

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 27, 2008

Item 1, CW(PH) Report No. 51 – Page 2

Preliminary Review

Following a preliminary review of the proposed applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in the context of the policies in OPA #450 (Employment Area Plan), the zone categories and requirements in By-law 1-88, the approved Huntington Business Park Block 57/58 West Plan as shown on Attachment #3, and the area context, to determine the appropriateness of the proposal;
- ii) the appropriateness of the proposed EM3 Retail Warehouse Zone will be addressed in accordance with the policies in Section 2.2.7.1 in OPA #450, which pertain to retail warehouse development, specifically respecting compatibility with the existing and proposed road pattern, surrounding uses, and requirement for an urban design plan and a landscape master plan;
- iii) review will be given to ensure comprehensive and co-ordinated development of the subject lands with the surrounding lands with respect to land use, access and roads;
- iv) the proposed Draft Plan of Subdivision includes lands to be used as a future east/west public road in accordance with the approved Huntington Business Park Plan. If approved, appropriate conditions will be included in the subdivision agreement to ensure the road is conveyed to the City, and ultimately constructed in accordance with City engineering standards, upon the future conveyance of lands from the southerly landowner to facilitate a full road allowance. The technical requirements for interim access to the site will be reviewed by the City's Development Planning and Engineering Departments, and the Regions of York and Peel;
- v) the proposed Draft Plan of Subdivision and Zoning By-law Amendment Applications will require the submission of additional supporting studies including but not limited to: an Environmental Site Assessment (ESA), a Traffic Impact Statement (TIS), a detailed Engineering Report for review and approval by the Toronto and Region Conservation Authority (TRCA), a Storm Water Management Report, and an Archaeological Assessment. Further studies and reports may be required as the applications are reviewed by City Staff and external public agencies.

Relationship to Vaughan Vision 2020

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The applications have been circulated to the Region of York and the Region of Peel for review and comment. The Region of Peel has requested a Traffic Impact Study and a Storm Water Management Report to be submitted in support the proposed development. Any issues will be addressed when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing,

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and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the appropriateness of the proposed subdivision and road network and zoning categories will be considered in the context of the policies in OPA #450, the requirements of By-law 1-88, the approved Huntington Business Park Plan (Attachment #3), and the area context.

Attachments

1. Location Map
2. Proposed Subdivision/Zoning
3. Approved Huntington Business Park – Block Plan

Report prepared by:

Ryan Mino, Planner, ext. 8213
Arto Tikiryan, Senior Planner, ext. 8212

/LG

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

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Item 2, Report No. 51, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on October 27, 2008.

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**ZONING BY-LAW AMENDMENT FILE Z.08.038
HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO
C/O ONTARIO REALTY CORPORATION**

The Committee of the Whole (Public Hearing) recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated October 6, 2008:

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for File Z.08.038 (Her Majesty the Queen in Right of Ontario c/o Ontario Realty Corporation) BE RECEIVED; and, that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

Communications Plan

On September 12, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowner's Association. As of September 22, 2008, no written comments have been received by the Development Planning Department. However, a verbal concern was received from a landowner in the area claiming that he had a proposal that was similar to the subject application, which was "turned down" a few years ago. The Development Planning Department can confirm that there have been no previous applications submitted in the hydro corridor for similar uses in this area. Any additional responses received will be addressed in the technical review and included in a comprehensive report to a future Committee of the Whole meeting.

Purpose

The Owner has submitted an application to amend the Zoning By-law, specifically By-law 1-88, on the subject lands shown on Attachment #1, to permit a vehicle parking area associated with an existing auto repair shop located at 106 Regina Road, and to permit a contractor's yard for the outside storage of landscaping material and equipment associated with an existing landscaping company located at 111 Regina Road, within the hydro corridor on lands zoned PB2 Parkway Belt Complementary Use Zone, as shown on Attachments #2, #3 and #4.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located south of Regional Road #7, and west of Martin Grove Road, more specifically on the east and west sides of Regina Road, being Parts 1 and 3 on Reference Plan 65R-12145, in Part of Lot 4, Concession 8, City of Vaughan.

