

LAND USE PLANNING STUDY REPORT

Northeast Quadrant of
Kipling Avenue and Highway 7
Draft – August 29, 2017



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1.0 INTRODUCTION

In April 2015, the City of Vaughan retained Meridian Planning Consultants to complete a land use study and land use plan for the lands located in the northeast quadrant of the Highway 7 and Kipling Avenue intersection (which is called the “Kipling Avenue and Highway 7 Study” in the balance of this report). The boundary of the Kipling Avenue and Highway 7 Study area is shown on the map below. The purpose of the Kipling Avenue and Highway 7 Study is to proactively identify appropriate development options and establish a land use planning policy framework in the Kipling Avenue and Highway 7 Study Area, in advance of the submission of individual applications.

A recently approved development, known as Celebration Estates, was the catalyst for the Kipling Avenue and Highway 7 Study. Celebration Estates is located at the northeast corner of Highway 7 and Lansdowne Avenue and is approximately 0.63 hectares in size as shown in **Figure 1**. The Ontario Municipal Board approved development is for a ten-storey residential apartment building that will contain 154 units. It was soon after this Ontario Municipal Board approval that Council directed the Kipling Avenue and Highway 7 Study to be initiated by the City of Vaughan on December 9, 2014.



The key deliverable of this project is this Land Use Planning Report which:

- Defines the intent of the Kipling Avenue and Highway 7 Study Area;
- Provides background on the Kipling Avenue and Highway 7 Study Area;
- Reviews applicable planning policy;
- Reviews relevant development applications and recent development approvals in the area;
- Summarizes the consultation that was undertaken during the study process;
- Identifies factors to consider in developing a land use concept;
- Identifies opportunities and constraints in the study area;
- Recommends a Development Concept; and,
- Recommends planning policies to implement the Development Concept.

While the Celebration Estates property is mentioned above, it is noted that this property is not within the Kipling Avenue and Highway 7 Study Area and that it is not the intent of the K-7 Study to re-visit that approval or change the approval in any way.

2.0 KIPLING AVENUE AND HIGHWAY 7 STUDY AREA OVERVIEW

The Kipling Avenue and Highway 7 Study Area is approximately 2.42 hectares in size and is bounded by Highway 7 to the south, Kipling Avenue to the west, and Burwick Avenue to the north, and the property boundary of the existing Woodbridge Public Elementary School to the east. The Kipling Avenue and Highway 7 Study Area comprises 17 properties (not including Celebration Estates), 13 of which are occupied by existing single detached residential dwellings. The Vaughan Official Plan 2010 (VOP 2010) designates these 13 residential properties as 'Low-Rise Residential'.

Lansdowne Avenue is a local, paved street that provides access to 8 residential properties as shown on the photo on the right. The majority of the residences on Lansdowne Avenue have garages, however the houses on the west side of Lansdowne Avenue tend to have predominantly rear-yard garages, as shown in **Figure 2**, while the east side of the street has attached garages. There are a limited number of properties on Lansdowne Avenue where the original dwelling has been altered.



Burwick Avenue is a local paved street that provides access to 3 residential properties and the Woodbridge Public Elementary School as shown in **Figure 3**. The Woodbridge Public Elementary School is located to the immediate rear of the properties that front onto the east side of Lansdowne Avenue and all traffic to and from the school obtains access from Burwick Avenue. There are 499 students enrolled at the Woodbridge Public Elementary School (2015/2016 school year).



Each day of the school week there are 5 full-size school buses and several micro/caravans that are assigned to transport 304 students to and from school as shown in **Figure 4**. The remaining 195 students travel to school by vehicle or on foot/bicycle. Sidewalks that access the school are located on both sides of Burwick Avenue, east of Lansdowne Avenue, but do not exist to the west of Lansdowne Avenue on the south side of Burwick Avenue. There are school-crossing areas located at the intersection of Lansdowne Avenue and Burwick Avenue and at Kipling Avenue and Burwick Avenue.



Figure 4

Kipling Avenue is a busy street that provides access to 2 residential properties and a health services centre in the Kipling Avenue and Highway 7 Study Area as shown in **Figure 5**. One of the two properties with a driveway access onto Kipling Avenue has a rear-yard garage and the other has an attached garage that has been renovated to serve as a realty business.

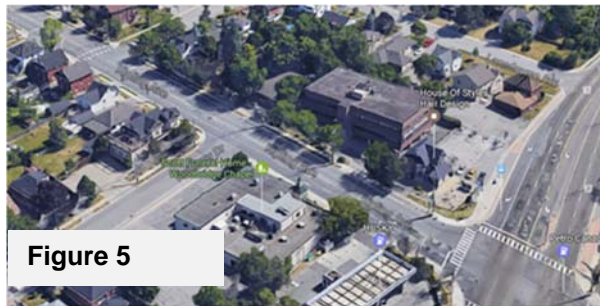


Figure 5

At four lanes wide, Kipling Avenue has streetlights, sidewalks on both sides and hydro lines on both sides of the street that are separated from the street by curbs and a grass buffer as shown in **Figure 6**.



Figure 6

Of the 17 properties that comprise the Kipling Avenue and Highway 7 Study Area, there are 5 properties that are occupied by office/commercial uses. These uses are located in a variety of building types and at different scales. The property located northeast of the Highway 7 and Kipling Avenue intersection is designated 'Mid-Rise Mixed-Use' in the VOP 2010. It is

occupied by a three-storey building with limited parking and has sidewalks along Highway 7 and Kipling Avenue. Currently, a hair salon called 'House of Styles Hair Design' is operating at this location.

The Woodbridge Professional Centre is located to the north of the above noted property and is designated 'Low-Rise Mixed-Use' in the VOP 2010 as shown in **Figure 7**. The raised three-storey building has at-grade parking below the building and is accessible by a single entrance on Kipling Avenue. A variety of medical service offices are located within the building, such as: dentist, orthodontist, osteopath, fertility clinic, and laser aesthetic and skin care.



Figure 7

The property that is located adjacent to and north of the Woodbridge Professional Centre is designated 'Low-Rise Residential' in the VOP 2010. It is occupied by a single-storey mixed-use bungalow that contains a real estate company called 'Prospect Realty Inc'.

The property located at the intersection of Highway 7 and Lansdowne Avenue is designated 'Low-Rise Mixed-Use' in the VOP 2010 as shown in **Figure 8**. It is occupied by a two-storey building with parking located at the rear. Currently, the 'Scott Health Centre' is operating at this location and offers services such as a naturopath, family counselor, and chiropractor.

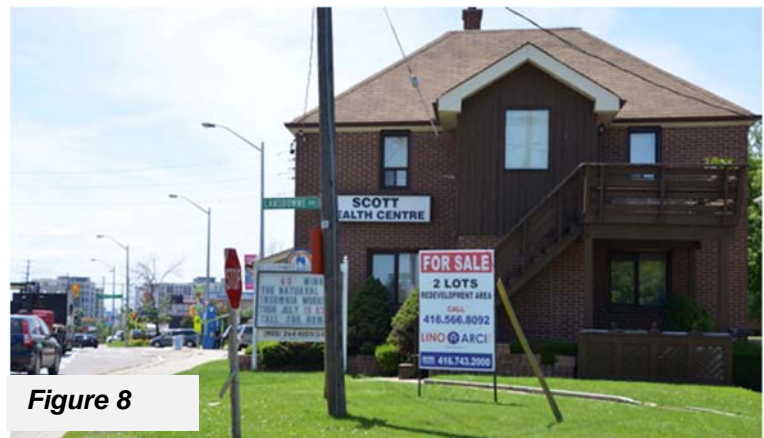


Figure 8

The property located to the north of the above noted property is designated 'Low-Rise Mixed-Use' in the VOP 2010. This building has existing commercial/office uses and is jointly accessible through the rear portion of the building. Shared parking is provided at the rear of the building with the 'Scott Health Centre' and is accessible from Highway 7 or Lansdowne Avenue. It appears as if both properties function as one property from an access and parking perspective.

Directly across the intersection from the Kipling Avenue and Highway 7 Study Area is an existing twelve-storey condominium building as shown in **Figure 9**. There is some at-grade parking behind the building with additional parking below grade. Single detached residences are located directly behind the building and are separated by a large fence and landscaping.



Figure 9

The remaining two corner properties at the intersection of Highway 7 and Kipling Avenue are occupied by existing gas bars. Both of these gas bar properties are designated in the VOP 2010 for mid-rise development and it is anticipated that over time, these properties will be redeveloped.



Figure 10

Wide pedestrian crosswalks with 'school crossing' signs connect each of the four corner properties that face the intersection as shown in **Figure 10**. An additional pedestrian only traffic signal light is located north of the Highway 7 and Kipling Avenue intersection at the Kipling Avenue and Burwick Avenue intersection. The existing transportation network in the Kipling Avenue and Highway 7 Study Area is subject to high volumes of traffic that frequently causes congestion on Highway 7 and Kipling Avenue as shown in **Figures 10 and 11**.

While the majority of Highway 7 is six lanes wide in the City of Vaughan, it reduces to 4 lanes wide in this area. It is characterized by curbs on the north and south sides of the street, streetlights, and multi-level hydro lines that cross from the south side of Highway 7 to the north side. East of Lansdowne Avenue, there is a sharp decline in the slope of Highway 7 as it passes under an above-grade railway line to a low point where it crosses Islington



Figure 11

Avenue. The stretch of Highway 7 from Lansdowne Avenue until after the railway passage is lined with vegetation (trees and bushes).

The intersection at Kipling Avenue and Highway 7 experiences high traffic volume and is controlled by a four-way stoplight with separate left right turning lanes on Highway 7. This volume frequently causes congestion along Highway 7 at various times of the day. Left hand turns are permitted from Lansdowne Avenue onto Highway 7 but are difficult to make due to high traffic volume and poor visibility. In addition, some vehicles use the local streets of Lansdowne Avenue and Burwick Avenue in an attempt to bypass congestion to access Kipling Avenue.

3.0 STUDY PROCESS AND TIMING

The Kipling Avenue and Highway 7 Study process involved regular consultation and input from landowners and the public. City Council is the primary driver of this initiative and will be responsible for endorsing the preferred land use plan and adopting any amendments to VOP 2010. York Region will be the approval authority for any potential amendments to VOP 2010.

The purpose of Stage One was to gather all applicable background information on the Kipling Avenue and Highway 7 Study Area, carry out a site tour and survey, review active development applications and planned improvements to the transit network. In addition, relevant policies and studies were also reviewed. The purpose of Stage 2 was to establish a number of objectives for the study.

The purpose of Stage 3 was to develop a finalized Land Use Concept that was based upon the background work, goals, objectives and principles established in the previous stages. In this regard, the finalized Land Use Concept considered:

- Provincial, Regional and City policy;
- Planned and existing land uses within and adjacent to the study area;
- Existing and planned infrastructure;
- Distribution of land uses;
- Building heights, density, and housing mix; and,
- Comments from the public.

Stage 4 of the Kipling Avenue and Highway 7 Study involved the development of a draft Official Plan Amendment.

4.0 CURRENT LAND USE POLICY

There is a range of land use planning policies from various levels of government that must be considered by the Kipling Avenue and Highway 7 Study. These planning policies include:

- Provincial Policy Statement (2014);
- Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017);
- York Region Official Plan; and,
- City of Vaughan Official Plan 2010

Below is a brief discussion of each of the above documents.

4.1 Provincial Policy

There are a number of Provincial policies that have an impact on how land use planning decisions are to be made in the City of Vaughan. The two key Provincial Policy documents are the Provincial Policy Statement 2014 ('PPS') and the Places to Grow: Growth Plan for the Greater Golden Horseshoe ('the Growth Plan').

4.1.1 Provincial Policy Statement (2014)

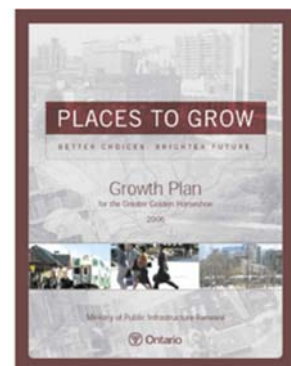
The PPS promotes intensification in built-up areas and in a mixed-use pattern with densities that contribute to the efficient use of land, resources, infrastructure, and public services. The 2014 Provincial Policy Statement was issued under Section 3 of the Planning Act and came into effect April 30, 2014 to replace the 2005 Provincial Policy Statement. As a key framework for Ontario's policy-led planning system, the PPS provides direction on matters of provincial interest related to land use planning and development. These policies generally support intensification along major corridors such as Highway 7.



4.1.2 Growth Plan (2017)

The Growth Plan directs a significant portion of new growth to the built-up areas through intensification.

The Growth Plan was released in 2006. The Growth Plan requires that municipalities plan for additional intensification in locations that are the most appropriate. General intensification policies require the Region of York in this case to achieve 40 percent (minimum) of all residential development within the built-up area in every year beginning in 2015. This has recently been updated in the Growth Plan 2017.

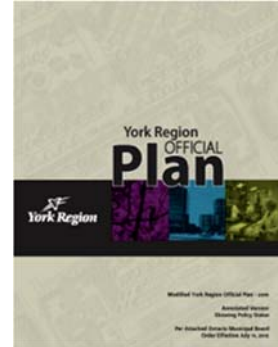


The Kipling Avenue and Highway 7 Study Area is located within the built-up area and fronts on the Highway 7 transit route. Intensification of the Kipling Avenue and Highway

7 Study Area would be consistent with the policies outlined in the Growth Plan to achieve greater densities with access to transit.

4.2 York Region Official Plan 2010

The YROP 2010 states that Regional Intensification Corridors are to be planned to have an urban form and design that is compact, mixed-use, and transit supportive. Highway 7 is identified as a Regional Intensification Corridor.



