

## COMMITTEE OF THE WHOLE MEETING – JUNE 2, 2009

### **KIPLING AVENUE CORRIDOR STUDY DRAFT OPA AMENDMENT FILE: 15.95 WARD 2**

#### **Recommendation**

The Commissioner of Planning recommends:

1. THAT the proposed Kipling Avenue Corridor OPA 695, forming Attachment #4 to this Report, BE APPROVED; and,
2. THAT Staff be directed to initiate the process to amend the City of Vaughan Zoning By-law 1-88, to implement the new designations in the Kipling Avenue Corridor OPA 695.

#### **Economic Impact**

There is no additional economic impact to the City of Vaughan as the necessary revenues have been allocated and approved. The proposed policy changes will permit additional new assessment to the local tax base.

#### **Communications Plan**

##### Public Consultation

The consultation process included a number of workshops with landowners and local residents. The following is a list of the open houses and workshops held with the community in date sequence:

- April 4, 2007 – Kick-off meeting;
- May 1 and 2, 2007 - Forum 1. Workshops to develop guiding principles. Concepts developed for the study area during the workshops, were presented and discussed at Community meeting in the evening;
- June 20, 2007 - Public Information Session;
- June 25, 2007 - Workshop and evening community meeting;
- September 25, 2007 - Progress update meeting for both the Kipling Avenue Study and the Woodbridge Heritage Conservation District Study;
- October 30, 2007 - Gatehouse Court Resident Meeting;
- November 22, 2007 - Design workshop for the industrial lands located between Kipling Avenue and Rainbow Creek;
- March 27, 2008 – Kipling Avenue Study Area Public Meeting to present draft study report and Official Plan; and
- October 6, 2008- Public Hearing to present the Study Report and Draft Official Plan Amendment 695 (Kipling Avenue Study Area), to Committee of the Whole and area residents.

## Purpose

To present the final Staff report and proposed Official Plan Amendment 695 for the Kipling Avenue Study area for consideration at the Committee of the Whole.

## Public Hearing

The Kipling Avenue Study Report and Draft Official Plan Amendment 695 were presented at a Committee of the Whole Public Hearing on October 6, 2008. Generally, the study and Official Plan were well received, and a number of residents from the study area made deputations commending the public consultation process and the final land use vision. The following additional concerns and comments were expressed at the public hearing:

### 1. Comment:

(i) The representative from Canadian Pacific Railway questioned the northerly access proposed for the north neighbourhood situated in the Rainbow Creek Area. She stated that the access is currently private and used by the industry located in this area.

(ii) A second concern was raised with respect to the designation of a parkette on CPR owned lands (formerly used as a tennis court by the community), located on the east side of Kipling Avenue, just south of the rail crossing. The reasons for designating the lands as a parkette were questioned, given that it is owned by CPR.

### Response:

(i) The proposed access and driveway owned by one of the industrial businesses would be required to be developed as a public road in order for the proposed plan to be realized. A developers' group agreement would ensure equitable cost sharing among the developers who would be benefiting from this future road. As the access occurs at a railway crossing, it must be built to CPR and City standards. Once the access and road has been constructed and cleared for compliance with these standards, it will be assumed by the City and become a public road.

(ii) Through the study and public consultation process it became clear that additional park land is necessary to serve the increased population proposed by the OPA. The vacant parcel located immediately south of 8085 Kipling Avenue, and on the east side of the street, is ideally situated to serve as a community parkette. The development of the parkette will be conditional upon the City acquiring the lands from CPR.

### 2. Comment: A resident from Harmonia Crescent objected to the "High Density Residential" proposed for the north neighbourhood of the Rainbow Creek area, stating that the six storey buildings will have a negative impact on the neighbourhood view of the valley lands.

Response: It should be noted that the rear boundary line of the properties backing onto the western edge of the Rainbow Creek Valley, is a minimum of 182 meters from the proposed "High Density Residential" lands. The Rainbow Creek Valley falls between the existing low density neighbourhood in the west, and the proposed High Density Residential Neighbourhood. In addition there is a minimum 10 meter buffer required for development adjacent to valley lands. Given the distance between the houses on Harmonia Crescent and the proposed maximum six storey high density residential, the impact on views should be negligible.

### 3. Comment: A number of residents from Gatehouse Court opined that the two vacant lots on Gatehouse should be developed as single detached residential lots, in keeping with

the established character of the court. They also commented that the vacant lands to the east of Gatehouse, abutting the rear property line of the Gatehouse lots, should also be low density residential because of their close proximity to Gatehouse Court. They voiced concerns that their privacy and views of the valley would be significantly compromised were the lands to be developed with higher density development.

The Planning Consultant for the landowner of the vacant lots on Gatehouse Court and the vacant lands abutting the court to the east, has objected to the "Low Density Residential" designation of the lands. He opined that the lands should be designated "Medium Density Residential".

Response: Different options had been presented for these lands, however through the public consultation process and further analysis, it became evident that the Gatehouse Court development consisting of 17 single detached residential homes, on a relatively secluded enclave, and north of the Kipling mixed-use main street, should remain "Low Density Residential", and that the last two lots on the court should be developed with similar single detached residences. Medium Density Residential on the court or on the vacant lands behind it, would change the character of the existing neighbourhood and introduce more traffic at the common access point to the neighbourhood. The residents from Gatehouse Court were active participants in the public consultation process and they have voiced their opinions that the character of the established neighbourhood should be respected.

The Official Plan Amendment proposes "Low Density Residential" for the vacant lots on Gatehouse Court, and the vacant lands to the east of the court. This designation permits single and semi detached units with a maximum 2 storey height (8.5m). There is also an exception provided to permit only single detached residential on the two vacant lots fronting Gatehouse Court. The proposed designation was the result of the consultation process and the acknowledgement that the established Gatehouse residential is an isolated enclave within the Study area. It is north of the mixed-use development on Kipling, and off the main street. In the context of the established residential court, the proposed low density residential designation, and exception is appropriate.

4. Comment:

(i) The Lawyer representing the Toronto District Christian High School raised concerns respecting the property boundary line for the proposed park on the fire hall site located at 325 Woodbridge Avenue. The parkland designation included lands which fell in the ownership of the abutting Toronto District Christian High School.

(ii) A second concern was raised respecting the boundary of the "Conservation Lands" designation reflected on the draft OPA 695 land use map.

(iii) In addition, the Toronto District Christian High School (TDCH) submitted a request to purchase the fire hall site from the City of Vaughan, and that the lands be considered for a Performing Arts Centre through a public/private partnership arrangement with the City or by TDCH independently.

Response:

(i) The land ownership for the back portion of the fire hall site was confirmed to be the property of the Toronto District Christian High School as this piece was purchased from the City some time ago. The boundary line for the parcel has been adjusted in the revised OPA mapping to reflect the correct .6 acre area owned by the City.

(ii) Staff have reviewed the "Conservation Land" designation boundary reflected on the land use mapping of the draft OPA document. The division line that had been used was the Toronto and Region Conservation Authority Regulation Line provided by the TRCA. However, staff have revised the land use map, to reflect the "Drainage Tributary" line as the boundary between land use designations. This is in keeping with the previous OPA 240 for the Woodbridge Community. It should be noted that actual conservation land boundaries are established for abutting lands, at the time that a landowner submits a development application. These boundary lines are determined through site walks with the TRCA, City staff, and the landowner, where environmentally sensitive lands are considered according to the current policies of the TRCA and the City, and a staking of the lands is conducted. It should also be noted that the current TRCA mapping for the "Drainage Tributary" designation has been used. Flood line boundaries do vary somewhat over time due to surrounding development, changing weather patterns and river courses.