The subject lands are designated "Employment Area General" by OPA #450 (Employment Area Plan), which permits a wide range of employment uses. The lands were removed from the Parkway Belt West Plan in 1985 by PBWP Amendment #9. The proposed Zoning By-law Amendment conforms to the policies of the Official Plan.

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The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88. The proposal to permit a vehicle parking area and a contractor's yard for the outside storage of landscaping material and equipment (to serve the needs of adjacent employment uses) are not permitted in the PB2 Zone, and therefore, an amendment to By-law 1-88 is required. The surrounding land uses are shown on Attachment #1.

Preliminary Review

Following a preliminary review of the proposed application, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the application will be reviewed in the context of the policies contained within OPA #450 (Employment Area Plan), Zoning By-law 1-88, and the surrounding area context, to determine the appropriateness of permitting a vehicle parking area and a contractor's yard for the outside storage of landscaping material and equipment within the hydro corridor;
- ii) the proposed development of the two sites are not subject to site plan control, and therefore, matters respecting stormwater management, grading, access, landscaping and fencing will be reviewed to the satisfaction of the Development Planning and Engineering Departments, as a basis for implementation, should the subject application be approved; and
- iii) the review will be given to the appropriate types of materials and equipment to be stored on the easterly property and the height of the stored materials.

Relationship to Vaughan Vision 2020

The applicability of this application to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The application was circulated to the Region of York Transportation Services Department. All issues will be addressed when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the application, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, review will be given to the proposal in light of the policies in OPA #450, the zoning requirements in By-law 1-88, and the area context, and in consideration of access, and appropriate landscaping, fencing, and height of stored materials.

Attachments

1. Location Map
2. Development Concept
3. Parking Area Plan
4. Storage Area Plan

Report prepared by:

Ryan Mino, Planner, ext. 8213
Arto Tikiryán, Senior Planner, ext. 8212

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

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- i) permit a minimum rear yard setback of 6.0 m (south), whereas 7.5 m is required;
- ii) permit a minimum interior side yard setback of 11.0 m (west), whereas 15 m is required;
- iii) permit a minimum exterior side yard setback of 3.0 m (west), whereas 7.5 m is required;
- iv) permit a minimum of 5 visitor parking spaces, whereas 33 spaces are required; and,
- v) permit a minimum of 67 resident parking spaces, whereas 195 spaces are required.

The applications will facilitate the development of the subject lands with a proposed 6-storey, 130 unit, 13,272 m² senior's residential apartment building as shown on Attachments #2 and #3.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located at the southwest corner of Dufferin Street and Teston Road, in Part of Lot 25, Concession 3, City of Vaughan. The subject lands are currently vacant and have an area of 0.77 ha. The surrounding land uses are shown on Attachment #1.

The subject lands are currently designated "Open Space" and "North Maple Residential Area – Executive Residential" by OPA #332 as amended by OPA #535, and further designated "Settlement Area" and "Natural Core Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The subject lands are zoned A Agricultural Zone and OS5 Open Space Environmental Protection Zone by By-law 1-88.

Preliminary Review

Following a preliminary review of the applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the appropriateness of the proposal will be reviewed in the context of the Provincial Policy Statement, Oak Ridges Moraine Act, and Places to Grow Act; the Region of York Official Plan; and the City's Official Plan and Zoning By-law;
- ii) the appropriateness of redesignating the entire property to the proposed Official Plan designation of "North Maple Residential Area – Senior's Assisted Accommodation", which does not currently exist, and rezoning the entire property to RA3 Apartment Residential Zone, thereby proposing development on the currently designated and zoned open space lands (Attachment #2), will require further technical review by the Region of York, Toronto and Region Conservation Authority, and the Vaughan Development Planning Department;
- iii) if the applications are approved, a Site Development Application with supporting studies will be required to be submitted to allow for a comprehensive review of the proposed development, including but not limited to, building location, access, parking, traffic impact, landscaping, building elevations, and stormwater management;
- iv) the applications must be reviewed by the Vaughan Engineering Department and the Region of York Transportation Services Department with respect to the appropriateness of the proposed access locations and road widening along Teston Road and road widening on Dufferin Street;

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- v) the applications will be reviewed with regard to the appropriate sustainable policies being included in the implementing Official Plan Amendment, if approved; and
- vi) the availability of water and sanitary servicing capacity for the proposal must be identified and allocated by Council, if approved.