The YROP 2010 was approved by the Ministry of Municipal Affairs and Housing on September 7, 2010 and appealed to the Ontario Municipal Board. Most of the remaining appeals deal with site-specific properties, none of which influence the progression of the Kipling Avenue and Highway 7 Study. Section 1.2 of the YROP 2010 identifies three bottom line objectives: 1) Sustainable Natural Environment, 2) Healthy Communities, and 3) Economic Vitality. The Kipling Avenue and Highway 7 Study would contribute to achieving the Healthy Communities and Economic Vitality objectives by promoting a mix and range of housing types and delivering context sensitive and efficient infrastructure, respectively.

Section 5.2 of the YROP 2010 addresses policies for creating sustainable cities and communities. The policies mandate prioritization of walking, cycling, and transit for significant development accompanied by a transportation study where Regional approval is required. Urban design, parking considerations, and integrated and innovative servicing approaches are also directed.

Section 5.3 addresses intensification policies and states that intensification areas are to be planned and designed to meet the implementation guidelines for Regional Centres and Corridors. These guidelines are addressed in detail in Section 5.4; a section that is key to the Kipling Avenue and Highway 7 Study.

Map 1 of the YROP 2010 identifies Highway 7 as a Regional Corridor that has potential for intensified mixed-use development served by transit. The YROP 2010 recognizes corridors as part of a larger regional system that is vital to the long-term prosperity of the Greater Toronto and Hamilton Area. The table below identifies key policies that speak to development along Regional Corridors.

York Region Official Plan (2010) Policy
<i>5.4 Regional Centres and Corridors – City Building</i>
<i>5.4.9 That all new buildings shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance(s) to face the public street(s) and provide pedestrian friendly urban form and where appropriate, as determined by the local municipality, does not permit surface parking between the main building entrance and the major street.</i>
<i>5.4 Regional Centres and Corridors – Regional Corridors</i>
<i>5.4.28 That Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.</i>

York Region Official Plan (2010) Policy

5.4.29 That the Regional Corridors shown on Map 1 (shown as Figure 14 in this report) shall be designated in local official plans and planned for in a comprehensive manner that identifies the role and function of each Corridor segment, consistent with the policies of this Plan.

5.4.34 To require a comprehensive approach to intensification along Regional Corridors. Local municipalities will establish key development areas and other forms of intensification along Regional Corridors. Key development areas, once established, will support an overall long-term density target of 2.5 floor space index for developable area.

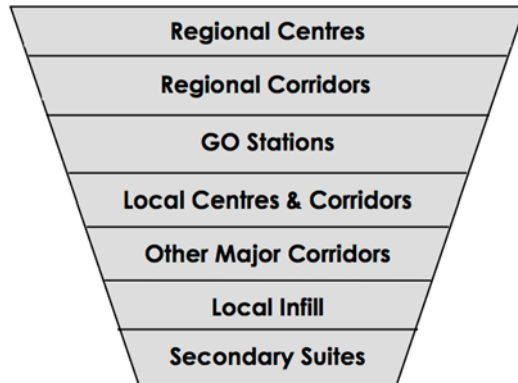
4.3 City of Vaughan Official Plan 2010

4.3.1 General Policies

In 2007, the City of Vaughan initiated a Growth Management Strategy to help guide growth to 2031. The Official Plan Review was one of four components of the strategy. The VOP 2010 received Council approval, but subsequently was appealed to the Ontario Municipal Board. To date, the VOP 2010 has received partial approval with some outstanding policy appeals (mostly site-specific), none of which affect the Kipling Avenue and Highway 7 Study.

The VOP 2010 is aligned with the YROP 2010 and both documents include policies on growth, intensification, housing and transit. The VOP 2010 has policies in place to address land-use planning and to manage future growth by: 1) identifying intensification areas as primary locations for accommodating intensification, 2) promoting public transit and encouraging transit-supportive densities with a mix of uses along transit routes, and 3) identifying a hierarchy of mixed-used centres to be developed at appropriate densities to support transit service. The hierarchy of intensification areas is shown below (Highway 7 is a Regional Corridor):

The Intensification Matrix Framework



Intensification areas are the primary locations for the accommodation of growth and the greatest mix of uses, heights, and densities in accordance with the hierarchy described above. The YROP 2010 established an intensification matrix that is also shown in the VOP 2010. The intensification matrix illustrates the hierarchy of intensification areas by importance, with Regional Corridors being second in importance.

The table below identifies a number of relevant policies.

City of Vaughan Official Plan (2010) Policy	
<i>4.1 Transportation</i>	
i)	4.1.1.2 That public transit shall be the primary focus for expanding Vaughan's transportation network capacity to 2031. Consistent with the York Region Official Plan, an overall transit modal split of 30% during peak periods is targeted for the City as a whole and a transit modal split of 50% is targeted for the Vaughan Metropolitan Centre and the Regional Intensification Corridors by 2031. A 40% modal split during peak periods is targeted for all other Intensification Areas by 2031.
<i>4.3 Managing Movement</i>	
<i>4.3.1.1 To design streets for speeds appropriate to their context to avoid the need for secondary traffic calming measures</i>	
<i>4.3.1.2 That traffic calming initiatives do not have the effect of channelizing all traffic onto arterial streets but support a diffuse pattern of traffic that maximizes the efficiency of the grid network</i>	
<i>4.3.1.3 That traffic calming measures shall not impact walking, cycling, and transit use.</i>	
<i>9.1.2 Urban Design and Built Form</i>	
<i>9.1.2.1 That new development will respect and reinforce the existing and planned context within which it is situated. More specifically, the built form of new developments will be designed to achieve the following objectives:</i>	
b.	In Intensification Areas, new development will be located and organized, as set out in policies 9.1.2.5 and 9.1.2.6, to frame and support the surrounding public realm and massed to fit harmoniously into its surrounding environment, including appropriate transition to areas of lower intensity development.
<i>9.1.2.5 That in Intensification Areas, new development will be designed to:</i>	
a.	Have buildings front onto a public street with generally consistent setbacks and

City of Vaughan Official Plan (2010) Policy

- built form along sidewalks;
- b. Locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c. Provide active ground floor uses and avoid blank facades;
- d. Mass new buildings to frame adjacent streets in a way that respects the existing or planned street width but also provides for a pedestrian-scaled environment;
- e. Create appropriate transitions in scale to areas of lower intensity while fulfilling the intensification objectives for the Intensification Areas;
- f. Provide appropriate parks and open spaces as set out in 7.3;
- g. Provide for adequate light and privacy for occupants of the new development and for occupants of adjacent properties;
- h. Adequately limit shadow and/or wind impacts on neighbouring properties or public realm areas as demonstrated through the submission of the appropriate studies;
- i. Provide appropriate indoor and outdoor amenity space for the occupants of the new development; and contribute to an interesting and attractive skyline through architectural treatment and roof design.

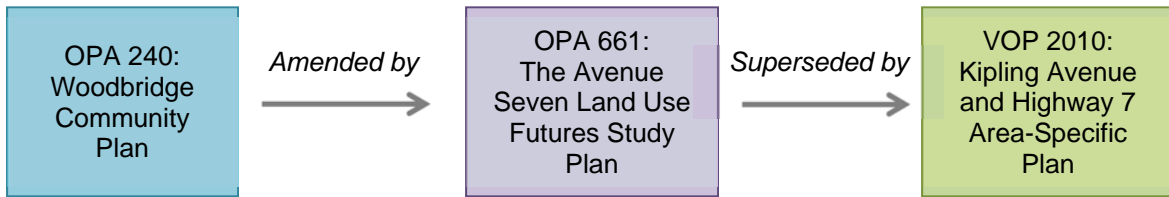
9.1.2.6 That in Intensification Areas, new development will locate and organize vehicle parking, access and service areas to minimize their impact on surrounding properties and the public realm by:

- a. Using shared service areas where possible within blocks, including public and private lanes, driveways, and service courts;
- b. Consolidating and minimizing the width of driveways and curb cuts across public sidewalks;
- c. Providing vehicle service areas within buildings where possible;
- d. Providing underground parking where appropriate;
- e. Prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;
- f. Ensuring that any surface parking areas are buffered and screened from all property lines through the use of setbacks and landscaping; and
- g. Where a structured parking facility fronts onto a street or public space, the parking structure on all levels, shall be fronted with active uses.

4.3.2 SPECIFIC VOP 2010 POLICIES THAT AFFECT THE Kipling Avenue and Highway 7 STUDY AREA

4.3.2.1 OPA 240 to OPA 661 to Current VOP 2010

Specific land use policies for the Kipling Avenue and Highway 7 Study Area and the broader area were first developed in **OPA 240**, which was the Woodbridge Community Plan. These policies were then amended by OPA 661, which implemented the Avenue Seven Land Use Futures Study. These policies were then superseded by the current VOP 2010 as shown on the graphic below.



A brief history of how the land use policies in the Kipling Avenue and Highway 7 Study Area have evolved is below.

Schedule A from OPA 240 is shown in **Figure 12**. The Kipling Avenue and Highway 7 Study Area was located entirely in Neighbourhood 1 of the Woodbridge Community Plan. The property located at the northeast corner of Highway 7 and Kipling Avenue, as well as the adjacent property to the north, were designated ‘General Commercial’ while the remaining properties in the Kipling Avenue and Highway 7 Study Area were designated ‘Low Density Residential’.

The Avenue Seven Land Use Futures Study Plan was implemented through **Official Plan Amendment 661** to the City’s City-wide Official Plan (OP) and it amended the OP as amended by OPA 240.

This OPA was one of five amendments to the City’s OP that implemented the recommendations of the Avenue Seven Land Use Futures Study. OPA 661 was intended to identify and redesignate certain lands for mixed-use, transit supportive and higher density development.

OPA 661 applied to the lands fronting on the north and south sides of Highway 7 from east of Highway 27 to Pine Valley Drive, and on the north side of Highway 7 to just west of Ansley Grove Road. Also included were some properties fronting on Kipling Avenue north and south of its intersection within Highway 7. The land use plan for OPA 661 is shown in **Figure 13 and Figure 14**.

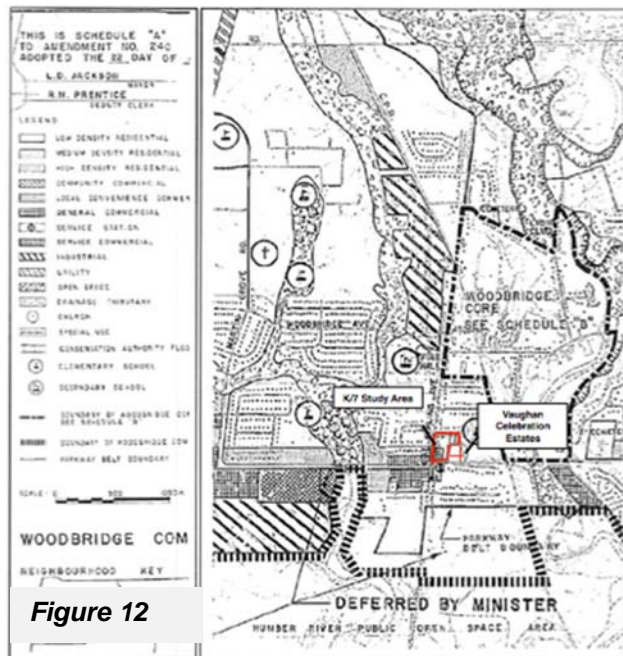


Figure 12

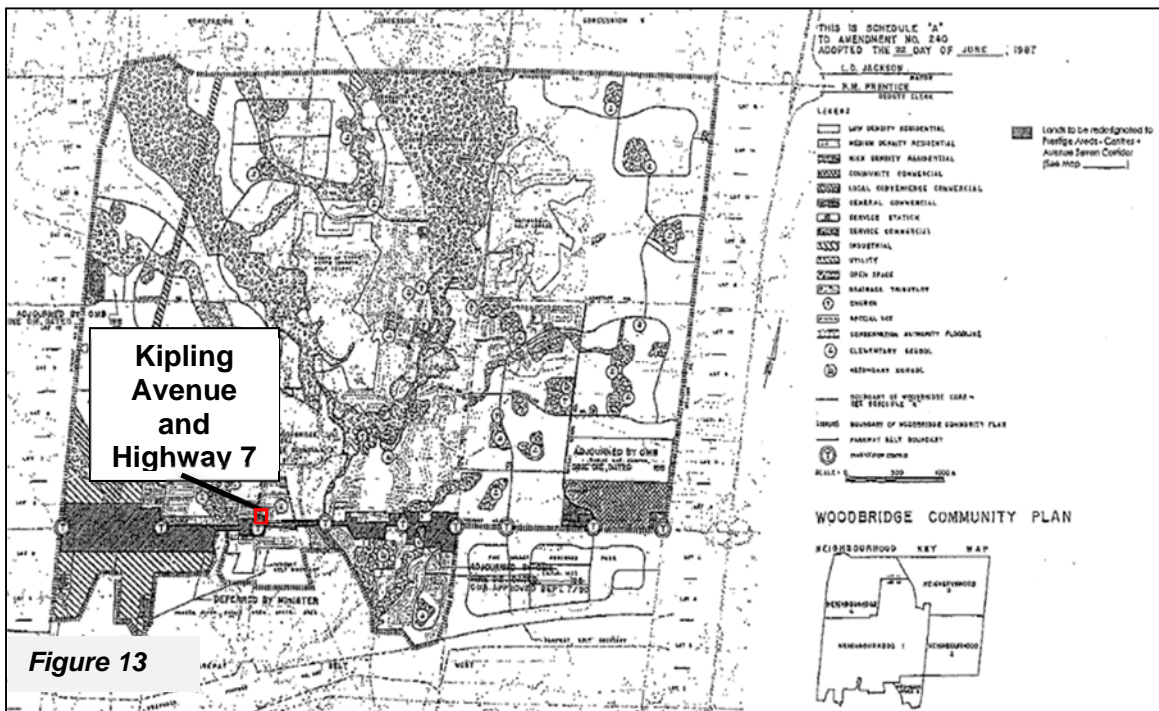


Figure 13

OPA 661 redesignated most of the properties with frontage on Highway 7 in OPA 240 to 'Prestige Areas – Centres and Avenue Seven Corridor' from a wide range of previous designations, such as: 'Low Density Residential', 'Medium Density Residential', 'Community Commercial', 'Local Convenience Commercial', 'General Commercial', 'Service Commercial', and 'Industrial'.