(iii) Since the fire hall will no longer be needed at this location in future, draft OPA 695 had designated a .6 acre parkette at the fire hall site to augment the parkland provision as required by the proposed increase in residential units. However, in order to further explore the proposal put forward by the Toronto District Christian High School, to consider the sale and joint use of the fire hall lands as a Performing Arts Centre, staff recommends that a deferral from OPA 695 be placed on the lands (see Attachment #3 Deferral Areas). The underlying designation of "Low Density Residential "(OPA #240), will continue to be in effect until such time as the merits of the new proposal are fully considered.

5. Comment: The Planning Consultant for Canadian Pacific Railway submitted a letter dated October 2, 2008, listing a number of concerns with respect to the proposed policies for the CPR lands in the south portion of the Rainbow Creek development area. The Proponent had submitted a townhouse concept plan, reflecting a row of stacked townhouses with garages located in the front facade, and facing a private lane. The concerns listed by the proponent's Planning Consultant included policies in the draft OPA 695 which precluded stacked townhouses, and the specific nature of the policies included in the Plan.

Response: Initially, the vision for the CPR lands, in the context of the entire Rainbow Creek area, had been to provide a primary roadway access for future residential development. This scenario provided full access from Woodbridge Avenue, and secondary accesses at the north limit, and midway point of the Rainbow Creek development area.

As the applicant had submitted development applications prior to the initiation of the study, the consulting team reviewed and evaluated the merits of the applicant's proposal in the context of the emerging vision for the study area. The stacked townhouse proposal was evaluated in terms of the need for a functional and high quality design, and for its fit within the surrounding land use context, including attractive pedestrian connections. The CPR site is challenged in terms of development area, being 31 metres in width, and as a result, the proposed density for the site raised serious concerns in terms of achieving good urban design objectives in keeping with the vision for the Kipling Avenue area.

City Staff have met several times with the proponent and his Planning Consultant to resolve outstanding issues. Though many issues have been resolved with the submission of a new concept plan by the applicant, others remain with respect to minimum distances provided from the front wall of the proposed stacked townhouses to the CPR east property line, the minimum proposed land area dedicated to the central pedestrian sidewalk and landscaped promenade, the orientation of the proposed units adjacent to Woodbridge Avenue, and other design considerations.

Staff were continuing to confer with the applicant to resolve these remaining issues at the time that the City received correspondence from the Region of York respecting an issue of the re-designation of these lands being considered a conversion of employment lands. The Region has now clarified that the re-designation of the CPR lands, and the industrial condominium units located to the west (350 Woodbridge Avenue), to residential designations in draft OPA 695 is considered a "conversion of employment lands". The Region is therefore asking that the lands be deferred from OPA 695, so that they may be comprehensively studied as part of the detailed review of proposed employment area conversions city-wide, currently underway in the New City Official Plan review (see Attachment #3 Deferral Areas). The new Vaughan Official Plan is slated for completion and adoption by Council by June of 2010. After such time the Official Plan will be reviewed by the Region of York, and we will receive confirmation respecting the question of converting the lands from an employment use. The work completed to date as part of the Kipling Avenue Corridor Study, will be reviewed further at that time. In the interim, these lands will retain their current "Industrial" designation.

Also, because the CPR lands were being considered as part of a concept plan including the rear portion of the "Low Density Residential" lots (7988-8010 Kipling Avenue), and two lots on Burton's Lane (1 and 3 Burton's Lane), located immediately to the east, these lands are also being deferred from OPA 695, until such time as they may be comprehensively planned with the CPR lands. In the interim, the rear portion of the residential lots will retain their "Low Density Residential" designation (OPA 240); and, the Burton's Lane parcels their "Medium Density Residential" designation (OPA 356).

### **Other Comments**

On January 20/09, the City of Vaughan Policy Planning Department received correspondence from the planning consultant representing the owner of 8161 and 8171 Kipling Avenue, requesting that a concept plan including a high density component, be reviewed for inclusion in the proposed Official Plan. The properties were formerly the subject of an Ontario Municipal Board Hearing at which the owner was permitted a Medium Density Residential designation including four single-family detached dwellings fronting on Kipling Avenue, and 16 semi-detached dwellings located to the rear of the property (Board Order # PL000567 issued March 18, 2008, OPA 520).

While recognizing approved OPA 520, the vision of the proposed Kipling OPA is that of a mid-density mixed-use (maximum height of 3 storeys and a maximum FSI of 1.0) designation for the length of the Kipling Avenue corridor, with the exception of the Kipling/Woodbridge intersection. Given the introduction of this new proposal for higher density, after the completion of the public consultation process, and the statutory Public Hearing, Staff propose to defer 8161 and 8171 Kipling Avenue from OPA 695, in order that any new development applications for these lands can be reviewed through a full public process, with all required accompanying documents (see Attachment #3 Deferral Areas). In the interim, the lands will retain their current "Medium Density Residential" designation under OPA 520.

### **Background - Analysis and Options**

#### **Organization of this Report**

This report provides an overview of the planning process undertaken for the Kipling Avenue Study area and the key recommendations of the Consultant's Study Report. The report also provides a summary of the proposed land use and design policies contained in the proposed OPA.

## Location

The study area is located along the Kipling Avenue corridor and adjacent area from Ellerby Square north, to the point where Kipling Avenue begins to bend westerly, including the undeveloped parcel of land on the east side of Kipling Avenue, south of Langstaff Road, between the existing Gatehouse Court subdivision and the Humber River Valley lands. The study area also includes the lands immediately west of the Canadian Pacific Railway spur line.

## Existing Uses

The Kipling Avenue Study Area includes several zoning categories as follows: Single Family Detached Residential (R1, R2, and R3), Apartment Dwelling Residential Zone (RM), Street Townhouse Dwelling (RM1), Block Townhouse Dwelling, Apartment Dwelling, Multiple Family Dwelling (RM2), Restricted Industrial Zones (M1), General Industrial Zones (M2), Transportation and Industrial (M3), Restricted Commercial (C1), Local Commercial (C3), Open Space (OS2), and Agriculture – Residential/Commercial/Farming (A).

The Kipling Avenue Study Area presents the following challenges:

- Some of the historic commercial, agricultural, institutional and residential fabric has been lost and the area lacks a distinct identity and character;
- The civic role of the street has been overshadowed by traffic to support the heavy industrial uses, and the railway crossing causing conflict for local residents and businesses;
- The overall quality of the main street experience is poor;
- There is no organized business or commercial role for the street within a broader context;
- New development and reinvestment is needed within the Study area;
- The scale of current development is not consistent, and in some locations does not suit the size of the street and the heritage fabric; and
- Pedestrian activity is poor due to a general lack of contiguous walking paths, sidewalks, attractive public realm, and uses conducive to pedestrian activity.

## The Planning Context

The Study area falls under the jurisdiction of the City of Vaughan, and the Region of York, and is also subject to Provincial Policy. The following Provincial Policies are applicable to the Kipling Avenue Study area:

### *Provincial Policy Statement (PPS)*

The PPS supports efficient land use, a mix of housing types and densities, residential intensification, public transit ridership, and the protection of cultural heritage. The PPS focuses on development within settlement areas and away from sensitive resources. It encourages growth in built up areas by providing opportunity for mixed uses, housing and employment, parks & open spaces, transportation choices and pedestrian movement. Transit corridors within urban areas are identified as key areas for intensification and redevelopment.

