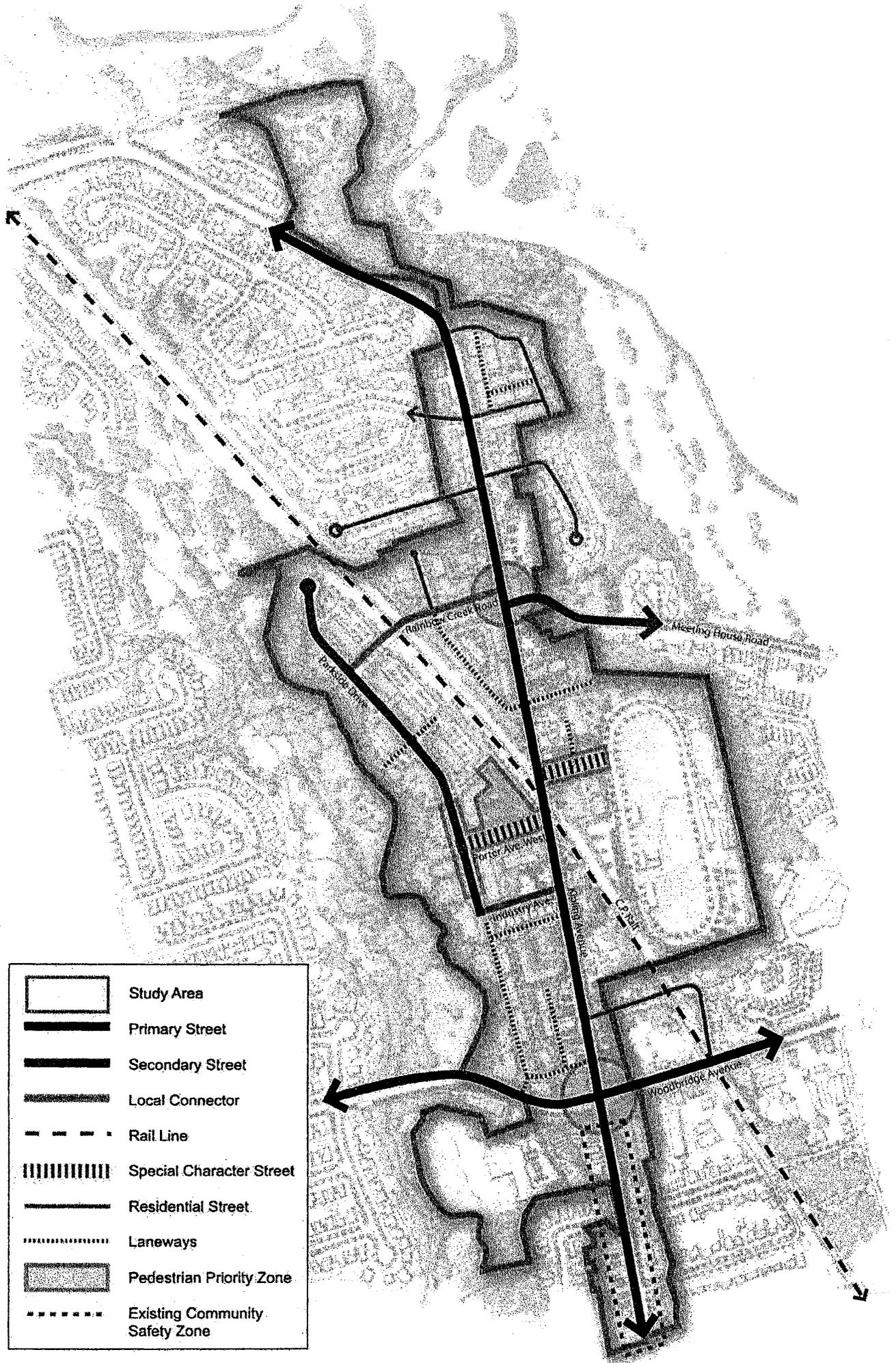
iii. Woodbridge Avenue East

- Woodbridge Avenue, east of Kipling Avenue, should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment, and supporting an enhanced commercial presence and character.
- Woodbridge Avenue, between Kipling Avenue and Islington, should maintain a 20m R.O.W. because of the



Schedule 2.1: Block Pattern, Street Network and Linkages

2.9 DEVELOPMENT PRINCIPLES AND OBJECTIVES



Schedule 2.2: Street Network

location of existing heritage contributing buildings. There are a significant amount of buildings along this avenue that are considered contributing to the heritage character of the avenue and the area, many of which have minimal or zero setbacks to the 20m R.O.W. These buildings should remain in situ, which affects the feasibility of the 26m R.O.W. allowance.

- The recommendations of the Woodbridge HCD Study is such that, Woodbridge Avenue at the commercial core should reflect the tight, pedestrian oriented character of the existing 20m R.O.W. street cross section.
- On-street parking should be encouraged along Woodbridge Avenue as a key element to enable existing and future businesses to flourish and is necessary to the success of the commercial context of the area.
- Marked bike lanes on Woodbridge Avenue, between Islington Avenue and Kipling Avenue, (as envisioned in the City of Vaughan Bike Master Plan), is not recommended as it inhibits the opportunity for on-street parking within the 20m R.O.W.
- In terms of providing bike access, Woodbridge Avenue, from Islington to Kipling Avenue, should be considered under the "Class 3 Facility: Signed Only Routes" category as identified in the Bike Master Plan, which defines an on-street signed bicycle route used to "form a connection to the bike network", (see section 4.4.3 of the City of Vaughan's Pedestrian and Bicycle Master Plan). The existing and future traffic volumes for Woodbridge Avenue are considered to be moderate, and is envisioned to have slower moving traffic, as it is viewed as a pedestrian priority area. This would make a signed bike route manageable along Woodbridge Avenue.

iv. Woodbridge Avenue West

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

2.2.2.2 Secondary Streets

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

Parkside Drive

Parkside Drive is envisioned as a new secondary north/south street that runs parallel to Kipling Avenue, mainly servicing the proposed Rainbow Creek neighbourhood north. Parkside Drive enables the creation of new frontage to both the Rainbow Creek Valley public open space system, and to new development blocks that support a high-density residential neighbourhood.

- This street should function as the key vehicular spine for the new neighbourhood and the main connection to Kipling Avenue and the river valley.
- This should be treated as a grand street, with lush greenery, and ample space for pedestrian interaction.
- As many points of access to Parkside Drive from Kipling Avenue should be achieved to increase the development potential for the industrial lands, as well as provide opportunities to redevelop existing adjacent properties.

Key aspects of its design include:

- a high-quality pedestrian environment that links buildings, amenities and open spaces and provides east-west connections to the river valley and Kipling Avenue;
- wider sidewalks (2.5m) on both sides, that can accommodate additional street furniture, lighting, and public amenities associated with the proposed park;
- 3 meter setbacks to accommodate additional landscaping and front yards for grade related residential units; and
- parking on both sides of the street, for visitors and park users.

2.2.2.3 Local Connector Streets

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

Rainbow Creek Road and Industry Avenue

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

- Rainbow Creek Road, which crosses the rail corridor, should function as a key northern gateway to the new Rainbow Creek neighbourhood and as a connection to Meeting House Road. It is envisioned as a two way 20m R.O.W. with the same characteristics as Parkside Drive.
- Industry Avenue, which is south of the rail corridor, should provide a two way connection to Kipling Avenue and the

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new neighbourhood. The right-of-way for this new street is restricted to 17.5m because of its adjacency to a heritage building, and provides only a single sided sidewalk condition.

- The City may consider reduced pavement widths for this local road to accommodate additional sidewalk facilities, provided they are satisfied that vehicular accessibility to the new neighbourhood and the location of utilities are not compromised.

2.2.2.4 Special Character Streets

The Special Character Street exists along two east-west connections, situated near the intersection of Kipling Avenue and the railway.

Porter Avenue East and West

- The first is Porter Avenue East, which should continue to provide east bound access to the Fairgrounds.
- The second is Porter Avenue West, a new westbound street that should provide new connections to the Rainbow Creek open space system and residential neighbourhood.
- The Special Character Street should be characterized by high quality landscaping, an emphasis on the pedestrian environment, and its function as a gateway to significant urban spaces.
- Porter Avenue East should signalize and celebrate an entrance to the Fairgrounds.
- Porter Avenue West should function as the main pedestrian draw towards new public amenities, open spaces, and residences that are part of the Rainbow Creek neighbourhood development.

Key aspects of the design include:

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

i. Porter Avenue East - Special Character Street

- Porter Avenue East is a local connector and should function as the main gateway to the Fairgrounds.
- This is a two way street with a 20m R.O.W. and should be primarily pedestrian oriented, providing opportunities for on street parking and new building frontages that support a pedestrian priority environment.

- This street should provide additional parking opportunities for the Fairgrounds.
- This a Special Character Street and should be given a high quality streetscape treatment.

ii. Porter Avenue West - Special Character Street

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

2.2.2.5 Residential Streets

Residential Streets within the study area are neighbourhood streets that carry lower volumes of vehicular traffic

- These streets should be pedestrian oriented in character and should cater primarily to the safe movement of pedestrians as a priority.

2.2.2.6 Laneways

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

i. Public Laneways

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

Historically Burton's Lane, just north of Woodbridge Avenue, was the main connection to the Toronto, Grey and Bruce Railway Station, and to some of the first industrial buildings, such as the old Woodbridge Farmer's Co-operative Company.

- Burton's Lane should function as a key public access lane from Kipling Avenue to the Rainbow Creek neighbourhood.
- Burton's Lane should be enhanced with higher quality materials and streetscaping to signify its heritage significance.

ii. Private Laneways

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

2.2.2.7 The Pedestrian Priority Nodes

- The Pedestrian Priority Nodes are the key intersections along Kipling Avenue and should function as a focus for pedestrian activity.
- In terms of street character and transportation hierarchy, pedestrians take priority within these nodes.
- A high quality streetscape treatment should be given to these key intersections including special paving, lighting, street configuration, landscaping, and street furniture.

i. Woodbridge Avenue and Kipling Avenue Intersection

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

ii. Porter Avenue East and West - The Junction

- These streets, together, should create a pedestrian node, referred to as the "Junction", which is a key east/west pedestrian connection along Kipling Avenue, and at the centre of the Study Area.
- The same special consideration should be given to this node as the Woodbridge/Kipling node in terms of achieving a pedestrian oriented environment.

2.2.3 Pedestrian Priority Zones (Schedule 2.2: Street Network)

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

- In general, Kipling Avenue should no longer function only as a through street. The integration of the Pedestrian Priority Zones should be used as a method of street calming and traffic management.
- In areas where the Pedestrian Priority Zone has been established, priority must be given to the pedestrian in terms of access, circulation, capacity and amenity.
- Transportation infrastructure within these zones should accommodate transit and bicycle facilities and amenities where possible, such as transit stops, shelters, bike racks, and safe passenger drop-off areas.
- The street crossings should have a high level of design consideration in terms of traffic calming measures such as: signalization, clearly defined boundaries, marked crosswalks and signage, and special paving materials.
- Traffic calming measures, such as pedestrian signalization, should be considered at the Meeting House Road intersection. Truck and pedestrian conflicts are currently a problem at this intersection.
- Within these zones, the location of vehicular service entrances, and parking access and egress should be located away from the pedestrian realm to avoid interfering with pedestrian circulation and activity.
- Special design considerations must be given to the ease of access and circulation for the handicapped within these zones.
- Porter Avenue and Porter Avenue West are special pedestrian oriented streets within the Pedestrian Priority Zones and should be designed with a higher emphasis on landscaping and pedestrian amenity, such as special paving materials, roll curb edges to extend the boundaries of the public realm, pedestrian scaled lighting, and special signage.

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- Open Space areas within these zones should be used for amenities that cater to the pedestrian and cyclist and should not be used for surface parking.
- A strategy to replace the surface parking of the United Church site should be considered to extend the boundaries of the Rail Junction Public Square and include the church within the public square context. A future below grade shared parking scenario should be considered with adjacent properties as development around the church occurs.
- Surface parking should not be permitted within, or directly adjacent to the Pedestrian Priority Zones, but opportunities for on-street parking should be encouraged and identified.

2.3 Heritage Conservation

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

Objectives:

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

2.4 Parks and Open Space

(Schedules 2.3 - 2.5)

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

Parkland Calculation

(Schedule 2.4)

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

- Total units = 1022
- Park requirement based on 1ha/300units = 3.4 ha (8.4 acres)

- Total proposed park space achieved in the Vision = 2.0 ha (5.0 acres), see Section 2 - Schedule 2.4: Proposed Parks, Parkettes and Public Squares.

Additional open space opportunities:

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

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

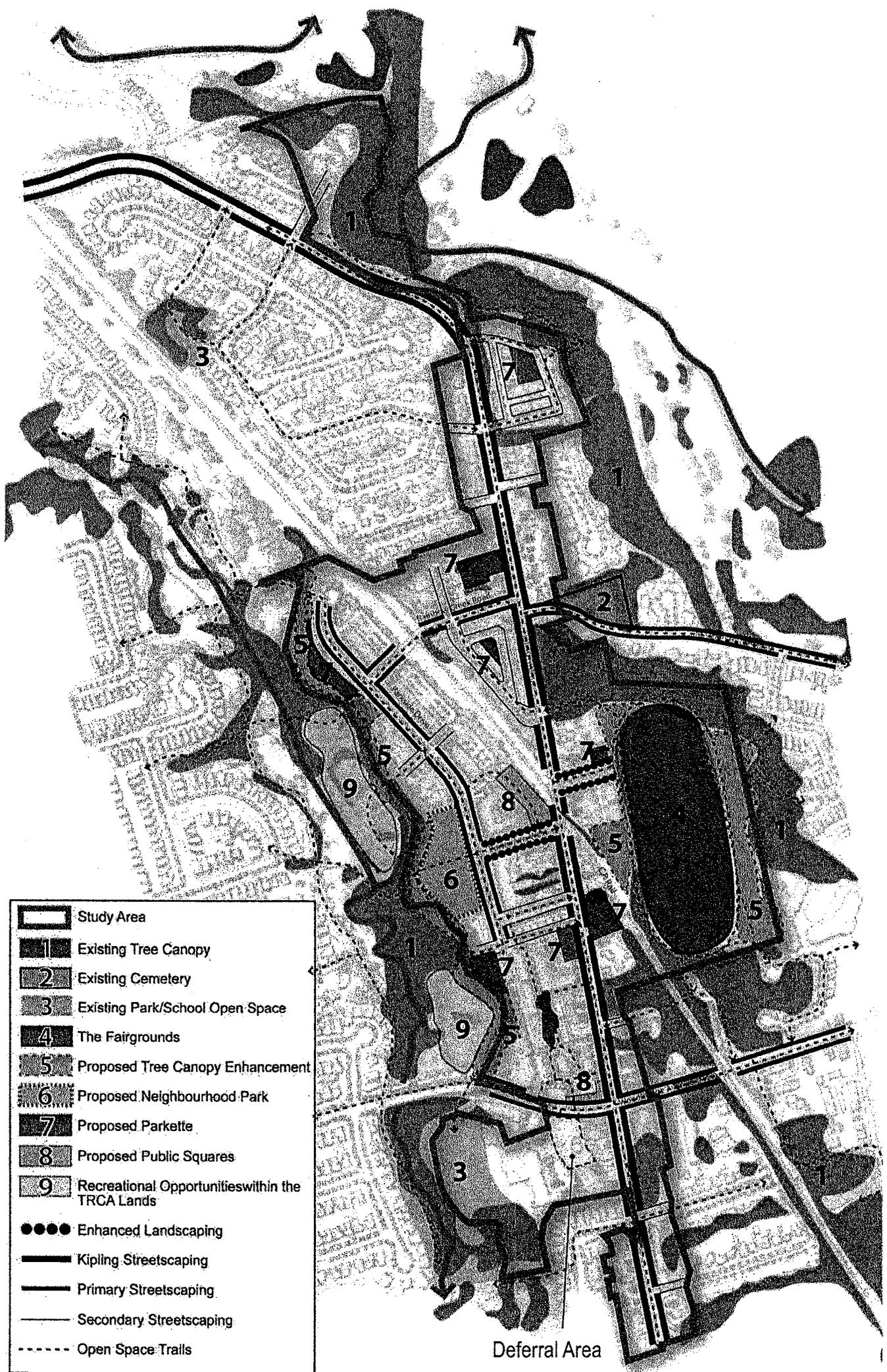
There are additional open space opportunities that will not offset the parkland requirement of 1ha/300units, however, they should be considered as opportunities to increase the overall open space amenity for the Study Area. The development of a significant and connected trail system throughout the study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

As well, there are opportunities to use a portion of the Fairgrounds land for recreational purposes, especially at the northern end where trail connections to the east and west river corridors can be integrated. Other recreational opportunities include the utilization of the neighbouring schools, such as the Christian District High School, which have significant open space and play facilities. The existing parks and community centres are also within a five to ten minute walking distance from Kipling Avenue. These open space opportunities are described in further detail in the following sections.

2.4.1 Open Spaces

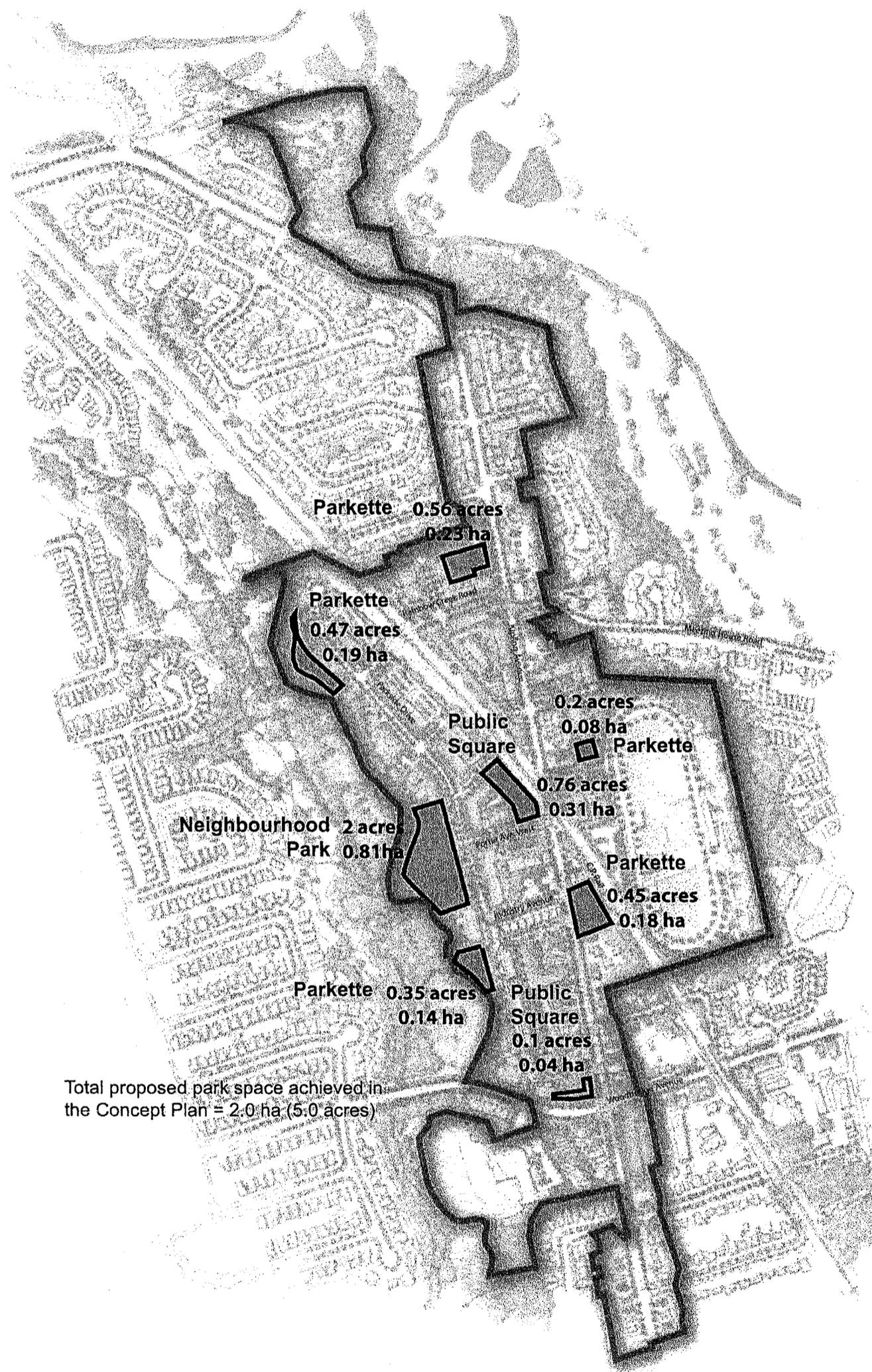
(Schedule 2.3)

The Kipling Avenue Study Area is characteristically defined by three major open space systems that constitute the larger mass of the open space network: the Rainbow Creek, the Humber River Corridor, and the Fairgrounds. These larger open space systems should play a major role in achieving a connected, accessible, open space network, as well as in achieving a connected neighbourhood fabric. The neighbourhood parks, parkettes, and public squares provide a fine grain layering of open spaces, and

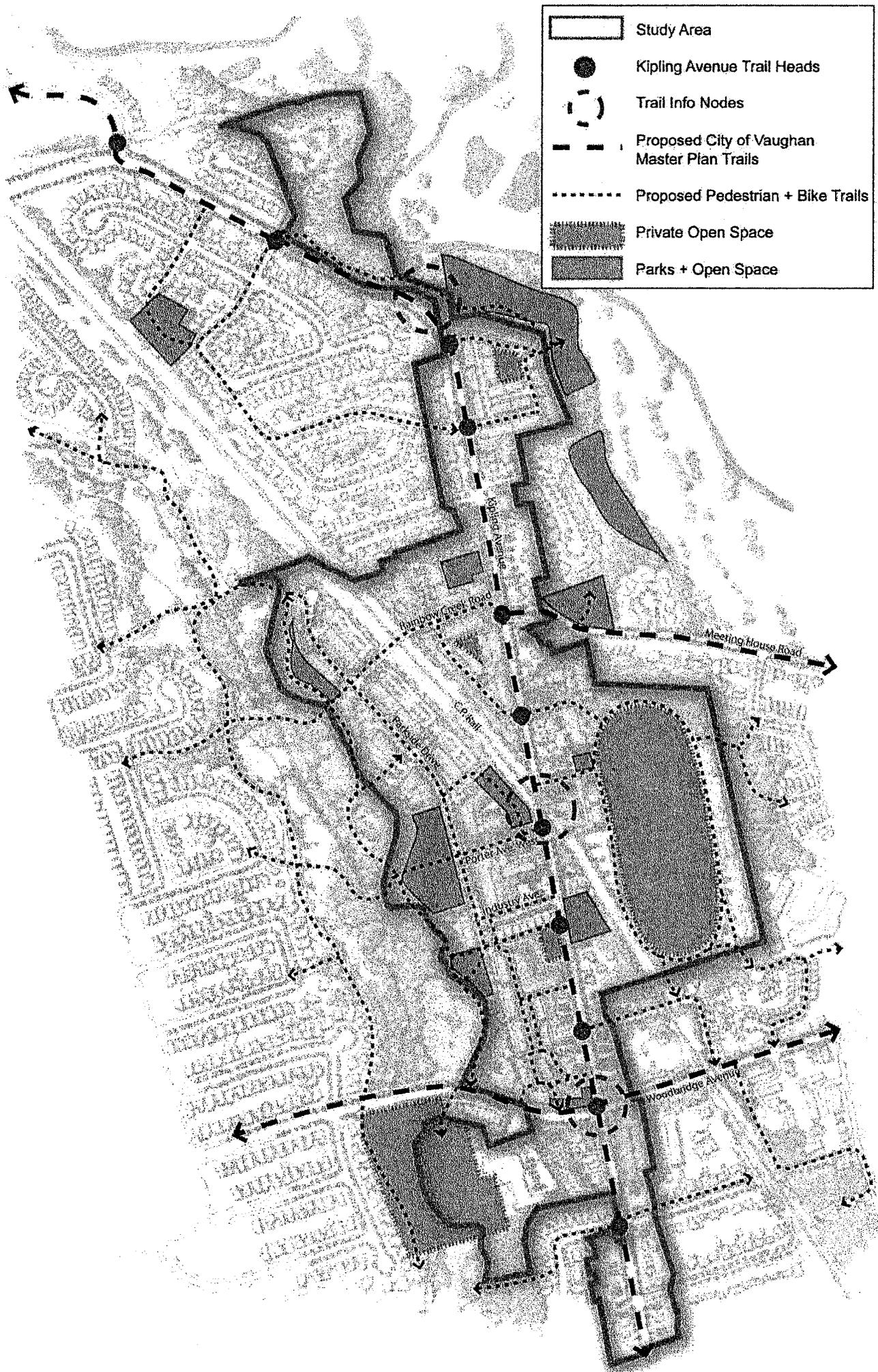


Schedule 2.3: Open Space Framework

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES



Schedule 2.4: Proposed Parks, Parkettes and Public Squares



Schedule 2.5: Pedestrian and Bicycle Trail Network

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play an important role in providing essential open space amenities to support a healthy community environment, and in enhancing the larger open space system. Kipling Avenue should function as the central north-south spine that connects all aspects of the open space network.

2.4.1.1 Rainbow Creek and Humber River

- Publicly accessible areas and trails within the valley corridors should be easily accessible, connected and clearly defined in order to protect the natural flora and fauna of the conservation lands.
- The trail system within the valleys should be well connected throughout, providing opportunities to partake in views, key features and destinations within the system as well as providing opportunities to commute to the various adjacent neighbourhoods.
- The industrial lands located within the TRCA floodplain boundaries shall form part of the Rainbow Creek public open space, allowing for increased opportunity for new trails and additional open space amenity as described in the following guideline.
- New open spaces within the industrial lands should be considered and enhanced as opportunities to increase the publicly accessible neighbourhood park amenities with compatible recreational uses such as a children's play area connected to the trails.
- The existing mature tree canopy should be protected and enhanced at every opportunity, especially along Rainbow Creek where residential development is being proposed. Other significant opportunities for enhancement exist around the Fairgrounds and should be considered in conjunction with enhancing the trail system. Any form of enhancement to the natural system within TRCA jurisdiction must be undertaken in accordance with the TRCA's programs and policies (Ontario Regulation 166/06, the Valley and Stream Corridor Management Program and the Terrestrial Natural Heritage System Strategy).
- Trail heads and access points to the valley corridors should be clearly defined and signed from Kipling Avenue.
- Bike parking racks should be provided in the new parks, at the entrance to the valley trails, and along Kipling Avenue where possible.

2.4.1.2 Kipling Avenue

- Kipling Avenue should be the focus for beautification and enhancement of the public realm, with key pedestrian nodes such as the Woodbridge/Kipling Avenue intersection and the Kipling Avenue Junction as the main focus of social activity. The Avenue should be defined by a cross section that is organized to accommodate at a minimum, enhanced

landscaping and street furniture, a comfortable pedestrian walking zone and a zone for retail and café spill-over.

- This would include a defined palette of materials that contribute to creating an overall cohesiveness and character for the Study Area such as street signage, benches, garbage and recycling, and pedestrian scaled lighting.
- Materials used along the Study Area should be of high quality to provide longevity to the streetscape and should allow ease of maintenance and servicing. The style of materials should strengthen the identity for the Study Area and compliment the existing heritage fabric.
- Where possible, new streetscaping should integrate any existing mature trees within the streetscape master plan and enhance all heritage landscape frontages with additional planting.

2.4.1.3 The Fairgrounds

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

2.4.1.4 Neighbourhood Parks, Parkettes and Public Squares

- The proposed and existing neighbourhood parks, parkettes, and public squares within the Study Area should be designed, programmed and furnished to meet the day-to-day open space needs of the community.
- Existing parks, parkettes, and public squares should be enhanced where possible, with additional trees, landscaping and furnishings that are in keeping with the overall vision and palate of materials for the Study Area.
- There should be a hierarchy of use and programming established for the parks in order to ensure a range of uses

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

2.4.1.5 Pedestrian Nodes

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

- Pedestrian nodes occur at key junctures along Kipling Avenue and function as gateways to other surrounding open spaces and to the neighbourhoods east and west of Kipling Avenue.
- Pedestrian nodes provide places to meet, congregate and increase social activity and pedestrian amenities. The nodes provide opportunities to celebrate the heritage character of the Study Area and are the focus for high quality enhanced streetscaping treatments.

2.4.2 Open Space Connections (Schedule 2.5)

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

2.4.2.1 Enhanced Streetscapes

- All new and existing neighbourhood streets should provide continuous streetscaping to contribute to the overall tree canopy.

- Special enhanced landscape treatments should be applied to streets that function as gateways and/or are identified as pedestrian priority zones, such as Porter Road and an enhanced Porter Road West.

2.4.2.2 Pedestrian Connections

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

2.4.2.3 Pedestrian Crosswalks

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

2.4.2.4 Bike and Pedestrian Trails

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

2.4.3 Landmark Sites, Gateways and Nodes (Schedule 2.6)

Landmarks, nodes and gateways are the special places and features within the Study Area and are meant to define and enhance the character and identity of the Study Area as well as provide specific functions at strategic locations.

2.4.3.1 Landmark Sites / Signature Architecture

- The Landmark Sites, as identified in Schedule 2.6, include locations for signature architecture and open spaces. Collectively, these sites should help define the Kipling Avenue Area as a distinct and special place within Woodbridge.
- Obtaining LEED building standards and incorporating green building technologies for new developments/buildings will also contribute to the area as a distinct and special place.

i. Open Space Landmarks

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

- The open space landmark sites should be given special treatment in terms of quality of landscaping, materials and design that are unique to each open space.
- Opportunities to enhance the distinct characteristics of the existing landmark sites should be considered as a first priority such as, enhanced landscaping and additional tree planting for the mature canopy of the northern gateway landmark site, which can then be augmented by an architectural feature within the landscape as a terminus to the Avenue.

ii. Signature Architecture Landmarks

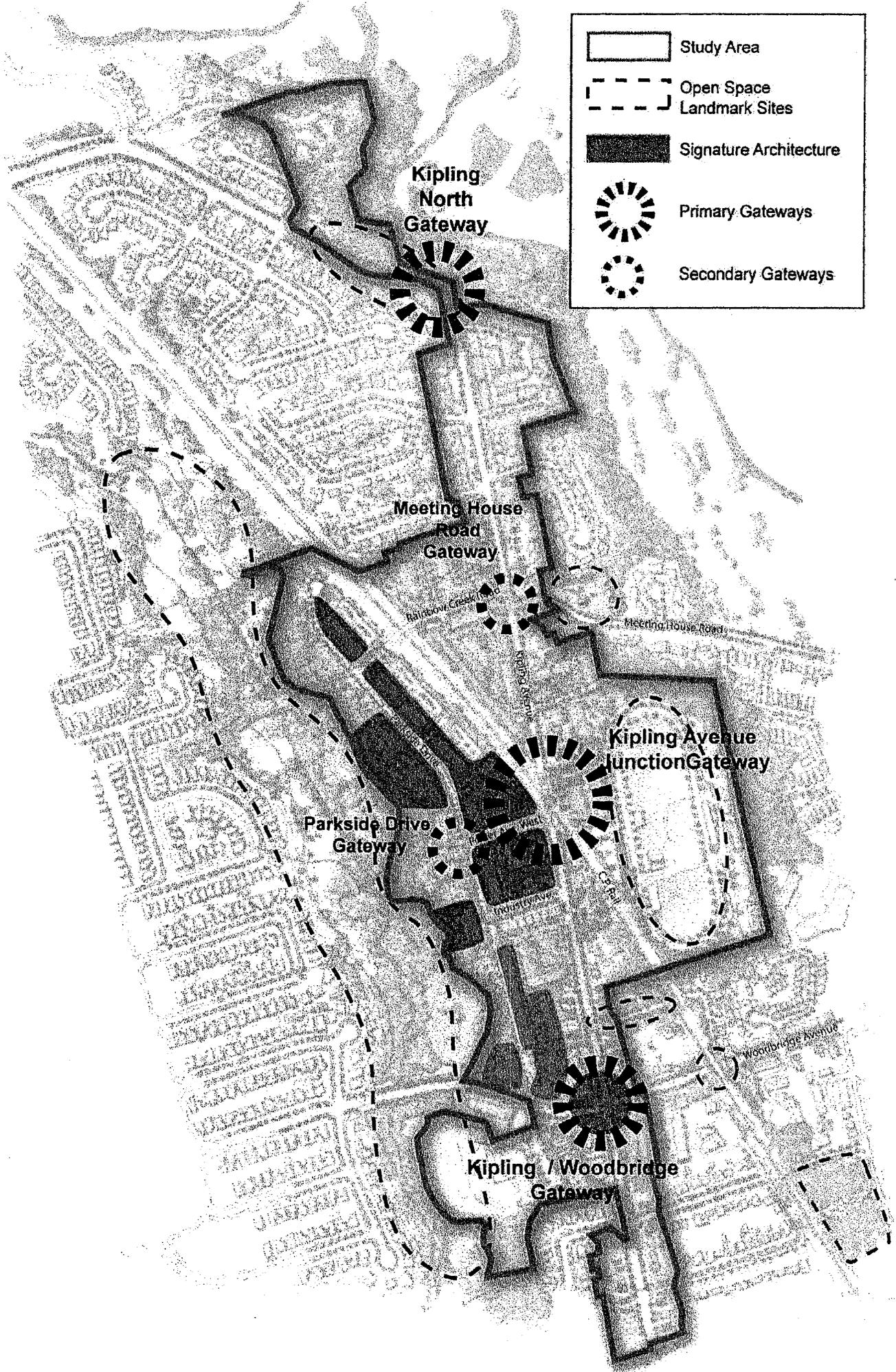
Most of the significant built form landmarks are focused around the new neighbourhood development west of Kipling Avenue and the entrance gateway buildings at Porter Avenue West; as well as the Woodbridge/Kipling Gateway.