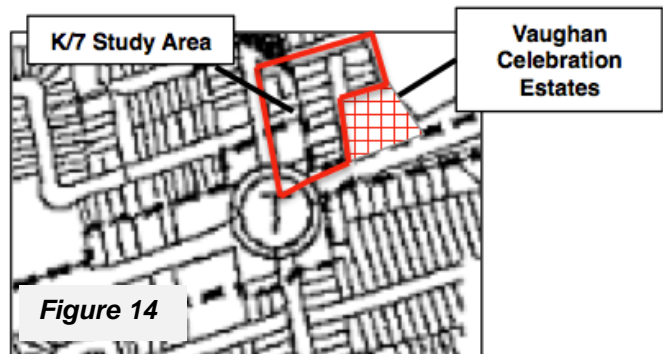


Figure 14

OPA 661 also redesignated two properties at the northeast corner of Kipling Avenue and Highway 7 in the Kipling Avenue and Highway 7 Study Area from 'General Commercial' to 'Prestige Areas – Centres and Avenue Seven Corridor'. This designation permitted a wide range of uses such as major concentrations of business, corporate, civic, residential, and institutional and community service activity at locations featuring high visibility and accessibility to high order transit facilities along Highway 7. The intent of this designation was to provide locations for higher density forms of development in the longer term.

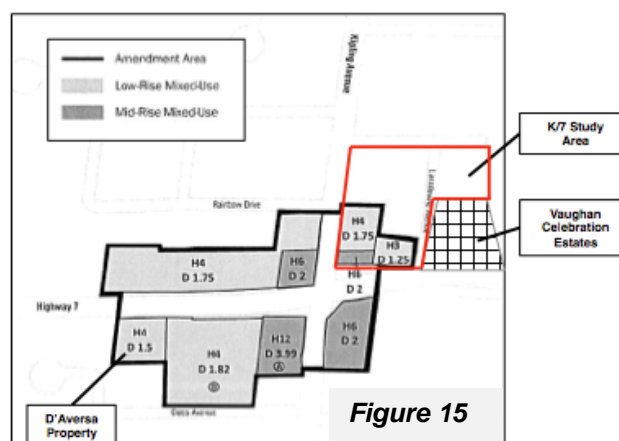
In addition, OPA 661 identified Transit Stop Centres and identified a potential transit stop (indicated by the 'T' symbol) located at the intersection of Kipling Avenue and Highway 7. Transit Stop Policies contained in OPA 661 state that:

- a. The area of the Centre shall be generally defined based on a 200 metre distance from the transit stop;
- b. The overall density target within the Centre shall be a Floor Space Index of 3.0 based on the net developable land area defined in this Amendment;
- c. The minimum density required for qualification for any development shall be a Floor Space Index of 2.0 based on the net developable land area as defined in the amendment;
- d. The maximum height of any building shall be 10 storeys or 32.0 m whichever is less; and;
- e. There shall be an appropriate height transition between development within the Centre to adjacent sensitive land uses. For sites that abut a low-density residential designation the maximum height of development within 30 metres of such designation shall be 4 storeys or 12.8 metres, whichever is less.

OPA 661 identified seven potential Transit Stop Centres that were generally located at major arterial intersections where transit services could be focused. The Transit Stop Centre policies provided a framework for transit supportive intensification and included provisions to address height transition between multi-storey buildings and low-density sensitive uses. **It is important to note the policies permitted 10-storey buildings in the vicinity of transit stops.**

Between the series of designated centres along Highway 7, the 'Prestige Areas – Centres and Avenue Seven Corridor' designation applied to properties on the north and south portions of the corridor. Many of the policies in OPA 661 were incorporated in the Kipling Avenue and Highway 7 Area-Specific Plan, and to some extent in Volume 1 of the VOP 2010 and continue to provide a framework for intensification along the Highway 7 corridor.

The Kipling Avenue and Highway 7 Area-Specific Plan replaces OPA 661 as Section 12.10 of the VOP 2010 and applies to four properties in the Kipling Avenue and Highway 7 Study Area as shown in Map 12.10.A (**Figure 15**). The Kipling Avenue and Highway 7 Area-Specific Plan provides a long term vision and planning framework for applicable lands and introduces a set of land use designations and related policies. In addition, the Kipling Avenue and Highway 7 Area-Specific Plan establishes specific development



criteria for the area with respect to permitted land uses, maximum heights and densities, maximum number of permitted dwellings, and transition requirements to neighbouring existing low-rise residential uses. These policies supplement the policies of Volume 1 of the VOP 2010 and, in this regard, the Area-Specific Policies prevail in the event of a conflict.

OPA 661 remains in effect for one property on the south side of Highway 7 at the west end of the Kipling Avenue and Highway 7 Area-Specific Plan area, also known as the D'Aversa property at 5317 Highway 7. The Kipling Avenue and Highway 7 Area-Specific Plan is in effect and supersedes OPA 661 for all remaining lands within the Amendment area.

Previously, OPA 661 only applied to 7765 and 7777 Kipling Avenue (located at the intersection of Kipling Avenue and Highway 7 and one property directly north). In 2002, applications for an Official Plan and Zoning By-law Amendment were approved to permit commercial uses at 4 Lansdowne Avenue and 8 Lansdowne Avenue. These two properties are now included as part of the four properties subject to the Kipling Avenue/Highway 7 Area-Specific Plan and are also located in the Kipling Avenue and Highway 7 Study Area.

Three of the properties are designated Low-Rise Mixed Use and one property is designated Mid-Rise Mixed-Use, with the height (H) and density (D) standards shown below. The 'Low-Rise Mixed-Use' and 'Mid-Rise Mixed-Use' designations apply the same policies from Section 9.2.1 and Section 9.2.2 of the VOP 2010. The table below highlights the policies of the Kipling Avenue and Highway 7 Area-Specific Plan and addresses the implications that such policies may have on the Kipling Avenue and Highway 7 Study.

Kipling Avenue and Highway 7 Area-Specific Plan Policies	Implications for Kipling Avenue and Highway 7 Study
<p>12.10 General</p> <p>12.10.1.1. Notwithstanding the policies of Section 9.2.1 and 9.2.2 of the Official Plan, the following policies and development criteria shall apply to lands identified on Map 12.10.A.</p> <p>12.10.1.2 There shall be appropriate height transition between development of the lands identified on Map 12.10.A and adjacent sensitive lands.</p> <p>12.10.1.3 For lands identified as Area A on Map 12.10.A, the following development criteria apply:</p> <ul style="list-style-type: none"> a. The maximum number of dwelling units shall not exceed 120; b. New development shall generally respect a 45-degree angular plane measured from the south property line. The maximum building height shall not exceed 12 storeys or 38.4 metres, whichever is less; stepping down to a maximum height of 4 storeys or 12.8 metres, whichever is less, towards the lands designated Low-Rise Residential 	<p>The policies that apply to land use designations for Low-Rise Mixed-Use and Mid-Rise Mixed-Use have been addressed in Section 4.3 of this report.</p> <p>Adjacent sensitive lands include all lands outside of the Kipling Avenue and Highway 7 Area Specific Plan boundary.</p> <p>A mixed-use development, municipally known as 7730 Kipling Avenue (Pinegrove on Seven), is located at Area A on Map 12.10.A and was subject to an OMB appeal. The policies establish a maximum number of dwelling units (120 units), a 45-degree angular plane requirement, and a maximum building height of 12 storeys (or 38.4 metres). The policies also incorporate step-back provisions. There are also policies that consider transition to sensitive uses such as: sun/shadow diagrams and landscape buffers. The mixed-use component is achieved through the requirement for ground-floor retail for the</p>

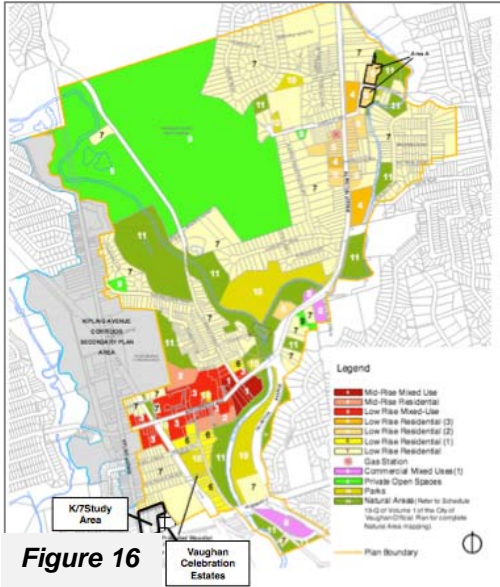
<p>to the south as defined in the implementing Zoning By-law 123.2010.</p> <ul style="list-style-type: none"> c. New development shall minimize shadow impacts on adjacent sensitive land uses demonstrated through the preparation of a sun/shadow diagrams to the satisfaction of the City of Vaughan; d. A landscape buffer area shall be provided abutting all lands designated Low-Rise Residential; and, e. The ground floor of any building fronting onto Highway 7, the daylighting triangle, and approximately six (6) metres of the northerly portion of the building fronting onto Kipling Avenue shall be used for street related commercial/retail uses. Commercial/retail uses shall not be permitted for the balance of any building frontage onto Kipling Avenue. <p>12.10.1.4 For lands identified as Area B on Map 12.10.A, the following development criteria apply:</p> <ul style="list-style-type: none"> a. The maximum number of dwelling units shall not exceed 176; b. The maximum Floor Space Index (FSI) shall not exceed 1.82; c. The maximum building height shall not exceed 4 storeys; d. Buildings along the Coles Avenue frontage shall be massed to reflect a semi-detached built form; e. The ground floor frontage of buildings facing Highway 7 may consist of residential uses only; and, f. Stacked townhouses shall generally have a minimum facing distance of 12.5 m in order to maximize daylight, enhance landscaping treatments and provide privacy for individual lots. <p>12.10.1.5 For all other lands on Map 12.10.A, the following development criteria apply:</p> <ul style="list-style-type: none"> a. New development within thirty (30) 	<p>portion of the building fronting on Kipling Avenue.</p> <p>The angular plane, building height, and step-back provisions could be considered as potential precedents for the Kipling Avenue and Highway 7 Study Area. In addition, requiring ground floor retail for the portion of the building on Highway 7 could also be considered in the study area.</p> <p>A residential stacked-townhouse development, municipally known as the 5289 and 5309 Regional Road 7 (Duca lands), is located at Area B on Map 12.10.A. The policies establish a maximum number of dwelling units (176), with a maximum building height of 4 storeys. Residential use is the only permitted use in the townhouse complex. The site-specific policies also set out requirements for minimum facing distance of 12.5 m (length of building) to maximize daylight, landscaping, and privacy.</p> <p>The form of development and the standards applied on the Area B could be considered for the northern portion of the Kipling Avenue and Highway 7 Study Area, as it would provide a transition from higher density uses along Highway 7 to the low-density residential properties that exist north of the Kipling Avenue and Highway 7 Study Area. Policy 12.10.1.5.a requires new development within 30 m of the Area Specific Plan boundary to not exceed four storeys or 12.8 metres (whichever is less). However, all of the lands in the Kipling Avenue and Highway 7 Study Area have specific height permissions that supersede this policy.</p> <p>If the boundary of the Kipling and Highway 7 Area-Specific Plan is extended to the entirety of the lands in the Kipling Avenue</p>
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<p>metres of a Low-Rise Residential designation shall not exceed a height of four storeys or 12.8 metres, whichever is less.</p> <p>b. New development shall minimize shadow impacts on adjacent sensitive land uses demonstrated through the preparation of sun/shadow diagrams to the satisfaction of the City; and,</p> <p>c. A landscape buffer area shall be provided abutting all lands designated Low-Rise Residential</p>	<p>and Highway 7 Study Area, there may be a need to amend the policy on height depending on what is proposed.</p> <p>Development of the lands that front onto Highway 7 will require a sun/shadow diagram to minimize shadow impacts on adjacent sensitive land uses, such as those to the north and west of the Kipling Avenue and Highway 7 Study Area.</p>
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4.3.2.2 Woodbridge Centre Secondary Plan

The Woodbridge Centre Secondary Plan (WCSP) applies to lands to the north of the Kipling Avenue and Highway 7 Study Area as shown in Land Use Plan Schedule 2 of the WCSP (Figure 16). The purpose of the WCSP was to identify gaps in overall policy framework between four secondary plans:

- Kipling Avenue Corridor Secondary Plan (OPA 695),
- Islington Avenue Corridor Plan (OPA 597),
- Woodbridge Heritage Conservation District Plan, and,
- A portion of the Highway 7 Secondary Plan (OPA 661).



The WCSP did not amend the policies of the Kipling Secondary Plan because the planning process for that secondary plan was near completion at the time. The WCSP abuts the Kipling Avenue and Highway 7 Study Area along Burwick Avenue and includes the Woodbridge Public School property as shown on the map below. Lands displayed in light yellow are designated ‘Low-Rise Residential’ in the Secondary Plan. The maximum building height for development within this area is 9.5 metres (2 storeys).

Volume 1, Section 9.2.2 of the VOP 2010 establishes policies for Low-Rise Residential lands that also apply to the ‘Low-Rise Residential’ lands in the WCSP. The following uses are permitted in the ‘Low-Rise Residential’ designation: residential units, home occupations, private home day care for maximum 5 children, small scale convenience retail (with exceptions). The following building types are also permitted: detached house, semi-detached house, townhouse, and public and private institutional buildings.

A specific focus of the WCSP was to provide an overall urban design framework for the entire Secondary Plan area and to update mapping. Urban design guidelines for the Woodbridge HCD Plan were also incorporated in accordance with the Transitional Design Guidelines in the Woodbridge HCD Plan. In addition, as a general policy, all proposed buildings are to be designed in a complementary manner to the heritage character area in keeping with the HCD design guidelines.