### *Places to Grow Act, 2006*

The Places to Grow Act provides a vision and growth plan for the Greater Golden Horseshoe in southern Ontario and is based on a set of principals for guiding decisions on how land is to be developed and public investments are managed. The Places to Grow Act supports the following principals:

- Building compact vibrant neighbourhoods;
- Protect, conserve, enhance and wisely use valuable natural resources such as land, air and water for current and future generations;
- Optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- Provide for different approaches to managing growth that recognize the diversity of communities; and
- Promote collaboration among all sectors including government, private and non-profit, and community members to achieve the vision.

### *Ontario Regulation 166/06 (Toronto Region and Conservation Authority)*

Ontario Regulation 166/06 "Toronto and Region Conservation Authority (TRCA): Regulation of Development, Interference with Wetland and Alterations to Shorelines and Watercourses" allows TRCA to regulate a broader scope of natural features and activities. The Regulation ensures public safety by minimizing risk to life and property from flooding, erosion of riverbanks and slope instability.

Lands within the Kipling Avenue Study Area have been identified by TRCA to be located within and/or adjacent to Floodline Protection Areas. This regulation requires development proposals adjacent to natural areas and floodline boundaries to be reviewed by the TRCA for approval and permit.

### *York Region Official Plan (ROP)*

The York Region Official Plan (ROP) is the upper tier planning document, to which the City of Vaughan's planning documents must conform with respect to goals, objectives and policies. The ROP provides the framework for the overall planning structure for the Region, including specific guidance and policies for the urban structure and regionally significant areas relevant to the context of this study, including:

- Directing the majority of growth to the Urban Areas identified in the Regional Structure Plan. The Kipling Avenue area is located within the identified Urban Area;
- Protecting and restoring the Regional Greenlands System as a permanent resource of the Region. The Humber River and the Rainbow Creek corridors are identified as part of the Regional Greenlands System;
- Creating employment opportunities across the Region and reducing the overall levels of travel;
- Providing rapid transit services linking the Regional Centres within the adjacent urban area. Highway 7 immediately south of the Kipling Study Area is identified as a Regional Rapid Transit Corridor; and

- Promoting healthy communities by providing employment opportunities, encouraging the use of public transit, promoting walking, cycling trails, providing a range of housing options, protecting the natural environment and improving community partnerships.

### *City of Vaughan Official Plan Amendments*

The key municipal policies pertaining to the lands within the context of the Kipling Avenue Area Study are the following: Official Plan 356 – Kipling Avenue Official Plan (1991), Official Plan 440 – Woodbridge Core Official Plan (1995), Official Plan 240 – Woodbridge Community Plan (1987).

An important objective of the applicable Official Plans is to: maintain the residential character of Kipling Avenue while providing for some redevelopment opportunities. Lands to the south of the Study Area are designated to permit a mix of residential and commercial uses. Several of the Official Plan policies have been amended to respond to new development in the Kipling Avenue area.

### The Study Process

The Study was undertaken by City of Vaughan staff and a leading planning and urban design firm, Office for Urbanism, and their sub-consultants. Initiated in March 2007, the study included a number of public workshops with key stakeholders, including property owners, local residents, the City of Vaughan, TRCA, and local businesses.

### Key Elements of the New "Vision: for Kipling Avenue"

The framework for renewal of the Study Area is based on a vision which seeks to emphasize and enhance the scattering of assets that represent it. The objective is to weave them into a connected and cohesive fabric of new buildings and open spaces that are complimentary and that can establish a distinct identity for the area. The Kipling Avenue area has the potential to be transformed into a healthy walkable environment that is oriented to the pedestrian, and reflective of the diversity of uses that defines its history and structure. The vision and policy framework build upon established planning principals, municipal, regional and community goals to:

- Develop an improved public realm, consisting of completed trail networks throughout the Study Area, including an improved green streetscape for Kipling Avenue, enhanced landscaping and architecture, improved and safe crossings and connections, animated building uses and landscaped frontages;
- Enhanced open spaces, enhanced mature forest areas and conservation lands, increased park space and connections, the enhancement of existing parks and the Fairgrounds;
- Established pedestrian priority zones in the Area that provide safe circulation and connections, and an enhanced character;
- Increased community services in the form of additional neighbourhood parks and public squares, increased access and use of the river valleys;
- Infill development along Kipling Avenue to strengthen and reinforce the heritage fabric and bring cohesion to the built form;
- Increased mixed residential development to broaden the variety of available housing stock for the community, and foster a diverse and vibrant community. The additional



residential units are also intended to support public amenities along Kipling Avenue by providing a critical mass of residents, and to introduce new road access opportunities;

- Improved transportation providing a new multi-modal framework, enhanced rail crossings, increased bus service along Kipling Avenue, increased on-street parking and bike lanes, ultimately enhancing the pedestrian realm and increasing opportunity for alternative sustainable modes of transportation; and
- Increased mixed use development to enhance the commercial and business opportunities for the Area.

### Objectives & Principles

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

- i. Foster a Sense of Place – development shall contribute to a defined identity and should be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of uses.
  - This is to be achieved by ensuring the design of streetscapes is consistent and cohesive, and draws upon existing architecture and landscapes; development of pedestrian oriented streets enhancing the public realm; ensuring building design is appropriately scaled to frame public squares; and, a comfortable and a continuous pedestrian environment within an appropriately scaled urban fabric.
- ii. Protect Heritage Resources – all development shall respect the areas heritage assets and contribute to the heritage character.
  - Ensuring the scale and massing of new development respects and contributes to the existing heritage attributes; ensuring that open spaces, green corridors and trail connections are considered part of the area's heritage resources.
- iii. Create a Supportive Transportation Network – design of transportation network shall support a range of users, pedestrians, cyclists, public and private transit vehicles.
  - Develop a street network which is well-connected and is supported by public transit to facilitate movement through the corridor while reducing traffic. Ensure new development supports investment in public transit through increased densities where appropriate and efficient design. The streetscape should also be designed to ensure safety of pedestrians, cyclists and vehicles.
- iv. Provide a Mix of Uses – Policies for the Kipling Avenue Area shall encourage a mix of uses to support the community and local economy.
  - Establish compatible mixed uses which include residential, commercial and institutional uses; ensure appropriate transition between uses and building types; offer a variety of housing types to accommodate a range of needs variety of demographics, and complimentary range of heights, unit types and sizes.
- v. Enhance Green Environment and Open Space System – enhancement of public and private open spaces, streets, pathways and trails.

- Ensure conservation and connection of green open space corridors (i.e. Humber River and Rainbow Creek Corridor); develop trails and paths throughout the green corridors; and ensure public parks and neighbouring communities are continuous, accessible and well-linked. Establish an open space network allowing for active and passive recreational activity. Ensure the Fairgrounds remain a key open space amenity for the community.
- vi. Achieve a critical mass – achieve population density to support the role and function of the study area as a vibrant neighbourhood.
- Plan and design the area to accommodate the population necessary to sustain amenities, improve public transit and ensure a vibrant street life; foster compact urban form, and provide residents with a variety of amenities within walking distance.

### Land Use Recommendations

The land use recommendations arising from the Kipling Avenue Area Study provide the policy basis for an amendment to the Official Plan to guide the renewal of the Kipling Avenue Area. These recommendations are based on the vision, key planning principals, goals, analysis and conclusions outlined in the Study report. The following section summarizes the proposed policies for each of the land use designations included in the proposed Official Plan.