Relationship to Vaughan Vision 2020

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The applications have been circulated to the Region of York for review and comment. The subject lands are designated “Oak Ridges Moraine Conservation Plan Area” and “Natural Core Area” by the Region of York Official Plan. The Owner has applied for an exemption from Regional approval of the proposed Official Plan Amendment. Any issues will be addressed when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the proposed senior’s residence will be reviewed in consideration of the Provincial, Regional, and City policies; the appropriateness of the proposed land use and building form; compatibility with the surrounding land uses; and, the environmental considerations applicable to the subject lands.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Conceptual Elevations

Report prepared by:

Stephen Lue, Planner, ext. 8210
Mauro Peverini, Senior Planner, ext. 8407

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

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<u>Zoning Requirement</u>	<u>By-law 1-88</u>	<u>Proposed</u>
Minimum Front Yard Setback	7.5 m	4.5 m
Minimum Interior Side Yard Setback	1.5 m	1.2 m
Maximum Lot Coverage	35%	45%

2. A Draft Plan of Subdivision Application (File 19T-08V07) to facilitate a residential plan of subdivision as shown on Attachment #2, consisting of the following:

• 34 lots for detached dwellings (18.3 m – 24.8 m frontages)	3.318 ha
• Road	0.653 ha
• <u>0.3 reserves</u>	<u>0.007 ha</u>
Total Site Area	3.978 ha

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the west side of Islington Avenue, north of Langstaff Road, municipally known as 8700 Islington Avenue, in Part of Lot 12, Concession 7, City of Vaughan. The Reeves Florist and Nursery currently operates on the subject lands (since 1969).

The subject lands are designated “Low Density Residential” with a small portion designated “General Commercial” by OPA #240 (Woodbridge Community Plan), and are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(169). The Agricultural Zone permits the existing retail nursery use on the subject lands. Also, the site-specific zoning exception permits the retail sale of frozen yogurt products. However, as the sale of this product does not exist at the Reeves site, the “Low Density Residential” designation would apply to the entire property, and the proposed residential subdivision would conform to the Official Plan.

The surrounding land uses are shown on Attachment #1.

Preliminary Review

Following a preliminary review of the applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in consideration of the policies contained in the City’s Official Plan, the Region of York Official Plan, the Provincial Policy Statement, and the Places to Grow – Growth Plan, and the requirements of Zoning By-law 1-88, and the area context, with respect to the appropriateness of the proposed development;
- ii) review will be given to the appropriateness of the proposed R1 Zone category and site-specific zoning exceptions to facilitate the proposal;
- iii) the appropriateness of the proposed lotting and road pattern for the subject lands, will be reviewed in consideration of the surrounding existing development context;
- iv) the applicant has submitted a tree assessment and preservation study, traffic impact study, and a noise impact study; a Phase 1 Environmental Site Assessment (ESA) report must be submitted and a peer review undertaken; any other studies that may be required will be identified through the review of the applications and undertaken by the applicant; and,

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- v) the availability of water and sanitary servicing capacity must be identified and allocated by Council, if approved.

Relationship to Vaughan Vision 2020

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The applications have been circulated to the Region of York for review and comment. The subject lands are designated "Urban Area" by the Regional Official Plan. Any issues will be addressed when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the applications will be reviewed in consideration of the applicable Provincial policies, City and Regional Official Plan policies, the proposed zone category and development standards, the lotting and road pattern, and compatibility of the proposed development with the surrounding area context.