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

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

2.4.3.2 Primary Gateways

The primary gateways are located at the Woodbridge and Kipling



Schedule 2.6: Landmark Sites and Gateways

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

- **Woodbridge Avenue and Kipling Avenue Gateway:** A framing of higher density development, signature architectural buildings, at-grade pedestrian activity, and a new pedestrian public square define this Gateway. Buildings should be articulated at the corners with primary entrances facing the street, with a high level of streetscaping to identify the gateway as a distinct place and to organize pedestrian and vehicular movement.
- **The Kipling Avenue Junction:** This gateway celebrates the entrance to the new Parkside Drive neighbourhood and highlights the presence of two major open space systems within the Kipling Avenue Study Area. A new landscaped public square with flexible space to service the new neighbourhood and existing community, an enhanced streetscape treatment along Kipling Avenue, the Public Square, and the Porter Avenue entrances (east and west) defines the Kipling Avenue Junction Gateway.
- **Kipling Avenue North:** The gateway treatment for the northern end of Kipling Avenue should represent the distinct mature landscape character of the Study Area, as the gateway is situated in the most treed area of the Avenue and at a key northern trailhead. A gateway feature can be represented in the form of enhanced landscaping or art and should incorporate trail signage and way-finding information.

2.4.3.3 Secondary Gateways

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

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

2.4.3.4 Potential Public Art Sites

Public art can help to establish a unique identity and can contribute to enhancing the quality of the public realm in ways

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

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

2.4.3.5 Transit and Trail Node

- Three gateway nodes along the Avenue, as illustrated in Schedule 2.6, are identified as key locations for information kiosks for pedestrian and bike trails as well as bus routes, and should be incorporated in a signage and wayfinding strategy for the Avenue.

2.4.4 Public Realm Enhancements

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

- Land use designations of Parks or public squares as identified in the General Land Use Policies of this OPA, or public realm improvements will be negotiated through the City's development processes and can be achieved through:
 - a) The Private Sector - via private development agreements in the form of parkland dedication, where such lands will be developed and conveyed to the City of Vaughan

for parkland or public realm improvement purposes.

b) The Public Sector - via ongoing municipal capital improvement programs aimed at parkland acquisition, parkland development, and streetscape improvements as identified in the Streetscape Master Plan, as well as other future streetscape initiatives.

2.5 Transportation

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

A Street Network

The street network supports a vision that shifts the dependency of vehicular use to other transportation modes such as transit, cycling, and walking. The Vision recommends the type of development that supports this multimodal shift in order to reduce the need for future road widening as the study area grows. Other current initiatives such as the City of Vaughan's Bicycle and Pedestrian Trail Master Plan also seeks to establish a shift in use in order to create a healthier pedestrian friendly environment and encourage healthier lifestyles. Section 2.2.2: Block Pattern, Street Network and Linkages, describes the functioning of each component of the road network in relation to the Vision principles and objectives, and the policies that ensure the desired outcomes for the future of the area.

A Transportation Study

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

Key conclusions and recommendations of the transportation Study are:

- Currently the entire Kipling Avenue Study Area is operating at acceptable levels of service.
- The entire Study Area will approach its roadway capacity with the proposed development scenario. The Plan encourages a shift in environment that caters to cyclists and pedestrians, slower speeds to calm traffic, and an

increase in the orientation to transit.

- Much of the vehicular traffic congestion in the area currently is due to background traffic (vehicular trips through the area, rather than from the area).
- As the proposed development scenario is built out, the increased local traffic will have the effect of reducing through traffic from other areas.
- There are opportunities to revise the Kipling Avenue street cross section north of Woodbridge to include single-sided on-street parking and the addition of two bike lanes.
- There are opportunities to redesign Kipling Avenue south of Woodbridge Avenue to have two travel lanes, two parking lanes, bike lanes and no left turning lanes.

A Streetscape Master Plan

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

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

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

3.0 POLICIES

3.1 General Land Use Policies

The Kipling Avenue area is intended to become a "complete" neighbourhood, with a "fine-grain" mix of land uses located within walking distance. The area is also intended to accommodate a different range of housing types, which will derive in part from different densities.

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

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

Schedule 3.0 delineates the boundaries and location of the following land use designations:

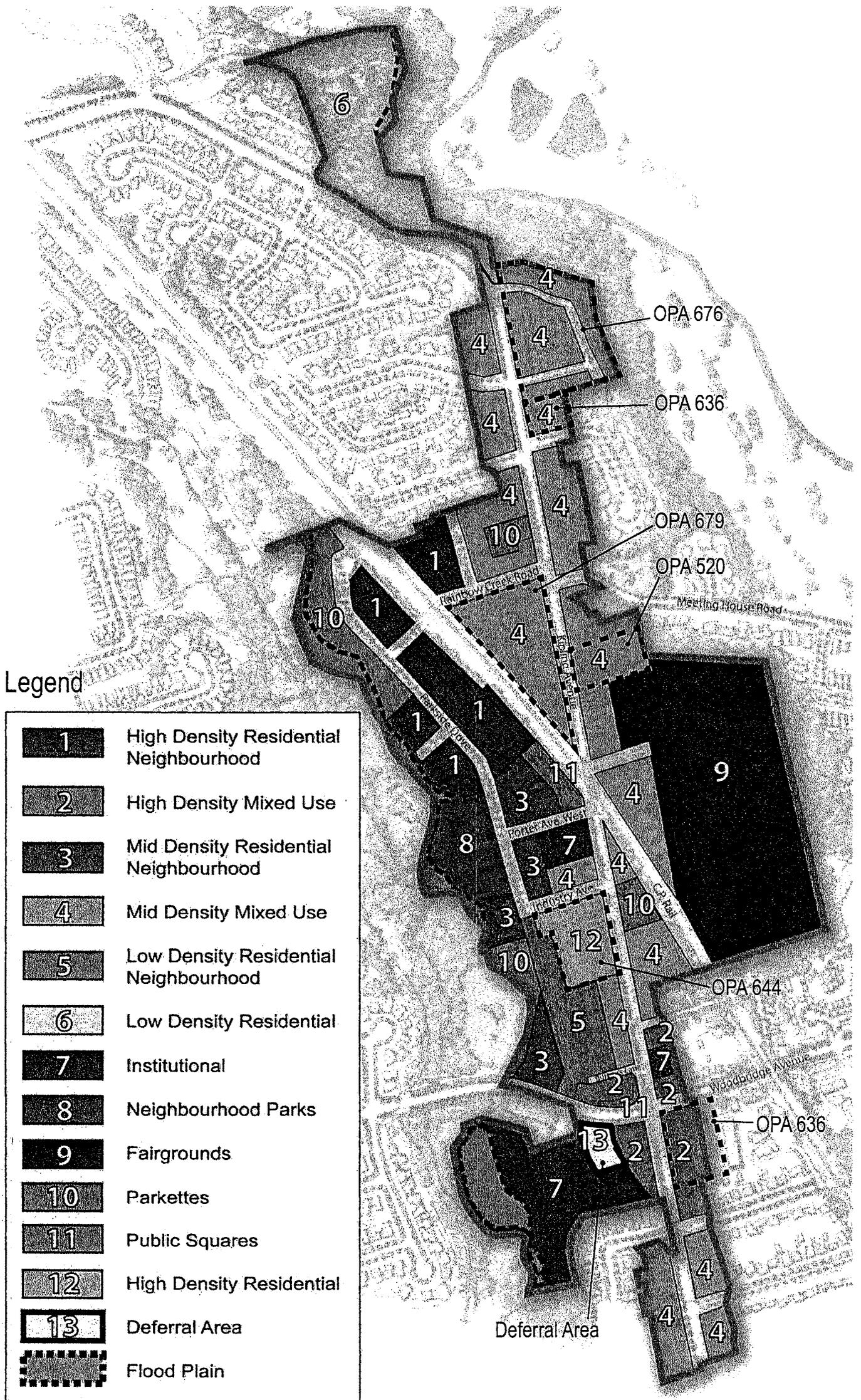
- Low Density Residential Use
- Low Density Residential Neighbourhood Use
- Mid Density Mixed Use
- Mid Density Residential Neighbourhood
- High Density Mixed Use
- High Density Residential Neighbourhood
- High Density Residential - OPA 356
- Institutional
- Neighbourhood Parks, Parkettes and Public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

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

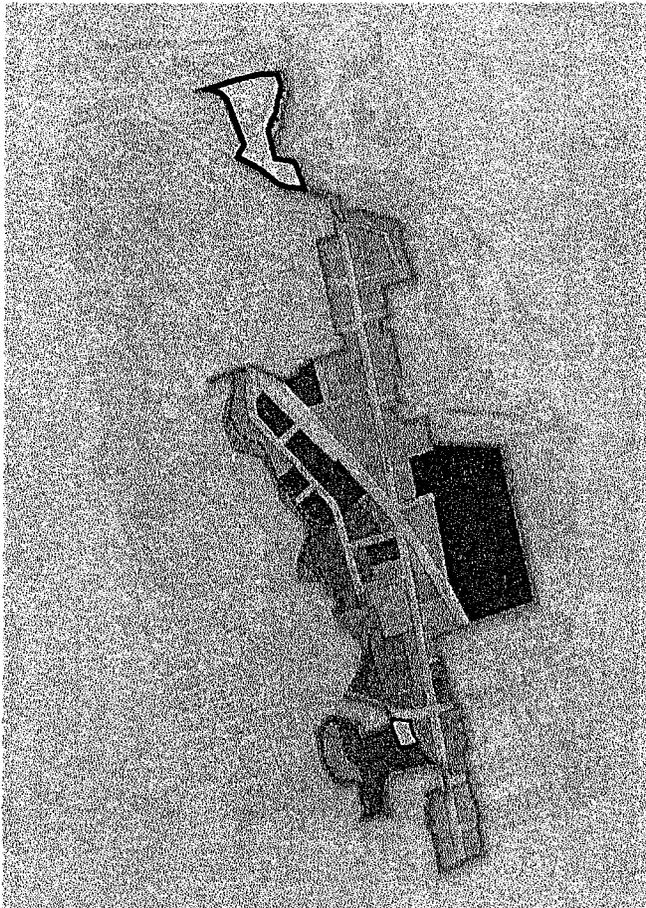
The area included in the calculation of residential density shall include areas of a property reserved for setback requirements, the land for the buildings, private roads and driveways, parking areas and landscaping, amenity areas related to the specific development, but shall exclude all other lands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

Each of the designated areas on Schedule 3.0 are identified in detail on the following pages, and enlarged mapping of each can be found in the Appendix A - Schedule F-O.

Site specific amendments are identified on Schedule 3.0. The effect of OPA 695 is to expand upon the range of development opportunities articulated within each of these properties, without removing the existing permissions associated with the site-specific amendments.



Schedule 3.0: Land Use



Schedule 3.1: Low Density Residential

3.1.1 Low Density Residential

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

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

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

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

Note: Refer to Schedules F-O in the Appendix to view the land use drawings in a larger format.

3.1.2 Mid Density Mixed Use

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

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

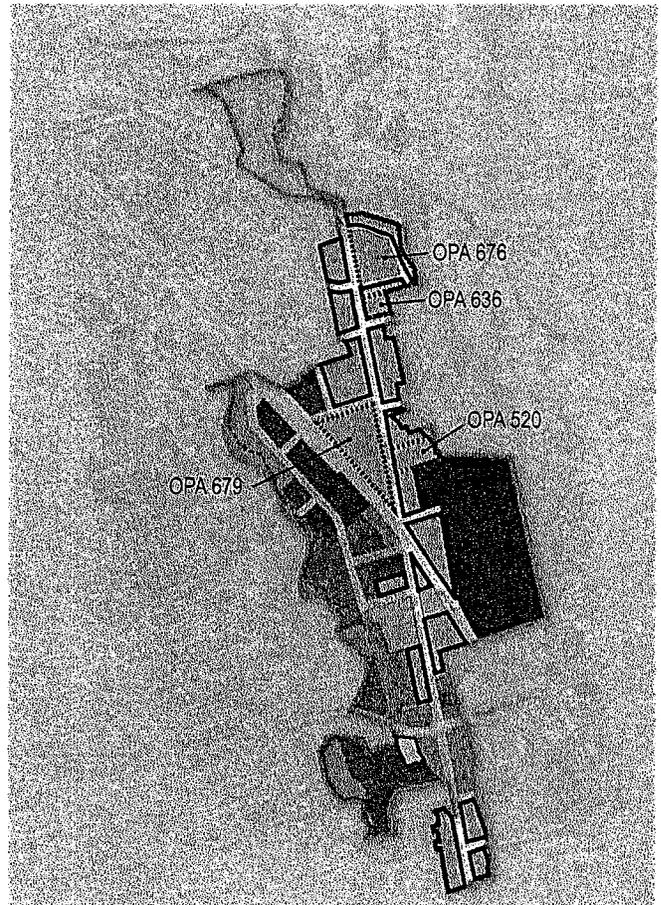
Permitted uses include a broad variety of residential, commercial, recreational and open space, uses that will support the heritage character of Kipling Avenue, and a healthy pedestrian environment.

Permitted uses include:

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

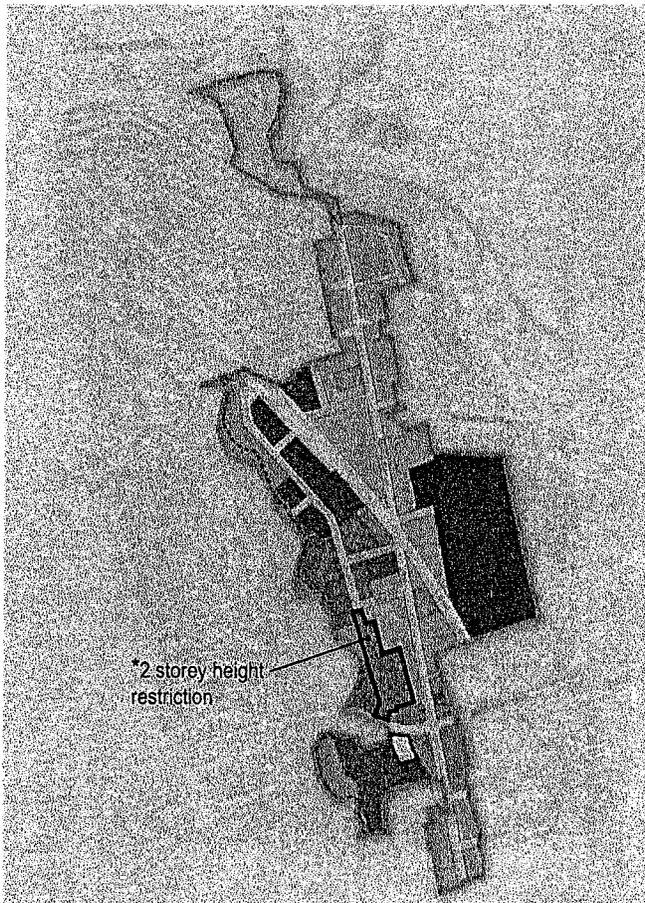
Additional Policy Considerations:

- Kipling Avenue has the highest concentration of heritage resources within the Corridor. Notwithstanding the allowable height and setbacks, all new construction must abide by the guidelines for transitioning from heritage resources outlined in Part 2: Section 2.3 Heritage Conservation and Part 3: Section 3.2.2: Heritage Conservation.
- Refer to Section 3.2.3: Transitions of New Buildings in Relation to Heritage Resources, for specific guidelines pertaining to any new development along Kipling Avenue.

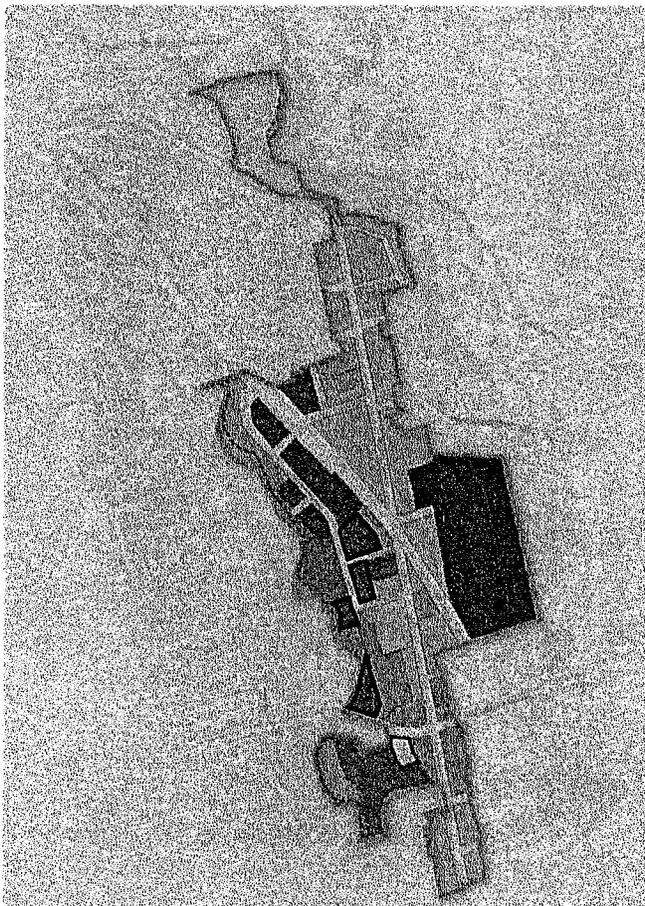


Schedule 3.2: Mid Density Mixed Use

3.0 POLICIES



Schedule 3.3: Low Density Residential Neighbourhood



Schedule 3.4: Mid Density Residential Neighbourhood

3.1.3 Low Density Residential Neighbourhood

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

Permitted uses include:

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

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

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

Permitted uses for the Heritage Building include:

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

3.1.4 Mid Density Residential Neighbourhood

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

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

Permitted uses include:

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

3.1.5 High Density Mixed Use

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

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

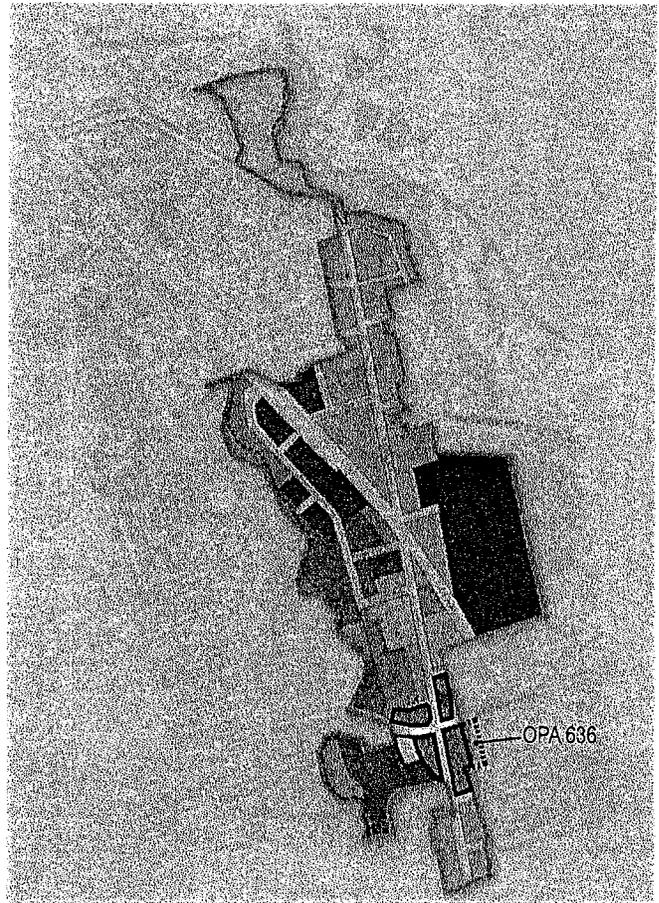
Permitted uses include a broad variety of residential, commercial, employment, institutional, civic, recreational and open space uses that will support a "fine-grained" urban street and a healthy pedestrian environment.

Permitted uses include:

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

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

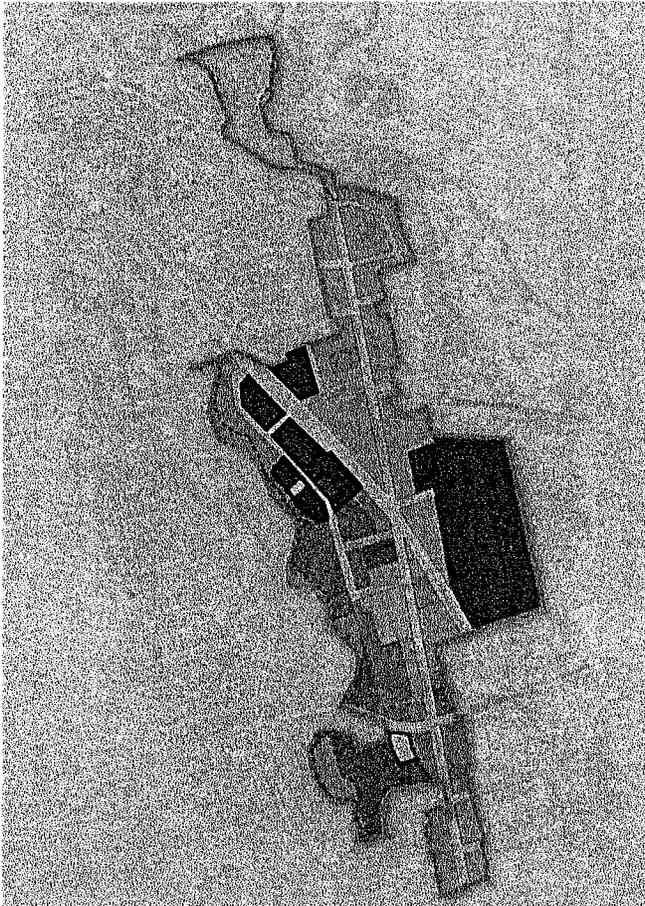
- the street-facing ground level shall not include residential uses;
- stand alone, single use buildings are not permitted; and,
- all buildings must be sited close to, and fronting, the street right-of-way.



Schedule 3.5: High Density Mixed Use

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

Refer to Section 3.2.3: Transitions of New Buildings in Relation to Heritage Resources, for specific guidelines pertaining to any new development along Kipling Avenue.



Schedule 3.6: High Density Residential Neighbourhood

3.1.6 High Density Residential Neighbourhood

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

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

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

Permitted uses include:

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

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

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

3.1.7 Open Space / Parks

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

Permitted uses include:

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

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

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

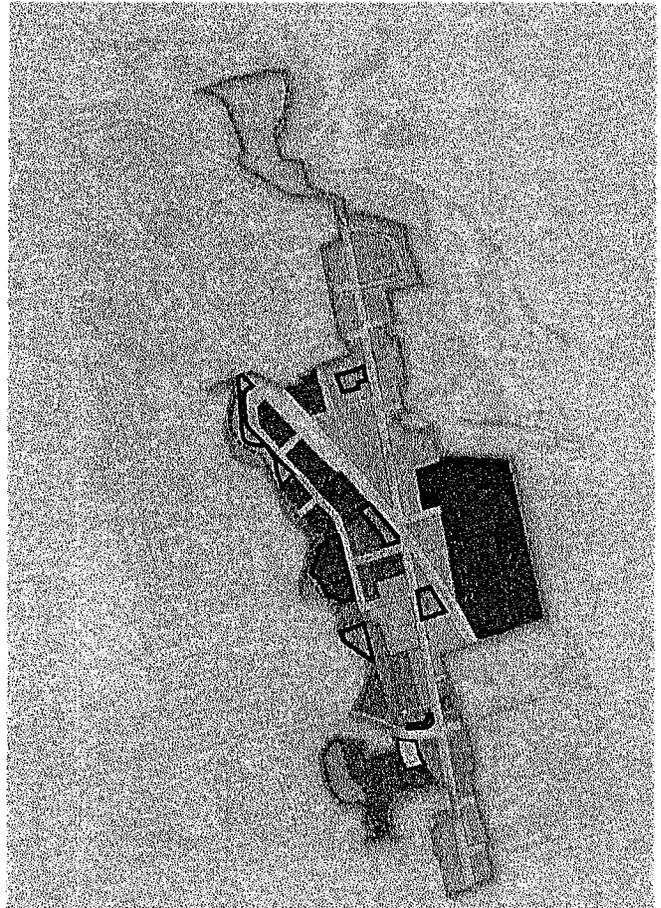
3.1.8 Site Specific Policies - The Fairgrounds

- Maximum building height: 11 m (3 storeys)

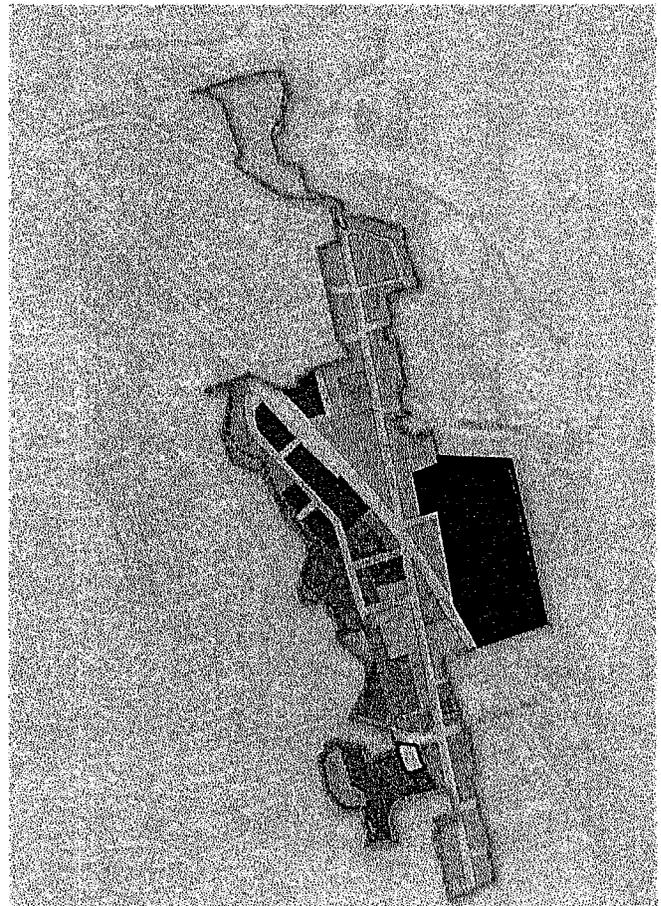
The Fairgrounds, which is 8 hectares in size, is a unique area within Vaughan and requires a site specific designation. The intent of this Plan (and of the Woodbridge Heritage Conservation District) is to conserve the Fairgrounds as a significant cultural heritage landscape, and as a significant open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

Permitted uses include:

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



Schedule 3.7: Proposed Open Space and Parks



Schedule 3.8: The Fairgrounds

3.1.9 Regional Storm Flood Plain and Abutting Conservation Lands

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

Regional Storm Flood Plain

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

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

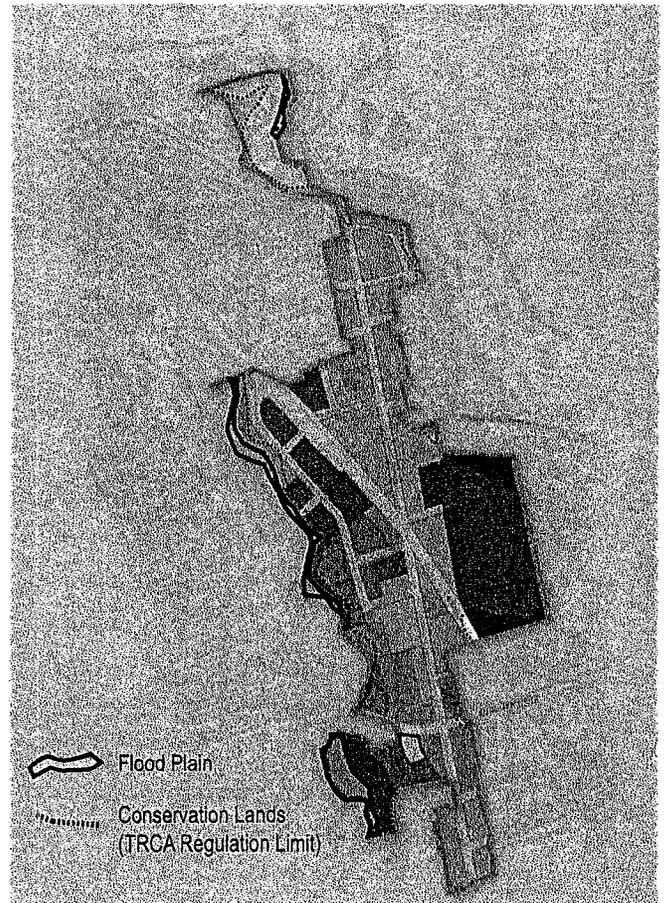
Conservation Lands

Permitted uses within Conservation Lands include:

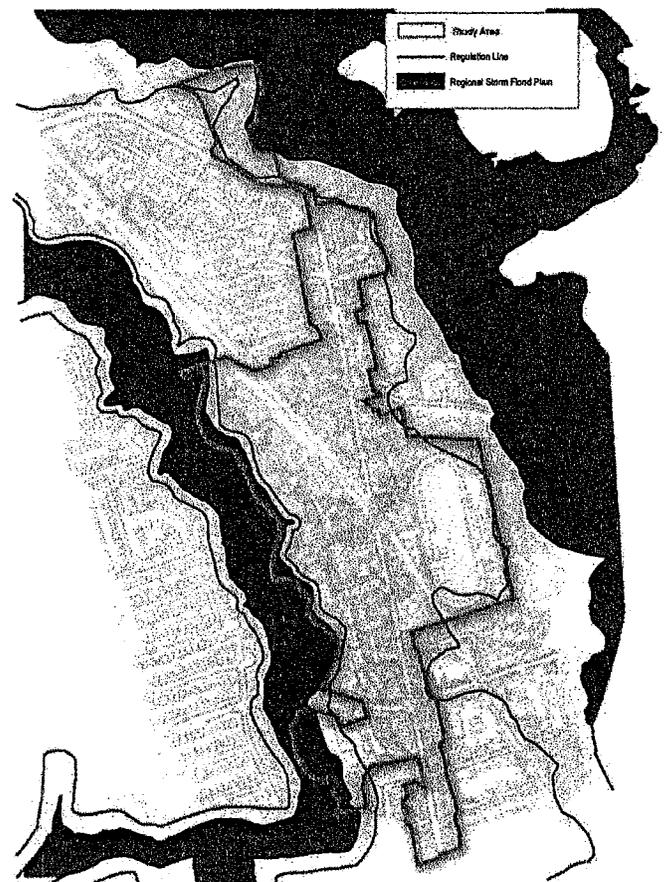
- compatible recreational uses such as trails and low impact playgrounds;

Policies that apply to Conservation Lands include:

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



Schedule 3.9: Flood Plain and Abutting Conservation Lands



Schedule 3.10: The Regional Storm Flood Plain and Regulation Line

3.2 Urban Design

3.2.1 Built Form

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

3.2.1.1 Height Zones

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

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

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

Consider the human scale

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

Encourage a fine grain

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

Buildings should be visually divided into a hierarchy of building volumes, façades that introduce a pattern of doors and windows,

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

Consider sunlight and shadows

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

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

Provide a continuous podium

In areas such as the Woodbridge Avenue and Kipling Avenue commercial node, pedestrians will interact closely with the first 2 to 4 storeys of a building. At this level it is important to provide a continuous street wall. The continuity of the building base along the full length of the property and street with animated uses is a good way to provide a well defined and welcoming pedestrian environment.