The Kipling Avenue area is intended to become a “complete” neighbourhood with a fine grain mix of land uses located within walking distance. The area is also intended to accommodate a range of different housing types which will derive in part from different densities. The following land use designations have been proposed as part of this study:

i. High Density Residential Neighbourhood Designation (proposed Rainbow Creek Neighbourhood)

The High Density Neighbourhood Designation is intended to develop a residential neighbourhood integrating residential and open space uses, to support a pedestrian scale environment. Permitted uses include a variety of residential and open space uses, townhouses, apartment buildings, parkettes and public squares, and one convenience retail store located at grade. The minimum building height is 8.5 metres (2 storeys), with a maximum of 13 metres (4 storeys) podium with 19 metre (6 storeys) maximum stepping back on a 45 degree angular plane from the podium and, a maximum density of 2.5 FSI.

ii. High Density Mixed Use Designation (Woodbridge Avenue & Kipling Avenue Intersection)

The four corners of this intersection will represent the primary retail and commercial centre for the area. It is intended to concentrate a mix of residential and commercial grade uses. Permitted uses include a variety of high density residential, commercial, institutional, civic, recreational, and open space uses that will support a compact urban street and healthy pedestrian environment. High density residential uses include townhouses, condo/apartment buildings. Where heritage contributing buildings on either side of the subject site are set farther back from the front property line than the minimum permitted setback; the setback will be the average of the front yard setbacks of the two properties on either side of the subject site. The minimum building height will be 8.5 metres (2 storeys) and maximum building height of 13 metres (4 storeys) podium, stepping on a 45 degree angular plane from the podium to 19 metre (6 storeys) maximum building height. The maximum density in this designation is 3.0 FSI.

iii. Mid Density Residential Neighbourhood Designation

Lands within this designation will represent the transition area between the High Density Neighbourhood areas and lower density areas along Kipling Avenue. Uses will include a

variety of semi-detached, townhouse and apartment/condo buildings; one convenience retail store at grade as part of a residential building; parkettes and public squares. The minimum building height of 8.5 metres (2 storeys), maximum building height of 13 metres (4 storeys) with a maximum density of 2.0 FSI.

iv. Mid Density Mixed Use Designation

This designation will include low scale, mixed use areas, providing amenities and ancillary retail uses for adjacent neighbourhoods. It is intended that the uses along Kipling Avenue will evolve, as the demand for commercial and retail space changes. Permitted uses include a broad variety of residential, commercial, recreational and open space uses that will support the heritage character of Kipling Avenue and permit a healthy pedestrian environment. Where heritage contributing buildings on either side of the subject site are set farther back from the front property line than the minimum permitted setback; the setback will be the average of the front yard setbacks of the two properties on either side of the subject site. The minimum building height will be 8.5 metres (2 storeys). The maximum building height shall not exceed 11 metres (3 storeys) in this designation. The proposed minimum density is 0.60 FSI with a maximum density of 1.0 FSI.

v. Low Density Residential Designation

Permitted uses include single family detached and semi-detached residential dwelling units. The remaining lots on Gate House Court shall be developed as single family detached structures to maintain the character of the existing residential street. The minimum building height will be 4 metres (1storey). The maximum building height will be 8.5 metres (2 storeys) with a maximum density of 0.5 FSI.

Semi-detached units are permitted on the lands behind the east side of Gatehouse Court which are currently vacant, and will not have frontage on the Court.

vi. Open Space: Parks, Public Squares Designation

Open space designations include a variety of publicly accessible land uses ranging from naturalized woodlots to landscaped public squares. Permitted uses include active and passive recreational uses, and cultural uses. All lands under this designation must be publically accessible to pedestrians, and abutting buildings shall be designed to front onto all open spaces. The proposed OPA provides that parking structures / lots should generally not front onto Open Spaces.

vii. Flood Plain Designation

This designation outlines generally the lands under the jurisdiction of the Toronto and Region Conservation Authority (TRCA). Properties, or parts of a property that lie within the flood plain as determined by the TRCA, must seek approval by the City of Vaughan and the TRCA for any development, including:

- Construction and/or reconstruction;
- Change of use to a building;
- Site grading;
- temporary or permanent placement or removal of fill materials; and,
- interference and alterations to water courses, including the construction of stormwater management ponds and outfalls.

Development proposals adjacent to natural areas and flood plain areas will be reviewed by the TRCA within the context of the Provincial Policy Statement 2005, as well as the TRCA's Valley and Stream Corridor Management Program (VSCMP), and Ontario Regulation 166/06.

viii. General Land Use Policies:

- a. Commercial uses are only permitted as part of a mixed-use building.
- b. The ground level of a mixed-use building must include active commercial uses and must be flush with the public sidewalk, with direct access from the street.
- c. Commercial uses may include retail and office uses. In neighbourhood designations, ancillary commercial uses such as a corner store are to be located at grade level.
- d. Structures that include commercial uses must be a minimum of 2 storeys and a minimum height of 7.5 metres.
- e. Parking areas and parking structures (with the exception of those located within the "Low Density Residential" designation, must not be visible from the street. Wherever possible, parking lots should not be visible from public parks, parkettes, or public squares.
- f. Drive-through facilities, gasoline service stations, gas bar, and uses that require outdoor storage are not permitted.

ix. Site Specific Policies: Fairgrounds Designation

The intent of the plan is to conserve the Fairgrounds as a Fairground and, as a significant cultural heritage landscape and open space amenity in Vaughan. Proposed uses include: active and passive recreational activities, general farming, agricultural or animal husbandry uses, uses carried on in the field of agriculture, and secondary uses associated with the management of the fairgrounds and open space uses. The maximum permitted building height for structures is 3 storeys (11 metres).

**Precincts**

To promote the maintenance of heritage character and land use compatibility, the vision for the Kipling Avenue Area is sectioned into distinct precincts. The definition of precinct is a result of both the vision generated for the Kipling Avenue area, and the analysis generated through the Woodbridge Heritage Conservation District Study. The intent is to guide future development and public investments in a way that a) preserves existing character of the neighbourhood in its distinct parts; and b) reinforces the future vision supportive of more compact urban and pedestrian oriented development.

**Kipling Avenue**

A street that will function as part of a key component of the public realm, providing enhanced pedestrian access to vistas of significant public interest, and amenities such as: Woodbridge Core, the Fairgrounds, and open spaces (Humber River and Rainbow Creek). Kipling Avenue will maintain its heritage character by preserving existing heritage features both manmade and natural. The OPA provides for active at-grade uses and building setbacks, providing landscaped front yards. Any redevelopment or improvements along Kipling Avenue will accommodate the pedestrian and provide walkable connections to a series of parks, open spaces, trails, walkways, commercial and residential areas throughout.

## **Woodbridge Avenue**

The intersection of Kipling Avenue and Woodbridge Avenue should function as the gateway to the Kipling Avenue neighbourhood. It is proposed to have a mix of at grade pedestrian-oriented uses such as retail, offices and restaurants with residential uses above grade. The four corners at this intersection should form a street wall of 4 storeys in height. The gateway will be a welcoming environment where small-scaled storefronts will open directly onto the sidewalk and provide pedestrians with a variety of storefronts.

## **The Fairgrounds Area**

The existing Fairgrounds is to remain an important heritage and open space feature, and as a focal point for the community. The Fairgrounds will continue to function as an important connection and contribution to the natural conservation area situated directly to the east. It will also act as a centre for passive recreational activity such as fairs, events, and functions (i.e. farmers market). Porter Avenue East, will function as a gateway entrance to the Fairgrounds.

## **Rainbow Creek Neighbourhood**

It is the intent of this plan to phase-out the industrial properties that are currently located within the proposed Rainbow Creek Neighbourhood (refer to Attachment 2) to permit more suitable and compatible land uses for the Kipling Avenue neighbourhood. The development of the Rainbow Creek Precinct may be a long-term phased scenario dependent on future residential development market viability.