Attachments

1. Location Map
2. Proposed Draft Plan of Subdivision

Report prepared by:

Clement Messere, Planner, ext. 8409
Mauro Peverini, Senior Planner, ext. 8407

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

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- b) permit minimum lot area of 51 m² per unit, whereas 67 m² unit per is required;
- c) permit minimum front yard (south) and rear yard (north) setbacks of 4 m and 0 m, respectively, whereas 7.5 m is required;
- d) permit minimum interior (west) and exterior (east) side yard setbacks of 0 m and 3 m, respectively, whereas 7.5 m is required;
- e) permit the minimum site parking to be provided as follows:
 - i) 1.18 spaces/unit for residents, whereas 1.5 spaces/unit is required;
 - ii) 0.22 spaces/unit for visitor parking, whereas 0.25 spaces/unit is required; and
 - iii) 3 spaces/100m² of commercial GFA, whereas 6.0 spaces/100 m² GFA is required;
- f) permit a minimum front yard setback of 0 m to the nearest part of the building below grade, whereas 1.8 m is required; and,
- g) any other zoning exceptions required to implement the final site plan, if approved.

Background - Analysis and Options

The subject lands shown on Attachment #1 are comprised of an assembly of 4 separate lots municipally known as 86 and 92 Woodbridge Avenue and 30 and 36 Clarence Street, and are located at the northwest corner of Woodbridge Avenue and Clarence Street, in Lot 7, Concession 7, City of Vaughan.

In 1995, Council approved Zoning By-law Amendment File Z.95.014 to permit a 3½ storey, 4300m² “L”-shaped building comprised of 28 residential units and ground floor commercial uses on 86 Woodbridge Avenue, representing a portion of the subject lands. On August 30, 2002, the application was re-activated and amended to include two separate buildings on the site including a 3 storey residential building and a two storey commercial building. A Site Development Application (File DA.02.057) was submitted in support of the Zoning Amendment Application, however, during the circulation process the Development Planning Department suggested that the proposal be amended to reflect the original proposal with an “L”-shaped building wrapping around the corner as approved by Council in 1995. On February 3, 2003, the Zoning By-law Amendment and Site Development Applications were further revised to permit a mixed-use development comprised of a 4-storey (4th storey stepped back in the roofline), 42 unit residential apartment building with ground floor commercial uses limited to the Woodbridge Avenue frontage.

On July 22, 2004, the Owner submitted an Official Plan Amendment Application (File OP.04.016) in support of a revised proposal to increase the maximum building height from 4 storeys to 5 storeys, with 60 residential units and no commercial uses on 86 Woodbridge Avenue. On February 28, 2005, Council approved the applications to amend the Official Plan and Zoning By-law (Files OP.04.016 and Z.95.014) to permit a 5 storey residential building comprised of 60 residential condominium units, however, the implementing Official Plan and Zoning By-law amendments have not been approved by Council as the lands fall within a Special Policy Area (SPA) requiring approval from the Ministry of Municipal Affairs and Housing. The lands subject to the current proposal for a 4-storey building (permitted by the Official Plan) comprises a larger development area beyond 86 Woodbridge Avenue, and therefore, the former Files OP.04.016 and Z.95.014, should be closed by the Owner.

The subject lands are designated “Mixed Use Commercial” by OPA #240 (Woodbridge Community Plan) as amended by OPA #440 (Woodbridge Core Plan) and zoned C4 Neighbourhood Commercial Zone and R2 Residential Zone by By-law 1-88. The subject lands are located within a “Special Policy Area” as identified by OPA #440. The surrounding land uses are shown on Attachment #1.