4.3.2.3 Kipling Avenue Corridor Secondary Plan

The Kipling Avenue Corridor Secondary Plan was approved at the Ontario Municipal Board in September 2014. At the southern-most boundary, the Secondary Plan does not share a boundary with the Kipling Avenue and Highway 7 Study Area. The eastern boundary of the plan is shared with the Woodbridge Secondary Plan boundary and lands primarily along Kipling Avenue are also within the Woodbridge HCD.

The Secondary Plan identifies 6 precincts as shown in “Precincts and Gateways” Map 11.5.B (**Figure 17**). The ‘Kipling Avenue North/South’ precinct is the area, identified as ‘#2’ that is closest to the Kipling Avenue and Highway 7 Study Area. These lands are designated ‘Low-Rise Mixed-Use’ and permit residential and low-rise buildings with similar uses to the ‘Residential’ designation in the VOP 2010 policies.

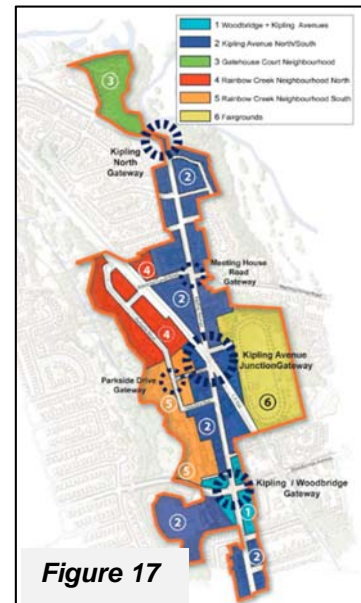


Figure 17

The ‘Kipling Avenue North/South’ precinct identifies Kipling Avenue as a main primary street with a generous pedestrian zone within the Secondary Plan. Policies in the Secondary Plan identify the desired future character and function of the area as a result of the vision generated for the Kipling Avenue Corridor Study and the Woodbridge Heritage Conservation District study.

The intent of the policies is to guide future development and public investment in a manner that protects significant elements of existing character and reinforce the future vision of the area. Section 11.5.2.1 states that Kipling Avenue should be:

- a. 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.
- b. A picturesque heritage Avenue, with a significant tree canopy and buildings and front directly onto Kipling. There should be active at-grade uses and building should be setback, offering a landscaped front yard.
- c. 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.
- d. A residential character and scale with buildings that average 2-3 storeys, and include some commercial live-work uses.

- e. An area of Vaughan that displays and conserves significant heritage buildings, structures, and landscapes.

Pedestrian accommodation and transit considerations are emphasized in all policies that pertain to the 'Kipling Avenue North/South' precinct. Additional policies speak to transit accommodation in Section 11.5.3.7 as set out below:

The following policies apply to Kipling Avenue South:

- a. 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.
- b. Bike lanes should continue to run south along Kipling Avenue to Highway 7.
- c. The widened roadway width will allow for only a single row of street tree planting within a 4.5 m boulevard.

Section 11.5.2.1 indicates that development along Kipling Avenue should be 2 to 3 storeys in height to maintain the character of the street and area. While the Kipling Corridor Secondary Plan does not apply to the Kipling Avenue and Highway 7 Study Area, the development that occurs as a result should have regard for this vision as the Highway 7 and Kipling Avenue intersection is a gateway into the Kipling Avenue Corridor Secondary Plan.

Section 11.5.3.7a also states that there is a desire to widen Kipling Avenue to accommodate the volume of traffic entering from Highway 7. Inclusion of this policy indicates that traffic considerations were included in the development of the Secondary Plan. As a result, the Kipling Avenue and Highway 7 Study should consider the traffic implications for Kipling Avenue in developing access from the internal road network and for traffic entering from Highway 7. Section 11.5.3.7 addresses pedestrian accommodation in the 'Kipling Avenue South' precinct and includes policies that aim to widen Kipling Avenue. Currently, there is not a separated bike lane on Kipling Avenue that continues to Highway 7, as stated in policy 11.5.3.7b.

5.0 CULTURAL HERITAGE CONSIDERATIONS

As a consequence of the long and rich history of Woodbridge, there are a number of cultural heritage resources in the general area and within the Kipling Avenue and Highway 7 Study Area as well.

To effectively protect heritage properties within the City, the VOP 2010 considers the registering of Cultural Heritage Resources as an important tool for identifying and monitoring cultural heritage resources. The Heritage register allows effective tracking of resources and provides opportunities to review and add to Vaughan's heritage inventory.

The City of Vaughan Heritage Inventory categorizes its listing into four groups, where properties are individually designated under Part IV of the Ontario Heritage Act, are within a Heritage Conservation District area and designated under Part V of the Ontario Heritage Act, are included in the Listing of Buildings of Architectural and Historical Value as per Part IV, Subsection 27 of the Ontario Heritage Act, and are considered properties of interest to Cultural Services Division. Listed properties are identified by red stars as shown in **Figure 18** and are labeled with the address number in a black box. Below are the addresses of the properties that are listed on the heritage register as properties of interest to the Cultural Services Division:

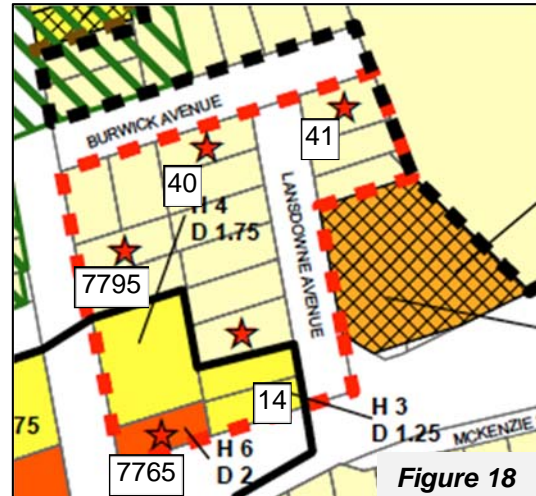


Figure 18

- 7765 Kipling Avenue
- 7795 Kipling Avenue
- 14 Lansdowne Avenue
- 40 Lansdowne Avenue
- 41 Lansdowne Avenue

In December 2016, the City of Vaughan Cultural Services Division staff performed a walk-by survey of the properties in question and reported the following:

7765 Kipling Ave

Construction Date: circa 1920

Contextual: linked to Woodbridge Village

Design: Edwardian style; however, details (windows, doors, etc.) heavily changed and modified over the years

The overall massing and layout of the building has remained largely unchanged since 1920s. Main alterations appear to have been prior to 1983. The square massing and front gables relate to the Edwardian style but very little evidence remains. Terracotta style roof shingles are not original, stucco siding is later addition, window openings have been added, and corner addition is later filling in space where wrap-around porch was originally in 1920s.

7795 Kipling Ave

Construction Date: 1870s

Contextual: linked to Woodbridge Village

Design: One and half storey Ontario cottage with side gable roof and central gable on front elevation

There is a rear one-storey addition which is not visible from Kipling Avenue and its cladding is not identifiable. Right and front elevations window opening have been altered. Unsympathetic front “enclosure” has been added and is clearly later addition. Front enclosure was constructed at least prior to 1989. An arched window is located in central gable on front elevation.

14 Lansdowne Ave

Construction Date: possibly 1860 with extensive changes

Contextual: linked to Woodbridge Village

Design: unclear original style possibly due to alterations

Building Height: one-storey Georgian cottage, a second storey and central dormer later added

Based on a review of available surveys, a rear addition was constructed between 1976 and 1986. The building is clad in aluminum siding. Front windows on first storey are not original and do not match original openings.

40 Lansdowne Ave

Construction Date: circa 1870

Contextual: linked to Woodbridge Village

Design: Ontario cottage style

Building Height: one and a half storey wood-frame brick-clad building

Foundation appears to be a recent poured concrete foundation, possibly could have been moved or just pasted over. The house has 2 later rear additions, one for living and another for an attached garage. Front elevation left hand side, window opening and window removed and replaced. An arched window is located in central dormer on front elevation.

41 Lansdowne Ave

Construction date: circa 1870

Contextual: linked to Woodbridge Village

Design: Ontario cottage style with an attached 2 car garage

Building Height: One and half storey house

Roof Style: side gable roof, with central gable on front elevation.

According to surveys, attached garage was constructed after 1977. Building is clad in stucco, which would have likely been a later alteration. Windows have been changed to casement windows. Front stairs are recent addition. There is a later addition that is comprised of an extended rear space and a 2 car garage. There was a smaller outbuilding on the site as late as 1970 but that has since been removed.

As a result of the walk-by review by Cultural Heritage staff, it is recommended that the property municipally known as 7765 Kipling Avenue be removed from the City of Vaughan Properties of Interest inventory. The status of 14 Lansdowne Avenue, 40

Lansdowne Avenue, 41 Lansdowne Avenue and 7795 Kipling Avenue properties will remain on the inventory list until such time that a Cultural Heritage Resource Impact Assessment as defined in VOP 2010 is completed for each property. The assessment will be submitted as part of a future development application and will include an exterior evaluation of the cultural and built heritage resources and to provide recommendations as to whether these resources should be preserved, maintained, or integrated into future development of the secondary plan.

Part V of the Ontario Heritage Act addresses “Heritage Conservation Districts (HCD)”, a policy instrument to protect a collection of identified properties that have, or may have, cultural heritage value. **Figure 19** illustrates the Woodbridge HCD and displays the boundaries for the seven character areas within the HCD. Each character area is defined by its attributes and has guidelines for development.

The Kipling Avenue South character area abuts the Kipling Avenue and Highway 7 Study Area to the north and northwest. The building age ranges from 1875-1975 and consequently range in styles including: Edwardian, Cottage, Gothic Revival, Contemporary, and Victorian. Examples of development guidelines that work to maintain character are listed below.

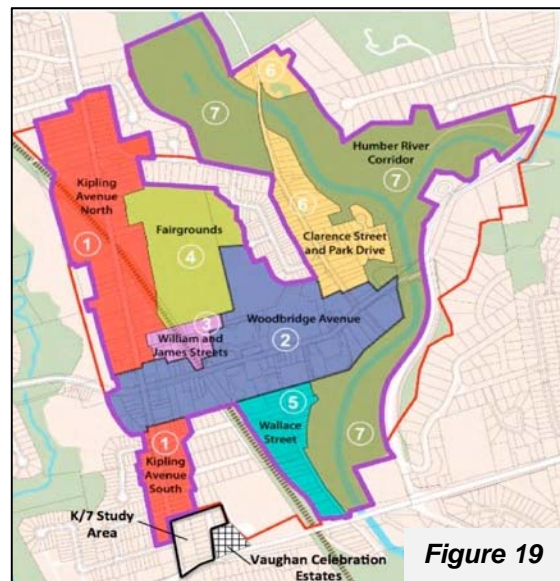


Figure 19

- Conserve and enhance tree canopy;
- Provide a landscaped yard (for properties fronting on Kipling Avenue);
- Contribute to the quality and connectivity of the pedestrian environment;
- Maintain the intimate scale of the street through building mass, length of facades, and detailing of architecture;
- Restrict height to 3 floors (11 metres); and,
- Have residential character that is conducive to a mix of uses, including small scale commercial.

The Woodbridge Heritage Conservation District Plan also provides policies for the review of development proposals that are outside but adjacent to the HCD Plan area in Section 6.5, subsection vi. of the HCD Plan. These policies recommend that these adjacent properties should be considered under Part IV review, and should be considered as an “immediate adjacency” to the heritage boundary. These policies also recommend that these adjacent properties should be respectful in terms of character defined with the HCD boundary and should create a proper transition with adjacent properties in the HCD Plan area. Consideration for compatible building types, façade, landscaping and urban design will be required to maintain or create a transition between

the Kipling Avenue and Highway 7 Study Area and the Kipling Avenue South character area.

6.0 OTHER RELEVANT PLANS TO CONSIDER

6.1 York Region Centres and Corridors Program

The York Region Centres and Corridors Program is an integrated approach that combines planning for pedestrian-friendly communities with construction of new rapid transit lines and stations.

Key goals of the Program are to provide travel options, conserve resources, and create sustainable communities that rely on transit. This approach goes hand-in-hand with providing a diverse mix of housing options, places of employment, and options for travel. The Region has summarized these goals in their Vision for city building:

1. Building up, not out;
2. Mixing land uses together, instead of separating them;
3. Providing travel alternatives to the automobile;
4. Creating inviting public spaces; and,
5. Building sustainable cities.

In 2013, York Region released a set of guidelines to support planning initiatives in centres and along corridors. This guideline document is called 'Best Practices for Planning Centres and Corridors'. The guidelines provide the history of events that led to the development of centres and corridors, design guidelines, and the emerging urban structure. Using both local and national examples of built places and precedents, the guidelines address challenges and best practices for: infrastructure, streets, parking, open space, water and waste, community, employment, housing, and place-making.

The Regional Centres and Corridors study concluded that a significant amount of investment would be required to facilitate a transformation process and that the benefits of change can be justified. The primary direction that emerged from this study is the need for the public sector to lead change by creating and enhancing the reasons for businesses and residents to locate in a Centre or on a Corridor. The Regional Centres and Corridors study provides the basis for intensification for the Kipling Avenue and Highway 7 Study. The YROP 2010 and the VOP 2010 are in support of and encourage intensification along Highway 7.

6.2 City of Vaughan's Transportation Master Plan – 'A New Path'

The City of Vaughan completed a Transportation Master Plan ('TMP') – 'A New Path' to support population and employment growth to a planning horizon of 2031. Development of the plan was carried out in coordination with the City's new Official Plan to ensure Vaughan's future development is integrated with, and supported by, a more efficient and sustainable transportation system. The City's TMP conforms to the York Region TMP and focuses on balancing needs for local road improvements with the City's commitment in pedestrian and cycling improvements while supporting the investments by transit services provided by York Region and Metrolinx.