Any incremental development of the neighbourhood north and south is expected to be achieved through a comprehensive planning process in order to ensure that the character and function of this precinct is realized. The successful build out of this neighbourhood is dependent on the collaboration of landowners and stakeholders to permit roads and parks that are connected and comprehensive and benefit all landowners. Landowners may be required to enter into Developer Group Agreements prior to consideration of any development applications. This will ensure that front-end costs and land dedication required for infrastructure such as key road connections, other infrastructure and parks are achieved, and landowners of early phases of development can be compensated in the future.

### **i. Rainbow Creek North**

This new neighbourhood is intended to be connected with Kipling Avenue to the east and the Rainbow Creek (Open Space) to the west through a variety of pedestrian and vehicular connections including Porter Avenue West. This neighbourhood will be mostly designated as a High Density residential development, with one corner store integrated within a residential building and located at grade. Pedestrians and residents should have good access to parks and public squares. All streets will be pedestrian oriented, with grade related uses and ample landscaping.

### **ii. Rainbow Creek South**

The Rainbow Creek Neighbourhood South included the Medium Density Residential and Low Density Residential Neighbourhoods in previous drafts of OPA 695. The area is now shown as retaining its current "Industrial" designation, and deferred until such time as the comprehensive review of City employment area conversions is completed as part of the Vaughan Official Plan review. Once the issue of conversion of employment lands has been addressed, the work completed to date in the Kipling Avenue Corridor Study will be further reviewed.

## Urban Design Policies

The Urban Design Framework and the Urban Design Guidelines provide specific performance criteria to organize, structure and guide development of the Kipling Avenue area in the future. These elements will be used in conjunction with amendments to the policy framework to ensure the creation of a high quality, pedestrian-friendly, and attractive built environment that is compatible with adjacent neighbourhoods, existing heritage resources, and appropriate to the provision of a higher order transitway and commercial hierarchy.

The Urban Design Framework also provides guidance respecting more detailed elements of the built environment. The Framework establishes policies for the street system, the public realm, built form, streetscape, and general site development. The following is a brief summary of the recommendations for each of these components.

### 1. The Street System

#### i. Primary Streets

Primary Streets are mixed use commercial/residential streets and are considered main access roads within the street network. These streets function as two way connections with 20m to 26m R.O.W. and accommodate various modes of transportation such as on street parking, transit, and bicycles, and have a higher quality streetscape treatment.

#### Kipling Avenue North

- a) A 26m R.O.W, as existing today and recommended in OPA 600, should be maintained along the entire Avenue. This would provide opportunity to increase the street tree canopy, and enhance the "green character" prescribed for the Kipling Avenue study in general.
- b) The R.O.W. width should accommodate a double row of street trees and a generous pedestrian zone within the boulevard, along the majority of Kipling Avenue.
- c) A minimum setback of 3 metres beyond the R.O.W. unencumbered by structures, should allow for additional landscape enhancements.
- d) One parking lane on the east side of the street at 2.5 metres proposed for Kipling Avenue north of Woodbridge Avenue.
- e) Two bicycle lanes are proposed at 1.5 metres (on either side of the street)

#### Kipling Avenue South

- a) Kipling Avenue south of Woodbridge Avenue should have a wider roadway width of 17 metres, with additional travel lanes to accommodate the volume of traffic entering the avenue from Highway 7, this will allow for only a single row of street tree planting within a 4.5m boulevard on either side.
- b) Two bicycle lanes (a minimum 1.45 metres) should continue to run south along Kipling Avenue to Highway 7.
- c) On-street parking is only permitted during off-peak hours on the east side only.

#### Woodbridge Avenue East

- a) Woodbridge Avenue between Kipling Avenue and Islington should maintain a 20m R.O.W. because of the location of existing heritage buildings. There are many buildings contributing to the heritage character of the avenue and area, many of which have minimal or zero setbacks from the 20m R.O.W.
- d) It is recommended in the Woodbridge HCD Study that, Woodbridge Avenue at the commercial core should reflect the tight, pedestrian oriented character of the existing 20m R.O.W. street cross section.
- e) Although the stretch of Woodbridge Avenue, from Islington to Kipling Avenue is envisioned as a future marked bike route in the City of Vaughan Bike Master Plan, incorporating bike lanes would limit on-street parking. Bicycle access along Woodbridge Avenue from Islington to Kipling Avenue should instead be considered under the "Class 3 Facility: Signed Only Routes" category as defined in the Bike and Master Plan, which defines an on-street signed bicycle route used to "form a connection to the bike network".
- f) On street lay-by parking lanes (2.5 metres) on either side of Woodbridge Avenue should be encouraged as a key element to supporting local businesses.

#### Woodbridge Avenue West

- a) The protected 26m R.O.W. is feasible on Woodbridge Avenue, west of Kipling Avenue and should be maintained, which allows for enhanced streetscaping within the boulevard, and should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment.
  - b) On street lay-by parking lanes (2.5 metres) on either side of Woodbridge Avenue beyond the intersection, should be encouraged as a key element to support local businesses.
  - c) A proposed 3.75 metre bus, bike and travel lane is proposed in each direction on Woodbridge Avenue west of Kipling Avenue.
- ii. Secondary Streets (Parkside Drive)
- a) Parkside Drive is a new secondary north/south street running parallel to Kipling Avenue. It will mainly service the proposed Rainbow Creek Neighbourhood north requiring a 20 metre right-of-way. Parkside Drive will enable the creation of new frontage to both the Rainbow Creek Valley public open space system, and to new development blocks that support a high density residential neighbourhood.
  - b) It is the intent of the plan to achieve as many access points to Parkside Drive from Kipling Avenue to realize development potential for the industrial lands in addition to providing opportunities to redevelop existing adjacent properties.
  - c) A high-quality pedestrian environment linking buildings, amenities and open spaces and providing east-west connections to the river valley (Rainbow Creek) and Kipling Avenue.
  - d) Generous sidewalk widths on both sides of the new Parkside Drive should be provided to accommodate a promenade with street furniture, streetscaping, lighting, and public amenities.
  - e) A minimum of three (3) metre setbacks should be provided to accommodate additional landscaping and front yards grade related residential units.

- f) One parking lane is proposed along the east side of Parkside Drive at 2.5 metres.

iii. Local Connector Streets (Rainbow Creek Road and Industry Avenue)

- a) Rainbow Creek Road and Industry Avenue are two new east/west connector streets to Kipling Avenue and to the new Rainbow Creek neighbourhood and Parkside Drive.
- b) Rainbow Creek Road - crosses the rail corridor, and functions as the key northern gateway to the new Rainbow Creek neighbourhood and connection to Meeting House Road. It is envisioned as a two way 20 m R.O.W. with the same characteristics as Parkside Drive including a 2.5 metre lane dedicated for on-street parking.
- c) Industry Avenue - south of the rail corridor, provides for a two-way connection to Kipling Avenue and the new Rainbow Creek Neighbourhood. The right-of-way for this street is limited to 17.5 metres due to its proximity to a heritage building. Industry Avenue will have a sidewalk on one side. A 2.5 metre lane for parking proposed only on the north side.

iv. Special Character Streets (Porter Avenue East & Porter Avenue West)

- a) A street which will be characterized by its high quality landscaping, emphasis on pedestrian environment, and its function as a gateway to significant urban spaces.
- b) Porter Avenue East should continue to provide east bound access to the Fairgrounds.
- c) Porter Avenue East is proposed to have a 20 metre right-of-way; Porter Avenue West will have a 17.5 metre right-of-way.
- d) Porter Avenue West is a proposed westbound street that should provide new connections to the Rainbow Creek open space system and residential neighbourhood.
- e) Porter Avenue West should function as the main pedestrian draw towards new public amenities, open spaces, and residences that are part of the Rainbow Creek neighbourhood development.
- f) One travel lane and lay-by parking lane proposed for Porter Avenue West in a one way direction east to Kipling Avenue, and lay-by parking on north side.
- g) A double row of trees is proposed for Porter Avenue East, and enhanced landscaping on both sides of the street to frame the entrance to the Fairgrounds.
- h) A double row of street trees is proposed where the right-of-way allows, along Porter Avenue West, to balance and connect the streetscaping to Porter Avenue East.
- i) Special character streets should have the following attributes:
  - Wide sidewalks, with enhanced paving treatment;
  - Additional street furnishing and lighting;
  - Designed gateways and gateway elements on Kipling Avenue; and
  - Vistas (views) along these streets of the valleylands located east and west of the Kipling Avenue Study Area should be maintained.