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

Provide a transition in heights

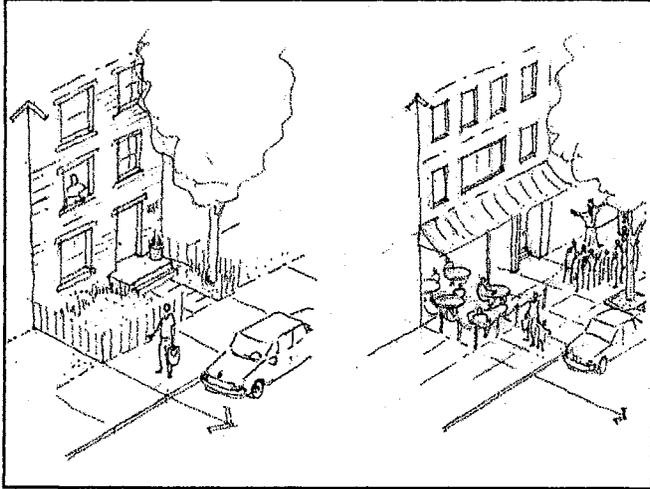
Notwithstanding the allowable height, buildings should respect the scale of adjacent buildings by providing a proper transition in heights. Designing a proper transition is most important when new development is adjacent to: heritage properties, a lower density land use, or a public open space.

3.2.1.2 Building Frontages, Orientation and Placement (Schedule 3.10)

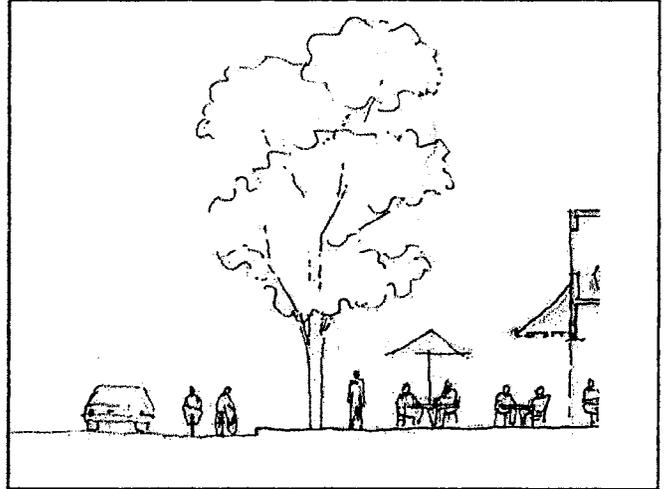
The siting of buildings, in terms of their location within a property and in terms of the orientation of their facades, are a critical factor in the definition of a welcoming and safe pedestrian environment along streets and public spaces.

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

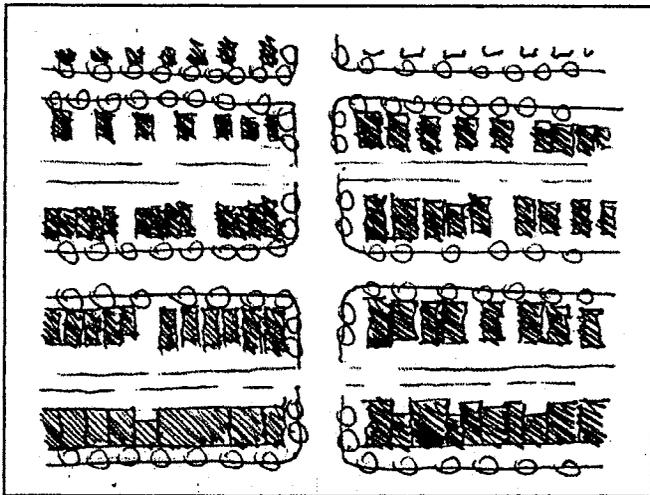
3.0 POLICIES



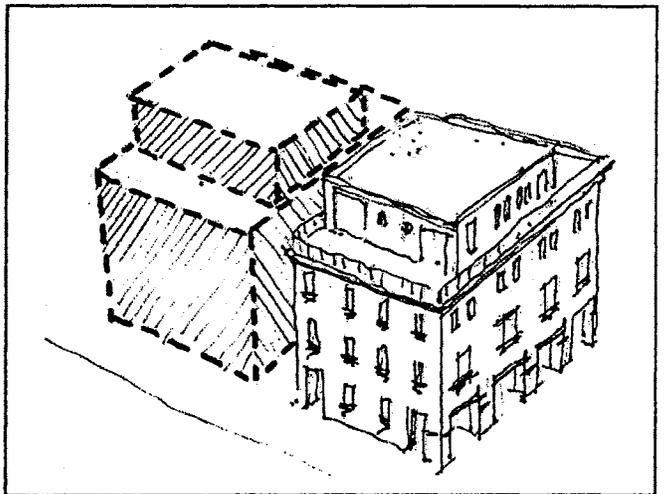
Consider human scale.....



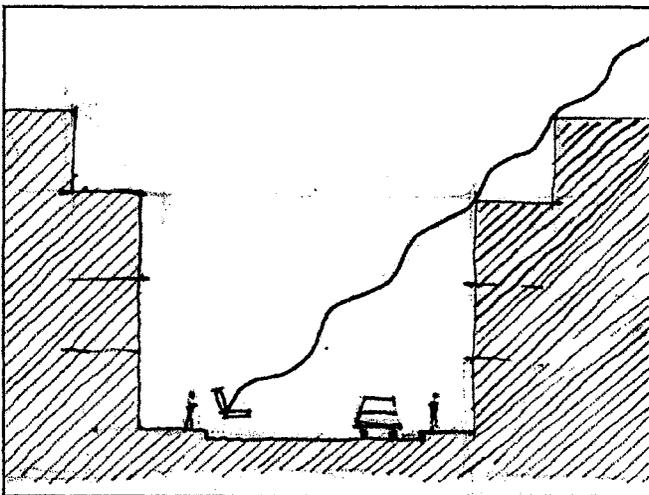
..... and active at-grade uses



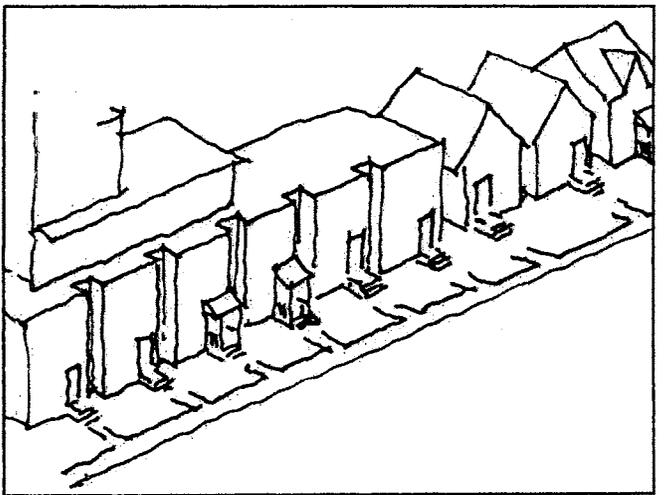
Encourage a fine grain



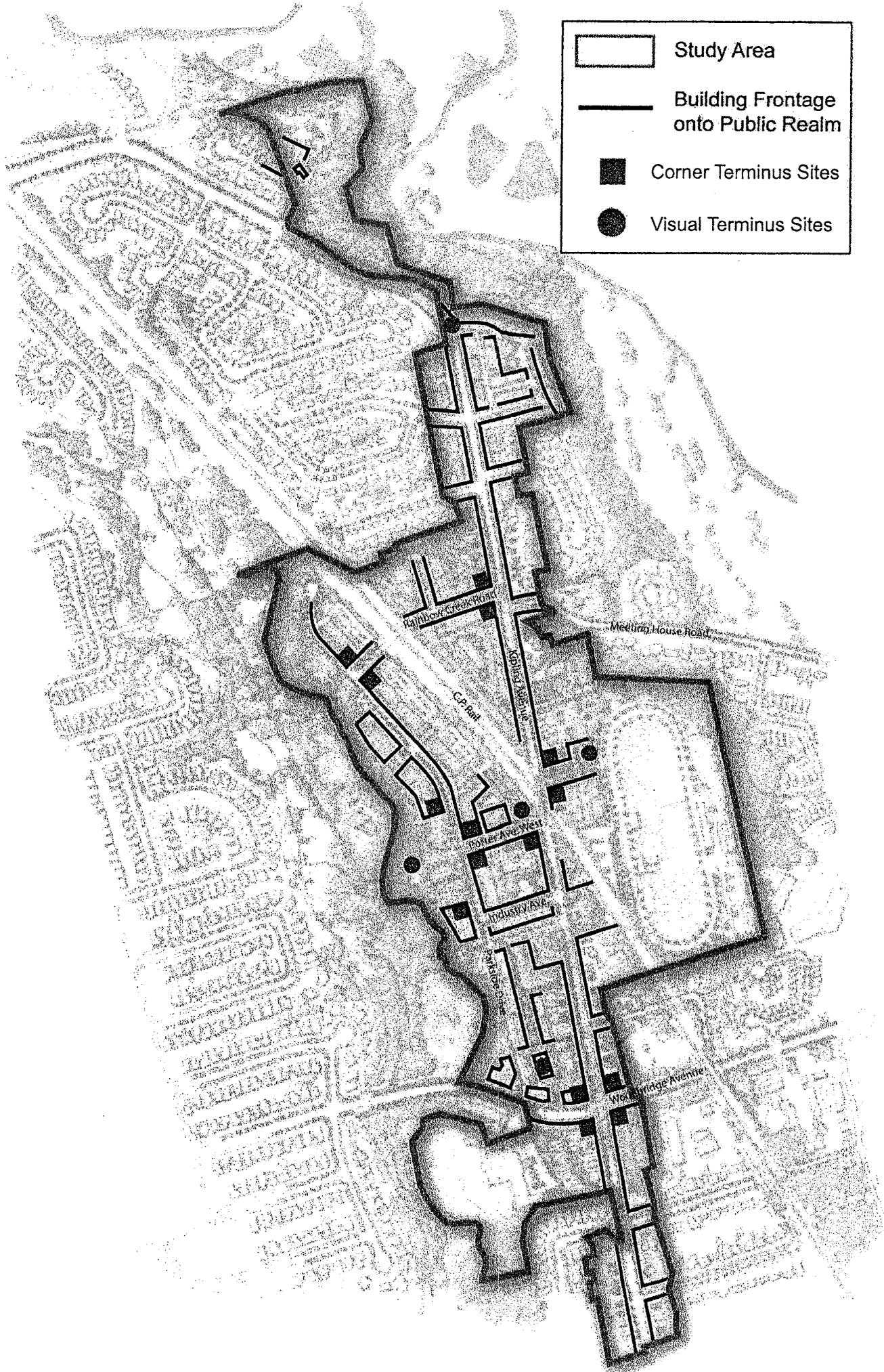
Provide a continuous podium



Consider sunlight and shadow



Provide a transition in heights



Schedule 3.10: Building Frontages, Orientation and, Corner and Terminus Sites

3.0 POLICIES

- Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the Study Area.
- Buildings located along the river valley and/or any other public space must have double frontages; facing both the street and the river valley and/or any other public space, but will only require primary entry points from the street.
- Pavilion style buildings within a public square must have frontages on all sides and service entrances for these buildings should be kept to a minimum and be discretely integrated in the design of the building facades.
- For all new development, parking will not be permitted between the edge of the public right-of-way or public realm and the building face or setback area.

3.2.1.3 Minimum Building Front-yard Setbacks (Schedule 3.11)

To achieve a continuous street wall for all streets within the area, and especially along Kipling Avenue, a set of building setback conditions must be applied for all new development, as illustrated in Schedule 3.11. Generally, a minimum 3 metre building setback should be applied along most streets within the Study Area except at commercial nodes, where building restrictions exist (such as at the existing northern zero setback condition of the heritage church at Porter Avenue West), where contributing heritage buildings do not conform, and along all neighbourhood streets within the low density neighbourhood fabric. In terms of contributing heritage buildings, the building setback conditions identified on Schedule 3.11 apply for all new development, except where heritage contributing buildings on either side of the subject site are set further back from the front property line; then the setback will be the average of the front yard setbacks of the two properties on either side, (see additional setback guidelines for transitions from heritage contributing buildings, in section 3.2.3).

- With the exception of some parts of Kipling Avenue, at the Kipling Avenue and Woodbridge Avenue intersection, and a few of the existing neighbourhood streets, the minimum building setback should be 3.0 metres from the right-of-way.
- All existing heritage buildings must remain in situ within the Study Area, and must not be relocated in order to conform with the building setbacks identified on Schedule 3.11.
- The minimum building setback along Kipling Avenue should be 3.0 metres from the right-of-way, except where there are heritage contributing buildings (see conditions in paragraph above), and at the Kipling Avenue and Woodbridge Avenue intersection.
- Along Woodbridge Avenue, and at the Woodbridge/Kipling Avenue gateway, there should be a zero setback condition to the right-of-way, (with the exception of the north-west corner of the Woodbridge/Kipling Avenue intersection). The City of Vaughan may require additional setbacks

where streetscape and public realm improvements are needed to create an improved pedestrian environment.

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

3.2.1.4 Views (Schedule 3.12)

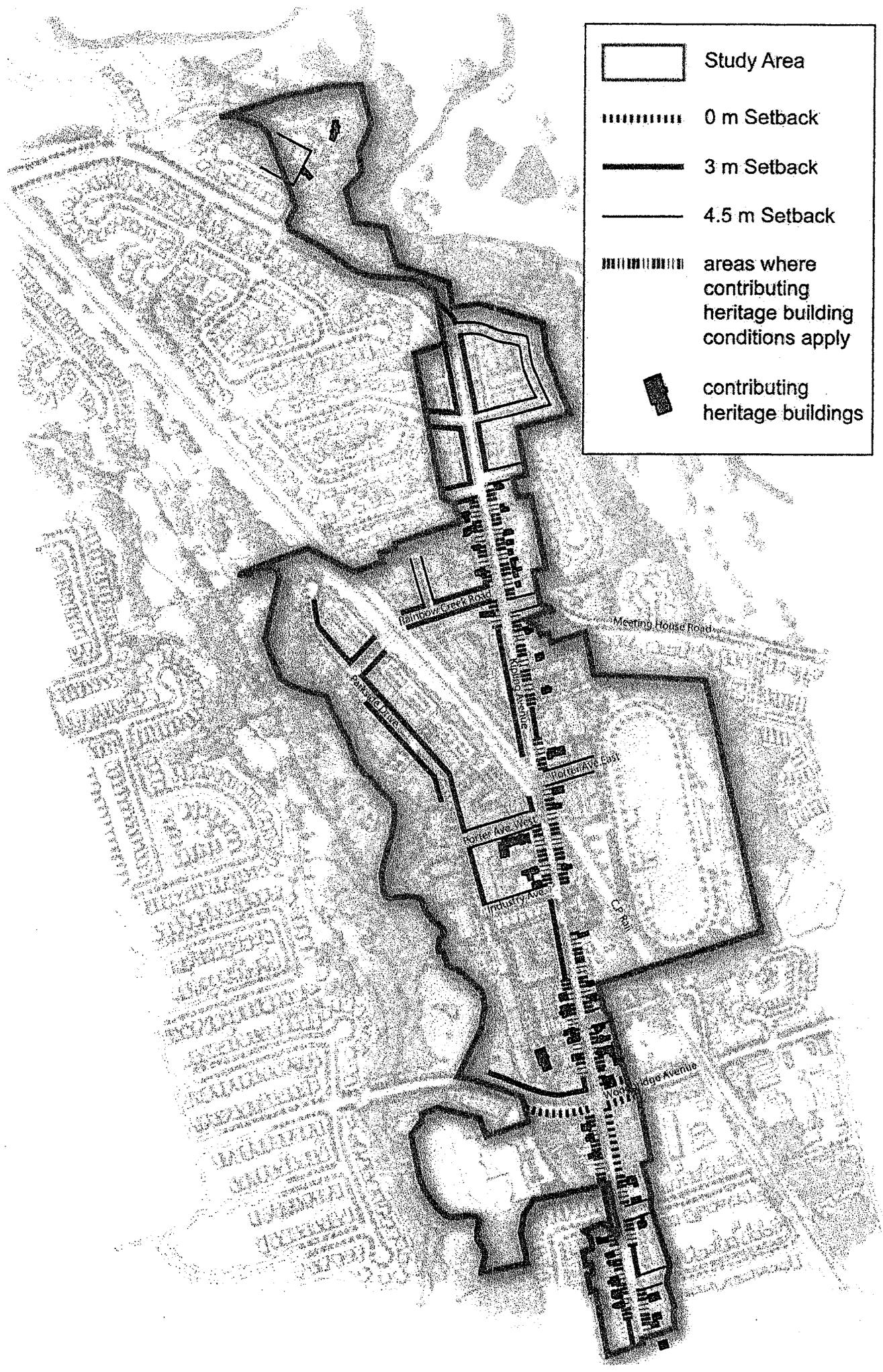
As Kipling Avenue runs along a topographic ridge, significant views open towards the river valleys east and west. These views are a defining characteristic of the area, and provide a significant opportunity to establish a quality urban experience. These views, as identified in Schedule 3.12, must be protected and enhanced.

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

3.2.1.5 Ground Level Use, Entrances

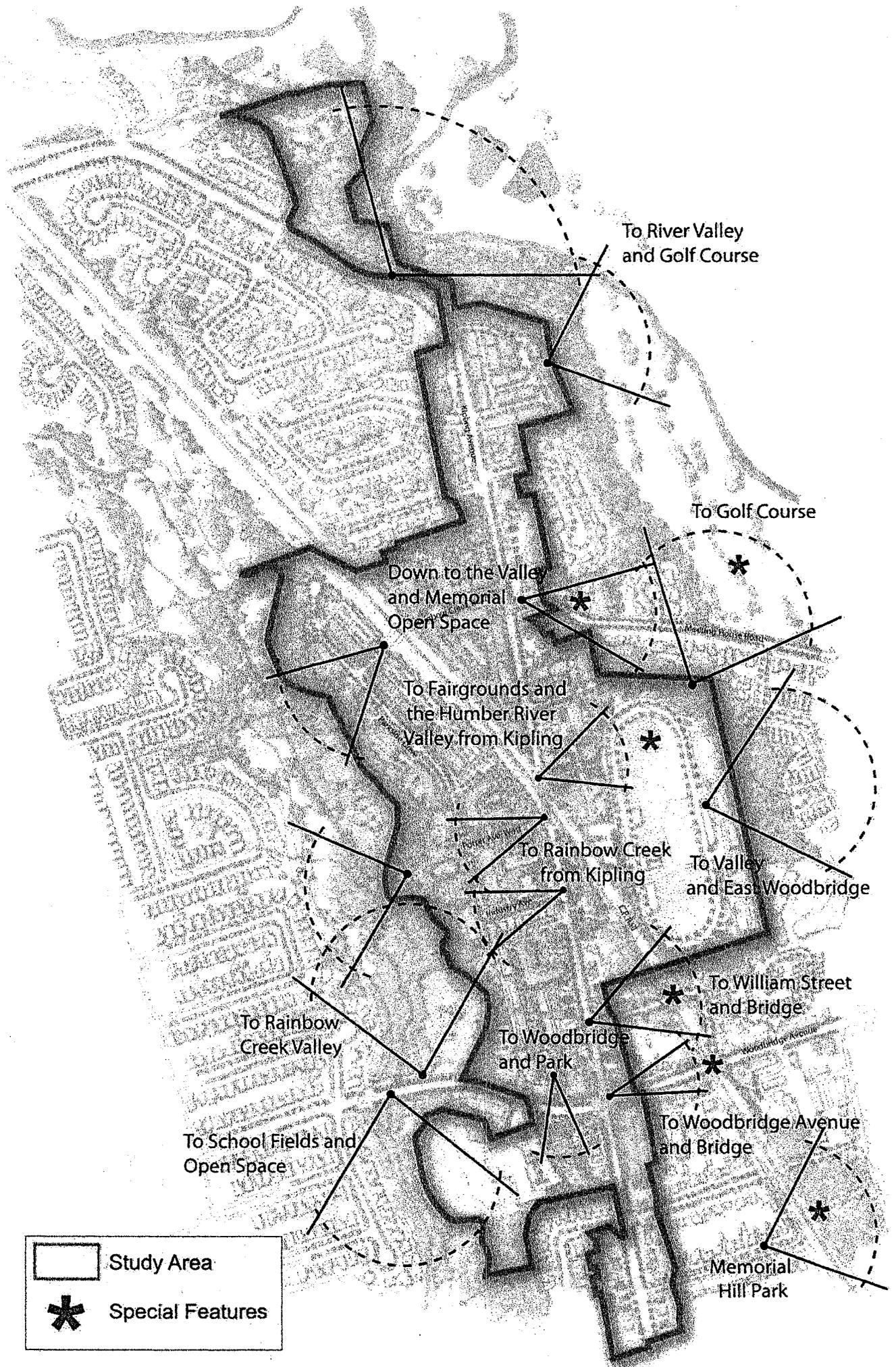
The design, use and animation of the ground level of buildings are significant elements in defining the character and experience of the street as a welcoming and safe pedestrian environment. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority.

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

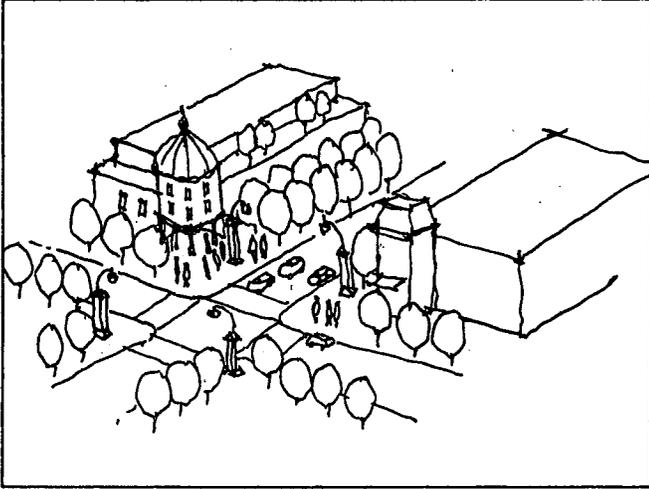


Schedule 3.11: Minimum Front-yard Building Setbacks

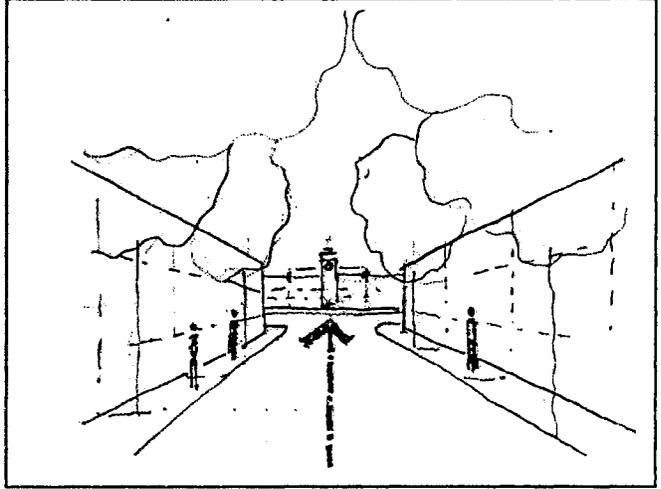
3.0 POLICIES



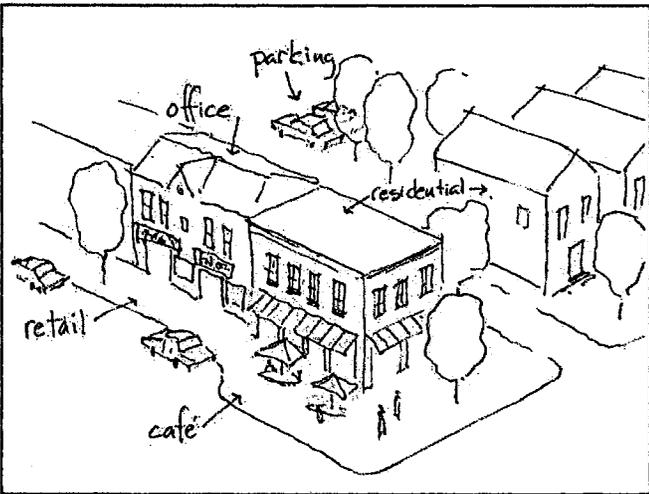
Schedule 3.12: Views and Landmark Features



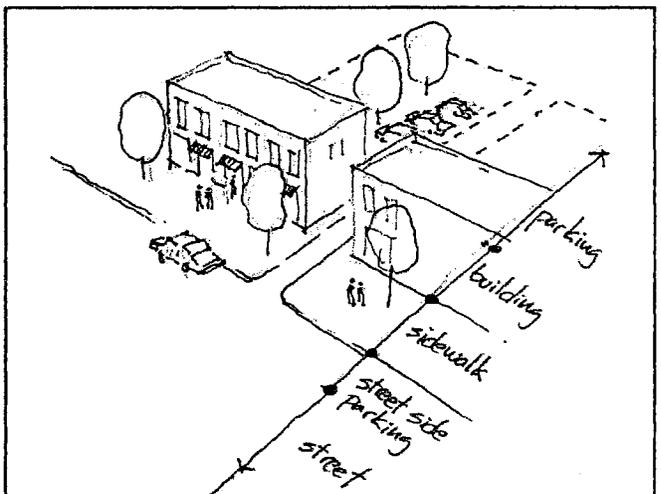
Corner terminus sites



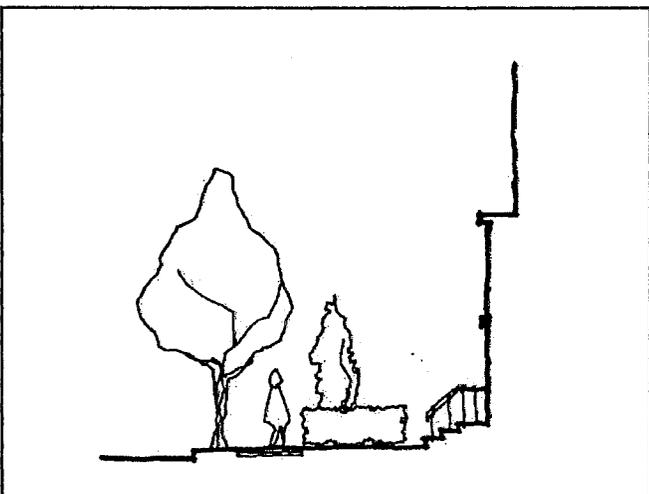
Visual terminus sites



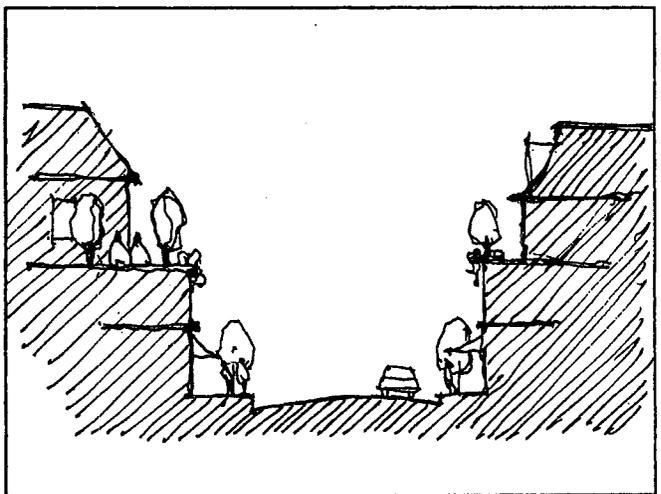
Fully integrated parking and servicing



Rear and on-street parking



Private open space enhancements



Roof gardens and balconies

3.0 POLICIES

3.2.1.6 Corner and Terminus Sites (Schedule 3.10)

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

- To enhance the distinction and landmark quality of new buildings on corner or visual terminus sites, modest exceptions to special features of buildings are permitted to stepbacks of 3m maximum and height to 3m maximum restrictions may be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural treatments can include tall slender elements such as spires or turrets that are complimentary to the surrounding heritage character.
- New developments on corner sites should orient to both street frontages.
- New developments on terminus sites should align design features to the view axis which, in addition to tall elements, can include aligned entries or portico openings.
- As new development on corner and terminus sites can shape the image and character of an area, they should have greater civic obligations to ensure that the highest possible standards in design and material quality are achieved.

3.2.1.7 Parking and Servicing

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

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

3.2.1.8 Landscaping and Amenity

For new development, especially in areas where there are

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

- On broad sidewalks in retail areas, outdoor spill-out activities such as patios are encouraged to further animate the street.
- Roof gardens should be encouraged on all above-grade surfaces especially on structured parking roof tops.
- Balconies should be designed as an integral part of the building rather than appearing to be "tacked-on".
- Courtyards, forecourts and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.

3.2.2 Heritage Conservation

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

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

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

new construction, renovation or demolition of a structure or landscape. The City of Vaughan may also require a Conservation Plan secured by a letter of credit, as part of any municipal approval, for properties where heritage resources have been identified either as part of the City of Vaughan Heritage Inventory, as part of the Woodbridge HCD, or as a result of the Heritage Impact Assessment.

3.2.3 Transitions of New Buildings in Relation to Heritage Resource

One of the key driving factors for this Plan is the conservation of the existing heritage fabric within the Kipling Avenue Area which includes structures and landscapes and open space that contribute to the existing heritage character. The intent is to establish a framework for development that guides the integration of new structures within the existing heritage context, mainly along Kipling Avenue, in such a way that they harmonize with contributing buildings and contribute to the district's heritage character.

The Kipling Avenue Corridor Study supports the recommendation of the Woodbridge HCD Study in relation to the existing contributing heritage fabric which states that, "new and renovated structures and landscapes, as well as additions to existing structures and landscapes, must be sympathetic to the heritage character and the heritage attributes of 'adjacent' heritage resources. The term 'adjacent' includes properties that a) touch; b) form part of a cluster; c) form part of a continuous street wall; and d) are visible from each other.

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

3.2.3.1 The HCD Study Guidelines

The following guidelines, as established in the Woodbridge HCD Study, shall be used to assist in the process of achieving the proper transition of building scales, heights and presence in order to create a harmonious relationship between new structures and landscapes with contributing properties, that fall within heritage resources within the Kipling Avenue Area.

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

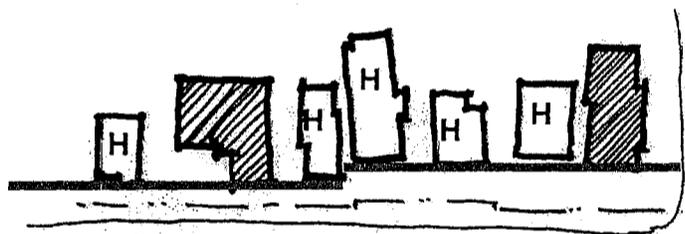
i. Conservation of Heritage Resources

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

ii. Conservation of Heritage Character

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

- New development must be sympathetic to this character and must develop in a way that does not detract, hide from view, or impose in a negative way, on existing heritage contributing resources, as per the following height and setback guidelines.
- The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.



H - Contributing Heritage Resources

iii. Height Guidelines

- The height of contributing buildings should be maintained.
- New buildings must transition from the height of adjacent contributing buildings with a minimum 45 degree angular

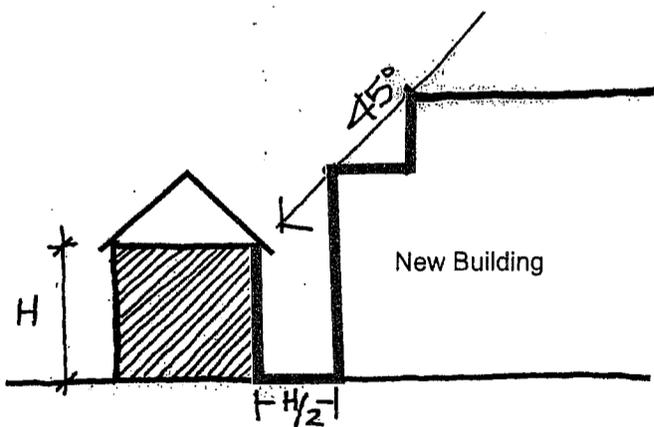


Diagram A

3.0 POLICIES

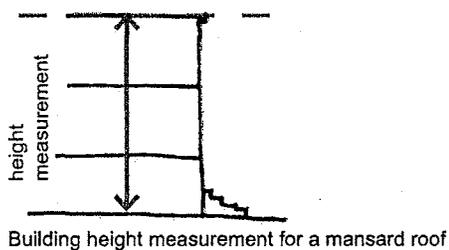
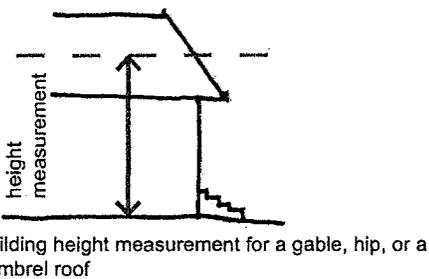
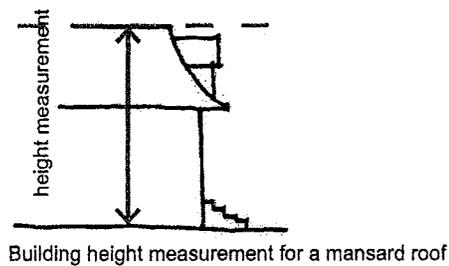


Diagram B

plane, starting from the existing height of the contributing building. The height of a contributing building is measured from the average elevation of the finished grade at the front of the building to the highest point of the roof surface for a flat roof and a mansard roof; and to the mean height between the eaves and the highest point of a gable, hip, or a gambrel roof, (see Diagram B).