The TMP was conducted in accordance with the Municipal Class Environmental Assessment that integrated infrastructure requirements for existing and future land use considerations with environmental assessment planning principles. Recognizing that the City is expected to see increased traffic due to population and employment growth, the City's TMP recommended road improvements to support anticipated growth. The TMP highlights the need to provide a greater range of transportation choices and the need for a broader strategy with the following objectives:

- Integrate transportation and land use planning to support sustainable growth;
- Improve walking and cycling network;
- Encourage greater use of transit services;
- Develop policies and implement programs that reduce car use, manage parking, and encourage walking, cycling, transit and carpooling; and,
- Implement road improvements that balance the needs of all modes of travel.

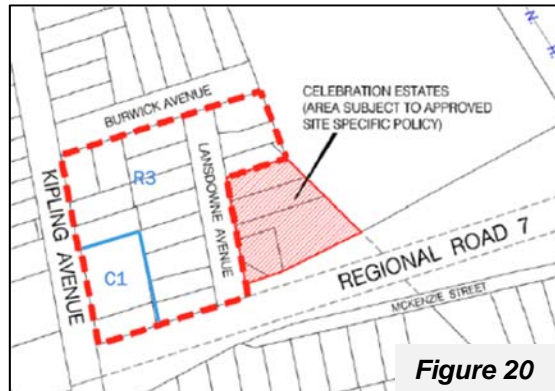
The TMP identified items that should be considered in the Kipling Avenue and Highway 7 Study:

- Intensification corridors, such as Highway 7, are the focus for planned/future transit investment, in recognition of their function as activity generators, and they will be designed to accommodate pedestrians and cyclists, as well as motor vehicles;
- VIVA upgrades along Highway 7 that will connect to the planned Spadina subway extension; and,
- Fragmented alignment of Kipling Avenue from south of Highway 7 throughout the City was identified as a discontinuity that impacts the efficiency of traffic.

The TMP speaks to the importance of Highway 7 as a regional intensification corridor and identifies the corridor as the focus for planned and future transit investment. The TMP indicates that intensification should occur along this corridor and this should be considered in the completion of the Kipling Avenue and Highway 7 Study. The TMP did not identify a solution to improve traffic flows in the area.

7.0 CURRENT ZONING

Council passed Zoning By-law 1-88 on September 19, 1988 with subsequent approval from the Ontario Municipal Board on July 17, 1989. The current edition consolidates and incorporates all amendments up to January 1, 2015. **Figure 20** illustrates the zoning that currently applies to the Kipling Avenue and Highway 7 Study Area: Residential (R3) and Restricted Commercial (C1).



A single-family detached dwelling is the only permitted use in the Residential (R3) zone. The maximum building height is 9.5 metres, maximum lot coverage is 40% with the following minimum setbacks: 1) front: 4.5 metres, 2) rear: 7.5 metres, 3) interior: 1.2 metres, and 4) exterior: 4.5 metres.

The Restricted Commercial (C1) zone permits a range of uses such as automotive retail store, banking or financial institution, business or professional office, eating establishments, funeral home, hotel, laboratory, office building, pharmacy, photography, place of entertainment, retail store, and more. The maximum building height is 11 metres, maximum lot coverage is 50% with the following minimum setbacks: 1) front: 9 metres, 2) rear, 15 metres, and 3) exterior: 9 metres.

Lands north of the Kipling Avenue and Highway 7 Study Area are zoned Residential Two (R2). Lands located at the intersection of Highway 7 and Kipling Avenue are currently zoned Restricted Commercial (C1) to permit the two existing gas bars. The existing 12-storey apartment building at the southwest corner of the Kipling Avenue and Highway 7 intersection, as well as the approved Celebration Estates adjacent to the study area, are zoned Apartment Residential (RA3). The Apartment Residential (RA3) zone permits apartment dwelling and day nursery uses, provides for a maximum building height of 44 metres and has the following minimum yard setbacks: 1) front: 7.5 metres, 2) rear: 7.5 metres, 3) interior: 4.5 metres, and 4) exterior: 7.5 metres. For buildings in excess of 11 metres in height, the interior setback shall be a minimum of 7.5 metres or half the height, whichever is greater.

In order to accommodate higher density and intensification on the lands in the Kipling Avenue and Highway 7 Study Area, a zoning by-law amendment will be required.

8.0 PRECEDENTS

There are several examples of recently approved developments located along the Highway 7 Regional Intensification Corridor that the type of development that is potentially appropriate for the Kipling Avenue and Highway 7 Study Area.

Celebration Estates

The Celebration Estates Development was approved by the Ontario Municipal Board in 2014. This proposed development consists of one 5-storey building fronting on Lansdowne Avenue and one 10-storey building fronting on Highway 7 as shown in **Figure 21**.



Figure 21

The proposed development will have approximately 154 units. The proposed buildings will be set back from both Lansdowne Avenue and Highway 7 by 3 metres as shown on the renderings below (**Figure 22 and Figure 23**).



Figure 22



Figure 23

Pinegrove on 7

Pinegrove on 7 is located at the southwest corner of Kipling Avenue and Highway 7 as shown in **Figure 24**. This building is 12-storeys in height and has 118 units. In this case, the City required that the new building respect a 45-degree angular plane measured from the south property line. The maximum building height was not to exceed 12 storeys or 38.4 metres, whichever is less; stepping down to a maximum height of 4 storeys or 12.8 metres, whichever is less, towards the

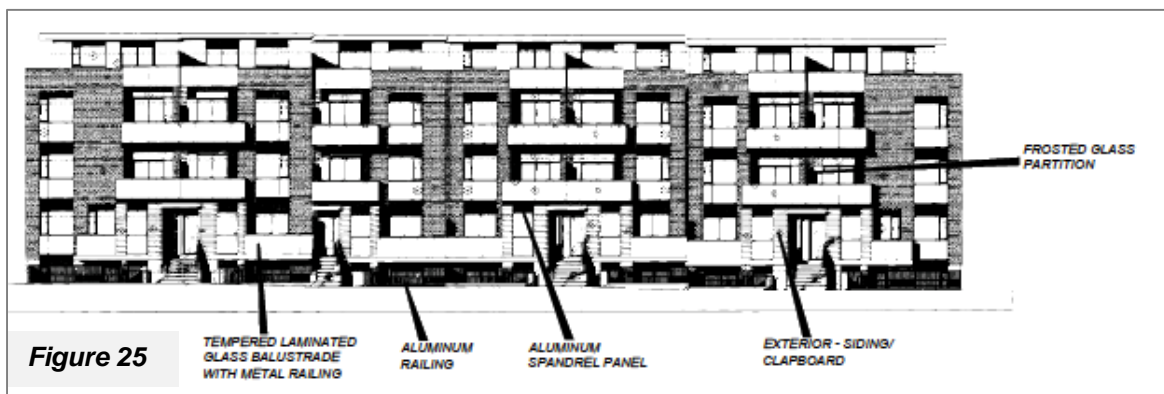


Figure 24

lands designated Low-Rise Residential to the south.

5289 and 5309 Regional Road 7

Located directly to the west of the Pinegrove and 7 development is a recently approved stacked townhouse development proposed by (Mr. John Duca municipally known as 5289 and 5309 Regional Road 7). This development is comprised of 6 buildings that are served by underground parking, with each building having a height of 4 storeys as shown in **Figure 25**. A total of approximately 170 dwelling units are proposed. This project has some relevance to the Kipling Avenue and Highway 7 Study Area since the subject lands are a through lot and front on both Highway 7 to north and Coles Avenue to the south, and is similar in dimension to the lands between Lansdowne Avenue and Kipling Avenue; although it is recognized that a land assembly would be required to create a similarly sized development parcel in the Kipling Avenue and Highway 7 Study Area.



Vista Parc

The Vista Parc development on Highway 7 west of Pine Valley Drive (4 and 6 storeys - 122 units) is shown in **Figure 26**.



Allegra

Located on the south side of Highway 7 at Woodstream Boulevard. In this case, two buildings with townhouses were built on Woodstream Boulevard and they were complemented with two 10-storey buildings as shown in **Figure 27**.



Figure 27

Given the policies of the VOP 2010, it is anticipated that other lands near the Kipling Avenue and Highway 7 Study Area will be the subject of applications, including the lands on the north side of Highway 7 west of Kipling Avenue as shown in **Figure 28**.



Figure 28

9.0 FACTORS TO CONSIDER IN DEVELOPING A LAND USE PLAN

There are a number of factors to consider in developing a Land Use Plan for the Kipling Avenue and Highway 7 Study Area and with each factor there are opportunities and constraints. The intent of this section is to identify the factors and describe the associated opportunities and/or constraints of each.

9.1 The Area is Changing

The Kipling Avenue and Highway 7 Study Area is located in an area that is undergoing transition, primarily to accommodate intensification along the Highway 7 Regional Intensification Corridor. Various development approvals in the vicinity had occurred on a site-specific basis, in consideration of their individual merits.



Existing stable residential neighbourhoods characterize the area to the north and northwest of the Kipling Avenue and Highway 7 Study Area. Land use compatibility and transportation flow implications, will be a key consideration in formulating the Kipling Avenue and Highway 7 plan.

9.1.1 Location on a Regional Intensification Corridor

The YROP 2010 identifies Highway 7 as a Regional Intensification Corridor that is being planned as a key corridor that connects Regional Centres as shown in **Figure 29**. The YROP 2010 policies direct that the boundaries of the corridor be determined according to the context, character, planned function, logical physical boundaries or landmarks that define a site.

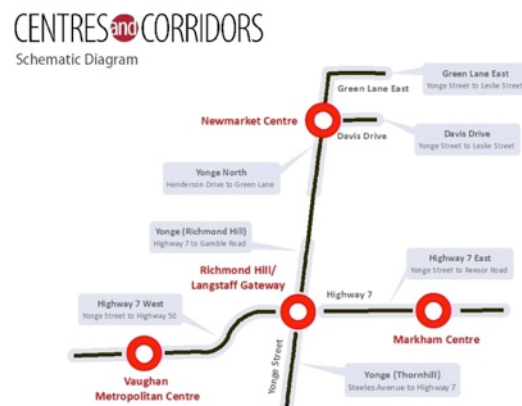


Figure 29

The YROP 2010 and the VOP 2010 emphasize that these corridors are the ideal location for development and redevelopment to accommodate intensification that is transit supportive. On the basis of the above, York Region is planning for Highway 7 to host improved transit services. These will increase connectivity, particularly with those relying on public transit as a single source of transportation (as an alternative to the car) and provides the basis for the siting of higher density development along Highway 7.

9.1.2 Integration with Surrounding Lands

The YROP 2010 and VOP 2010 encourage lands fronting on Highway 7 to develop/redevelop to accommodate higher densities that will create a distinct edge from the existing neighbourhoods to the north and south of the Highway 7 Regional Intensification Corridor. The Kipling Avenue and Highway 7 Study should consider the transition to the surrounding neighbourhoods to the north and west. Consistency with the Celebration Estates site will be considered in establishing the height and density.

There are two Secondary Plans and one HCD that include lands that are located directly adjacent to the north and northwest of the Kipling Avenue and Highway 7 Study Area. Where lands in the Kipling Avenue and Highway 7 Study about a Secondary Plan and/or HCD, the policies of the applicable plans need to be considered for their implications on proposed development in the Kipling Avenue and Highway 7 Study Area.

1. The **Woodbridge Heritage Conservation District Plan** is a collection of properties that have been identified as cultural, historical, or contextual heritage value. There are 5 properties that have been given a 'contributing' status in the HCD Plan based on their exterior appearance and context. City staff from the Cultural Heritage Services Division have confirmed that the lands identified in the HCD and that abut the Kipling Avenue and Highway 7 Study Area are not considered 'adjacent' because they are separated by a street. However, future planning in the Kipling Avenue and Highway 7 Study Area should consider the need for an appropriate built form transition between new development and existing development.
2. The **Woodbridge Centre Secondary Plan** abuts the Kipling Avenue and Highway 7 Study Area to the north along Burwick Avenue and to the east in line with the Woodbridge Public Elementary School property. These lands are designated 'Low-Rise Residential' with maximum height allowance of 9 metres (two storeys). Similar to the Woodbridge HCD, the Kipling Avenue and Highway 7 Study should consider some transition to the existing neighbourhood.
3. The **Kipling Avenue and Highway 7 Area-Specific Plan** includes four properties in the Kipling Avenue and Highway 7 Study Area. Three of the properties are designated 'Low-Rise Mixed-Use'. Of these three, two properties have a maximum height allowance of 3 storeys and a FSI of 1.25 while the third property has a maximum height allowance of 4 storeys and a FSI of 1.75. The fourth property is designated 'Mid-Rise Mixed-Use' and has a maximum height allowance of 6 storeys and a FSI of 2.

The Kipling Avenue and Highway 7 Area-Specific Plan require an appropriate height transition between development in the Plan boundary and adjacent sensitive lands. Further, the Area-Specific Plan requires new development within 30 metres of a 'Low-Rise Residential' designation to have a maximum building height of four storeys or 12.8 metres, whichever is less. The current policies in the Area-Specific Plan boundary have specific height permissions that supersede the above-mentioned requirement for development within 30 metres of a 'Low Rise Residential' designation. If the desire is to

increase density in the Kipling Avenue and Highway 7 Study Area, the policies of the Area-Specific Plan will need to be amended.

9.1.3 Transportation and Traffic

Highway 7 is one of the major east-west streets in the City of Vaughan. It is also a Regional Street that provides significant function that also serves the broader Greater Toronto Area. The Highway 7 corridor is lined with a range of developments at varying densities including residential, mixed-use and commercial uses.

Increasing the width of Highway 7 to the east of the Kipling Avenue and Highway 7 Study Area would be very challenging due to the Canadian Pacific Railway bridge that is located just east of the Kipling Avenue and Highway 7 Study Area. At the first landowners meeting, City staff and the consulting team were informed of a petition that



was submitted to the Government of Canada to facilitate the widening of Highway 7 by extending the length of the bridge to allow for more travel lanes underneath. The petition refers to traffic congestion being ‘among the greatest concerns of the City of Vaughan’. At it’s closing, the petition contained signatures supporting the widening of Highway 7 to six lanes.