#### v. Residential Streets

- a) Residential streets in the study area are neighbourhood streets that carry lower volumes of vehicular traffic and are pedestrian oriented in character.

#### vi. Laneways

Laneways will mainly provide vehicular access to parking and services, and function as internal connections within blocks of main streets and linkages for pedestrians in the area.

##### Public Laneways

- a) Primarily function as vehicular connection, but should also be considered for pedestrian linkages to Kipling Avenue and new areas of development. Public laneways should be designed with special/enhanced streetscape treatment. Burtons Lane, just north of Woodbridge Avenue should function as a key public access lane from Kipling Avenue to the Rainbow Creek Neighbourhood. Burton's lane should be enhanced with higher quality materials and streetscaping to signify its heritage significance.

##### Private Laneways

- b) Contribute to the overall street network, providing access to parking and pedestrian linkages. Private laneways should be pedestrian friendly, accessible, visible and safe. All private laneways should be located at the rear of the building as a means to accessing and connecting to parking facilities and services. Site servicing should be located in the lane wherever possible.

#### vii. Pedestrian Priority Nodes

Pedestrian priority nodes are the key intersections at which the focus and priority is pedestrian activity.

- a) Woodbridge Avenue and Kipling Avenue Intersection – this intersection is the main “gateway” or “entranceway” to the Kipling Avenue neighbourhood. Achieving an environment conducive to pedestrian orientation includes: lane width reduction, providing opportunities for on-street parking and bike lanes, landscape enhancement and art, and integration with adjacent public open spaces.
- b) Porter Avenue (East & West) – the intersection of Porter Avenue and Kipling Avenue will be known as the “Junction” which is the east/west connection to the centre of the corridor. Special consideration should be given to achieving a pedestrian oriented environment by reducing lane widths, providing on-street parking and bike lanes, increasing the opportunity for additional landscaping, and art; and integrating adjacent public open spaces.

## 2. The Public Realm

The public realm includes open spaces including public, private and publicly accessible parks and open spaces, and streets.

Parks are required through the development process. In new neighbourhoods, such as Rainbow Creek, a developer's group agreement or Plan of Subdivision is required to ensure appropriate provision and equitable contribution of parkland.

### 3. Building Envelopes, Orientation and Setbacks

The following are design recommendations for the Study Area respecting built form:

- i. New development should consider the human scale in defining the public realm, and support pedestrian orientation. The human scale makes reference to the experience of the building mass in relation to the size of its users. Achievement of this pedestrian scale is most important in areas that are accessible or visible from the public realm, such as the first few storeys of a building facing the street.
- ii. The building framework should be "fine grained", where patterns of buildings, or design elements within a building, are small in scale and change frequently, thereby creating a dynamic and animated environment for pedestrians. Blank walls or uninterrupted building walls should be avoided.
- iii. New buildings should only be able to maximize the development potential, when undue shadow or overlooks are avoided on adjacent properties or public spaces including, streets, parks, open spaces and other recreational areas.
- iv. Buildings within High Density Zones and along Primary Streets shall provide a continuous podium/street wall of two to three storeys where pedestrian interaction will occur beside the highest quality of materials and detailing.
- v. Additional height above the podium base, shall step-back, terracing higher portions of the building to protect views, sunlight penetration, and the sky view.
- vi. New buildings within the area shall provide a transition in heights. Buildings in the Kipling Area should respect the scale of adjacent buildings by providing proper transition heights. This is extremely important when development is adjacent to heritage properties, lower density land uses; or public open spaces. New buildings should also respect set-backs of existing buildings from the street and provide a transition from the greater setback to the lesser setback.
- vii. Buildings shall be oriented toward the public streets and other public spaces in order to clearly define the public realm, and provide animation and overlook thereby creating an attractive environment for pedestrians.
- viii. New development or redevelopment of buildings must be sited to first address primarily the intersection or corner locations; primary street frontages; local street frontages, and other publicly accessible open spaces.
- ix. Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the area.
- x. Larger buildings should consist of a linked series of pavilion-type segments defined by recessed connector building segments.

### 4. Open Space

The intent of this plan is to guide private developments and public investments towards the creation of a consistent and inter-connected system of public and private open spaces and to identify opportunities to maximize the amount of open space available. The following are recommendations for the Study Area respecting the Open Space framework:

- i. The total park and open space requirement in relation to total proposed development is 1 hectare per 300 units based on a total of 1,022 units.

- ii. Additional open space opportunities should be explored with respect to the Woodbridge Fairgrounds and the surrounding conservation lands.
- iii. All open spaces and trails within the valley corridors should be easily accessible, connected, clearly defined and properly situated in order to protect the assets of the conservation lands.
- iv. Existing tree canopies should be protected and enhanced at every opportunity, especially along Rainbow Creek and the Fairgrounds.
- v. Bike parking racks should be provided in new parks, at the entrance to the valley trails, and along Kipling Avenue where possible.
- vi. The Kipling Avenue cross section should accommodate at a minimum, enhanced landscaping and street furniture, a comfortable pedestrian walking zone and a zone for café and retail spill-over or residential front yards. New streetscaping should integrate any existing mature trees and enhance all heritage landscape frontages with additional planting. A 1.5 metre sidewalk is proposed along both sides of Kipling Avenue.
- vii. New landscape design in the Fairgrounds should maintain the existing open field; define boundaries of the racetrack and Fairground edges, enhance mature tree canopy, and focus views to river valley and eastern Woodbridge neighbourhoods. The Fairgrounds should also be the subject of a more detailed study to optimize the grounds as a community asset.
- viii. Porter Avenue East, which will function as a “gateway” street to the Fairgrounds, should be clearly defined by a double set of staggered street trees including pedestrian lighting and signage. A 2.5 metre sidewalk width is proposed along both sides of Porter Avenue East.
- ix. Existing parks, parkettes and public squares should be enhanced where possible, with additional trees, landscaping, materials and furnishings that are in keeping with the overall design and colour palate proposed for Kipling Avenue.
- x. A network of trails, parks and open spaces should connect all parts of the neighbourhood.
- xi. Special enhancement landscape treatments should be applied to streets that function as gateways and/or are identified as pedestrian priority zones, such as Porter Avenue East and Porter Avenue West.
- xii. Pedestrian nodes such as the Woodbridge Avenue intersection and the Kipling Avenue junction, should function as gateways to surrounding open spaces and provide opportunities to celebrate the heritage character of the area.
- xiii. Open space connections within the Study Area are opportunities to enhance the streetscape (i.e. Porter Avenue East and Porter Avenue West), function as pedestrian connections by providing opportunity for pedestrian crosswalks to demarcate their locations.