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

iv. Sideyard and Backyard Setback Guidelines

- New buildings must have a sideyard, and backyard setback from contributing buildings a distance equivalent to half the height of the contributing building, (see Diagram C).
- Consideration may be given to the construction of new buildings, and additions to contributing buildings, joining with contributing buildings only when:
 - new construction is located in the parts of the contributing building that is not visible from the street or from a public space;
 - new construction is setback from the street frontage of the contributing building, to maintain open views and vantage points from the street to the contributing buildings and to support the unique heritage character of the street;

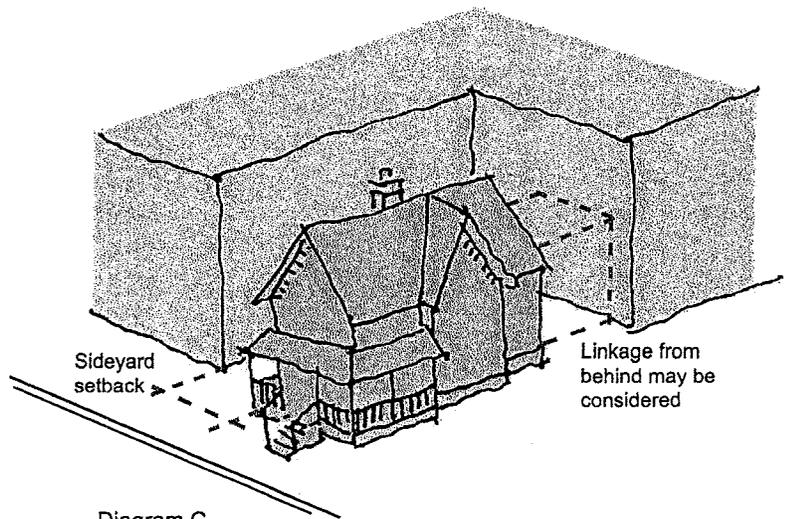


Diagram C

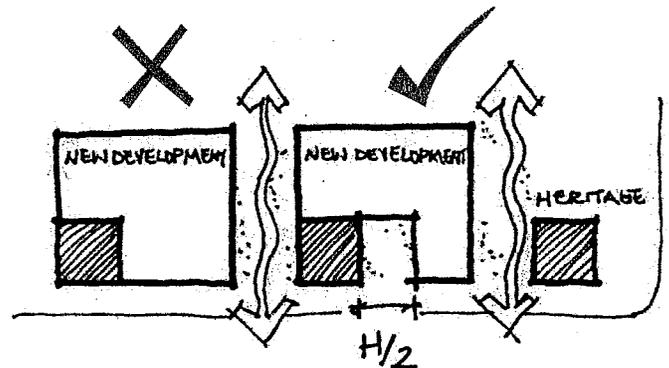


Diagram D

- the parts of the contributing building that will be enclosed or hidden from view by the new construction, do not contain significant heritage attributes, and the three dimensional form of contributing buildings can be maintained; and,
- new construction is of a good architectural quality and contributes to the district's heritage character, (see Diagram D).

iv. Frontyard Setback Guidelines

- The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.
- When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.
- Along Kipling Avenue, where heritage contributing buildings are set further back from the recommended 3.0m minimum building setback line, any new development adjacent to the heritage contributing building must be set back, at a minimum, to a line measured at 45 degrees from the front corner of the existing heritage contributing building, (see Diagram E).

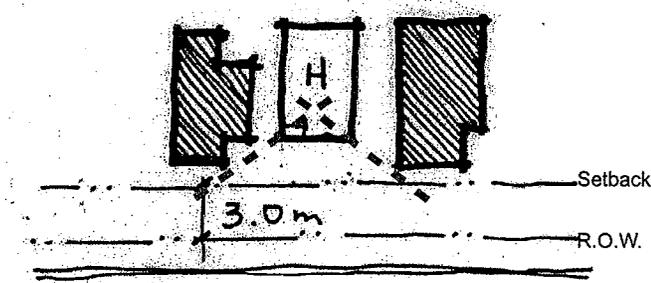


Diagram E

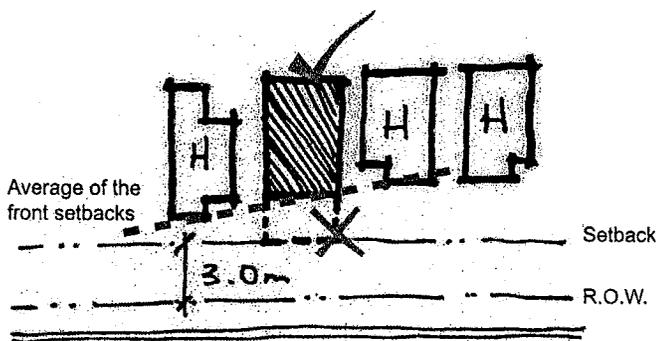


Diagram F

- Where heritage contributing buildings are located on either side of a new development site, and are set further back from the 3.0m minimum building setback line; the setback for the development site will be the average of the front yard setbacks of the two properties on either side, (see Diagram F).

3.2.3.2 Landscape Guidelines

- New buildings and landscapes must contribute to the heritage character and attributes of adjacent contributing landscapes such as parks, public squares, open spaces, recreational areas, and landscaped areas within private properties.
- Pedestrian connections between adjacent landscaped areas should be maintained and enhanced.
- Significant visual connections between adjacent landscaped areas should be maintained and enhanced.
- New and renovated buildings must provide an active, welcoming façade facing significant landscapes and public spaces.

3.2.3.3 Architectural Character Guidelines

i. New Buildings-Architectural Design

Within the heritage district new architecture will invariably be constructed. This will occur as buildings on vacant sites,

replacement buildings for non-contributing existing structures or severely deteriorated older buildings.

New buildings will fall into two categories, replica or reconstructed buildings and contemporary buildings.

ii. Replica / Reconstructed Buildings

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

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

Replica designs should be prepared by practitioners skilled in historic research and historic construction design and detailing. The interior space and basic structure of a replica building is not required to, but may also, use historic materials or details as long as the exterior presentation replicates the original structure.

iii. New Buildings in the Heritage District

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

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

The design of new buildings in the HCD should carefully consider requirements elsewhere in this document for density, scale, height, setbacks, coverage, landscape open space, view corridors, angular plan and shadowing. Further, character areas have been identified in the district. Each character area has identifiable characteristics including commercial mainstreet as opposed to residential, building scale spacing and setback, which should also be understood and respected.

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

3.2 POLICIES

iv. Contemporary Design

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

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

v. Material Pallet

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

vi. Proportions of Parts

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

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

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

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

vii. Solidity Verses Transparency

Similar to proportion, it is a characteristic of historic buildings

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

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

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

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

viii. Detailing

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

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

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



3.3 Parks and Open Space

The following Parks policies apply to the Amendment Area:

- Lands for park purposes shall be provided at a ratio of 5% of the gross land area or 1 hectare for each 300 dwelling units or a combination of 5% and 1 ha per 300 units, whichever yields the greater provided for in the Planning Act. Commercial development shall require conveyance of 2% of the land for parks purposes as provided for by the Planning Act.
- The City may acquire lands anywhere within the Amendment Area for the purposes of establishing parkland. The parkland designated by this Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process.
- Lands utilized for stormwater management facilities shall not be considered as any part of the parkland dedication requirement provided via the Planning Act.
- All development applications may be required to identify a potential location for an urban square, to the satisfaction of the City.
- Where the City has determined that parkland dedication is not required on an individual development site, cash-in-lieu of parkland dedication shall be payable to the City in accordance with the Planning Act and the City's cash-in-lieu policy.
- All parkland design and construction shall be carried out by the City in accordance with the City's Development Charges By-law. However, in the event that the City and the relevant landowner agree that the owner will develop the park, the design, securities and construction for the park will be addressed through an agreement in accordance with the City's "developer-build/parks development policy".
- Public squares are intended as formal spaces for passive recreation, in support of the adjacent development. Urban squares should address the following design guidelines:
 - a. Public squares are to be planned as focal points;
 - b. Relationships with adjacent buildings should provide optimal sunlight penetration, skyview and wind conditions;
 - c. Streetscape and buildings that abut a public square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;
 - d. Buildings should front onto a public square to create built form edges to the public space;
 - e. The landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;

- f. Entry and access points should be located conveniently and incorporate civic design themes; and,
- g. Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

3.4 Environmental Policies

- Redevelopment of lands for residential purposes on lands currently occupied by industrial uses, and abutting or adjacent to industrial uses or CPR lands, shall require that the City and the Ministry of the Environment and Energy be satisfied that there are no environmental or land use impacts. A Phase One and Two Environmental Report shall be submitted.
- Development shall occur in a manner consistent with the City's philosophy of ecosystem planning which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:
 - a. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Amendment Area from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff. Progressive groundwater infiltration measures to reduce the amount of stormwater runoff and hence the need for large stormwater facilities should be encouraged. Proposed developments should meet the TRCA 2006 guidelines for erosion and sediment control management.
 - b. To ensure that environmental impacts are addressed in an ecologically responsible manner, consistent with the City's environmental policies.
 - c. To encourage environmental remediation measures within new developments, where appropriate.
 - d. To encourage the use of passive and active renewable energy sources, where appropriate.
 - e. To encourage the use of 'green' technologies in the design of new buildings and

- infrastructure, where appropriate, by providing easy access to public transit.
- f. To reduce vehicular dependency by locating residential and work related uses in proximity to one another in order to encourage residents to both live and work in vicinity, and by providing easy access to public transit.

3.5 Servicing

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

3.6 Stormwater Management Ponds

- Stormwater management facilities shall be permitted in all land use designations but is not permitted in the valleylands.
- The location and configuration of the stormwater management facilities shall be defined when plans of subdivision and site plans are prepared. Stormwater management facilities can be located without an Amendment to this Plan, subject to the agreement of the City and the TRCA, provided they are consistent with the objectives and policies of this Plan.
- Appropriate stormwater management practices shall be followed to the satisfaction of the City and the TRCA, development shall provide for the management of stormwater runoff, including the reduction of runoff with point source controls (i.e. increased infiltration), and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls, and underground facilities) will also be considered as an option for the treatment of stormwater within the Amendment Area.
- In accordance with the established policy, stormwater drainage facilities will be designed to the satisfaction of the City, in consultation with the TRCA, the Ministry of Natural Resources and the Ministry of the Environment and Energy.
- Stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment if feasible.
- Stormwater facilities will be designed, wherever possible, as attractive community amenities and to provide functioning wildlife habitat.

3.7 Transportation

- Currently the entire Kipling Avenue Study Area is operating at acceptable levels of service.
- The entire Study Area will approach its roadway capacity with the proposed development scenario. The Plan encourages a shift in environment that caters to cyclists and pedestrians, slower speeds to calm traffic, and an increase in the orientation to transit.
- There are opportunities to revise the Kipling Avenue street cross section north of Woodbridge to include single-sided on-street parking and the addition of two bike lanes.
- Much of the vehicular traffic congestion in the area currently is due to background traffic (vehicular trips through the area, rather than from the area).
- As the proposed development scenario is built out, the increased local traffic will have the effect of reducing through traffic from other areas.
- There are opportunities to redesign Kipling Avenue south of Woodbridge Avenue to have two travel lanes, two parking lanes, bike lanes and no left turning lanes.
- Prior to any development or redevelopment within the Amendment Area, applicants will prepare a detailed traffic impact study to the satisfaction of the City and the Region, which will address in part, but not limited to capacity, access, function, neighbourhood infiltration, transportation and transit objectives.
- Streetscape design for arterial roads, collector roads, and local roads shall be subject to the urban design requirements and policies articulated in this Plan.

In terms of streetscape design, the main objectives of the Streetscape Master Plan with respect to the Transportation System are as follows:

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

3.8 Street Network

The Street Network for the Kipling Avenue Study Area is shown in Part 2: Schedule 2.2. Notwithstanding which, any additional road, public or private, that is deemed by the City to be necessary to the efficient implementation of this Street Network can be constructed without further amendment of this plan.

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

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

Street Connections and Linkages

The Vision strives to achieve a pattern of streets and blocks that enable the present and future development of complete and accessible neighbourhoods for the study area. As stated in Part 2: Section 2.2.2: Block Pattern, Street Network and Linkages, achieving a permeable block system and a fine network of vehicular and pedestrian connections is desirable. As well, establishing new access points and linkages to main streets, parks, public amenities and new residential development is an integral component in the development of the Study Area and in shifting the existing vehicular oriented transportation system to a pedestrian oriented, multi-modal system.

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

3.9 Public Transit

The street cross-section for Kipling Avenue allows for the continued accommodation of a southbound transit loop as well as the opportunity for increased service. As the Study Area develops, a full time transit service along Kipling Avenue is recommended especially as the new Rainbow Creek neighbourhood develops.

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

other street furniture, prior to implementation of the streetscape master plan. Transit furnishings should also be complementary to the heritage character and should be reviewed by the City of Vaughan Cultural Services Staff and Planning Department Staff.

3.10 Parking

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

4.0 IMPLEMENTATION

4.1 Implementation

- This Plan constitutes the Secondary Plan for the Amendment Area. This Secondary Plan shall be implemented using some or all of the following:
 - a. The approval of individual draft plans of subdivision/condominium submitted pursuant to Section 51 of the Planning Act, and part lot control exemptions pursuant to Section 50 of the Planning Act.
 - b. The approval of individual site plans in accordance with the OPA No. 200 and the City's Site Plan Control By-law.
 - c. The enactment of zoning by-laws pursuant to Section 34 of the Planning Act.
 - d. The registration of site development agreements, (Letters of Undertaking), pursuant to Section 41 of the Planning Act.
 - e. The use of the holding zone provisions of the Planning Act in accordance with Amendment No. 200 to the Vaughan Official Plan.
 - f. The dedication of parkland or cash-in-lieu of parkland in accordance with the provisions of this Plan.
 - g. The execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.
- Prior to the approval of any development application, the City may require the preparation of any or all of the following studies:
 - a. Traffic and transit impact study.
 - b. Stormwater management plan.
 - c. Master servicing study.
 - d. Preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway, Arterial Road, or Railway.
 - e. Archaeological survey of the lands.
- The City Zoning By-Law (1-88) should be amended to reflect the new land use designations of OPA 695. Where the rezoning of land is required in response to a specific development proposal, the standards for these amendments shall be guided by the urban design and land use policies contained within this Official Plan Amendment. A comprehensive zoning by-law or revised zoning standards are recommended to implement new land use designations.

4.2 Phasing of Development

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

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

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

4.3 Developers' Group Agreement

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

5.0 INTERPRETATION

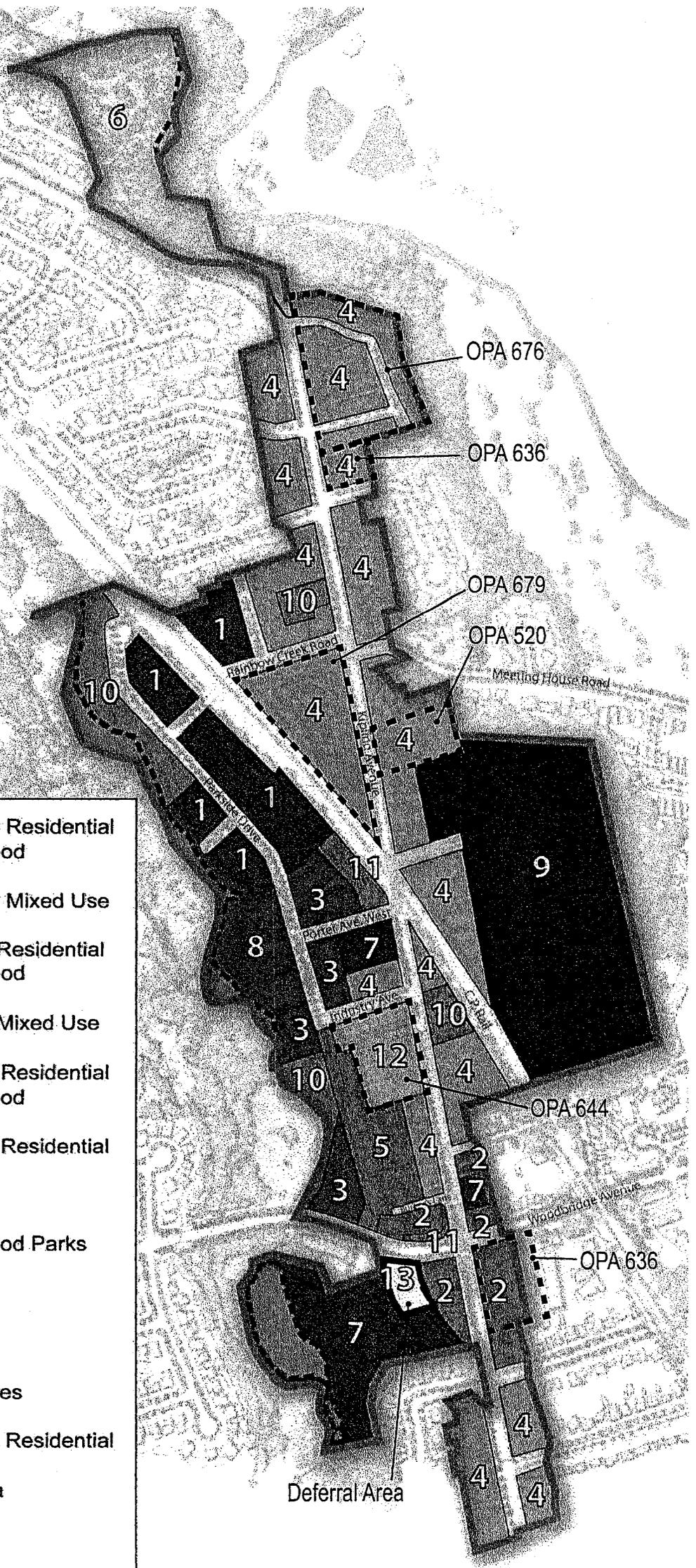
- Prior to final approval of any draft plan of subdivision/draft plan of condominium/site development plan application, the Trustee for each of the phases of development shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Rainbow Creek Phase 1 or 2 cost sharing and other obligations of the Developers' Group Agreement.
- This Secondary Plan is a statement of policy. It is intended to guide the development of the Amendment Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- The designations identified on Schedules 3.0: Land Use Plan are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to the Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically stated to be fixed in the policies of this Plan.
- Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained. Minor variations, in this Secondary Plan, shall mean a maximum of 5% variation from the identified numerical requirement.

Appendix A - Schedules

SCHEDULE - A

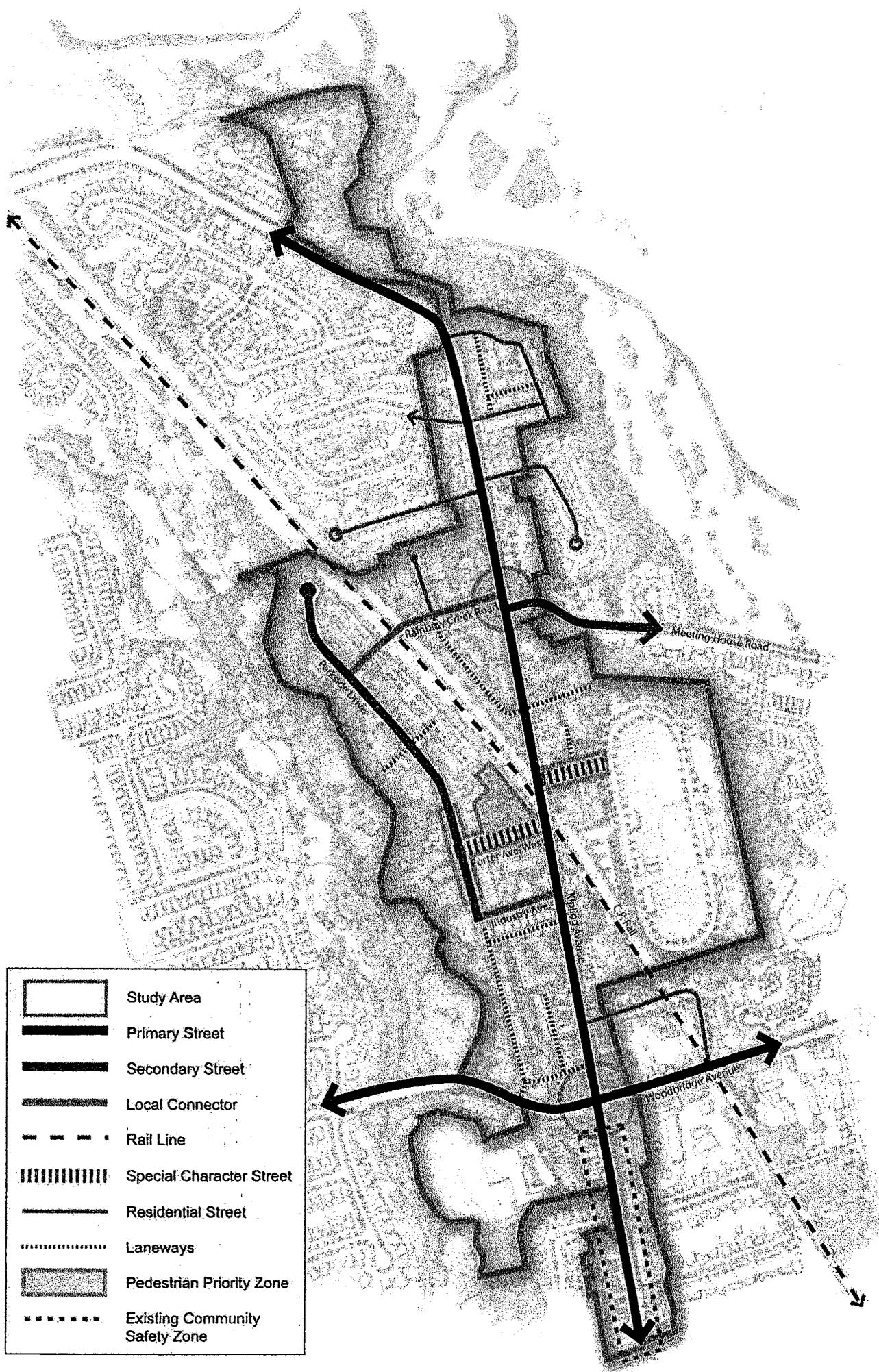
Legend

1	High Density Residential Neighbourhood
2	High Density Mixed Use
3	Mid Density Residential Neighbourhood
4	Mid Density Mixed Use
5	Low Density Residential Neighbourhood
6	Low Density Residential
7	Institutional
8	Neighbourhood Parks
9	Fairgrounds
10	Parkettes
11	Public Squares
12	High Density Residential
13	Deferral Area
	Flood Plain



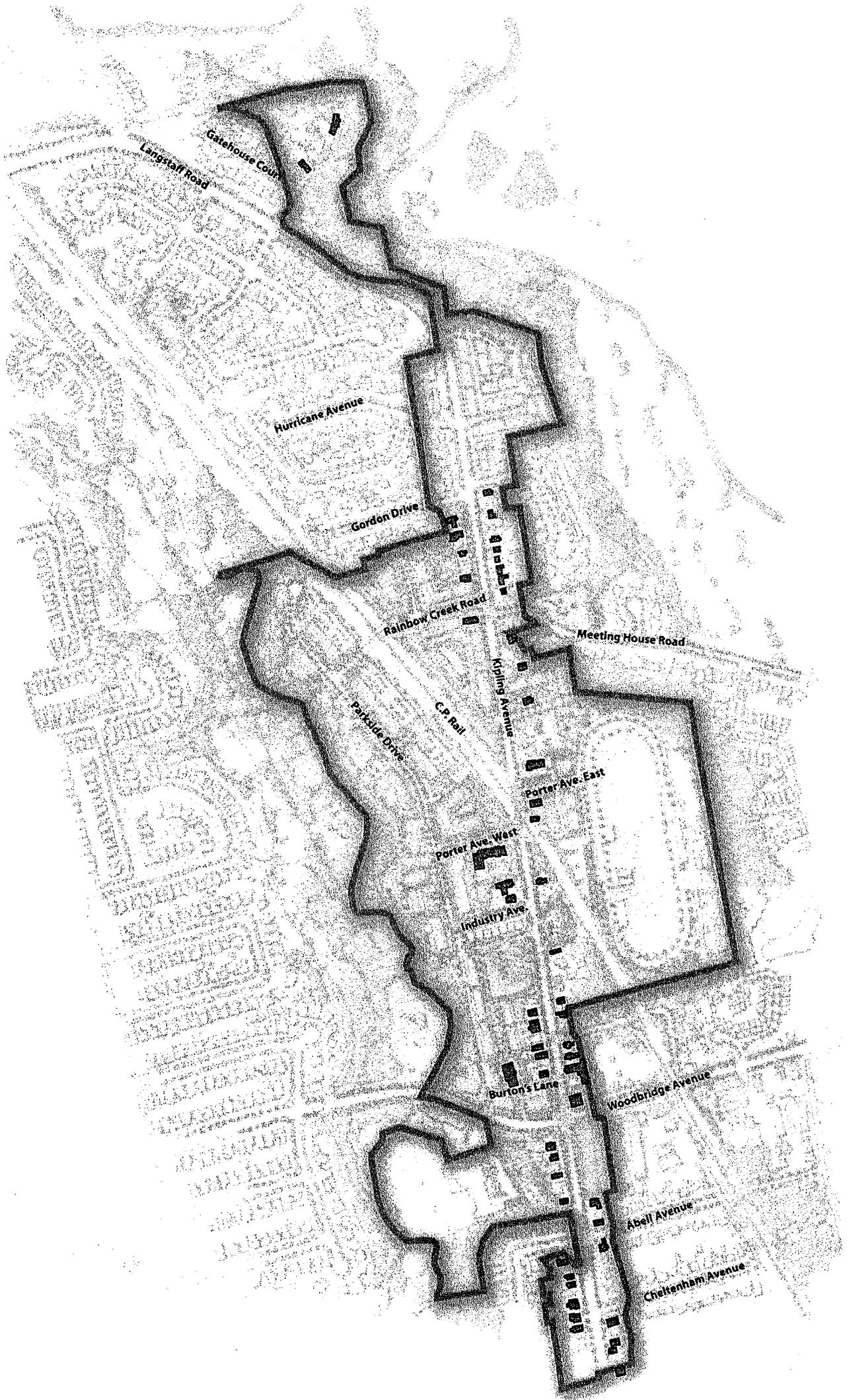
SCHEDULE A – The Amendment Area: Lands Subject to OPA #695

SCHEDULE - B



SCHEDULE B – Street Network

SCHEDULE - C



SCHEDULE C – Identification of Heritage Resources

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

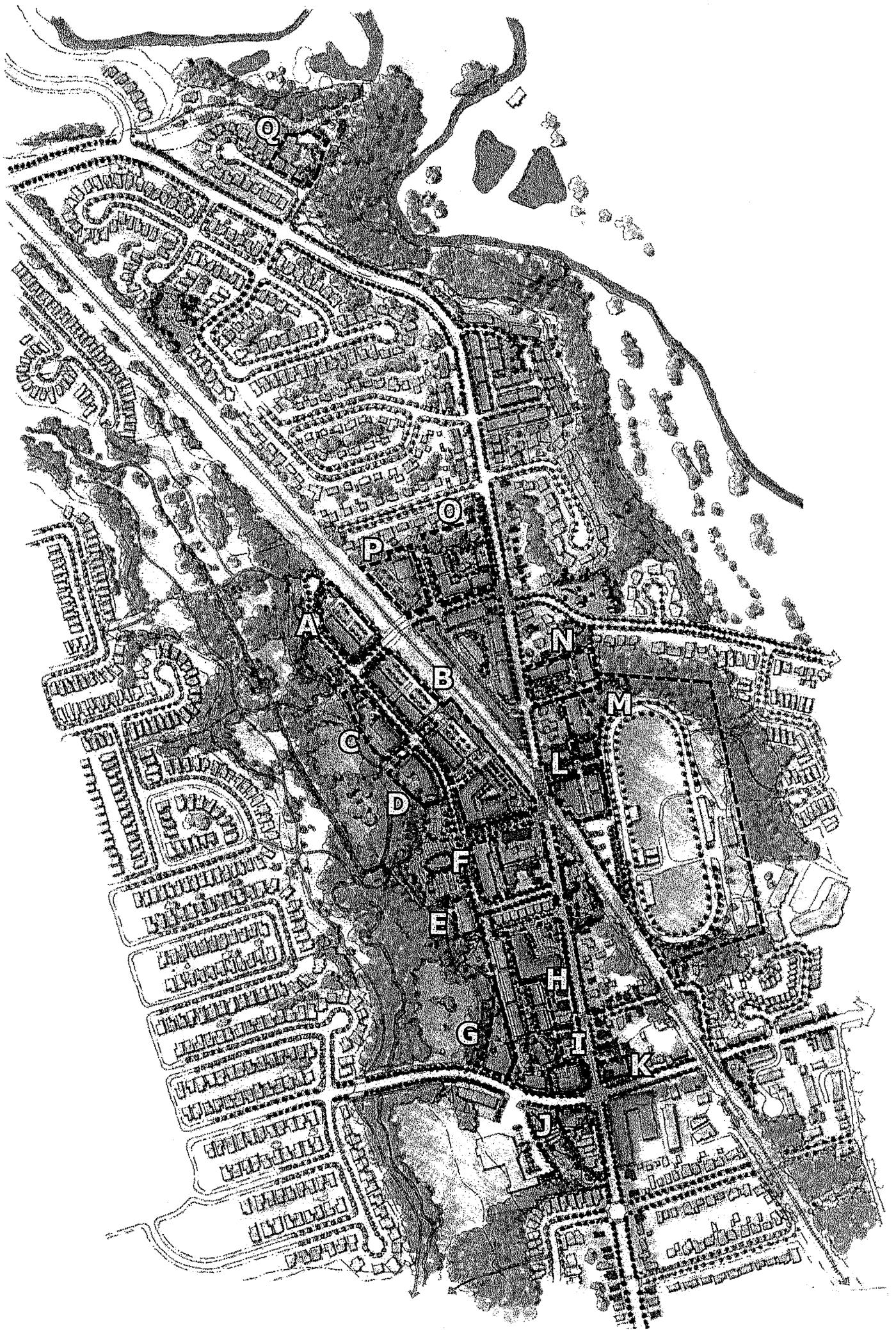
7827 Kipling Avenue	8039
7833	8066
7844	8071
7845	8074
7848	8090
7856	8101
7866	8109
7872	8127
7880	8161
7883	8177
7895	8191
7909	8204
7912	8215
7924	8221
7934	8227
7938	8228
7955	8233
7971	8237
7974	8238
7981	8243
7984	8248
7985	8255
7988	8258
8000	8265
8001	3 Burton's Lane Industrial
8006	Building (image below)
8009	

The following two properties are within the Kipling Avenue Study Area (east of Gate House Court), but are not within the proposed Woodbridge Heritage Conservation District (HCD) boundary. These two properties, nonetheless, have been evaluated as contributing to the HCD Heritage Character:

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



SCHEDULE - D



SCHEDULE D – Projected New Unit Counts and Density

Number of Units

A	84
B	280
C	70
D	95
E	16
F	72
G	40
H	49
I	46
J	32
K	18
L	42
M	0
N	41
O	52
P	74
Q	7

Total Units: 1022

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

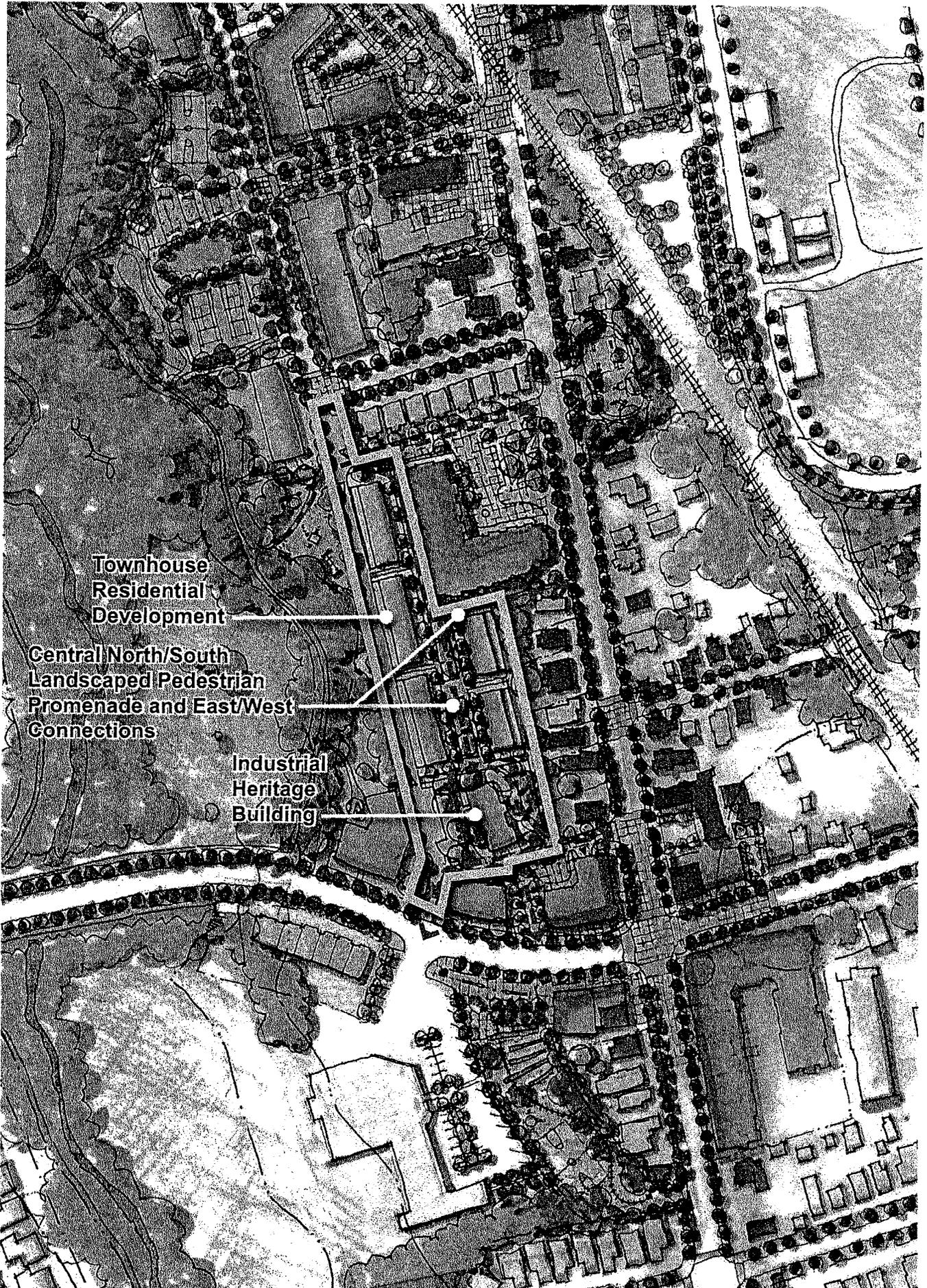
The area included in the calculation of residential density shall include areas of a property reserved for setback requirements, the land for the buildings, private roads and driveways, parking areas and landscaping, amenity areas related to the specific development, but shall exclude all other lands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

This is the maximum density and may not be achieved in all cases due to site constraints, zoning restrictions of adjacent properties, etc.