Kipling Avenue is also a significant four-lane street that runs north south at the westerly edge of the subject lands, and is a gateway from Highway 7 into downtown Woodbridge. Kipling Avenue, north of the Kipling Avenue and Highway 7 Study Area is characterized by residential and park uses, with the exception of the intersection at Woodbridge Avenue where existing low-rise mixed-uses are concentrated.

The City of Vaughan’s Transportation Master Plan (TMP) – ‘A New Path’ identified intensification corridors, such as Highway 7, as the areas of focus for planned/future transit investment recognizing their function as activity generators. The TMP also highlighted that VIVA upgrades along Highway 7 will connect to the planned Spadina Subway Extension to the Vaughan Metropolitan Centre. In terms of the functionality of Kipling Avenue, the TMP referenced the fragmented alignment of Kipling Avenue (specifically to the south of Highway 7) and identified the discontinuity in the network that negatively impacts the efficiency of traffic movement in the general area. The Kipling Avenue Corridor Secondary Plan also makes reference to the traffic burden on Kipling Avenue in policy 11.5.3.7.a suggesting that Kipling Avenue have a wider roadway width with additional travel lanes to accommodate the volume of traffic entering from Highway 7.

The transportation network around the Kipling Avenue and Highway 7 Study Area plays a key role in moving a considerable amount of traffic in the east-west direction and, to a lesser extent, in the north-south direction. Transportation access into and out of the Kipling Avenue and Highway 7 Study Area will need to be considered.

The internal road network in the Kipling Avenue and Highway 7 Study Area also requires consideration with regard to vehicles but also specifically to pedestrians. Currently, a pedestrian crossing light is located at the intersection of Kipling Avenue and Burwick Avenue. Pedestrian safety and appropriate measures should also be included in the traffic consideration as Burwick Avenue will be essential as it is the primary access road to the Woodbridge Public Elementary School.

In addition, traffic movement in the Kipling Avenue and Highway 7 Study Area will need to provide for an efficient network for vehicles to access residences and for access onto Kipling Avenue and Highway 7. Currently, local roads in the Kipling Avenue and Highway 7 Study Area, such as Lansdowne Avenue and Burwick Avenue, provide access to the existing residential properties.

From a land use planning perspective, the following traffic considerations will need to be acknowledged and addressed by the Kipling Avenue and Highway 7 Study:

- Traffic calming measures on Lansdowne and Burwick Avenue;
- Internal road alignments and driveway access;
- Urban design considerations to provide a safe pedestrian environment;
- Parking (for residents and visitors);
- Cycling; and,
- Transit.

9.2 Land Use

The existing land uses in any area can have a significant impact on the potential for development and redevelopment. In many respects, the older parts of urban areas transition on a unique site-by-site basis, since the road and lot pattern in many cases predates the types of planning controls that exist now. Such is the case in the Kipling Avenue and Highway 7 Study Area where the major streets and lots were created long before the Province of Ontario imposed subdivision control in the 1960s. Moving forward, the following section addresses land use-related factors that should be considered in developing a Land Use Plan for the Kipling Avenue and Highway 7 Study Area.

9.2.1 Land Assembly

In developing a Land Use Plan for the Kipling Avenue and Highway 7 Study Area, land assembly will be necessary for implementation. While it may not be possible, or necessarily desirable, for all lands to be assembled, it will be necessary to consider forming properties into 'groups' of properties to be developed together. This approach would ensure that parts, if not all, of a proposed land use plan could be implemented.

The Highway 7 Regional Intensification Corridor is transitioning from historic low-density residential lands to higher density, mixed-use buildings that support current and future transit initiatives. In order to accommodate higher densities, the current land uses will change, including the property configurations. The existing lot configurations are not consistent in size, configuration, or frontage, but were primarily developed for low-density, single detached dwellings.

The existing lot pattern would not be able to accommodate intensification on their own, as the individual lots are only suitable for single or semi-detached dwellings. In order to achieve higher densities than what currently exists, the small parcels would have to be combined through the process of land assembly. This process would join contiguous lots to create larger parcels of developable land, however this process can be time consuming and is dependent on landowner willingness to allow for the combination of parcels.

9.2.2 Density

The York Region Official Plan 2010 (YROP 2010) and the Vaughan Official Plan 2010 (VOP 2010) set clear objectives for development pattern and densities along the Highway 7 Regional Intensification Corridor. Densities in the immediate vicinity have been approved at maximum heights of 10 to 12 storeys Mid-Rise and in several scenarios these buildings about 'Low-Rise Residential' uses at the rear. Different approaches in the immediate area have been implemented to ensure compatibility between intensification sites and abutting 'Low-Rise Residential' 1-3 storeys uses. Some examples include using townhouse development as a buffer or implementing step backs on upper storeys of the multi-storey buildings.

The VOP 2010, through its Urban Design policies, requires new development to frame and support the public realm and fit harmoniously into its surrounding environment, that includes providing a transition to areas of lower intensity development. This is reinforced through policies that apply specifically to the Kipling Avenue and Highway 7 Study Area by the requirement for new development to complete a sun/shadow diagram to ensure shadow impacts are minimized on adjacent sensitive land uses. Consideration will need to be given as to how much density and at what height is appropriate for the Kipling Avenue and Highway 7 Study Area.

9.2.3 Housing Mix

The YROP 2010 and VOP 2010 require all new Secondary Plans to include a housing strategy that demonstrates how affordable housing targets will be met. Section 7.5 (Housing Options) of VOP 2010 encourages and supports a "full range housing options

through approaches that influence the type, tenure, and affordability of housing.” These actions include measures such as:

- Adding a greater range of housing types and sizes, including more townhouses, stacked townhouses, and multi-unit buildings, to the existing housing stock which still primarily consists of single-detached and semi-detached houses.
- Adding more rental units, as currently only 7% of Vaughan’s current housing stock is rental.
- Adding more affordable housing options, as currently over a quarter of Vaughan residents spend more than 30% of their gross income on housing (a common threshold for affordability) and there are fewer than 500 units of social housing in the City.

In addition, the VOP 2010 requires that all significant development include a residential component to demonstrate their contribution to meeting the City’s housing objectives through the submission of a housing options statement. Significant developments are defined as development with 100 or more residential dwelling units or a total gross floor area of all uses of 12,500 m² or greater. Housing options statements are required for all Block Plan, Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications and describe the following:

- The total distribution of housing types;
- Tenure types and distribution;
- The range of unit sizes, both in terms of floor area and number of bedrooms;
- Special residential components, such as social or senior housing; and,
- The proposed unit type and anticipated unit/sale price at the time of preparing the housing options statement. Further guidance on performance metrics for affordable.

Depending on the number of units being proposed by the Land Use Plan, a housing options statement may be required. The Kipling Avenue and Highway 7 Study should consider affordable housing requirements and the completion of a housing options statement, if necessary.

The VOP 2010 includes policies that speak to working with York Region in implementing its affordable housing policies. On June 25, 2015, York Region Council endorsed the ‘Affordable Housing Measuring and Monitoring Guidelines’ that provide some background to how the Region calculates affordable housing requirements. Appendix E, Section A addresses a secondary plan affordability analysis that is used to determine affordable housing targets as a new plan is being developed. Further guidance from York Region will be required in affordable housing consideration, as well as in the development of a housing strategy.

9.2.4 Type of Uses

Currently, the lands in the Kipling Avenue and Highway 7 Study Area include residential, medical office, and service-related uses. The large building located on Kipling Avenue, municipally known as 7777 Kipling Avenue, contains a variety of non-emergency medical service offices, such as: a dentist, orthodontist, osteopath, fertility clinic, and laser aesthetic and skin care service. Similarly the Scott Health Centre, 4 Lansdowne Avenue located at the intersection of Lansdowne Avenue and Highway 7, contains a naturopath, chiropractor, and family counselor. At the first landowners meeting, it was indicated by the landowners that there is a need for medical facilities and other services (e.g. legal and commercial) in the area.

Downtown Woodbridge, located to the east of the intersection of Kipling Avenue and Woodbridge Avenue, is identified as a “Local Centre” in the VOP 2010. Local Centres provide a mix of uses to support the surrounding community that are compatible with the local context. There are several offices that provide services including a dentist, orthodontist, and chiropractor.

The YROP 2010 and the VOP 2010 encourage mixed-use development along the Regional Intensification Corridor (Highway 7) that provides both residential and employment components. In order to achieve increased density, taller buildings would be required, but there is opportunity for limited ground floor retail that could provide services similar to the existing services to continue to support the immediate community. The Kipling Avenue and Highway 7 Study should consider land use options that would support uses such as medical-related and other services.

9.2.5 Urban Design

The YROP 2010 and VOP 2010 set out comprehensive requirements for urban design and built form for new development. At the basis of these policies, is the requirement for new development to respect and reinforce the existing and planned context Kipling Avenue and Highway 7 Study Area should have regard for neighbourhood character and the policies of the secondary plans and HCD. Specifically, Section 9.1.2.5 of the VOP 2010 states that, in intensification areas, new development will be designed to:

- a. Have buildings front onto a public street with generally consistent setbacks and built form along sidewalks;
- b. Locate main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
- c. Provide active ground floor uses and avoid blank facades;
- d. Mass new buildings to frame adjacent streets in a way that respects the existing or planned street width but also provides for a pedestrian-scaled environment;
- e. Create appropriate transitions in scale to areas of lower intensity while fulfilling the intensification objections for the Intensification Areas;
- f. Provide appropriate parks and open spaces as set out in 7.3;
- g. Provide for adequate light and privacy for occupants of the new development and for occupants of adjacent properties;

- h. Adequately limit shadow and/or wind impacts on neighbouring properties or public realm areas as demonstrated through the submission of the appropriate studies;
- i. Provide appropriate indoor and outdoor amenity space for the occupants of the new development; and
- j. Contribute to an interesting and attractive skyline through architectural treatment and roof design.

Additional policies speak to location and organization of vehicle parking, access, and service areas to minimize impact on surrounding properties and the public realm. Section 9.1.2.6 sets out standards for transportation-related design:

- a. Using shared service areas where possible within blocks, including public and private lanes, driveways, and service courts;
- b. Consolidating and minimizing the width of driveways and curb cuts across public sidewalks;
- c. Providing vehicle service areas within buildings where possible;
- d. Providing underground parking where appropriate;
- e. Prohibiting surface parking between the front face of a building and the public sidewalk, except in the case of gas stations;
- f. Ensuring that any surface parking areas are buffered and screened from all property lines through the use of setbacks and landscaping; and
- g. Where a structured parking facility fronts onto a street or public space, the parking structure on all levels, shall be fronted with active uses.

The Kipling Avenue and Highway 7 Study will consider the urban design policies above in the development of the land use plan. The Kipling Avenue and Highway 7 Area-Specific Plan, the Kipling Avenue Corridor Secondary Plan, the Woodbridge Centre Secondary Plan, and the Woodbridge HCD Plan also include policies that address broad development standards and urban design (e.g. public realm including parks, squares, and open space, street allowances, and adjacent private spaces).

In keeping with the design standards of the VOP 2010 and the applicable Secondary Plans and Woodbridge HCD Plan, the Kipling Avenue and Highway 7 Study will consider urban design that is complementary to the surrounding area and that will protect and be an extension of the character of the surrounding neighbourhoods.

10.0 PUBLIC CONSULTATION

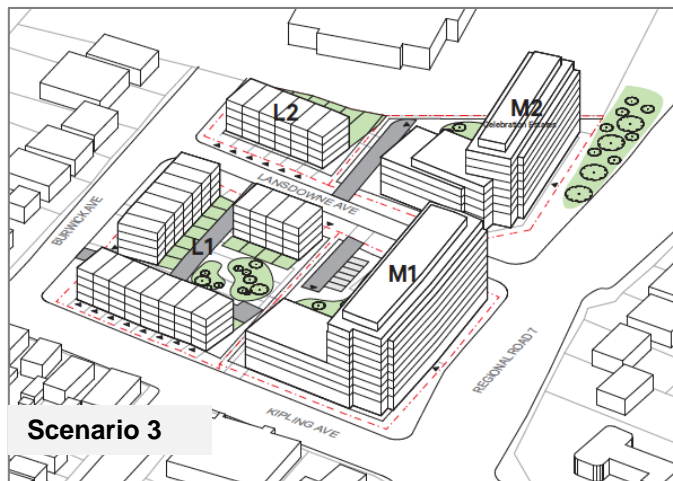
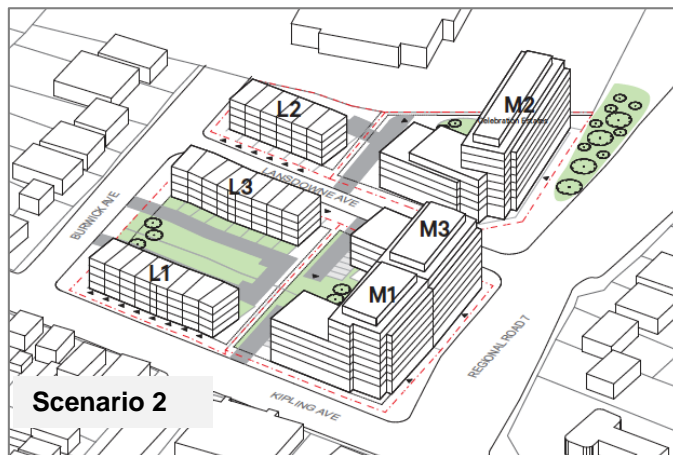
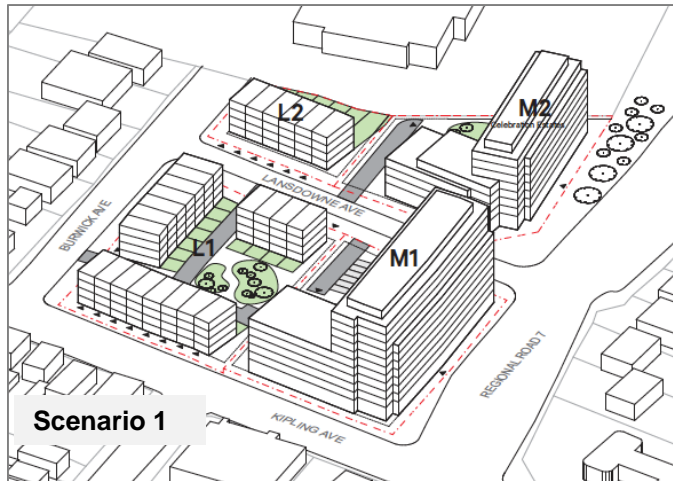
Prior to the preparation of this report, four consultation meetings were held: one included only landowners within the Kipling Avenue and Highway 7 Study Area, with the remainder being with stakeholders and residents in the broader area.