## 5. Heritage Conservation

Heritage preservation in the Kipling Avenue area is an integral part of the vision for this plan. The Provincial Policy Statement (PPS) protects against the development, redevelopment,

and/or alteration of significant built and cultural heritage landscapes. All heritage attributes of a heritage property must be conserved prior to development or site alteration.

A significant part of the Kipling Avenue Study Area lies within the Woodbridge Heritage Conservation District (WHCD). Heritage conservation is a core principle of this plan. The following policies are proposed to protect the heritage character of the Kipling Avenue Study area.

- i. Heritage resources/properties within the boundary of the WHCD must abide by the policies of the Woodbridge Heritage Conservation District Plan once it is approved and in force. The policies of the Woodbridge Heritage Conservation District would supersede those of the Kipling Avenue Study where conflict occurs.
- ii. Properties outside of the Woodbridge Heritage Conservation District must be sympathetic to the heritage character attributes as described in the Woodbridge Heritage Conservation Plan and provide an appropriate transition to the Woodbridge Heritage Conservation District.
- iii. Properties that are identified adjacent to or near heritage resources that have been identified in the City of Vaughan Heritage Inventory, must be sympathetic to heritage character of the area, as stated in Section 2.6. of the PPS.
- iv. The City of Vaughan may require a Heritage Impact Assessment and/or a Conservation Plan as part of any municipal approval for properties where heritage resources have been identified. This assessment will form part of the application process for any municipal approval including new construction, renovation or demolition of a structure or landscape.
- v. The City of Vaughan may also require a Conservation Plan secured by a letter of credit, as part of any municipal approval for properties where heritage resources have been identified either as part of the City of Vaughan Heritage Inventory, as part of the Woodbridge Heritage Conservation District, or as a result of the Heritage Impact Assessment.
- vi. Buildings and structures listed as 'contributing heritage buildings' in the Woodbridge HCD shall not be demolished or moved.
- vii. The City of Vaughan may require a Heritage Impact Assessment when it considers that cultural heritage value may exist, or may be affected by any new construction.

**Height of Buildings:**

- i. In keeping with the character of the surrounding neighbourhood characteristics, the height of 'contributing heritage' buildings outlined in the Kipling Avenue Study Area should be maintained.
- ii. New buildings must be sympathetic to, and transition from the height of adjacent 'heritage' buildings with a minimum 45 degree angular plane, starting from the existing height of the 'heritage' building, measured at the building's edge.

**Setbacks:**

- i. New buildings must setback from contributing heritage buildings a distance equivalent to half the height of the contributing heritage building.

- ii. Consideration may be given to the construction of new buildings, and additions to contributing heritage buildings, adjacent to, or joining with them only when:
  - a. New construction is setback from the street frontage of the heritage building and, is not generally visible from the street or from a public space.
  - b. New construction is setback from the street frontage of the heritage building, and maintains the heritage character of the street.
  - c. The parts of the heritage building that will be enclosed or hidden from view by the new construction, do not contain significant heritage attributes.
  - d. New construction contributes to the district's heritage character.

**Landscape:**

- i. New buildings and landscapes, must contribute to the heritage character and attributes of the adjacent contributing landscapes such as parks, public squares, open spaces, recreational areas, and landscaped areas within private properties. New and renovated buildings must provide an active welcoming façade facing significant landscapes and public spaces.

**Architecture:**

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

- i. **Replica or Reconstructed Buildings** – the replication of a historic building should proceed in a similar manner to the restoration of an existing, but altered or deteriorated structure. Design of buildings should be based on documentary evidence/photographs. Replica designs should be prepared by practitioners skilled in historic research and historic construction design.

The design of new buildings in a heritage district should be sensitive and well designed structures that are respectful of the original design of the building/structure and, are compatible with the character of the district and its immediate context. Designers of new buildings should have a proven track record respecting the creation of designs in similar historic contexts. Architectural considerations include the following attributes: contemporary design, material pallet, proportions of parts, solidity verses transparency and detailing.

- ii. **Contemporary Design – Contemporary Design** – Contemporary buildings should be “of their time”. New designs should be neighbourly and respectful of the surrounding historic context and at the same time represent current design philosophy. Pseudo-design statements such as pseudo-Victorian detailing, should be avoided.
- iii. All materials including brick, stone, wood siding and trim, glass windows and storefronts and various metals for new construction should include those drawn from historically used materials in Woodbridge.
- iv. The design of new buildings in this heritage district should take into account the proportions of buildings in the immediate context and consider a design with proportional relationships.

- v. The relationship of solidity versus transparency (brick to glass ratio), should be carefully considered. The level of transparency in a new development should be set at a level that provides a good fit on the street frontages.

**Detailing:**

The detailing for new buildings should refer to the nature of the immediate context and the attributes of the area in which it is to be placed.

**Implementation:**

It is recommended that a general Zoning By-law be developed and adopted to incorporate new zones arising from proposed designations in the Kipling Avenue Official Plan.

**Relationship to Vaughan Vision 2020**

The Kipling Avenue Study Area Report and proposed OPA are consistent with Vaughan Vision 2020 Strategic Plan, through the following strategic initiatives specifically:

Service Excellence:

- Preserve our Heritage & Support Diversity, Arts & Culture;
- Enhance and ensure Community Safety, Health and Wellness; and
- Lead & Promote Environmental Sustainability.

Management Excellence:

- Maintain Assets & Infrastructure; and
- Plan & Manage Growth & Economic Vitality.

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

**Conclusion**

The Kipling Avenue Area Study was a comprehensive, collaborative initiative involving the local residents, planning and urban design consultants and City Staff, working together to develop a preferred vision for the future of the community. The vision builds on the positive attributes of the area; its heritage character, rich natural landscapes, and vicinity to conservation areas and the Woodbridge Core; it also seeks to phase out conflicting land uses. Proposed Official Plan Amendment 695 is the policy framework and guiding tool to achieve the vision. Should Committee of the Whole concur with the vision and the policies for renewal as presented in OPA 695, the recommendation contained in this report can be adopted.

**Attachments**

1. Location Map
2. Proposed Land Use Plan
3. Map of Study Area showing Deferral Areas
4. Proposed Official Plan Amendment 695 (Mayor and Members of Council ONLY)