An average residential unit size of 1000 square feet (92.9 square metres) is used to calculate the number of units for apartments/condominiums. The townhouse units are calculated based on two to three storey standard townhouse frontages.

Block	Block Area M2	Development M2				Total Units	FSI	Coverage	Observations
		Residential	Commercial	Parking garage	Total				
A	5,213	7,824		4,596	12,421	84	1.5	70%	
B	20,845	26,000	2,250	9,606	37,856	280	1.4	51%	
C	3,400	6,508			6,508	70	1.9	33%	
D	3,259	8,867			8,867	95	2.7	47%	
E	2,286	2,163			2,163	16	0.9	32%	Townhouses
F	3,323	6,653			6,653	72	2.0	50%	
G	3,982	3,800			3,800	41	1.0	24%	
H	12,554	6,804	951		7,755	49	0.6	35%	Townhouses + Apts.
I	2,051	4,540	908		5,448	49	2.7	44%	
J	1,547	2,948	406		3,353	32	2.2	54%	
K	988	1,677	559		2,236	18	2.3	57%	
L	4,440	3,397			3,397	42	0.8	38%	Townhouses
M	79,279		3,349	2,950	6,299	0	0.0	1%	Fairgrounds
N	5,913	4,483			4,483	41	0.8	26%	Townhouses
O	8,911	5,972			5,972	52	0.7	24%	Townhouses
P	6,242	6,920		2,896	9,816	74	1.1	42%	
Q	4,725	2,847			2,847	7	0.6	22%	Single Detached Houses
TOTAL	168,957	101,404	8,422	20,048	129,874	1,022			

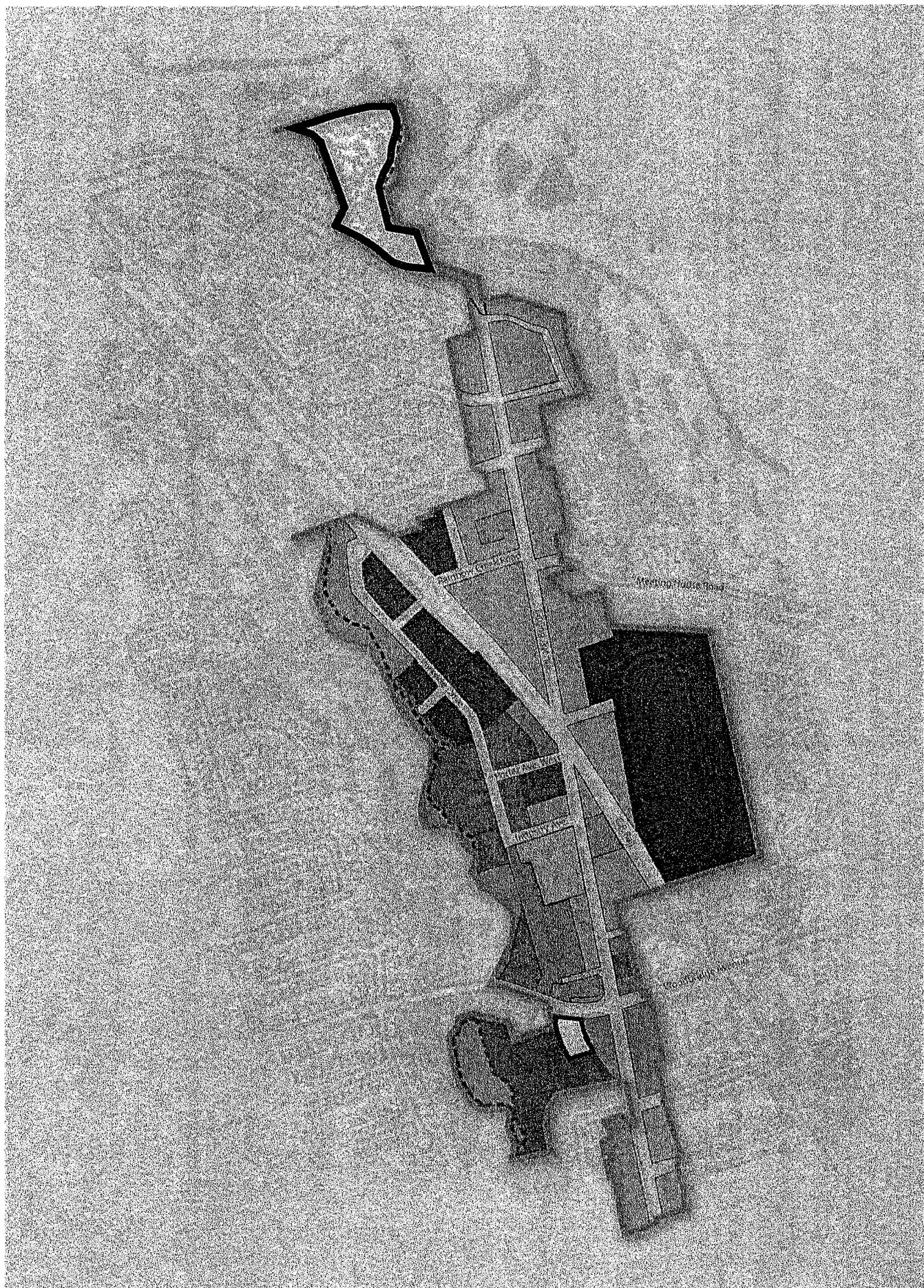
SCHEDULE - E



SCHEDULE E – The Rainbow Creek South Industrial Lands Low Density Residential Neighbourhood

SCHEDULE - F

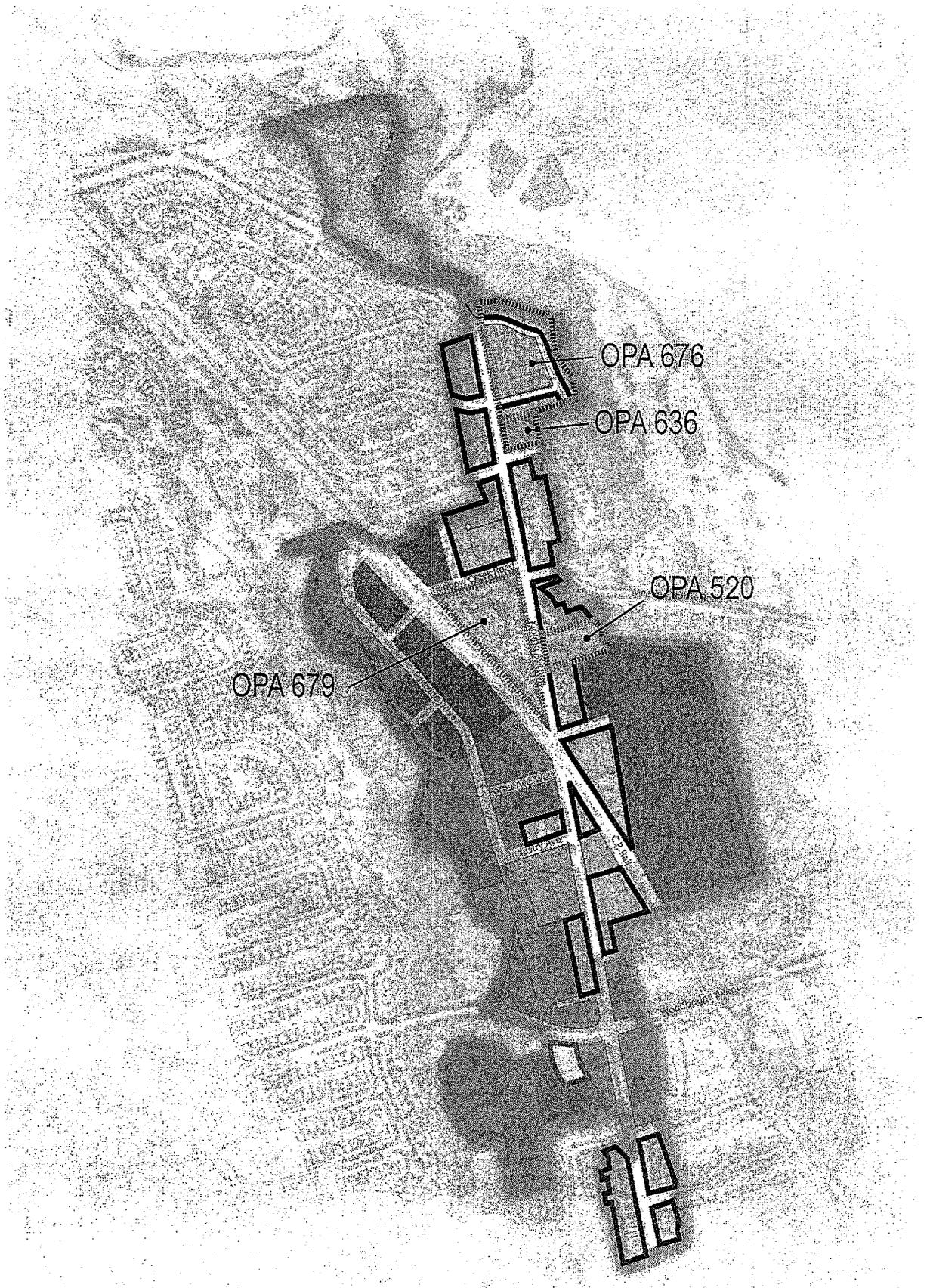
- Maximum building height: 8.5 m (2 storeys)
- Minimum building height: 4 m (1 storey)
- Maximum lot coverage: 40%
- Minimum setback: 4.5 m
- Maximum density: 0.50 FSI



SCHEDULE F - Low Density Residential

SCHEDULE - G

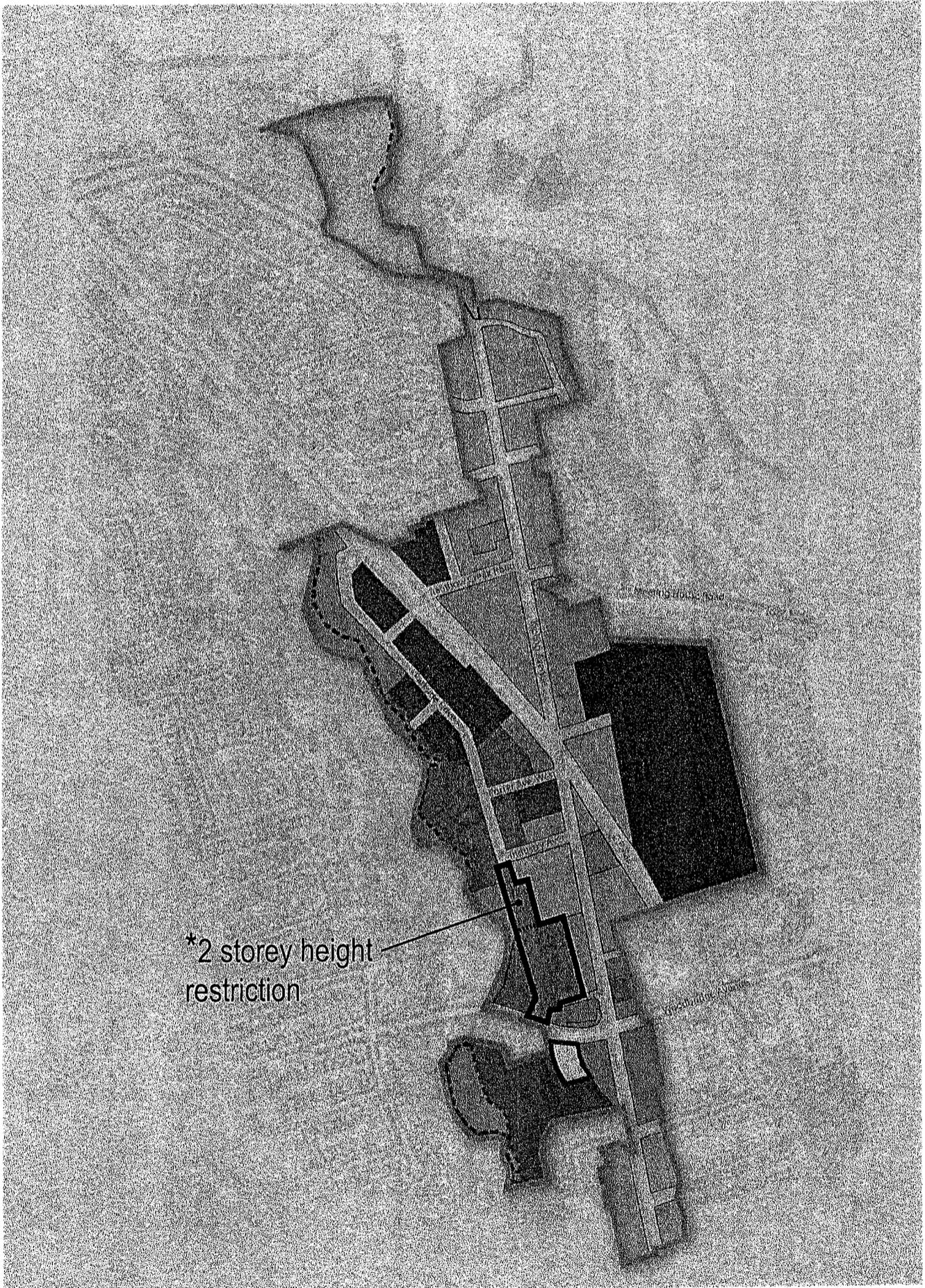
- Maximum building height: 11 m (3 storeys)
- Minimum building height: 8.5 m (2 storeys)
- Maximum lot coverage: 50%
- Minimum setback: 3 m
- Maximum density: 0.60 - 1.0 FSI



SCHEDULE G - Mid Density Mixed Use

SCHEDULE - H

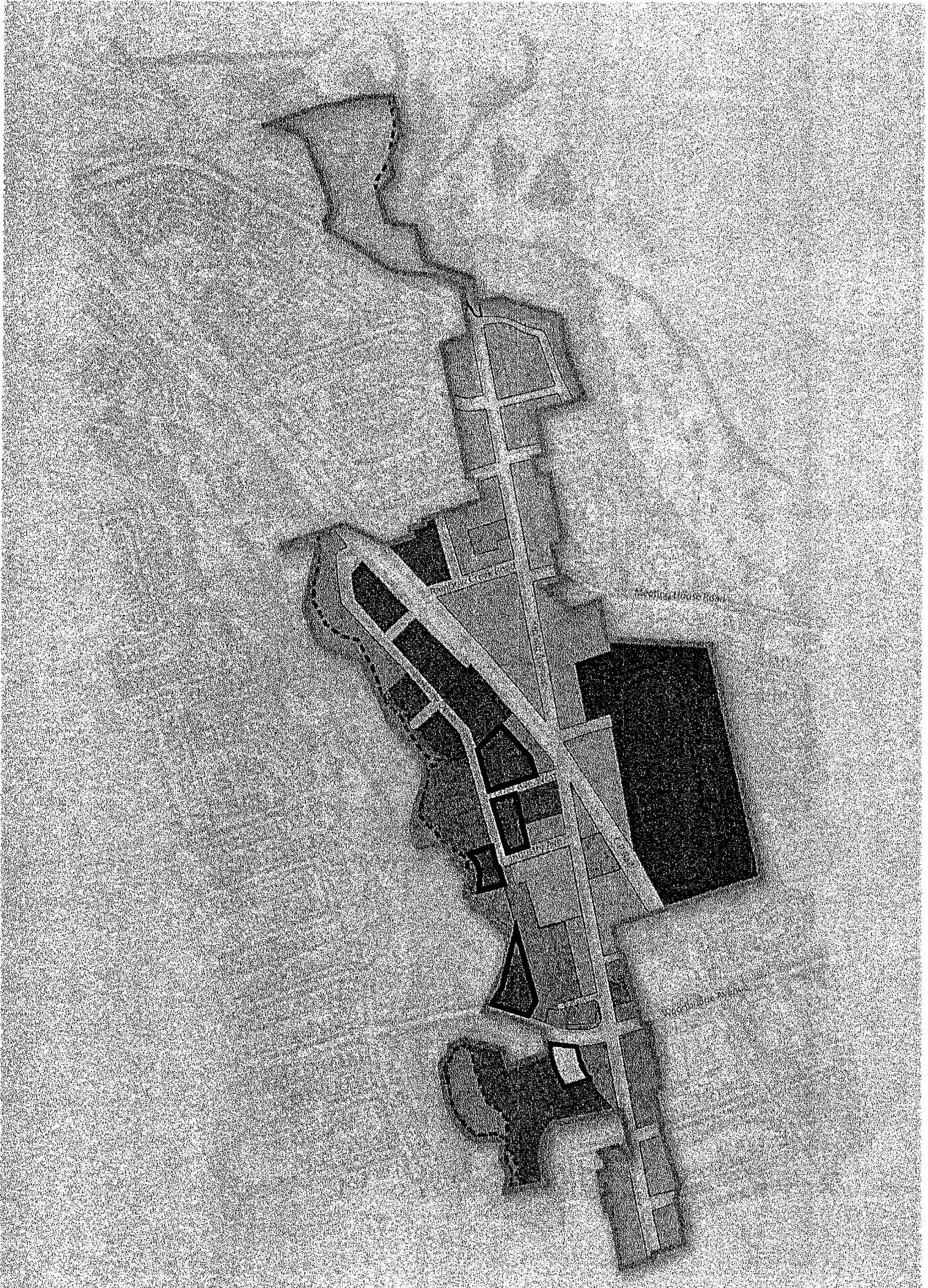
- Maximum building height: 11 m (3 storeys)
- Minimum building height: 8.5 m (2 storeys)
- Maximum lot coverage: 60%
- Minimum setback: 3.5 m
- Maximum density: 0.70 FSI



SCHEDULE H - Low Density Residential Neighbourhood

SCHEDULE - I

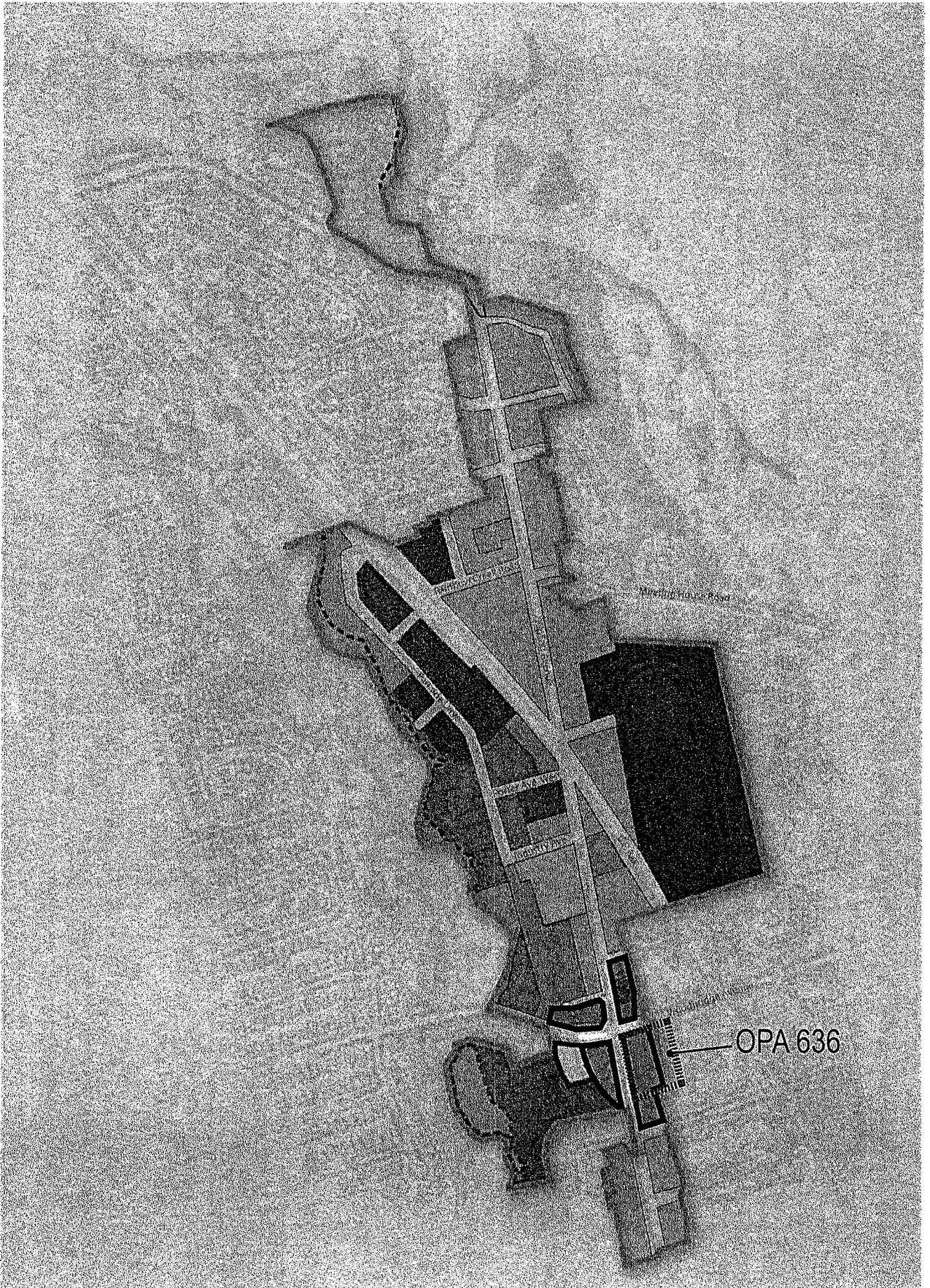
- Maximum building height: 13 m (4 storeys)
- Minimum building height: 8.5 m (2 storeys)
- Maximum lot coverage: 80%
- Minimum setback: 4.5 m
- Maximum density: 2.0 FSI



SCHEDULE I - Mid Density Residential Neighbourhood

SCHEDULE - J

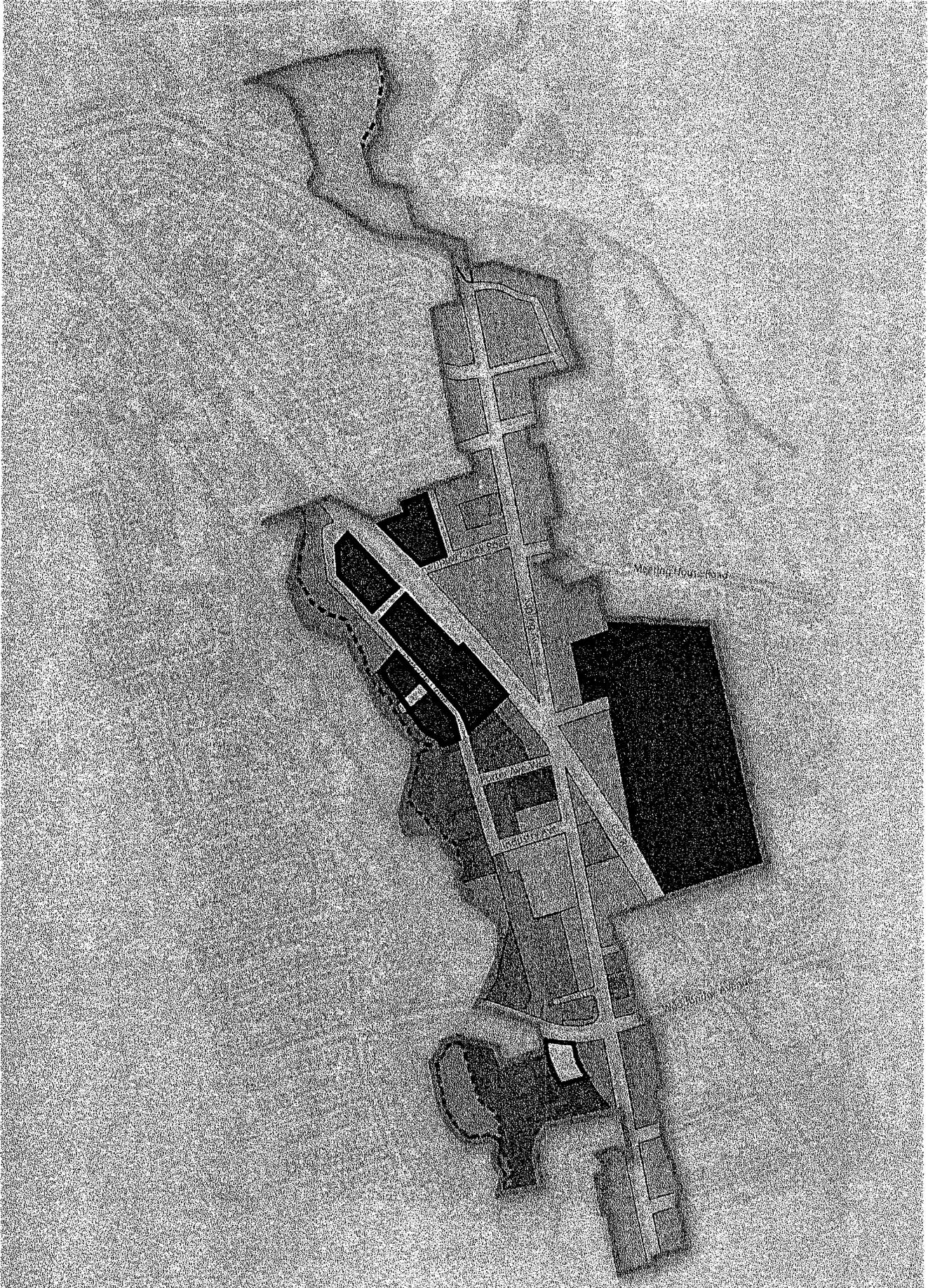
- **Maximum building height:** 13 m (4 storeys) podium with 19 m (6 storeys) maximum, stepping back on a 45 degree angular plane from the podium
- **Minimum building height:** 8.5 m (2 storeys)
- **Maximum lot coverage:** 60%
- **Minimum setback:** 0 m (consider 3m when additional public realm is required)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