The initial meeting with the landowners was held on September 17, 2015 at the Woodbridge Pool and Memorial Arena and the purpose of that meeting was to obtain feedback from the landowners on the opportunities for redevelopment in the Kipling Avenue and Highway 7 Study Area. Landowners were asked questions regarding type of development, density, and building height such as:

- “How would you like to see the study area evolve?”
- “What potential opportunities exist in preparing a plan for the area?”
- “What potential challenges exist in preparing a plan for this area?”

This input helped inform and identify some of the opportunities and constraints within and around the Kipling Avenue and Highway 7 Study Area.

The second meeting (which involved both landowners within the Kipling Avenue and Highway 7 Study Area and the broader community) was held on February 3, 2016 at the Al Palladini Community Centre. At this meeting, the following items were presented for discussion: A summary of the policy context, identification of



opportunities and constraints, development precedents in the area, draft guiding principles, draft development design principles and three draft options for development. The three options were prepared by SvN and which are on the previous page, are very similar with respect to the height (10 to 12 storeys) and location of buildings facing Highway 7 and with respect to the desire to permit 3 to 6-storey buildings in the balance of the Kipling Avenue and Highway 7 Study Area.

A Public Open House meeting with the broader community was held on May 5, 2016 at the Woodbridge Pool and Memorial Arena. The purpose of the meeting was to gather public input on the initial draft conceptual plans.

A final Public Open House meeting was held on June 7, 2017 at the Woodbridge library. The purpose of the meeting was to provide a project status update and gather public input on the draft land use plan.

There were several common concerns that emerged from the meetings that are summarized below:

1. The community did not support a number of recent development applications that have been approved by the Ontario Municipal Board along Highway 7.
2. Many in the community feel frustrated that existing planning policies do very little to regulate the density and height of new developments as they are often amended to reflect what is being proposed.
3. Residents feel frustrated that the concerns raised by the community were not considered as part of the recent approval process.
4. Many in attendance were concerned with the existing traffic congestion in the area, due to a “bottleneck” created by the CPR bridge located to the west of Islington Avenue on Highway 7 and the lack of other road linkages in the area.
5. Many felt the “bottleneck” is now exacerbated by the number of additional cars generated from new developments in downtown Woodbridge and along Kipling Avenue.
6. Given the existing conditions, many feel that it would be premature to recommend higher densities in the Kipling Avenue and Highway 7 Study Area and beyond until Highway 7 is widened at the CPR Bridge.
7. It was strongly suggested that the Kipling Avenue and Highway 7 Study should expand its scope to include a transportation review of a much larger geographic area (e.g. entire Woodbridge) to address the existing and future traffic problems.
8. It was understood by the community that the recent approvals were predicated on transit being available in the future. However, many feel that there is currently no viable and efficient option for travel in Vaughan other than by car.

In response to the above concerns, City representatives and the study team indicated the following:

1. To accommodate the forecasted population for the City of Vaughan and to protect our natural resources, the City constantly amends older policies to create a more compact urban form in intensification areas. These intensification areas are best situated along transit corridors and centres. Highway 7 is considered a

- major transit route that will connect a large part of the Region to the new subway station at Highway 7 and Jane Street.
2. Based on the recent precedents set along Highway 7 it is likely that redevelopment will occur in this area and at densities greater than what is currently designated.
 3. The future Highway 7 BRT will create a viable and faster transit option that will significantly reduce travel time to Toronto and within the Region.
 4. The federal government is expected to announce funding to upgrade transportation infrastructure. There may be an opportunity to upgrade the bridge and improve existing traffic conditions along Highway 7 as a consequence.

At the root of the traffic and transportation-related concerns raised by the public is the issue of the capacity of the current transportation network to accommodate the number of vehicles travelling in the area. Many in attendance asked questions about the threshold for determining the capacity to accommodate vehicular traffic along Highway 7. The number of recent developments that have been approved along Highway 7 (but which have not yet been constructed) was raised as a concern by the public because this ultimately means more vehicles may rely on Highway 7 for travel.

Many in attendance expressed concerns about the inclusion of their comments for consideration in development proposals as well as in studies such as the Kipling Avenue and Highway 7 Study. Many are of the opinion that future development should not occur in this area until all transportation and traffic issues have been resolved. In this regard, many requested that the City undertake a broader transportation study in order to understand the network challenges prior to developing plans for the Kipling Avenue and Highway 7 Study Area.

11.0 MOVING FORWARD

11.1 Overview

This Land Use Planning Report provides a comprehensive review of the applicable Provincial, Regional and local Official Plan policies as well as other initiatives that have been completed in the Region of York and City of Vaughan. All of the policies encourage intensification along Highway 7 to occur in a compact form, with mixed uses, and at transit supportive densities.

Developments along Highway 7 are an indication of the transition that is occurring to achieve the intensification objectives of both the YROP 2010 and the VOP 2010. The Kipling Avenue and Highway 7 Study Area has the potential to redevelop to accommodate higher densities than what currently exists, however there are many factors to consider in determining the appropriate scale and density.

This final section of the report contains a **recommended planning vision (Section 11.2)** for consideration and a **recommended development concept (Section 11.3)**, also for consideration. The **transportation implications** of the recommended development concept are discussed in **Section 11.4**. This section then concludes with a description of the **recommended policies (Section 11.5)** that should be included in the VOP 2010 by way of an Amendment to the VOP 2010.

11.2 Recommended Planning Vision

Provincial, Regional and local planning policies establish the basis for the making of considerable investments in transit along Highway 7 and the redevelopment of lands along Highway 7 to support these investments.

Given the improved transit infrastructure planned for Highway 7 and its strategic location at a key intersection in Woodbridge, it is the intent of the Region and the City that the Kipling Avenue and Highway 7 Study Area will be redeveloped with a mix of land uses and at higher densities. However, any new development in the area should contribute to the establishment of a strong sense of place and the increasing sustainability of Vaughan's built and natural environment in terms of creating neighbourhoods that are compact, transit-oriented and pedestrian friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities.

In terms of how this will occur over time, it is expected that properties within the Kipling Avenue and Highway 7 Study Area should be combined to form larger development parcels. As this occurs, a high standard of design should be required for all new development and redevelopment, to foster a sense of pride and belonging, contribute to the overall desirability and quality of place of Woodbridge and Vaughan, create gateways, landmarks, and community focal points, and bring people and activities together. In addition, street designs that provide for pedestrian, cycling and other active modes of transportation to help create more healthy and complete communities should be implemented. Development that combines commercial, residential and other land

uses to facilitate the more efficient use of urban land and the establishment of a pedestrian environment should also be encouraged and promoted.

11.3 Recommended Development Concept

On the basis of the work completed to date, a modified development concept has been prepared and will serve as the basis for a proposed amendment to the VOP 2010.

The revised development concept modifies the previous concepts by indicating that the edge of development fronting on Highway 7 between Kipling Avenue and Lansdowne Avenue should be broken up by greenspace in the centre to avoid the creation of long walls along Highway 7. With respect to building height along Highway 7, it is recommended that the maximum height be limited to 10 to 12 storeys to reflect the precedents that have already been set in the area and to recognize that this portion of Highway 7 is generally being planned to be a mid-rise corridor as opposed to other parts of Highway 7 east of Weston Road, which generally permit high-rise development. The recommended development concept is shown below in **Figure 30**.

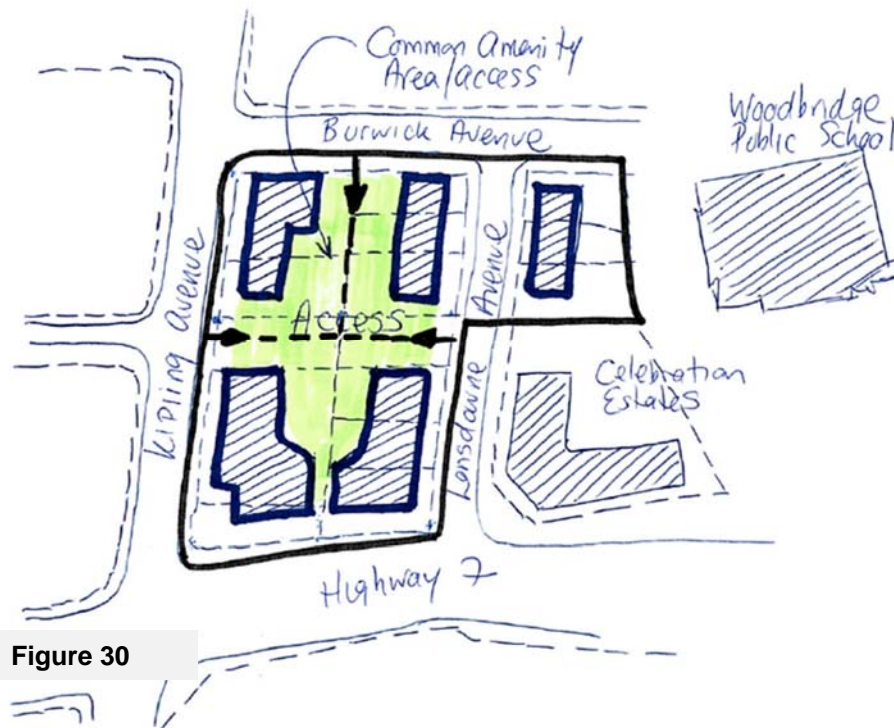
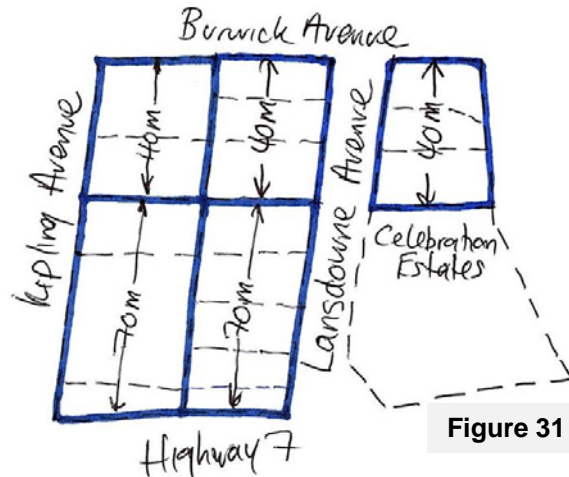


Figure 30

It is recommended that gateway features be incorporated into any proposed development at the northeast corner of Kipling Avenue and Highway 7 to recognize the intersection as one of the gateways into the historic area of Woodbridge. With respect to the lands along Kipling Avenue, it is recommended that mid-rise buildings that have a height of no more than 5 to 6 storeys be permitted in this area.

Single driveway access to this development from Kipling Avenue be required located midway between Burwick Avenue and Highway 7. This single driveway may be shared with development fronting Highway 7 to the south. With respect to lands at the southwest corner of Burwick Avenue and Lansdowne Avenue and lands across the street on the east side of Lansdowne Avenue that are north of Celebration Estates, it is recommended that the form of development be townhouses with either individual accesses or coordinated accesses.

In order to ensure that the land use concept can be implemented, it is recommended that the minimum frontage for new development along Kipling Avenue and Lansdowne Avenue be 70 metres for lands that are to be within the Mid-Rise Mixed Use designation. This means that the first three lots going north on Kipling Avenue would require assembly and the first five lots on Lansdowne Avenue north of Highway 7 would also require assembly combined as well. It is anticipated that lands at the southeast corner of Kipling Avenue and Burwick Avenue would require assembly as well. The drawing shown in **Figure 31** demonstrates where the new parcels could be located.



In order to reflect the integrity and character of the neighbourhood to the north, individual accesses from dwelling units on the south side of Burwick Avenue is not recommended. In addition, it is recommended that a 30-degree angular plane rule apply as well. Enhancements to the road network will be needed to ensure that the neighbourhood functions appropriately and is safe. This means that sidewalks are required on both sides of Burwick Avenue and Lansdowne Avenue. Before development can occur within the Kipling Avenue and Highway 7 Study Area, the recommended Amendment to the VOP 2010 requires that a Block Plan be prepared in accordance with the relevant policies of Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010 to support the first development proposal to redevelop the lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations. The intent of a Block Plan is to consider:

- a) The phased development of road and/or infrastructure connections on multiple parcels to ensure that orderly development occurs;
- b) How development on each parcel will relate to each other from a land use and density perspective;
- c) How parkland and other public amenities are provided in a consistent and logical manner as development occurs; and,

- d) How development will be phased such that both residential and non-residential uses are developed in a timely manner.

As mentioned previously in this report, many concerns have been expressed by stakeholders about the existing traffic congestion in the area, that is due in large part to the bottleneck created by the CPR bridge that is located to the east of Kipling Avenue on Highway 7. The lack of other road linkages in the area as a consequence of the location of and the barriers created by Highway 407, the Humber River and the CPR rail-line also contribute to this issue. On this basis, it is recommended that the Amendment to the VOP 2010 indicate that the redevelopment of any lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shall be dependent on Council being satisfied that planned transportation improvements to Highway 7 in particular have been realized, or are in the process of being implemented.