**Report prepared by:**

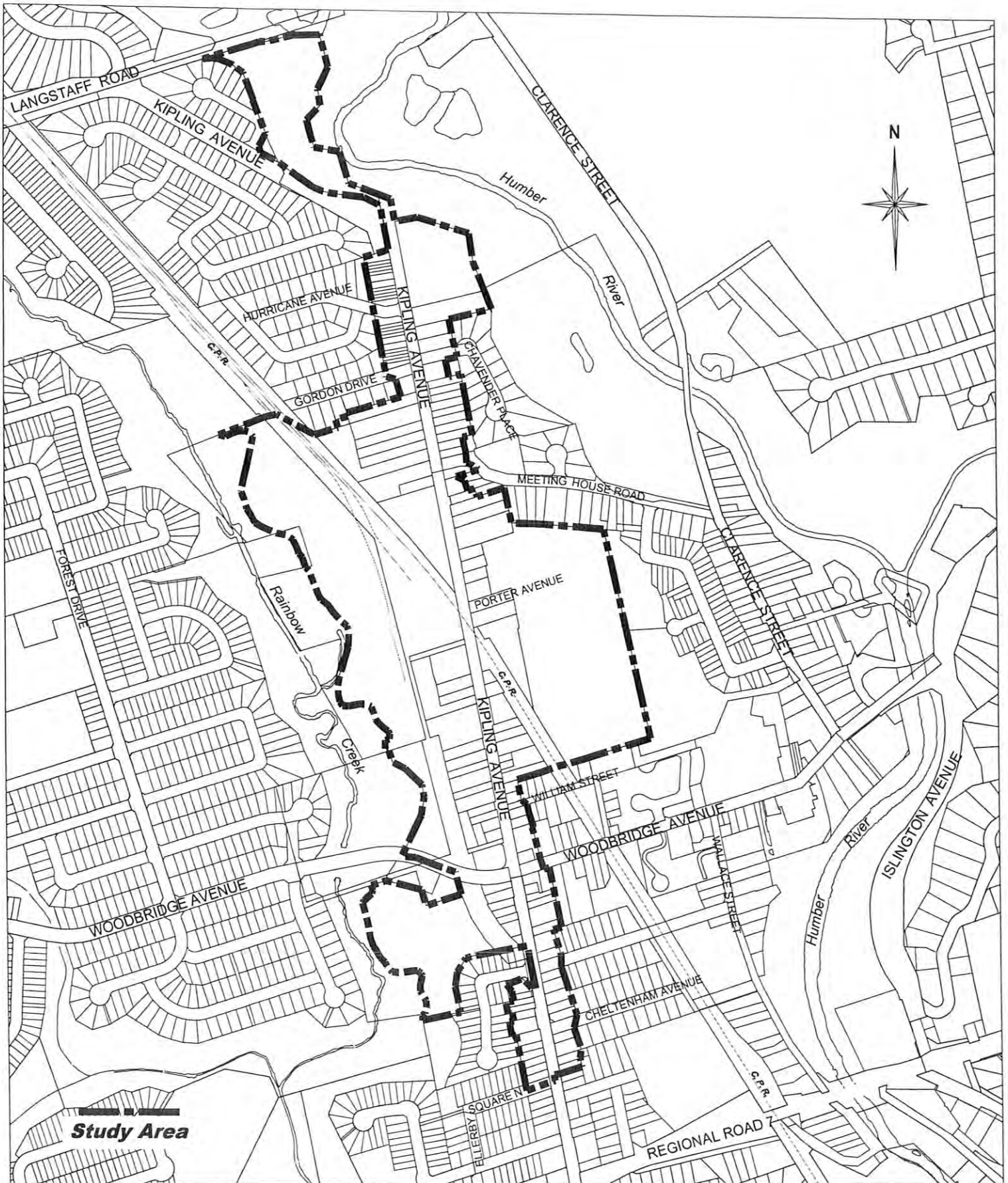
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Respectfully submitted,

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Commissioner of Planning

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# Kipling Avenue Corridor Study

Part of Lots 6 - 10,  
Concessions 7 & 8

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Policy Planning Department

# Attachment

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May 20, 2009

# 1





### Legend

- 1 High Density Neighbourhood
- 2 High Density Mixed Use
- 3 Mid Density Neighbourhood
- 4 Mid Density Mixed Use
- 5 Low Density Residential
- 6 Institutional
- 7 Neighbourhood Parks
- 8 Fairgrounds
- 9 Parkettes
- 10 Public Squares
- Flood Plain
- High Density Residential - OPA 644
- Deferral Area

## Proposed Land Use Plan

Part of Lots 6 - 10,  
Concessions 7 & 8

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Policy Planning Department

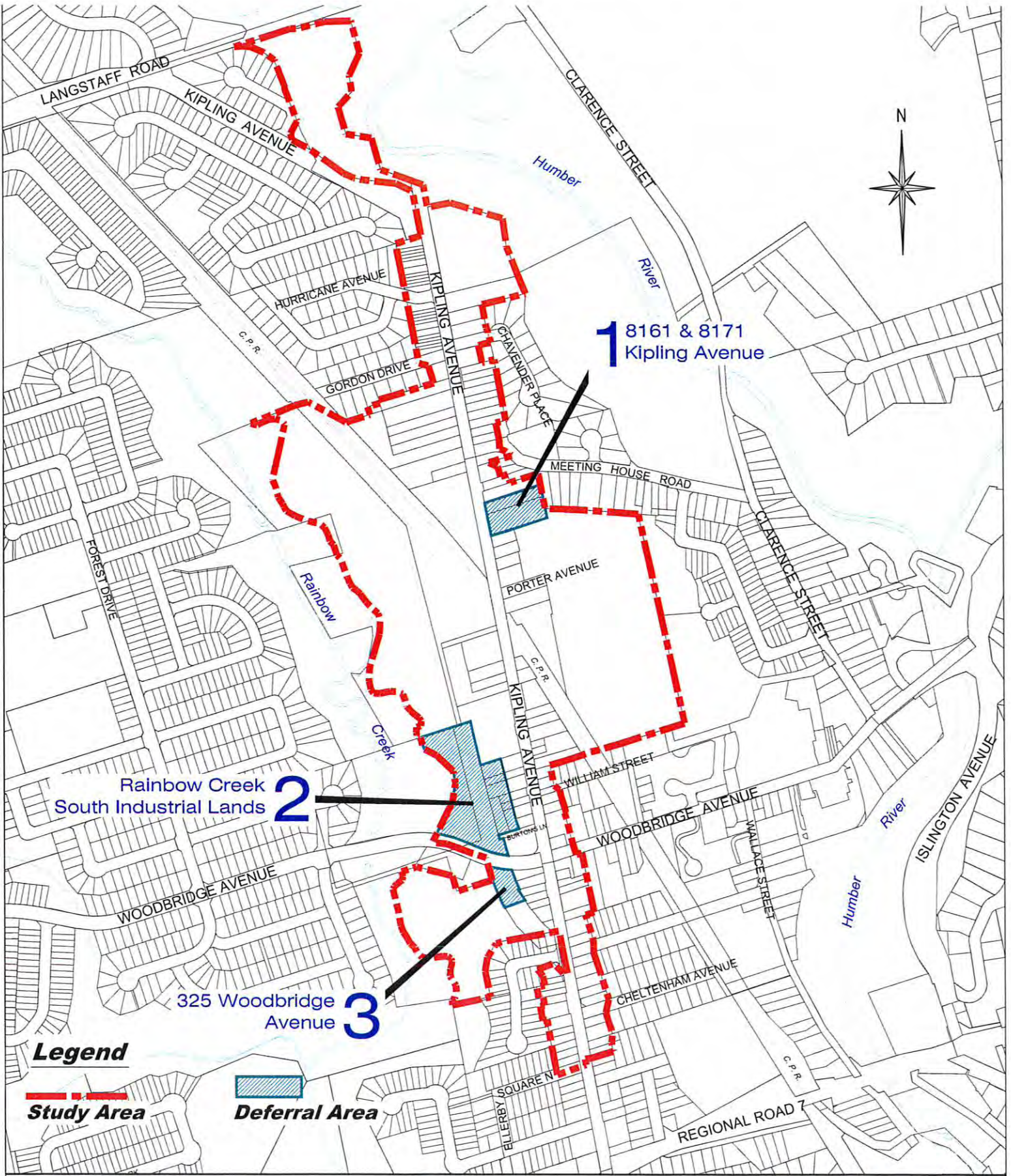
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# 2



**Legend**

 **Study Area**

 **Deferral Area**

**Map of Study Area showing Deferral Areas**

Part of Lots 6 - 10, Concessions 7 & 8

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**Attachment**

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**3**