SCHEDULE J - High Density Mixed Use

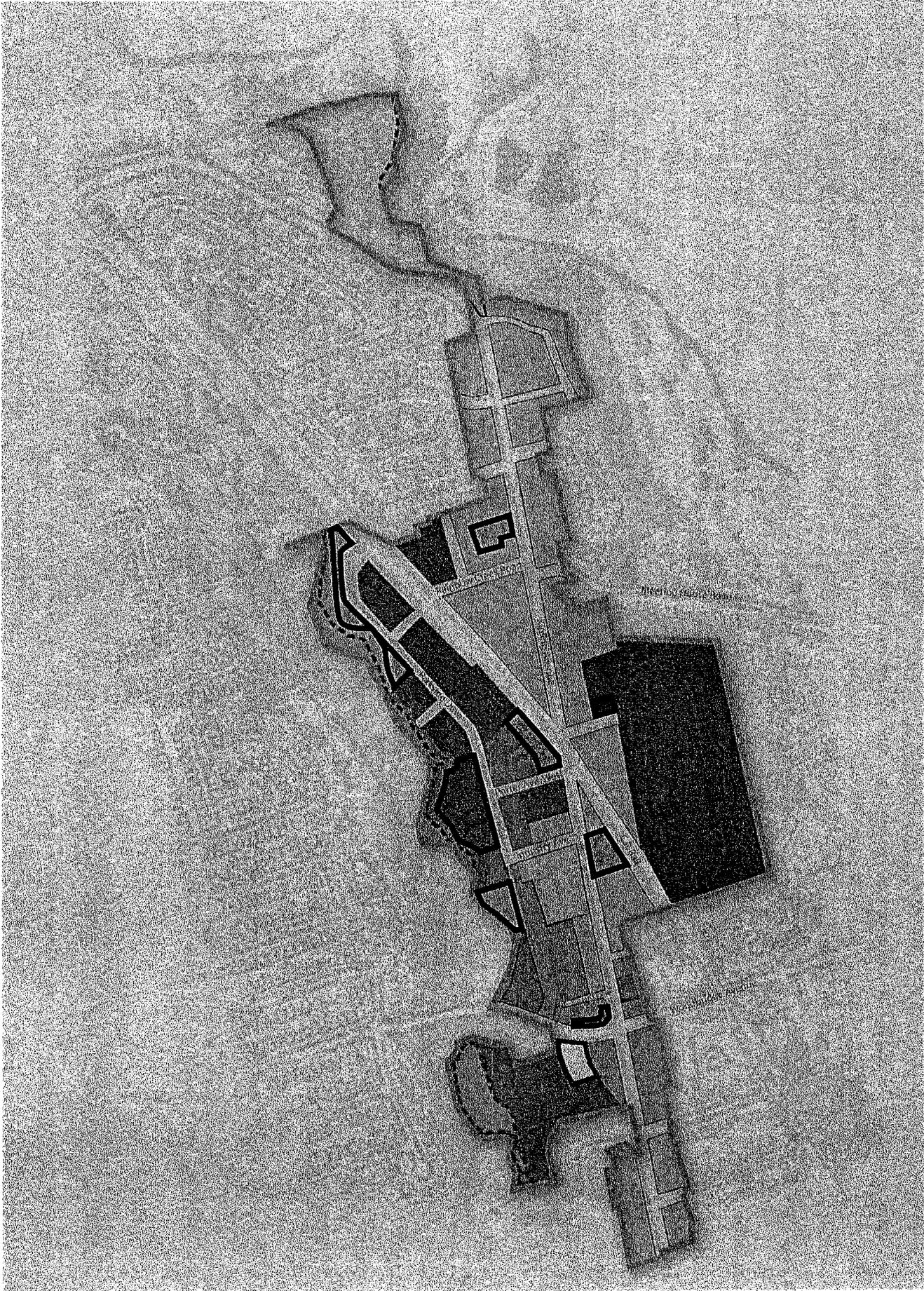
SCHEDULE - K

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



SCHEDULE K - High Density Residential Neighbourhood

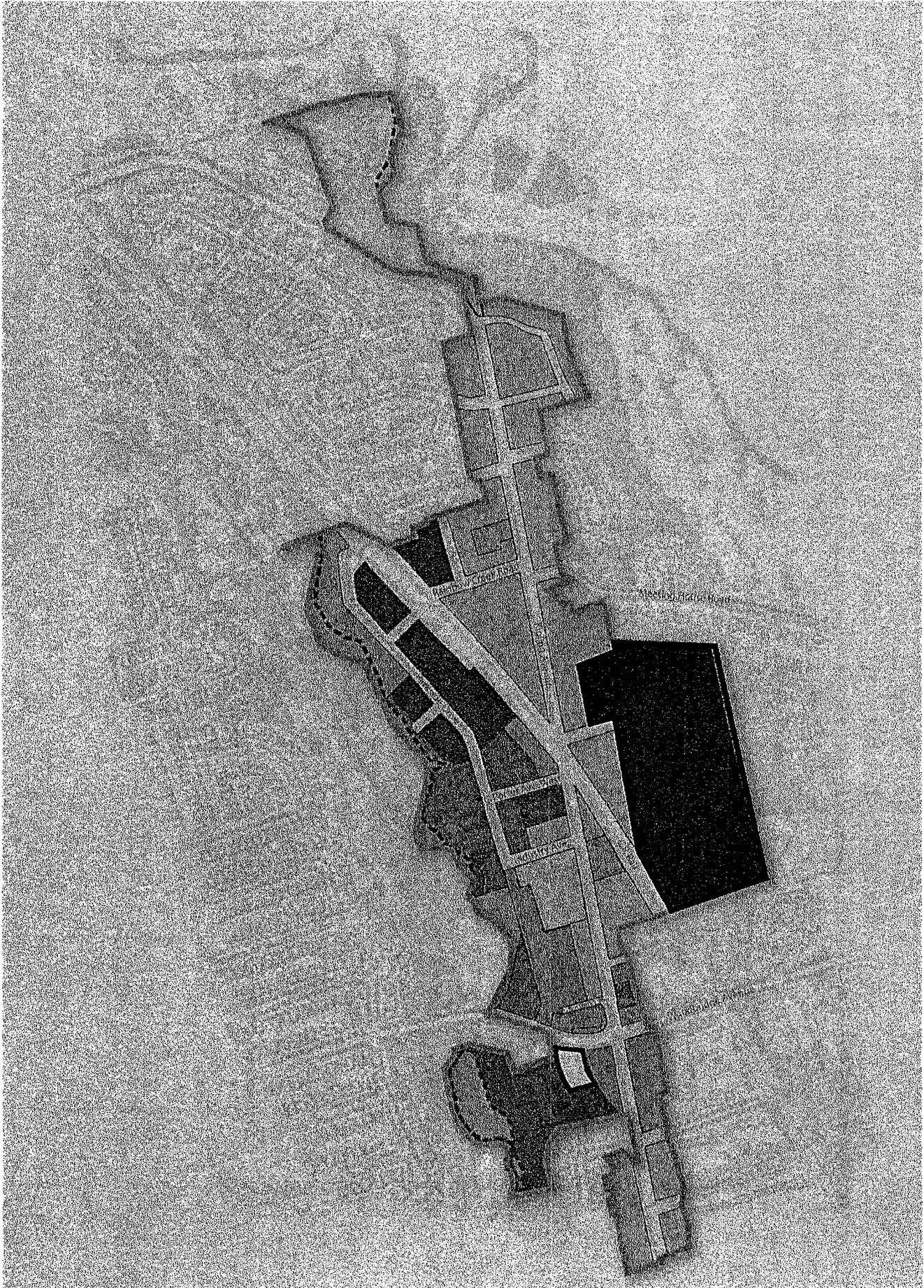
SCHEDULE - L



SCHEDULE L - Open Space and Parks

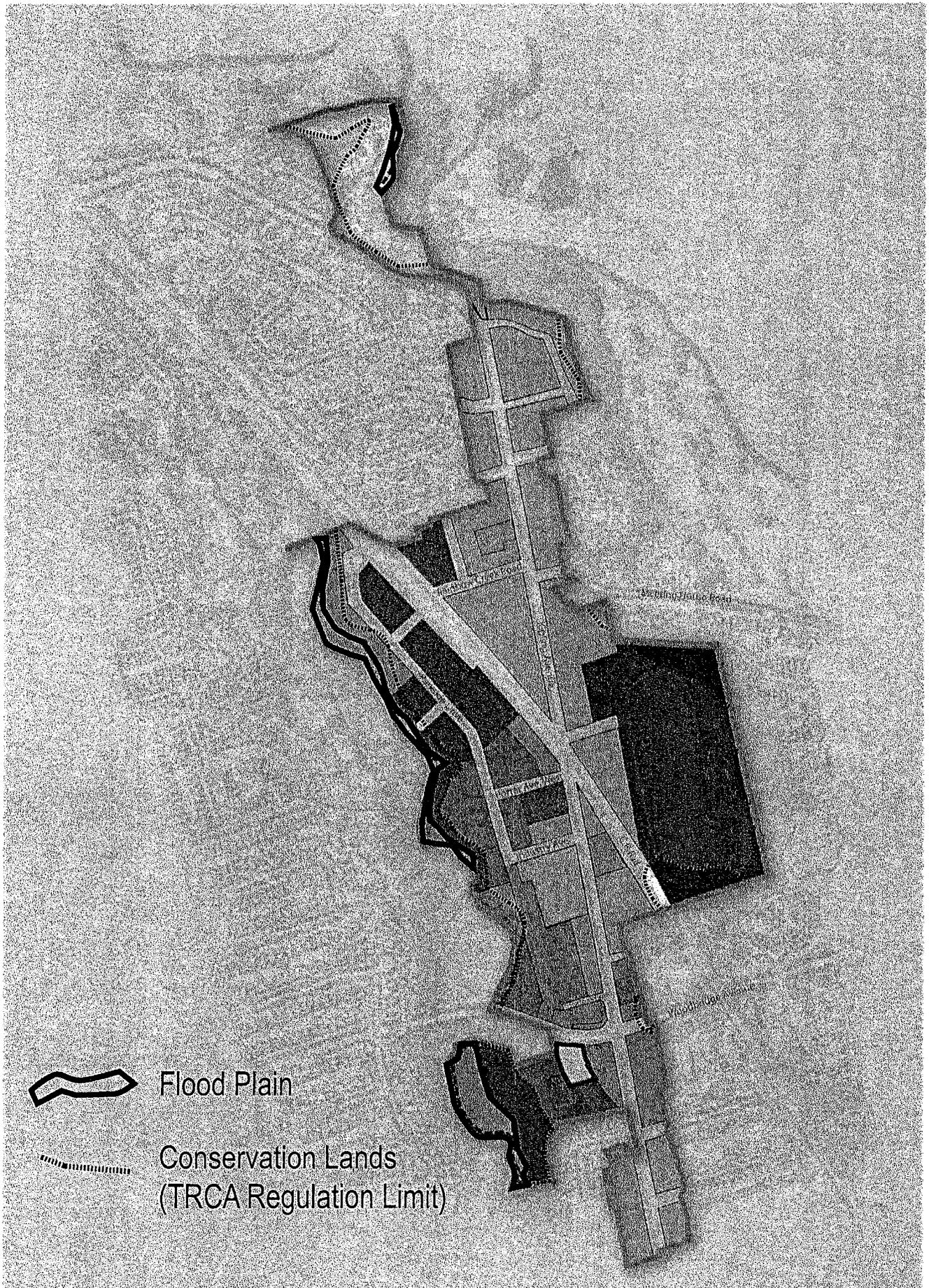
SCHEDULE - M

- Maximum building height: 11 m (3 storeys)



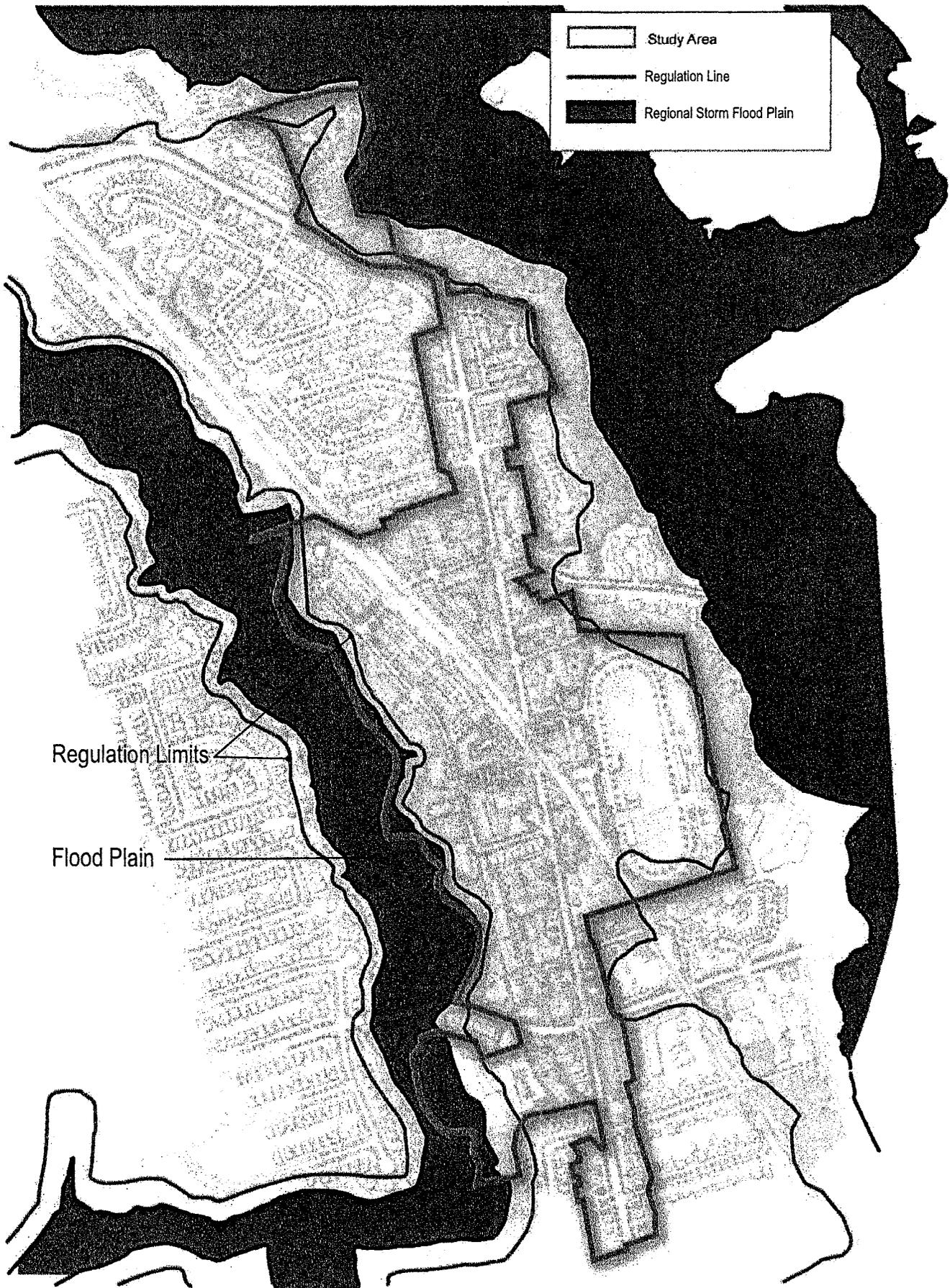
SCHEDULE M - The Fairgrounds

SCHEDULE - N



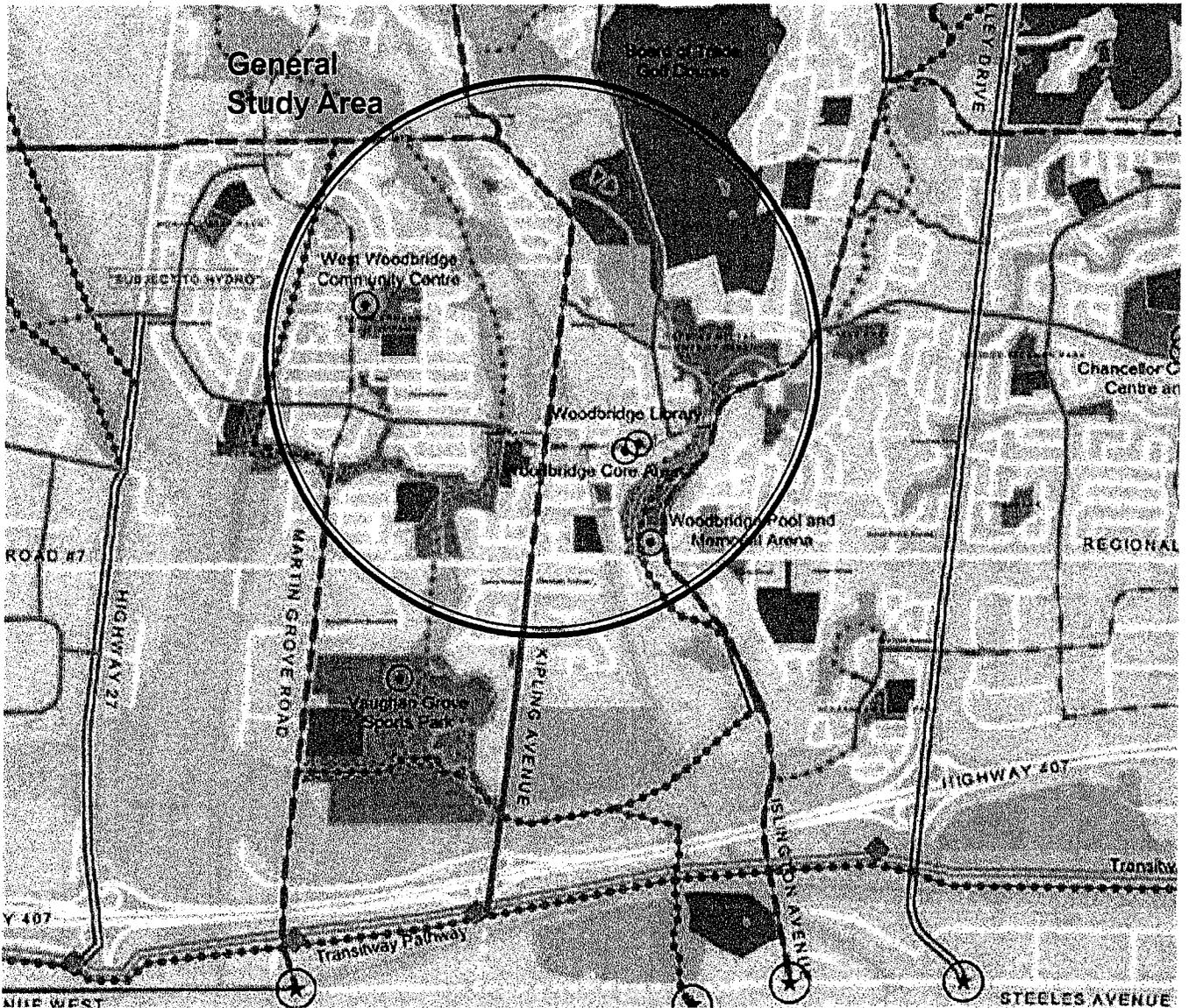
SCHEDULE N - Conservation Lands

SCHEDULE - O



SCHEDULE O - The Flood Plains

SCHEDULE - P



Class 1 Multi-use Recreation or Boulevard Pathway

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

Class 2 Bike Lane / Paved Shoulder / Sidewalk

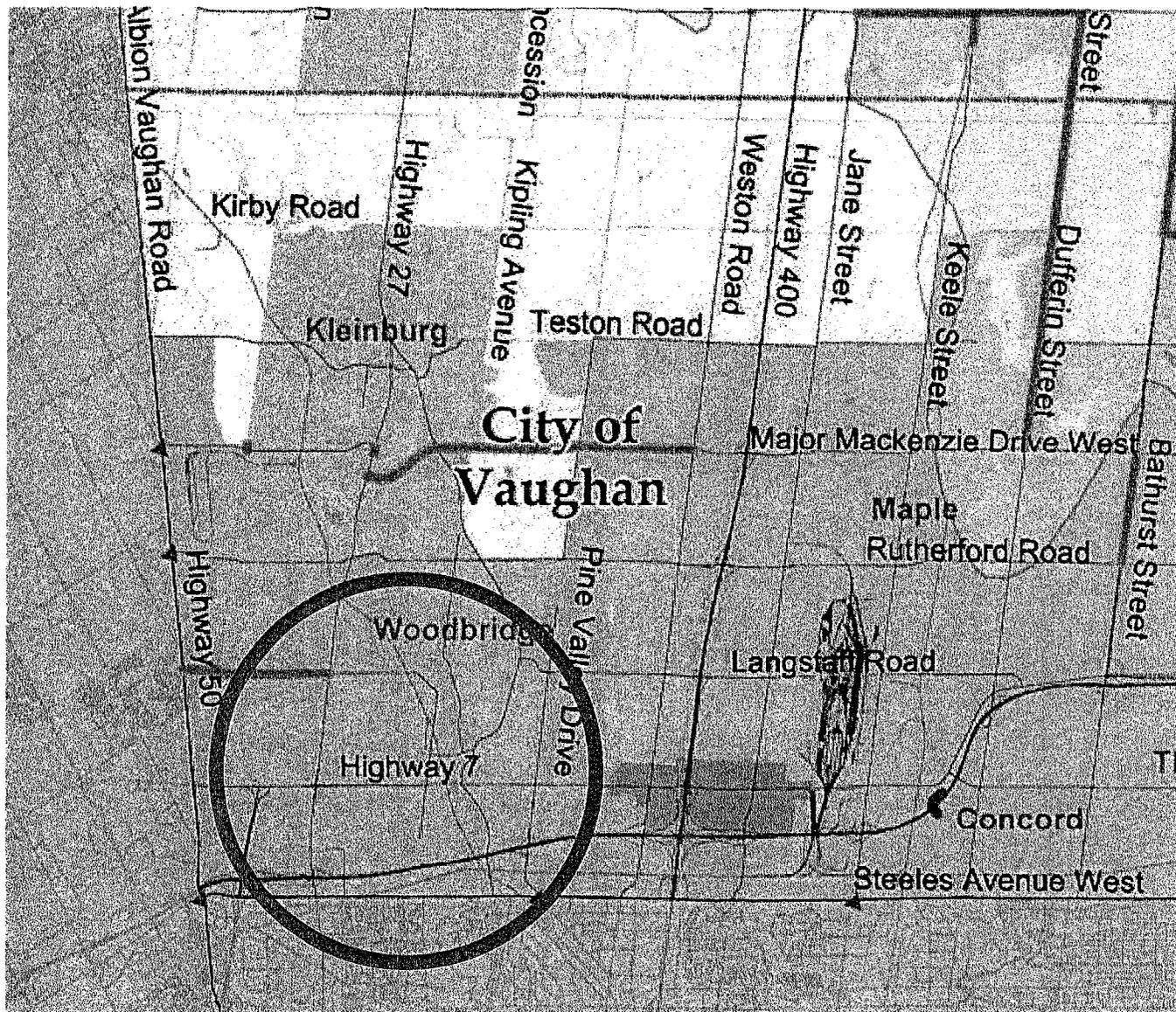
- Community Bike Lane - Formal pavement marking and signing (CL)
- Neighbourhood Bike Lane - Formal pavement marking and signing (NL)
- Community Paved Shoulder Bikeway - Signed as bike route (CSB)

Class 3 Bicycle Signed Route / Sidewalk

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

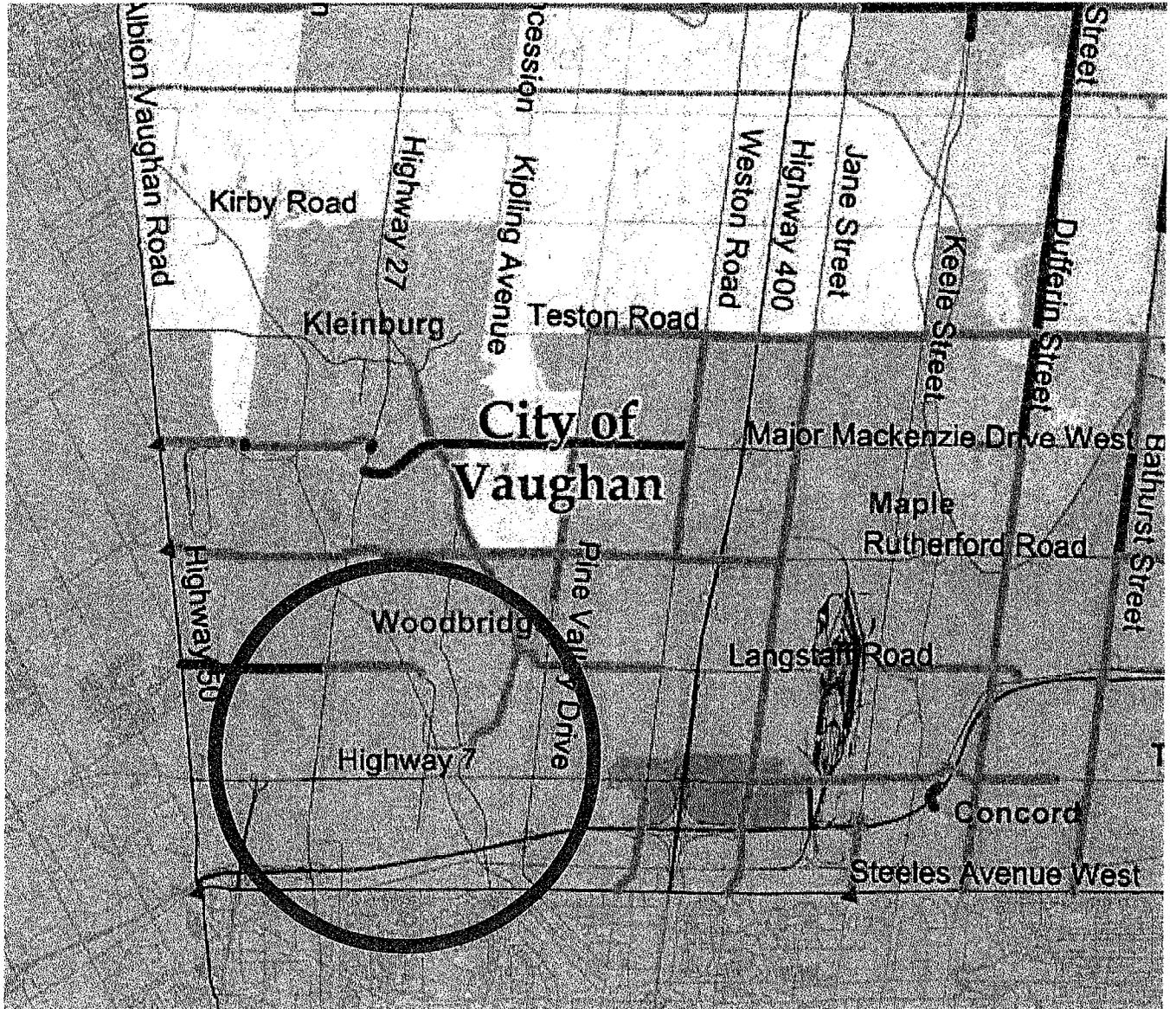
SCHEDULE P - City of Vaughan Pedestrian and Bicycle Master Plan Study - Map 3 Pedestrian and Bicycle Network

SCHEDULE - Q



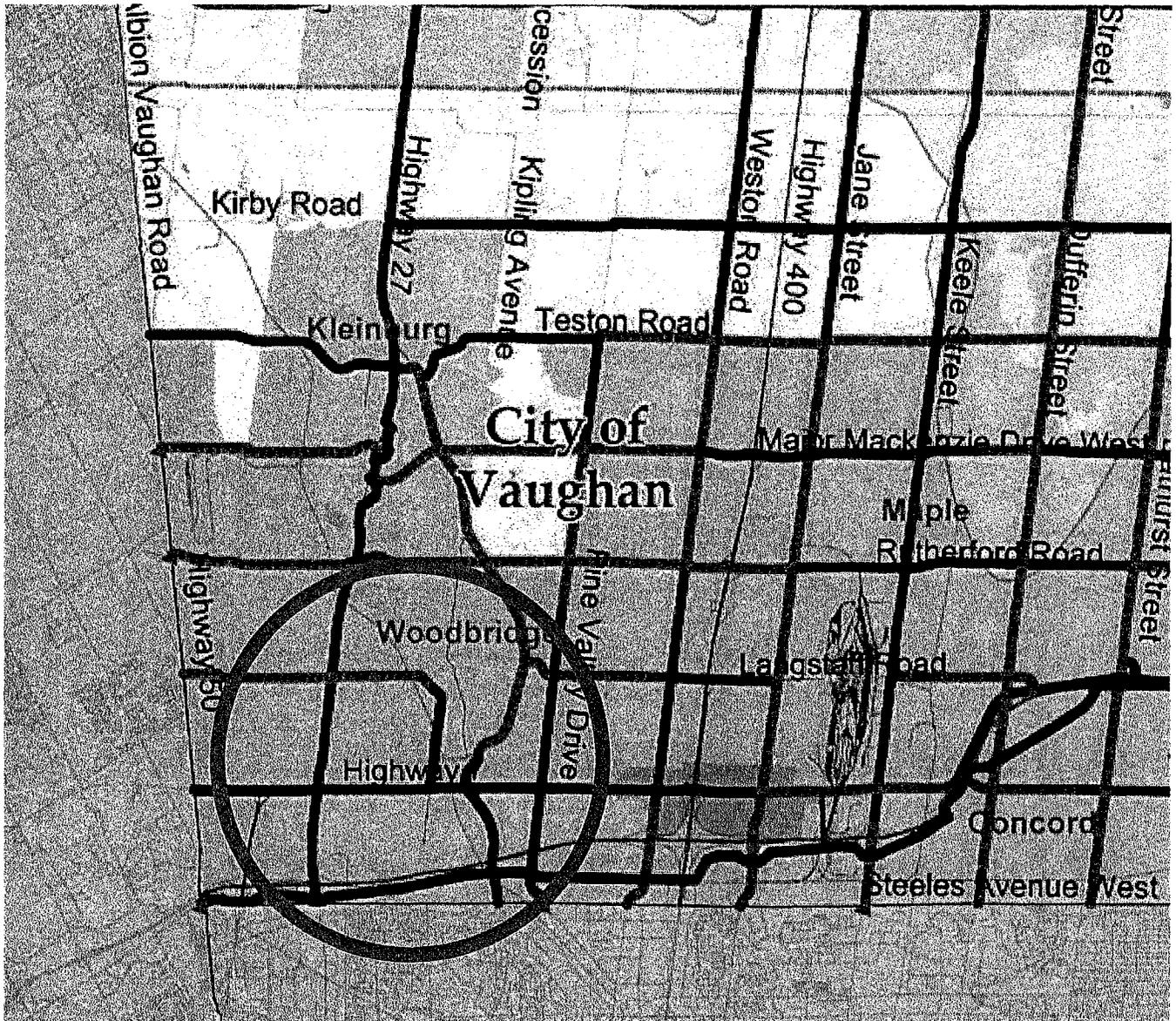
SCHEDULE Q - City of Vaughan Pedestrian and Bicycle Master Plan Trail Phase One: 0-5 years

SCHEDULE - R



SCHEDULE R - City of Vaughan Pedestrian and Bicycle Master Plan Trail Phase Two: 6-10 years

SCHEDULE - S



SCHEDULE S - City of Vaughan Pedestrian and Bicycle Master Plan Trail Phase Three: 11-25+ years

Appendix B - Streetscape Master Plan

Detailed Streetscape Characteristics

The general characteristics of each street section is outlined in Part 2 - The Plan, section 2.2 and more specifically, 2.2.2: Block Pattern, Street Network and Linkages. The Detailed Streetscape Guidelines is based on a general concept plan and is meant to be considered in conjunction with the Built Form Framework Guidelines.

The concept identifies opportunities to create more urban and pedestrian oriented streets for the area, which may require additional detail design review and input by various agencies such as the Vaughan Fire Department (VFRS), and Public Works and Emergency Services, to ensure that consideration for road safety, servicing and access are being met.