11.4 Recommended Land Use Concept - Transportation Implications

Currently, the predominant form of land use in the Kipling Avenue and Highway 7 Study Area is large-lot single detached dwellings. Based on the recommended development concept described above, the potential exists for the following development to occur:

- Two 12-storey buildings - 384 units. These can be considered “High-Rise Apartment” (Land Use 222);
- Two walk-up/TH buildings - 20 units. These can be considered “Residential Townhouse” (Land Use 230; and,
- One 5-storey building - 75 units. This can be considered a “Mid-Rise Apartment” (Land Use 223).

Based on the Institute of Transportation Engineers Trip Generation Manual, 9th Edition, the total number of trips generated by this amount of development is as follows:

- 166 new trips during the AM peak hour: 38 in and 128 out; and,
- 226 new trips during the PM peak hour: 141 in and 85 out.

It was suggested at previous stakeholder meetings that a full traffic signal be established at the intersection of Burwick Avenue and Kipling Avenue as development occurs in the Kipling Avenue and Highway 7 Study Area.

The distance between the Highway 7 and Kipling and the Kipling and Burwick intersections is approximately 165 metres, whereas a minimum of 215 metres is typically required. Northbound queuing generated by a potential traffic signal at Kipling and Burwick may present the potential risk of spilling onto the intersection of Highway 7 and Kipling and increase delays for northbound movements. In addition, left-turning vehicles from Rainbow Drive onto Kipling Avenue may see additional delays, as Kipling Avenue is one of two exit points from their subdivision (the other one being Ellerby Square North, to the north).

Given the nature of the development that is proposed, the City of Vaughan Transportation Planning staff anticipates that a majority of the prospective left-turning

movements at Kipling and Burwick will prefer to make a right-turning movement at Highway 7 and Lansdowne and use the signalized Highway 7 and Kipling intersection

As the two accesses to and from the Kipling Avenue and Highway 7 Study Area are located at Lansdowne Avenue and Burwick Avenue, the right-turning movement at Lansdowne and Highway 7 is expected to play the same role as the left-turning movement at Kipling and Burwick for vehicles exiting the Kipling Avenue and Highway 7 Study Area and intending to travel westbound on Highway 7. Therefore, regardless of the implementation of traffic signals at Kipling and Burwick, it is anticipated that a majority of the prospective left-turning movements at Kipling and Burwick will prefer to make a right-turning movement at Highway 7 and Lansdowne and use the signalized Highway 7 and Kipling intersection if they wish to travel westbound on Highway 7.

In addition there will be a need for transportation assessments to support individual applications. It is recommended that a prohibition on left turns to and from Lansdowne Avenue on to Highway 7 be considered.

11.5 Recommended Planning Policies

In order to provide the basis for considering future development applications in the Kipling Avenue and Highway 7 Study Area, an Amendment to the VOP 2010 is required to:

1. Remove the four parcels in the Kipling Avenue and Highway 7 Area that are currently subject to the **Section 12.10 Kipling Avenue and Highway 7 Area Plan** and replace with the proposed new policies and map in Section 12.15 Northeast Quadrant of Kipling Avenue and Highway 7; and,
2. Add new policies and map contained in Section 12.15 Northeast Quadrant of Kipling Avenue and Highway 7 Area Plan to the VOP 2010.

Below is a brief description of the recommended policies.

Firstly, it is recommended that the policies that apply to the Kipling Avenue and Highway 7 Study Area be premised on a vision for the area that would also be included in the VOP 2010. This vision would expand upon the vision presented in this report in Section 11.2 and the Development Concept presented in Section 11.3.

It is then recommended that a series of goals that apply to the Kipling Avenue and Highway 7 Study Area also be included in the VOP 2010. These **recommended goals** are as follows:

- a) Ensure the development of a compact transit-oriented neighbourhood;***
- b) Require a high standard of design for all new development and redevelopment to foster a sense of pride and belonging among residents, contribute to the overall desirability and quality of place, create gateways,***

- landmarks, and community focal points, and bring people and activities together;*
- c) Promote development that is sensitive to the character of the low-rise residential neighbourhood to the north;*
 - d) Require the enhancement of existing streets and the establishment of new connections to provide for pedestrian, cycling and other active modes of transportation that help create more healthy and complete communities;*
 - e) Incorporate spaces for a range of small scale retail and service functions, where required, to address the needs of the local population;*
 - f) Ensure the provision of a range of housing types to accommodate persons with diverse social and economic backgrounds, needs and desires while promoting the maintenance and improvement of existing housing;*
 - g) Identify and apply, where possible, the best available approaches and standards for the design and construction of sites and buildings including incorporation of sustainable and energy efficient materials;*
 - h) Prioritize a human scale within the public realm, including street rights-of-way, and in how buildings are massed and address the street;*
 - i) Promote shared and structured/underground parking in order to minimize areas devoted to surface parking;*
 - j) Require enhancements to the public realm in the form of sidewalks, streetlights and street trees as redevelopment occurs; and,*
 - k) Establish the conditions under which development and redevelopment will be considered in the future.*

In terms of the **land use designations**, it is recommended that the Mid-Rise Mixed Use designation apply to lands between Lansdowne Avenue and Kipling Avenue on the north side of Highway 7. The maximum permitted height would be 12 storeys. The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4 of the VOP 2010 except as provided for in the Amendment.

It is also recommended that the lands fronting on Kipling Avenue between the Mid-Rise Mixed Use designation and Burwick Avenue be designated Low-Rise Mixed-Use, with the maximum permitted height being 6 storeys. The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.2 of VOP 2010 except as provided for in the Amendment. A map showing the proposed land use designations is shown in **Figure 32**.

Map 12.15.A: Northeast Quadrant of Kipling Avenue and Highway 7 - Land Use, Density and Building Heights Plan



Figure 32

The remainder of the lands are proposed to be designated Low-Rise Mixed Use and the policies governing the uses permitted and development requirements for the Low-Rise Mixed Use designation shall be in accordance with Policy 9.2.2.2 of VOP 2010 except as provided for in the Amendment.

In order to ensure that any proposed development in the Kipling Avenue and Highway 7 Study Area supports the many urban design objectives of the City, it is recommended that a dedicated section on urban design be included within the Amendment. With respect to **building design and placement**, it is recommended that the following policies be included within the Amendment:

- a) ***Buildings shall be oriented to the street and have active facades including primary windows and entrances facing the street so that the main building entrance faces the public street, to enhance the physical and functional relationship to the public realm.***
- b) ***New buildings on corner lots shall be located to create an architectural definition of the intersection with building massing and articulation that creates a comfortable microclimate for pedestrians.***

- c) *Large, blank walls and repetitive facades shall be avoided and there shall be variation in façade treatments with architectural details and materials, including facades where no windows are located.*
- d) *A break in the building wall facing Highway 7 approximately halfway between Lansdowne Avenue and Kipling Avenue shall be provided to break up the mass of the building(s) facing Highway 7.*
- e) *Parcels fronting Kipling Avenue and Highway 7 in the Mid-Rise Mixed-Use designation, shall require a build-within zone ranging between 2 and 3 metres from the front lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of any proposed building shall be within the build-within zone.*
- f) *Architectural variation and animation shall be provided with building elements such as balconies, windows, porches, railings, entrances, awnings, architectural lighting and integrated signage as appropriate.*
- g) *Retail and service commercial uses within mixed-use buildings shall be located on the ground floor and oriented to the street to maximize exposure and access.*
- h) *New buildings constructed adjacent to heritage buildings and sites located to the north in the Woodbridge Heritage Conservation District shall be complementary in scale and massing, with sympathetic rooflines, location of entrances, treatment of ground floors and materials.*
- i) *Driveways accessing individual residential dwellings shall be permitted on Lansdowne Avenue and Burwick Avenue only, provided they are setback an appropriate distance from Highway 7 and Kipling Avenue.*
- j) *Individual garages along the front of grade related residential units, such as detached, semi-detached or townhouses on Burwick Avenue and Lansdowne Avenue, shall not protrude beyond the main front building wall, and should occupy no more than 50% of the width of the building or unit frontage.*
- k) *New buildings and developments should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network.*
- l) *Roof heating, ventilation, air conditioning and mechanical equipment for new buildings shall be erected behind a parapet wall or other architectural screening device integrated with the building design to minimize their visibility from abutting existing low-rise residential properties and the public realm.*
- m) *Bird Safe treatments shall be considered in building design in order prevent bird-window collisions.*
- n) *Urban Design Briefs shall be required to support applications for development and shall address both built form, site organization, public realm and sustainability considerations to the satisfaction of the City.*

For new Mid-Rise buildings, it is recommended that Mid-Rise buildings over 6 storeys in height be designed with a pedestrian scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six storeys in height. Taller building elements shall generally be set back from the podium by a minimum of 3 metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.

A number of **site design policies** that would also apply to the Kipling Avenue and Highway 7 Study Area should also be included in the VOP 2010 as set out below:

- a) *Landowners shall consolidate driveways and provide interconnected rear laneways, where appropriate, as sites develop or redevelop over time.*
- b) *Parking areas shall be shaded with trees.*
- c) *Service areas shall be located and designed as an integral part of the building and/or site design.*
- d) *Service areas shall not face onto or be visible from streets, public spaces, amenity areas and/or neighbouring residential properties.*
- e) *Access to underground parking shall be appropriately integrated into the building it serves and located so as to minimize physical and visual impact on public sidewalks and open spaces.*
- f) *Buildings fronting on Kipling Avenue and Highway 7 shall not be separated from the street by parking areas or drive aisles.*
- g) *Any loading and storage facilities shall be internal to the main building(s).*
- h) *Sidewalks or equivalent pathways, where provided, shall be designed and constructed to be barrier-free and consistent with the Ontarians with Disabilities Act.*
- i) *Site and building services and utilities, such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be integrated within the buildings and/or located away and/or screened from public roads and adjacent residential areas in order to buffer their visual and operational effects.*
- j) *Waste storage areas shall be integrated into the principal building on the lot.*
- k) *Exterior amenity spaces shall be provided for the benefit of the new residents in locations that are well designed and accessible to the public.*
- l) *As a condition of approval, the City may require that new development be designed to incorporate private open spaces that contribute to the open space network within the northeast quadrant of Kipling Avenue and Highway 7 by:*
 - i) *Including connections and features such as widened sidewalks, courtyards, plazas and places for informal community uses, where appropriate;*

- ii) *Reinforcing the existing open space character or initiating a strong open space concept that can be built upon in the future;*
 - iii) *Providing outdoor amenity spaces for the use of occupants of the development;*
 - iv) *Including features that serve a number of functions, providing for year-round use and are adaptable to new uses; and,*
 - v) *Using durable materials and elements of interest such as special landscape features or public art.*
- m) *Public Art will be required and commissioned in accordance with the City's approved City-Wide Public Art Program.*

A number of policies that are related to **sustainability** are also recommended:

- a) *All development in this Plan shall have regard for the goals and objectives of the Green Directions Vaughan – the City's Community Sustainability and Environmental Master Plan (Vaughan 2009) and the Sustainable Development policies of VOP 2010.*
- b) *All development applications for development in this Plan shall include a Sustainable Development Report that describes how the proposed development supports the Official Plan's objectives regarding environmental sustainability as per Section 9.1.3 "Sustainable Development".*

With respect to **cultural heritage**, the following policies are recommended:

- a) *Within the quadrant, there are several properties on the Vaughan Properties of Interest list. Properties on this list, that are subject to redevelopment, shall require a Cultural Heritage Resource Impact Assessment in accordance with Section 6.2 Heritage Protection and Designation of the VOP 2010.*

As redevelopment occurs there will be a need to consider **parks and open space needs**. With this in mind, the following policies are recommended:

- a) *It is anticipated that additional development within the northeast quadrant of Kipling Avenue and Highway 7 will place increasing pressure on existing parks and open space areas, therefore where feasible through the development review process, additional opportunities for other parks and open space areas should be examined including trails and restoration opportunities.*
- b) *The acquisition of parks and open space within the northeast quadrant of Kipling Avenue and Highway 7 will take full advantage of the provisions of the Planning Act, ensuring that the appropriate amount of public parkland is conveyed to the City or in the absence of land, cash in lieu of parkland.*
- c) *Notwithstanding the above, the City recognizes that the parks and open space system may include certain private open space elements such as private gardens and grounds, private amenity outdoor spaces and open spaces associated with infrastructure, squares, courtyards and passageways, plazas and rooftop gardens.*

- d) ***Parkland dedication shall be in accordance with the provisions of Section 7.3.3 of the VOP 2010 and the recommendations of the Active Together Master Plan. In addition to the provisions to Section 7.3.3 of the VOP 2010, and for greater certainty the following shall not be counted towards parkland dedication:***
- a. ***Private outdoor amenity space;***
 - b. ***Private open space;***
 - c. ***Lands less than 0.2 hectares;***
 - d. ***Landscape buffers and vistas;***
 - e. ***Natural Heritage Network lands and associated buffers;***
 - f. ***Stormwater management lands and associated buffers;***
 - g. ***Buffers and adjacent associated with rail corridors; and***
 - h. ***Rooftop gardens.***
- e) ***In addition to the provisions of Section 7.3.3.8 of the VOP 2010, parkland shall be unencumbered by railway safety buffers, Natural Heritage Network features and associated buffers, and regulated floodplain areas.***
- f) ***Private open space elements such as private outdoor amenity space, squares, courtyards, passageways, plazas, rooftop gardens, or sustainable features shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private open space elements shall not count toward parkland dedication.***

As mentioned previously, it is expected and required that **land assembly** will be needed to provide for redevelopment. In this regard, the following policy is recommended:

- a) ***Land assembly will be required to minimize access points to Kipling Avenue, provide appropriate access to developments fronting onto Highway 7 and enable the creation of large enough development blocks that can support the creation of common amenity areas and parking areas and shared accesses such as rear laneways in the Low-Rise Mixed-Use and Mid-Rise Mixed Use designations.***
- b) ***In all cases, development parcels shall be assembled to the satisfaction of the City.***
- c) ***Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.***