Kipling Avenue North - Primary Main Street

- R.O.W. = 26 m
- Two travel lanes = 3.75 m (to accommodate buses)
- Parking lane = 2.5 m (on east side of street)
- Two bicycle lanes = 1.5 m (one on each side of the street)
- Average pavement width = 13 m
- Boulevard width = 6.5 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 3 m

Kipling Avenue South - Primary Main Street

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

Woodbridge Avenue East - Primary Main Street

- R.O.W. = 20 m
- One Travel lane = 3.3 m (travel and turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lane = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 10.8 m (15.8 m including lay-by parking east of intersection)

- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)
- Boulevard width = 4.0 m (on north side of the street), 5.2 m (on south side of street, including bump-out)
- Sidewalks = 1.5 m (on both sides of the street)

Woodbridge Avenue West - Primary Main Street

- R.O.W. = 26 m
- Two Travel lanes = 3.3 m (travel and dedicated turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lane = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 14.1 m (19.1 m including lay-by parking east of intersection)
- Boulevard width = 5.95 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)

Parkside Drive - Secondary Street

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

Rainbow Creek Road - Local Connector

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

Industry Avenue - Local Connector

- R.O.W. = 17.5 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m on north side
- Left turning lane = none

- Average pavement width = 8.5 m
- Minimum setback for buildings = 3 m
- Sidewalks = 1.5 m (on north side of the street)

Porter Avenue East - Special Character Street

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

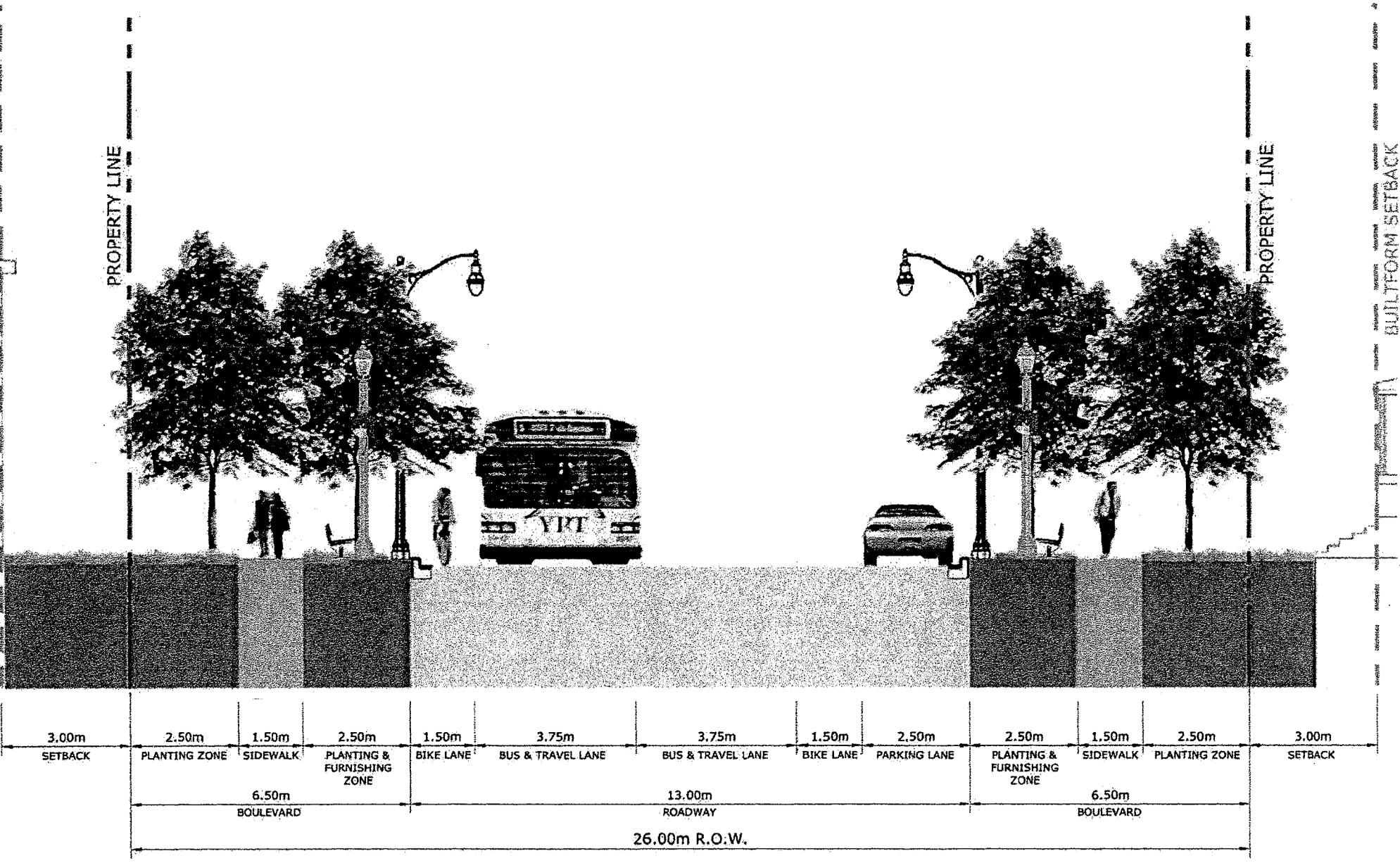
3.2.4.9 Porter Avenue West - Special Character Street

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

3.2.4.10 Residential Streets - Typical

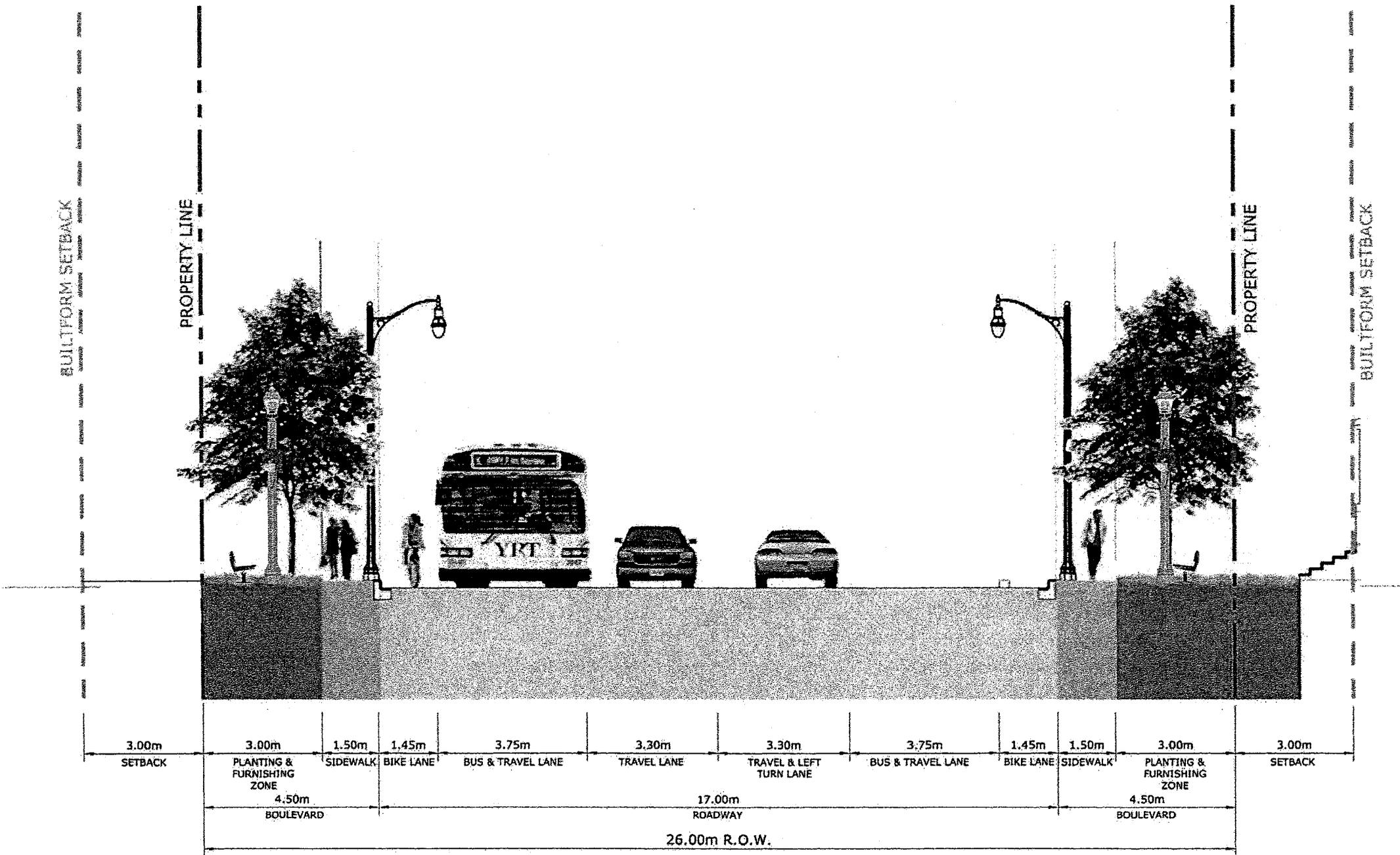
- R.O.W. = 20 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 8.5 m
- Minimum setback for buildings = 4.5 m
- Sidewalks = 2.0 m (on both sides of the street)

SCHEDULE - 1



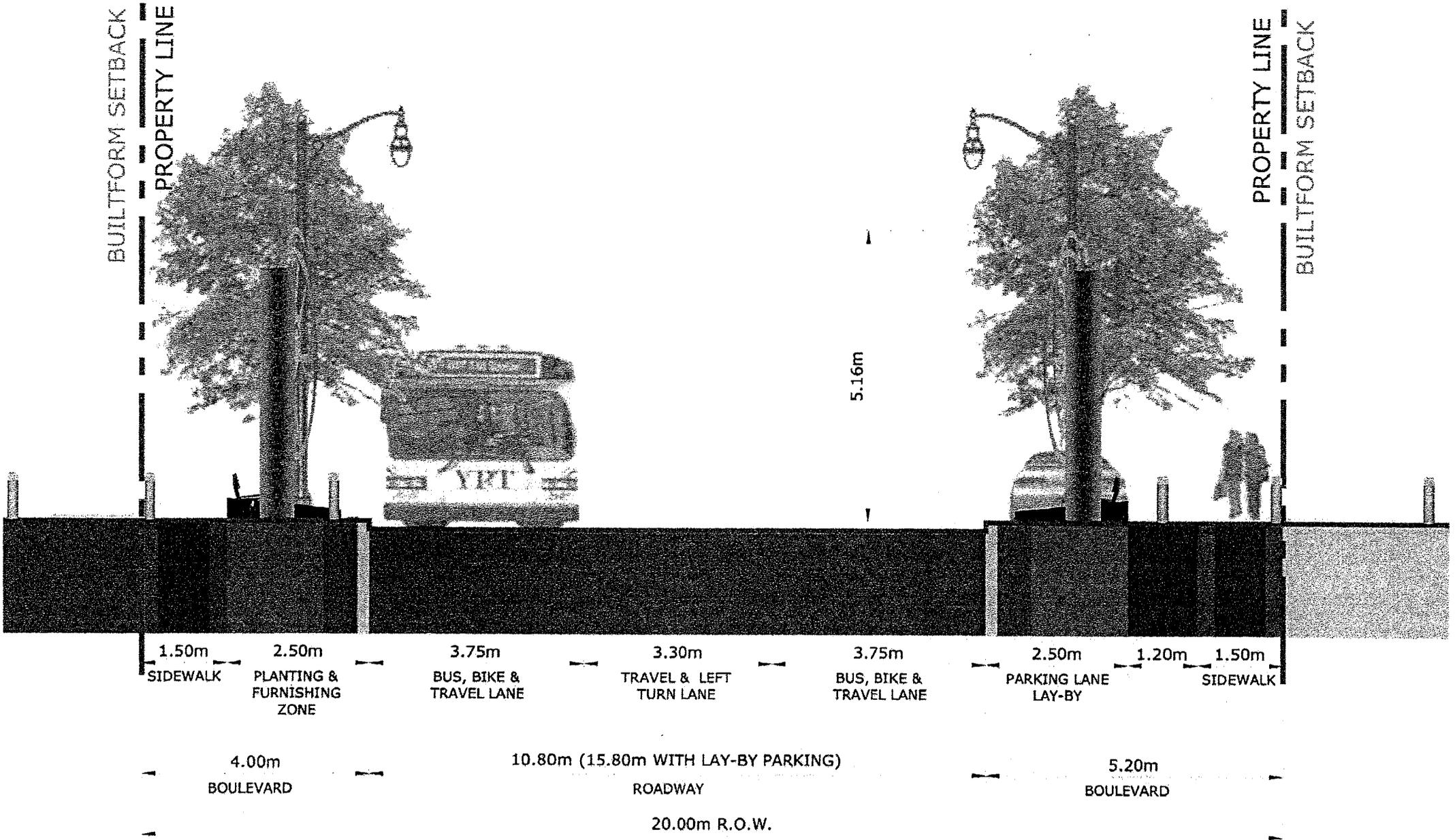
SCHEDULE 1 - Street Section - Kipling Avenue North - Primary Main Street - View North

SCHEDULE - 2

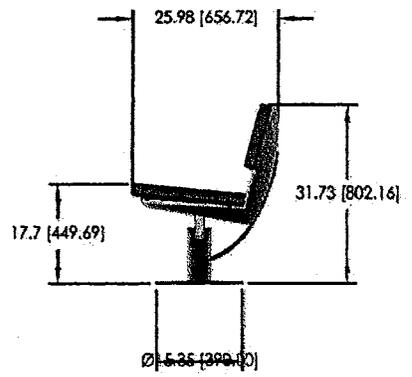
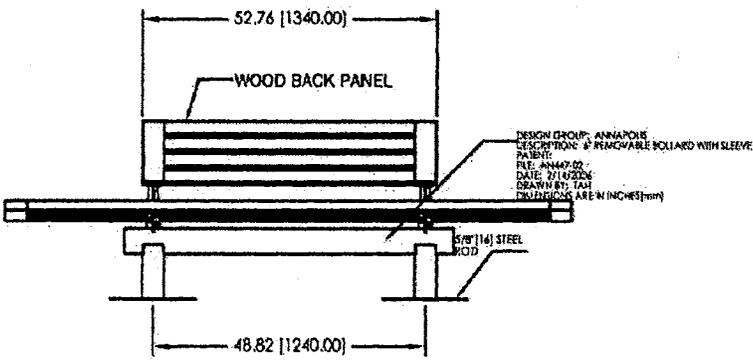
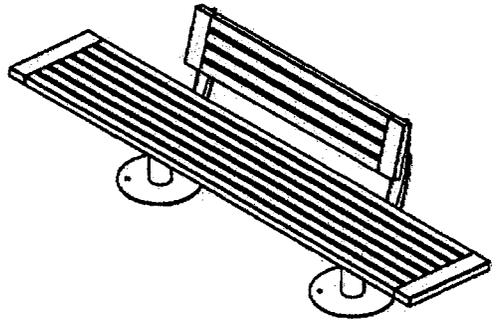
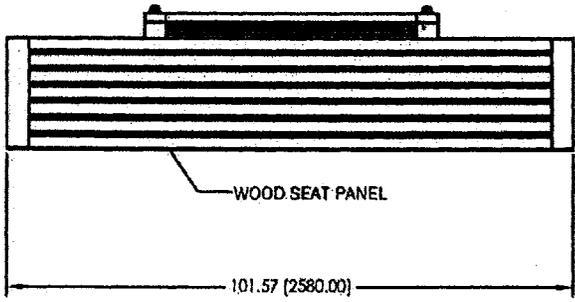
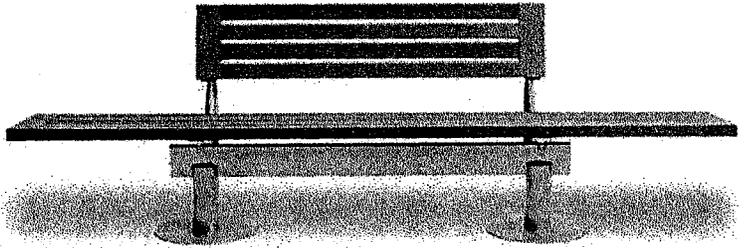


SCHEDULE 2 - Street Section - Kipling Avenue South - Primary Main Street - View North

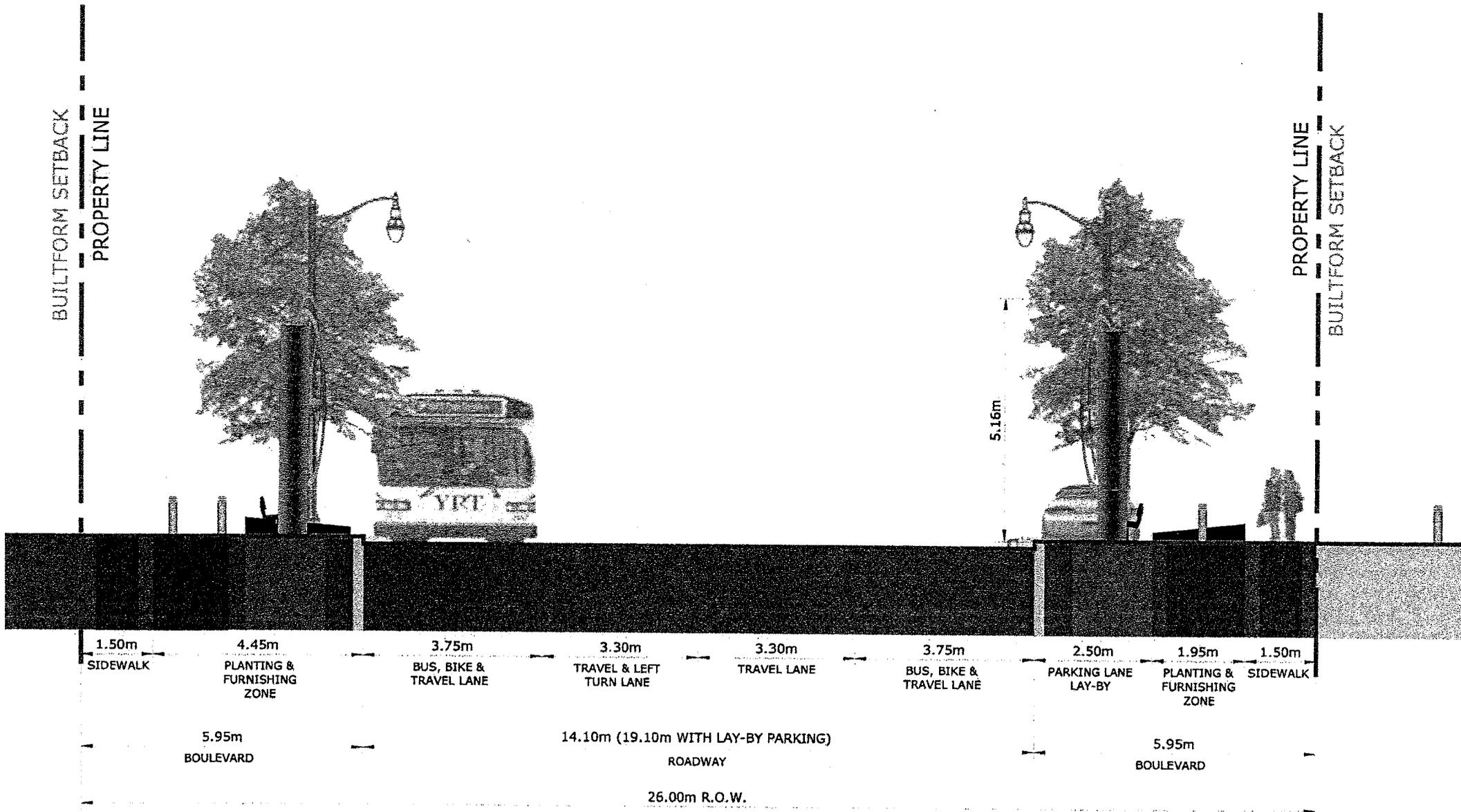
SCHEDULE - 3



SCHEDULE 3 - Street Section/Elevation - Woodbridge Avenue East - Primary Main Street and Gateway Details - View East

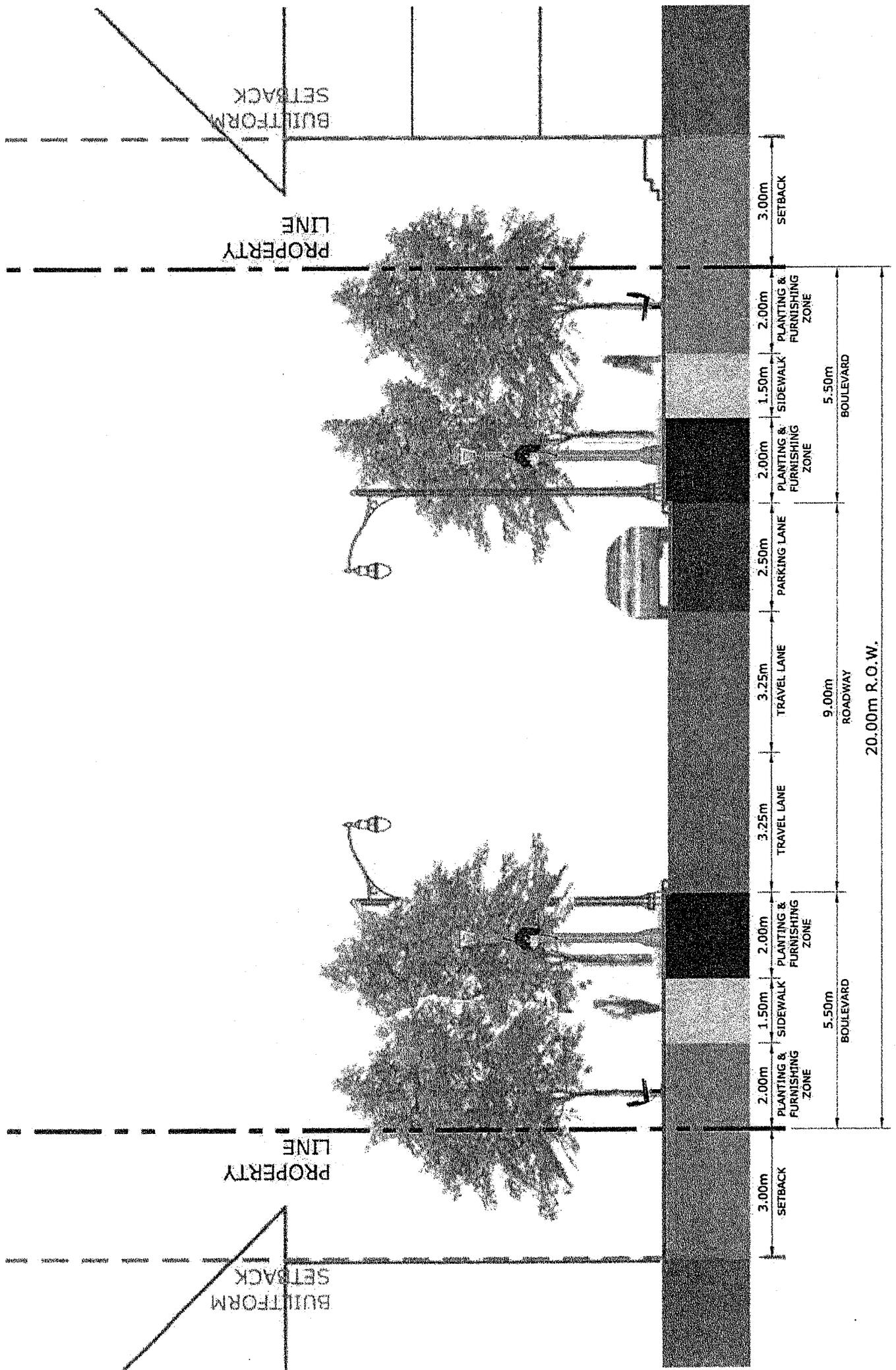


SCHEDULE - 4



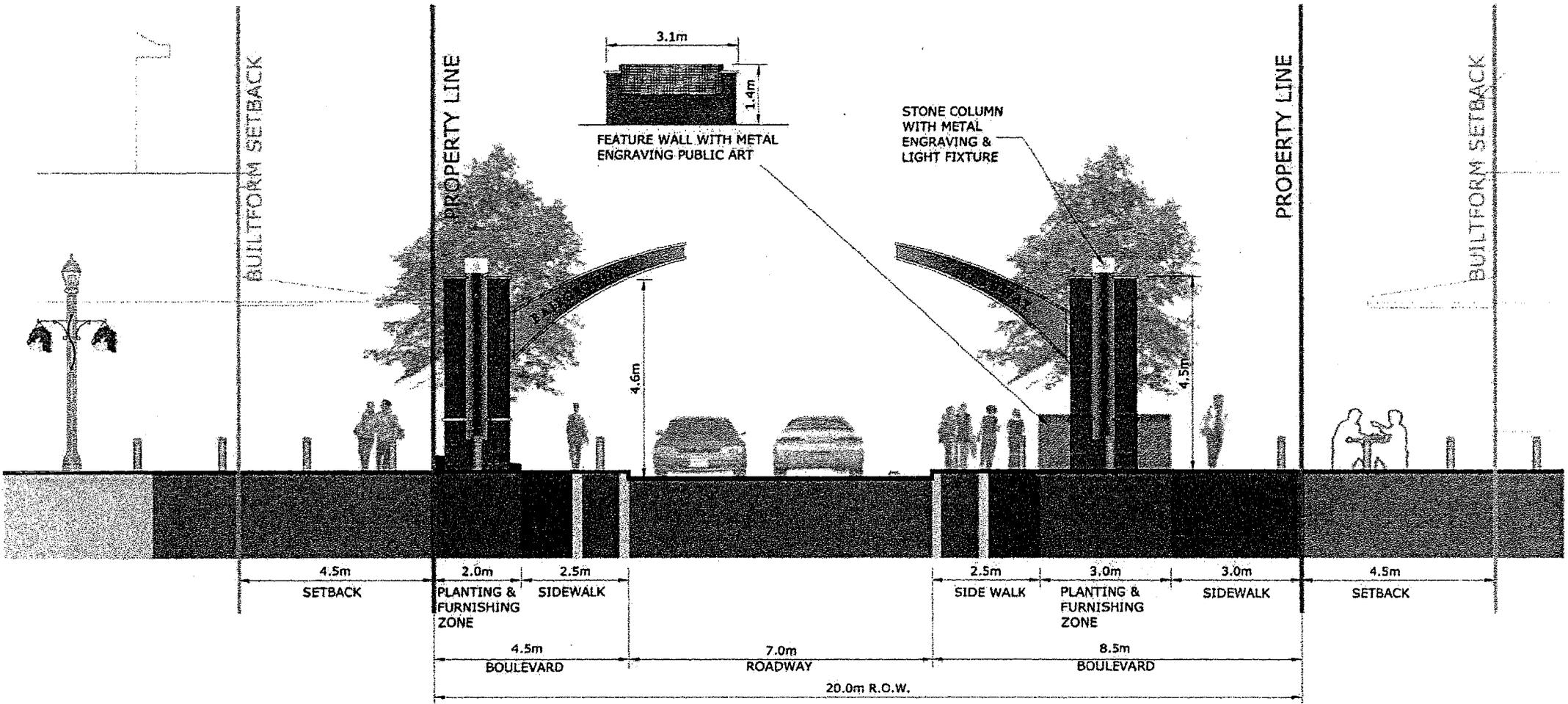
SCHEDULE 4 - Street Section/Elevation - Woodbridge Avenue West - Primary Main Street - View West
 (Gateway Details same as Woodbridge Avenue East)

SCHEDULE - 5

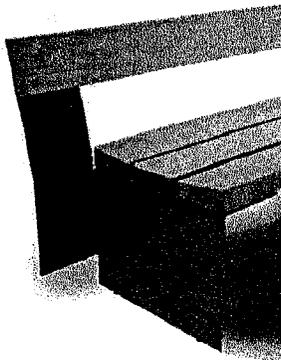
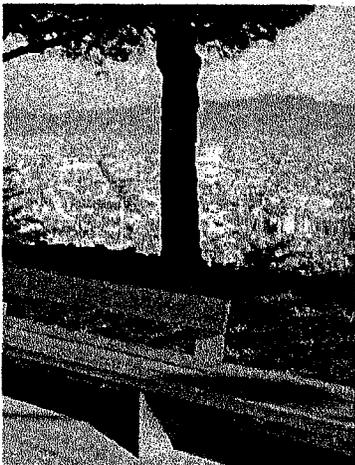
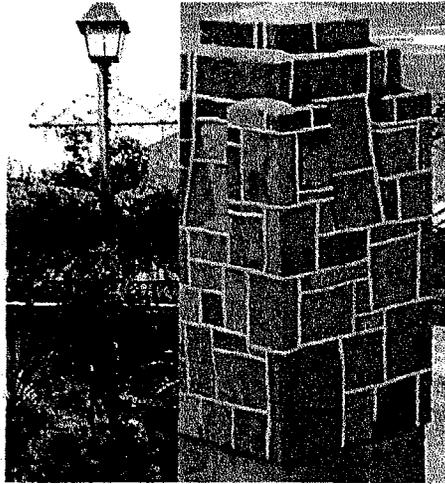
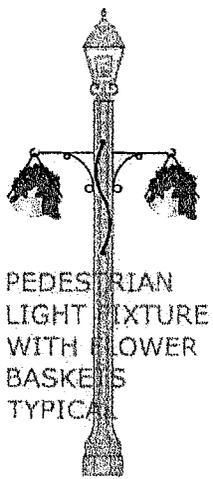


SCHEDULE 5- Street Section/Elevation - Parkside Drive - Secondary Street - View West
 (Rainbow Creek Road, although considered a local connector, has the same cross section as Parkside Drive)

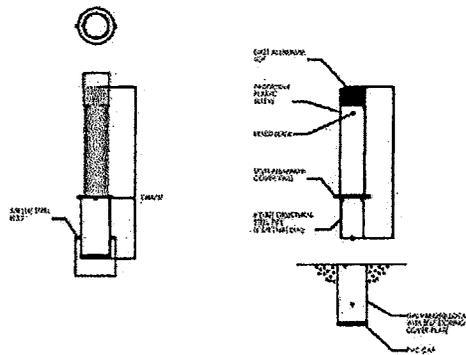
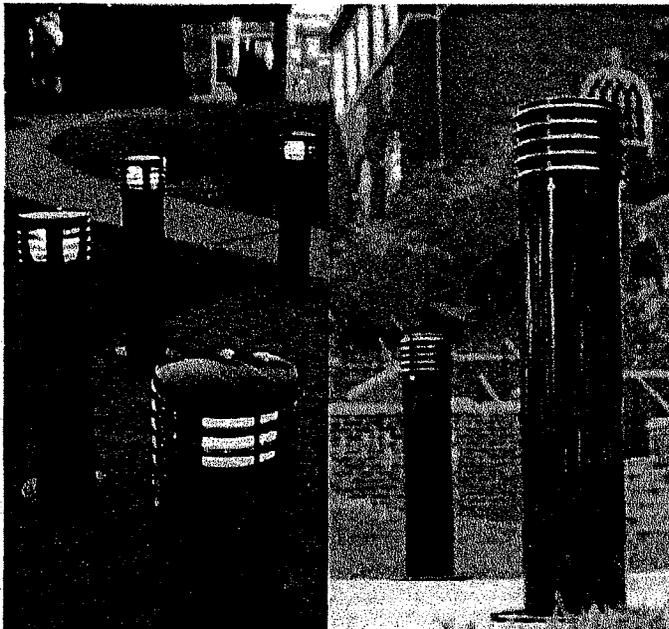
SCHEDULE - 6



SCHEDULE 6 - Street Section/Elevation - Porter Avenue East - Special Character Street - View East

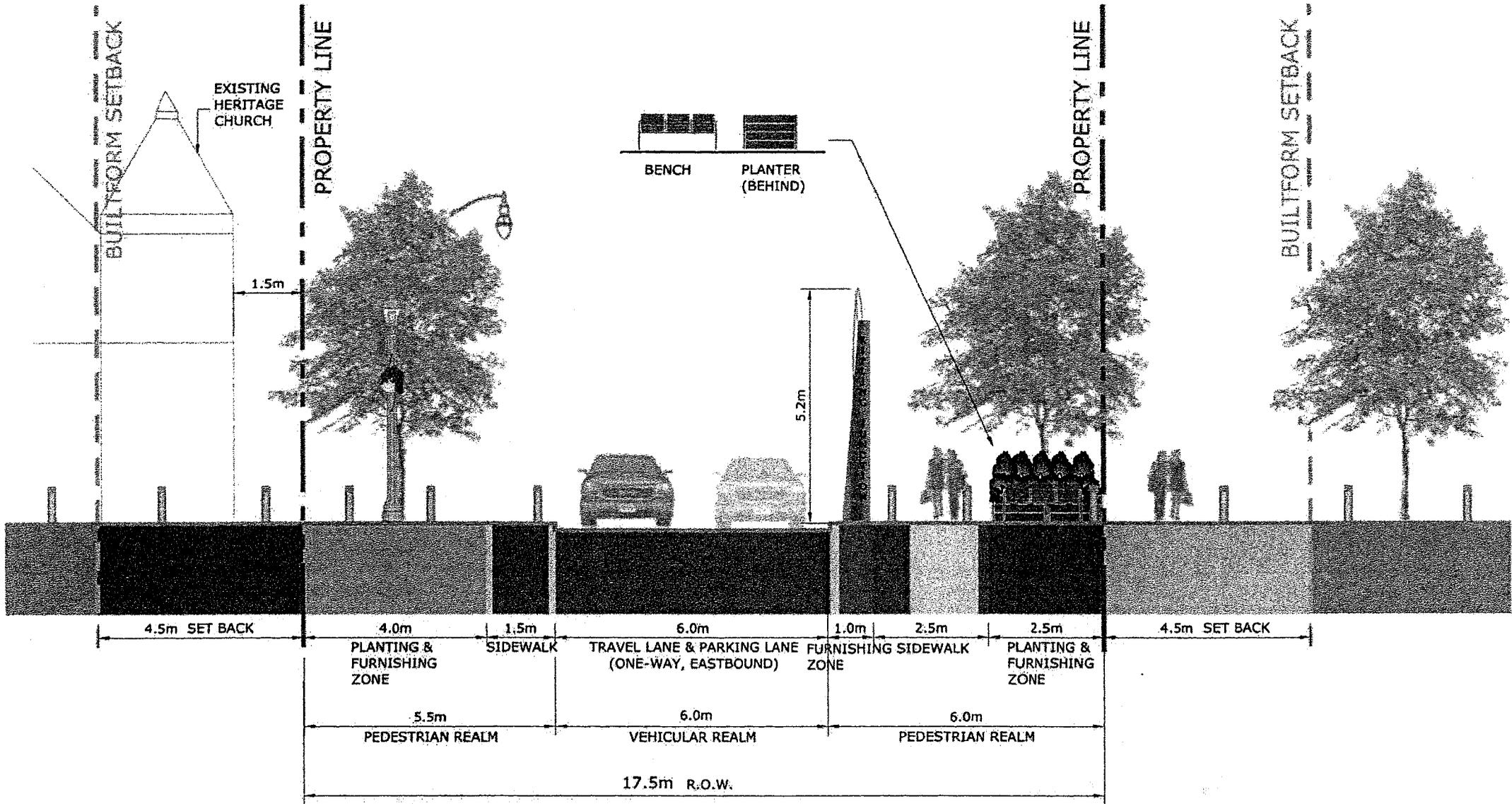


BENCH - FAIRGROUND GATEWAY
(DOUBLE SIDED SEATING)

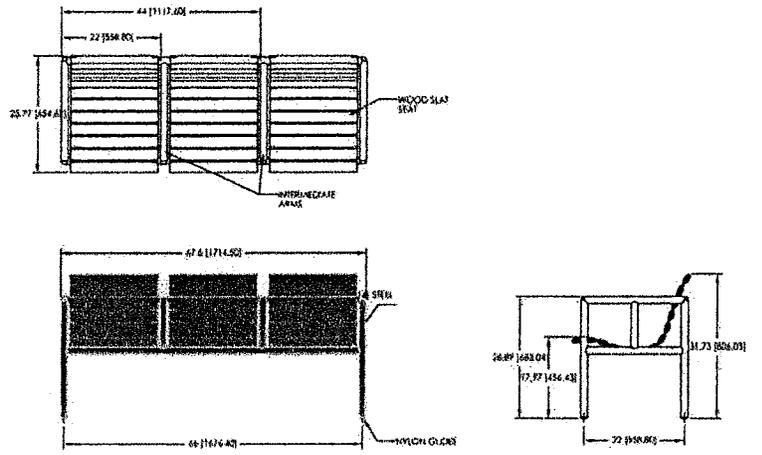


BOLLARD TYPICAL
(W/ SOLAR-POWERED LIGHTING)

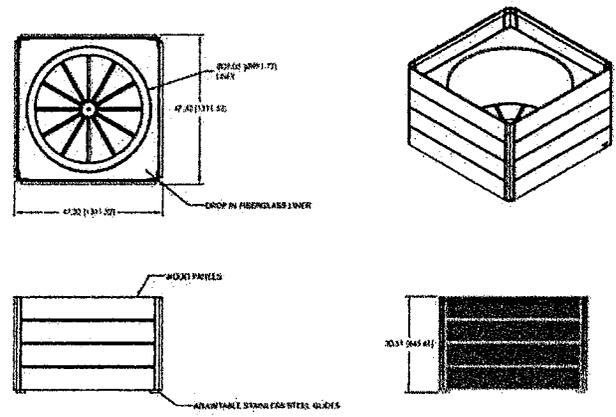
SCHEDULE - 7



SCHEDULE 7 - Street Section/Elevation - Porter Avenue West - Special Character Street - View West

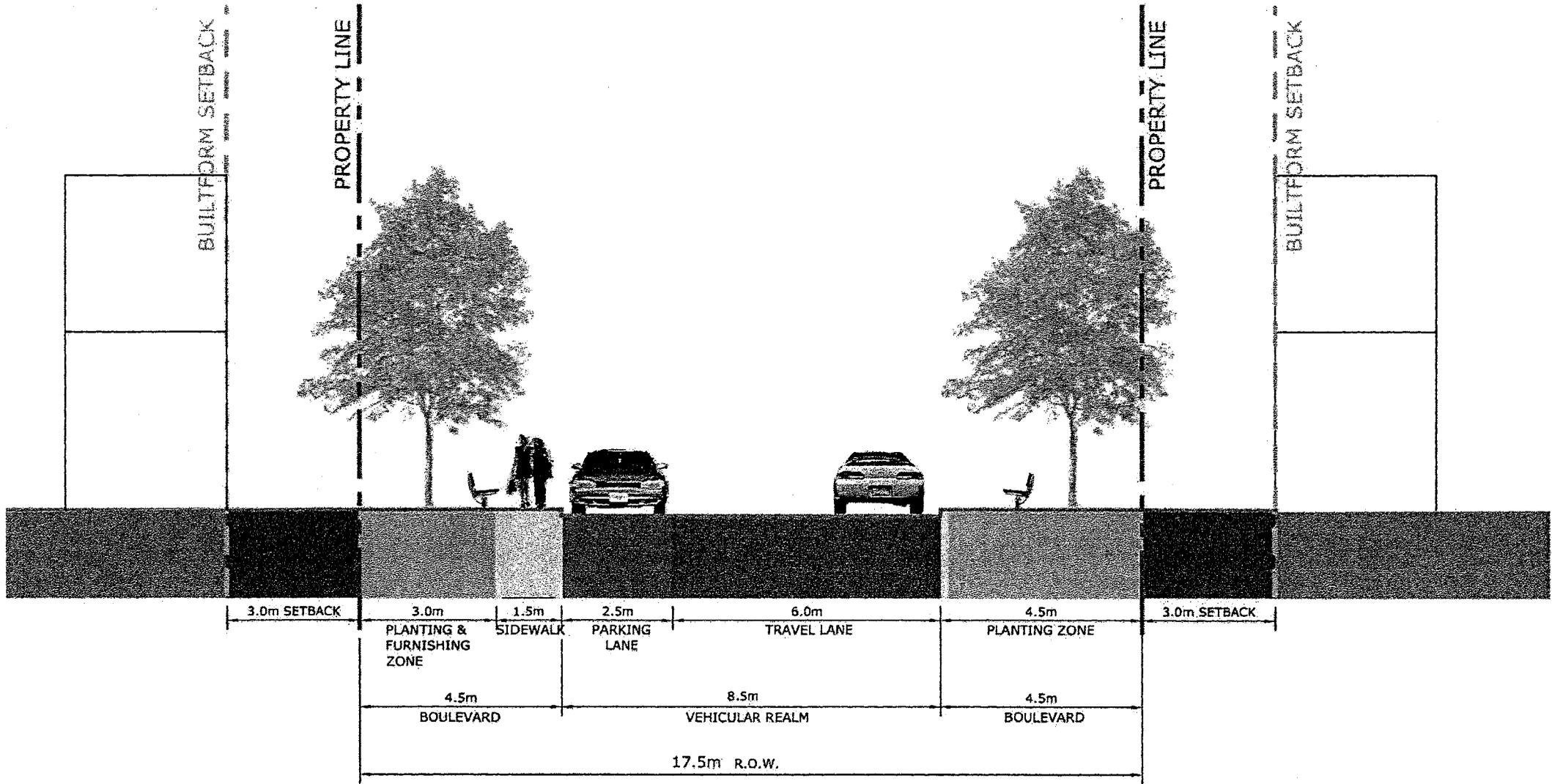


BENCH - KIPLING JUNCTION
TYPICAL



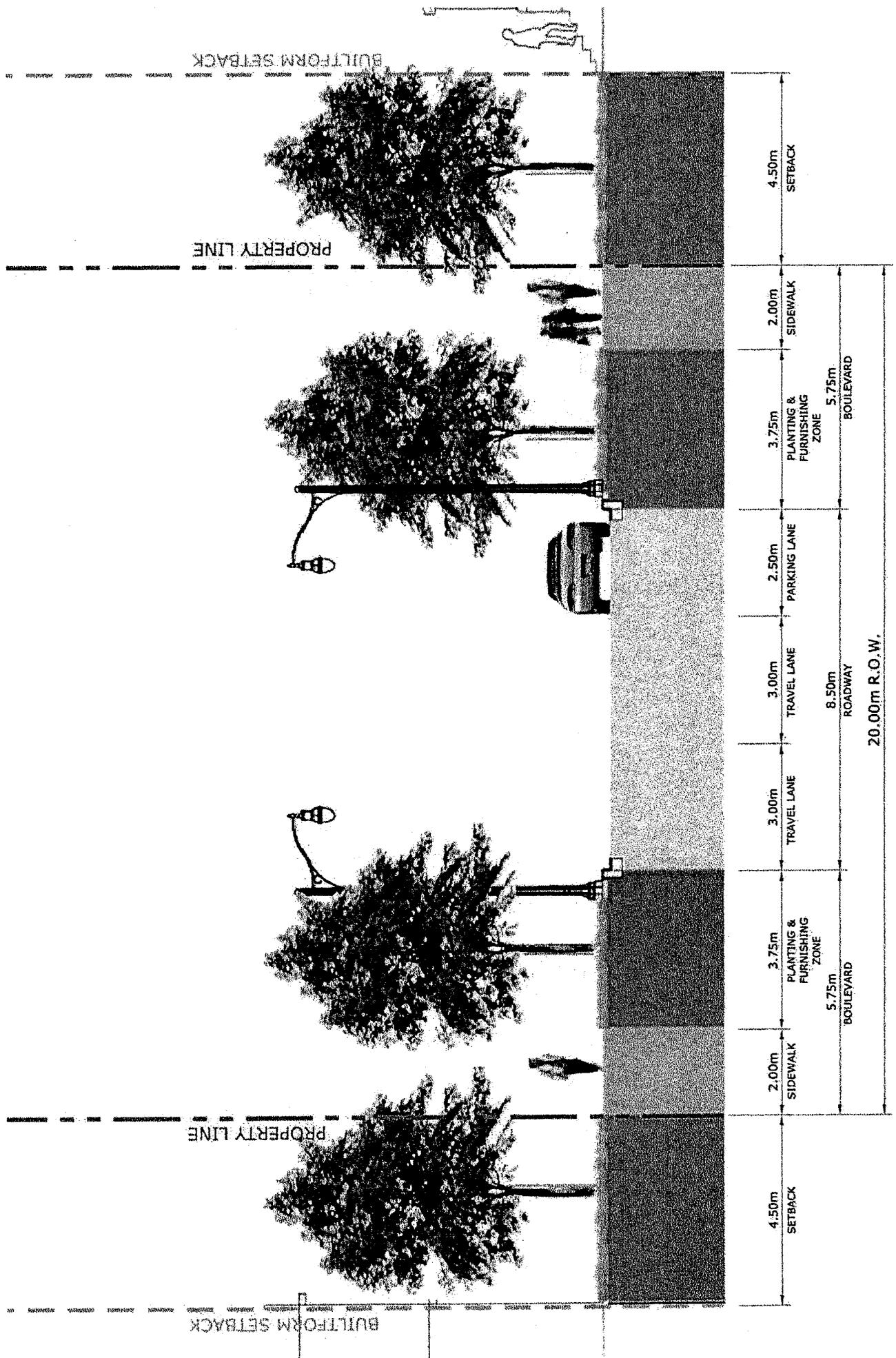
PLANTER - KIPLING JUNCTION
TYPICAL

SCHEDULE - 8



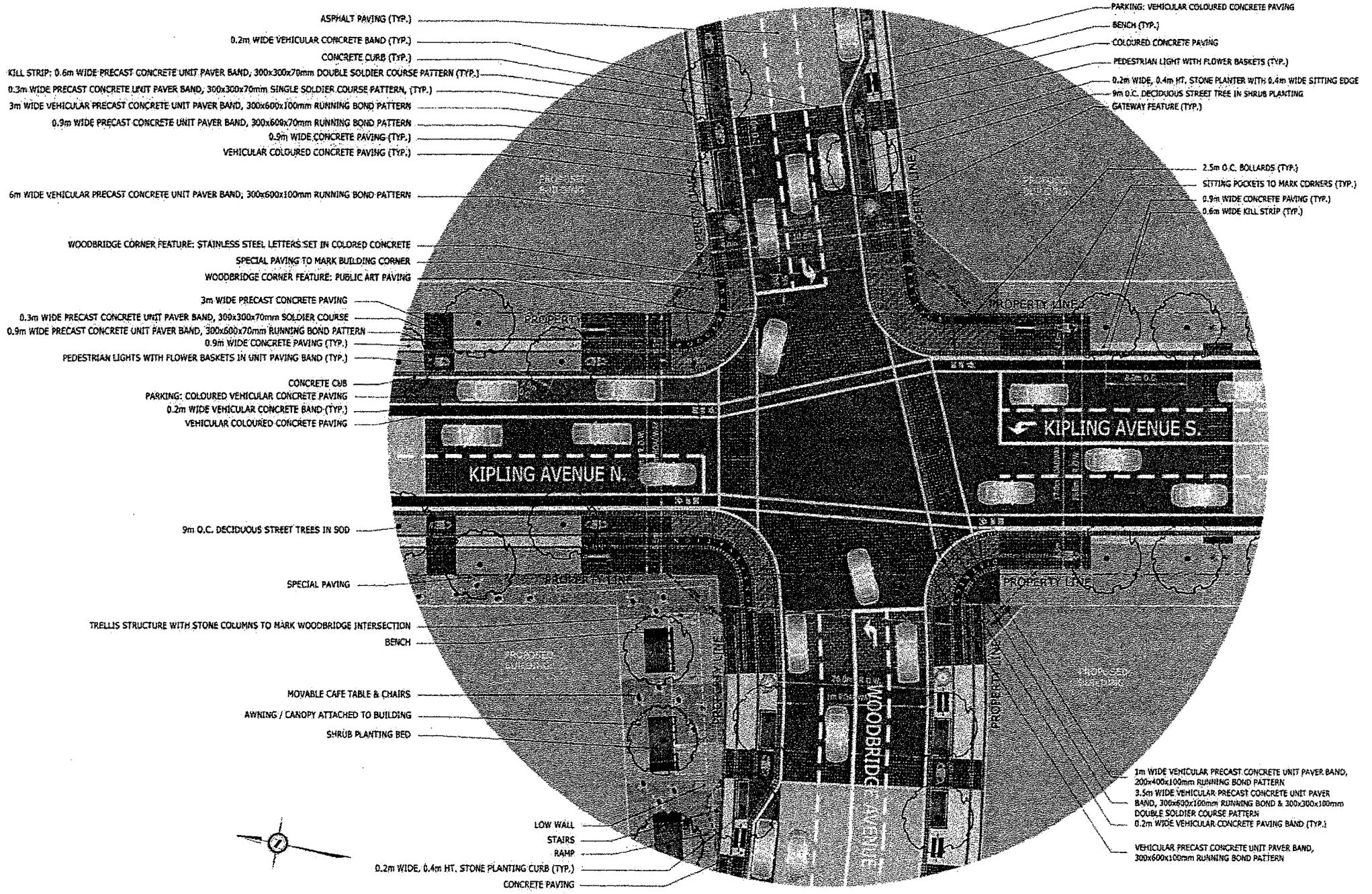
SCHEDULE 8 - Street Section/Elevation - Industry Avenue - Local Connector - View East

SCHEDULE - 9



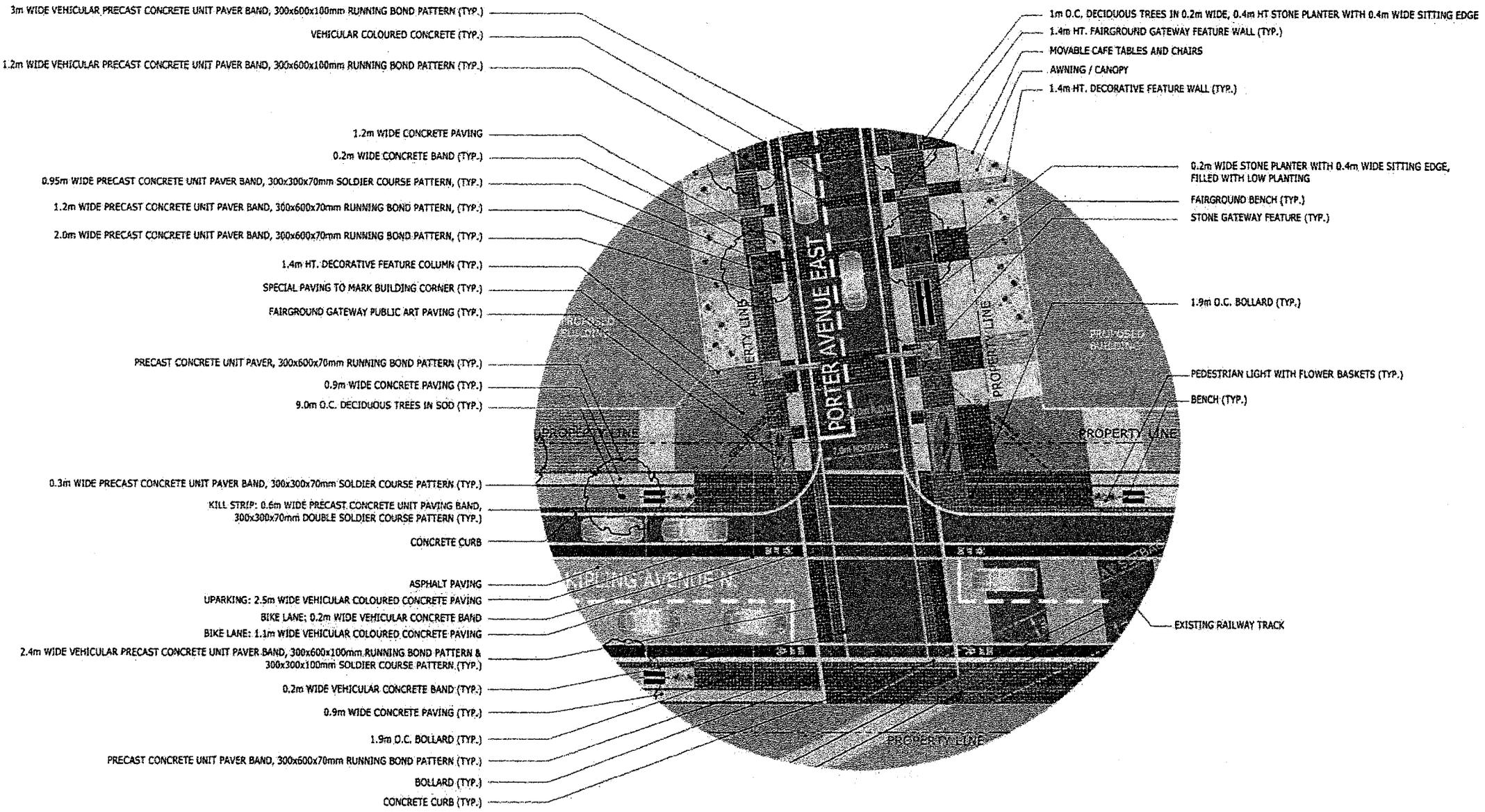
SCHEDULE 9 - Street Section/Elevation - Residential Street - Typical

SCHEDULE 10 - Woodbridge Avenue and Kipling Avenue Gateway Node

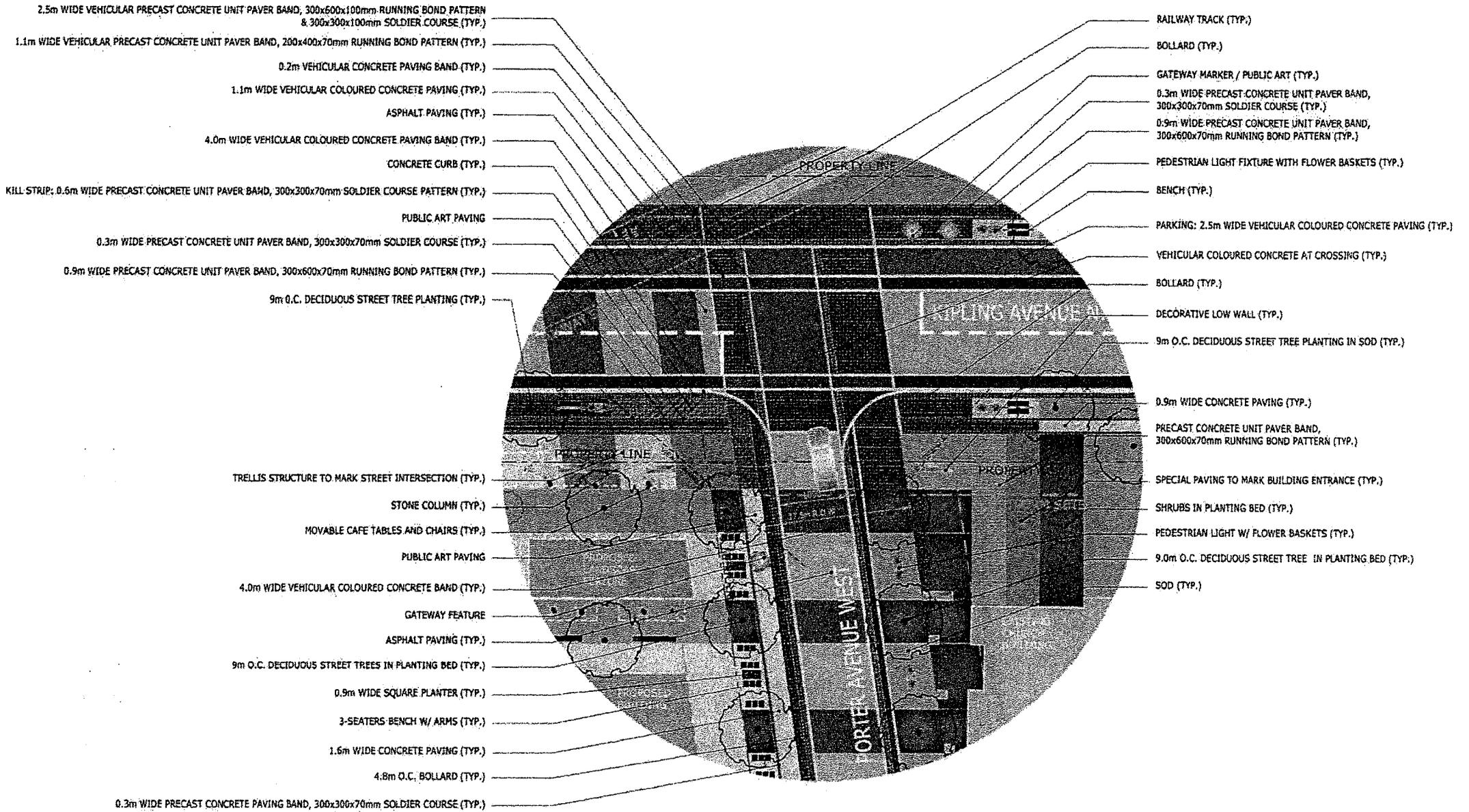


SCHEDULE - 11

SCHEDULE 11 - Porter Avenue East - The Fairground Gateway



SCHEDULE 12 - Porter Avenue West - The Junction

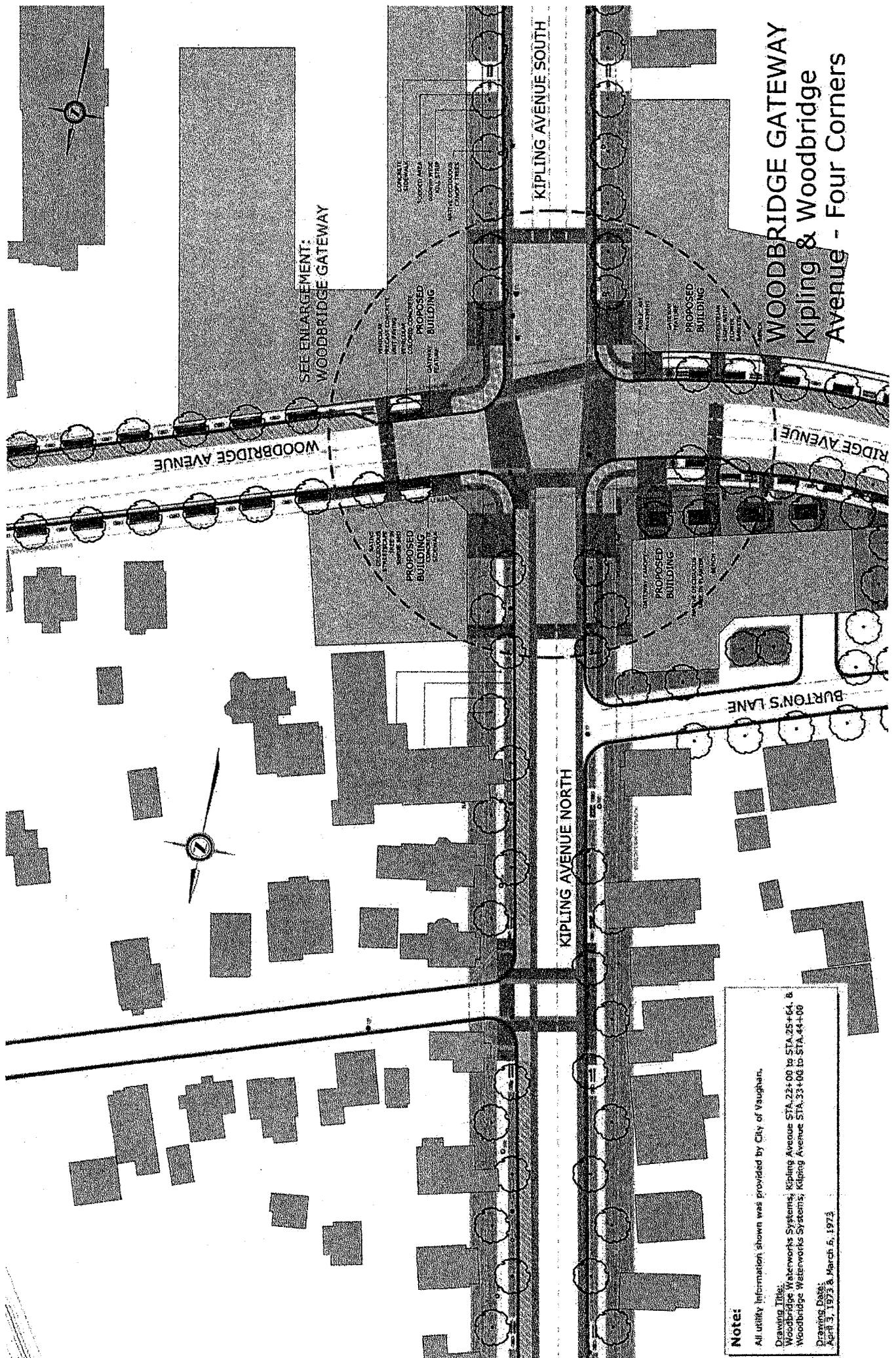


- 2.5m WIDE VEHICULAR PRECAST CONCRETE UNIT PAVER BAND, 300x600x100mm RUNNING BOND PATTERN & 300x300x100mm SOLDIER COURSE (TYP.)
- 1.1m WIDE VEHICULAR PRECAST CONCRETE UNIT PAVER BAND, 200x400x70mm RUNNING BOND PATTERN (TYP.)
- 0.2m VEHICULAR CONCRETE PAVING BAND (TYP.)
- 1.1m WIDE VEHICULAR COLOURED CONCRETE PAVING (TYP.)
- ASPHALT PAVING (TYP.)
- 4.0m WIDE VEHICULAR COLOURED CONCRETE PAVING BAND (TYP.)
- CONCRETE CURB (TYP.)
- KILL STRIP: 0.6m WIDE PRECAST CONCRETE UNIT PAVER BAND, 300x300x70mm SOLDIER COURSE PATTERN (TYP.)
- PUBLIC ART PAVING
- 0.3m WIDE PRECAST CONCRETE UNIT PAVER BAND, 300x300x70mm SOLDIER COURSE (TYP.)
- 0.9m WIDE PRECAST CONCRETE UNIT PAVER BAND, 300x600x70mm RUNNING BOND PATTERN (TYP.)
- 9m O.C. DECIDUOUS STREET TREE PLANTING (TYP.)
- TRELLIS STRUCTURE TO MARK STREET INTERSECTION (TYP.)
- STONE COLUMN (TYP.)
- MOVABLE CAFE TABLES AND CHAIRS (TYP.)
- PUBLIC ART PAVING
- 4.0m WIDE VEHICULAR COLOURED CONCRETE BAND (TYP.)
- GATEWAY FEATURE
- ASPHALT PAVING (TYP.)
- 9m O.C. DECIDUOUS STREET TREES IN PLANTING BED (TYP.)
- 0.9m WIDE SQUARE PLANTER (TYP.)
- 3-SEATERS BENCH W/ ARMS (TYP.)
- 1.6m WIDE CONCRETE PAVING (TYP.)
- 4.8m O.C. BOLLARD (TYP.)
- 0.3m WIDE PRECAST CONCRETE PAVING BAND, 300x300x70mm SOLDIER COURSE (TYP.)

- RAILWAY TRACK (TYP.)
- BOLLARD (TYP.)
- GATEWAY MARKER / PUBLIC ART (TYP.)
- 0.3m WIDE PRECAST CONCRETE UNIT PAVER BAND, 300x300x70mm SOLDIER COURSE (TYP.)
- 0.9m WIDE PRECAST CONCRETE UNIT PAVER BAND, 300x600x70mm RUNNING BOND PATTERN (TYP.)
- PEDESTRIAN LIGHT FIXTURE WITH FLOWER BASKETS (TYP.)
- BENCH (TYP.)
- PARKING: 2.5m WIDE VEHICULAR COLOURED CONCRETE PAVING (TYP.)
- VEHICULAR COLOURED CONCRETE AT CROSSING (TYP.)
- BOLLARD (TYP.)
- DECORATIVE LOW WALL (TYP.)
- 9m O.C. DECIDUOUS STREET TREE PLANTING IN SOD (TYP.)
- 0.9m WIDE CONCRETE PAVING (TYP.)
- PRECAST CONCRETE UNIT PAVER BAND, 300x600x70mm RUNNING BOND PATTERN (TYP.)
- SPECIAL PAVING TO MARK BUILDING ENTRANCE (TYP.)
- SHRUBS IN PLANTING BED (TYP.)
- PEDESTRIAN LIGHT W/ FLOWER BASKETS (TYP.)
- 9.0m O.C. DECIDUOUS STREET TREE IN PLANTING BED (TYP.)
- SOD (TYP.)

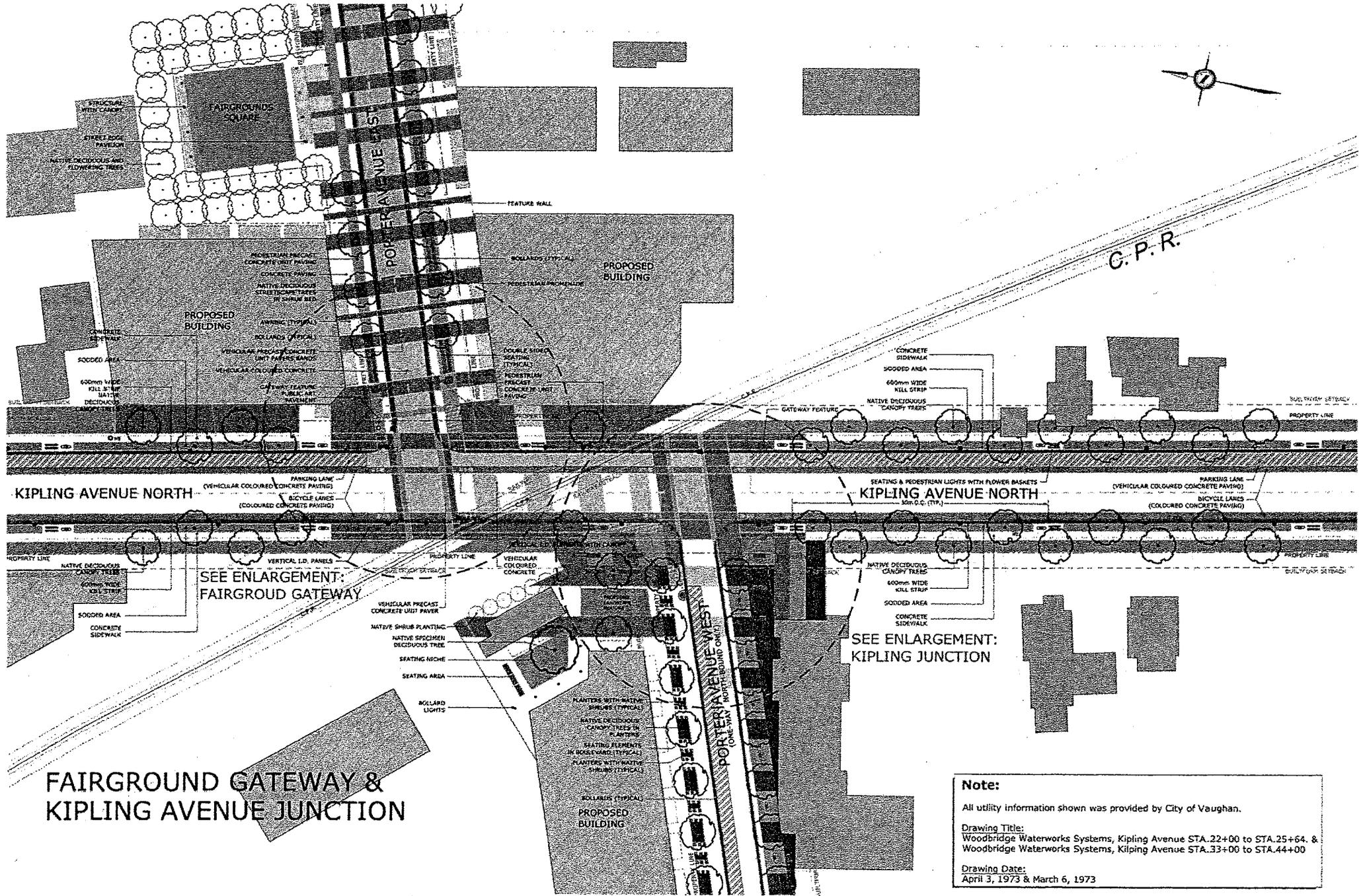


SCHEDULE - 13



SCHEDULE 13 - Woodbridge Avenue and Kipling Avenue Gateway Master Plan

Note:
 All utility information shown was provided by City of Vaughan.
 Drawing Title:
 Woodbridge Waterworks Systems, Kipling Avenue STA. 22+00 to STA. 25+64, &
 Woodbridge Waterworks Systems, Kipling Avenue STA. 33+00 to STA. 44+00
 Drawing Date:
 April 3, 1973 & March 5, 1973



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