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Preliminary Review

Following a preliminary review of the application, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the application will be reviewed in the context of the Provincial Policy Statement, Places to Grow, and the Regional and City Official Plan policies;
- ii) the application will be reviewed in the context of the approved and existing land uses in the area, with particular consideration given to the appropriateness and compatibility of the proposed building design, building height and form, and site design, including consideration of the appropriate amenity area, zoning standards, site access and parking;
- iii) co-ordination of future development with the adjacent lands to the west will be reviewed (ie. vehicle and pedestrian connections);
- iv) the proposed development will be reviewed in accordance with the development criteria outlined in OPA #440, and the Woodbridge Core Urban Design Guidelines, to ensure the site is developed as a gateway to the Core Area;
- v) the necessary studies (ie. parking, traffic, servicing and environmental, etc.) in support of the application are required to be submitted and approved to the satisfaction of the City and external public agencies;
- vi) OPA #440 designates the subject lands “Mixed Use Commercial”, which permits residential uses, provided they can be appropriately integrated with commercial uses; the range of commercial uses must be identified and shall be reviewed for compatibility;
- vii) the lands are subject to the “Special Policy Area” (SPA) policies of OPA #440, the Provincial Policy Statement, and the requirements of the Toronto and Region Conservation Authority (TRCA); the application will be reviewed in the context of the applicable SPA policies;
- viii) road widenings may be required by the Vaughan Engineering Department along Woodbridge Avenue and Clarence Street, which may affect the site design;
- ix) a portion of the subject lands, specifically 36 Clarence Street and 86 Woodbridge Avenue, have been identified with buildings that contribute to the heritage character of the Woodbridge Core Area in the draft Woodbridge Heritage District Study report. The proposed development will be reviewed in the context of the policies of the Woodbridge Heritage Conservation District Plan (WHCD), and shall be approved by Heritage Vaughan;
- x) the proposed development will require site plan approval, at which time the site plan application will be reviewed with respect to the inclusion of sustainable building and site design features; and,
- xi) the availability of water and sanitary servicing capacity must be identified and allocated by Council, if approved.

Relationship to Vaughan Vision 2020

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

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Regional Implications

The applications have been circulated to the Region of York for review and comment. The subject lands are designated “Urban Area” by the Regional Official Plan. Any issues will be addressed when the technical report is considered.

Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the application will be reviewed in the context of the applicable Provincial, Regional and City policies; the requirements of the Toronto and Region Conservation Authority and the Region of York; the Special Policy Area policies for the Woodbridge Core; sustainability and environmental considerations; compatibility with the surrounding land uses; servicing and infrastructure requirements; and appropriate built form.

Attachments

1. Location Map
2. Proposed Site Plan
3. Elevations

Report prepared by:

Eugene Fera, Planner, ext. 8064
Mauro Peverini, Senior Planner, ext. 8407

/LG

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

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Item 6, Report No. 51, of the Committee of the Whole (Public Hearing), which was adopted, as amended, by the Council of the City of Vaughan on October 27, 2008, as follows:

By receiving the written submission from Ms. Judy Wolff, 60 Disera Drive, PH 4, Thornhill, L4J 9G1.

**6 OFFICIAL PLAN AMENDMENT FILE OP.08.012
ZONING BY-LAW AMENDMENT FILE Z.08.047
1541677 ONTARIO LIMITED**

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 6, 2008, be approved;
- 2) That the following deputations, written submissions and petitions, be received:
 - a) Mr. Barry Friedman, 19 Karl Court, Thornhill, L4J 8H7, written submission dated September 24, 2008, and petition;
 - b) Mr. Ryan Manilla, 60 Disera Drive, #208, Thornhill, L4J 9G1 and petition;
 - c) Dr. Robert Horvath, 17 Karl Court, Thornhill, L4J 8H7 and written submission, dated September 28, 2008;
 - d) Mr. Herman Wexler, 60 Disera Drive, #507, Thornhill, L4J 9G1;
 - e) Mr. Sam Grossman, 7 North Park Road, Suite 2101, Thornhill, L4J 0C9 and written submission, dated October 6, 2008;
 - f) Mr. Howard Wolff, 60 Disera Drive, PH 4, Thornhill, L4J 9G1; and
 - g) Mr. A. Tabrizi, 60 Disera Drive, #1104, Thornhill, L4J 9G1 and petition; and
- 3) That the following written submissions and petition be received:
 - a) Mr. Marvin Fajertag, President of the Concerned Owners Group, 50 Disera Drive, Thornhill, L4J 9E9 and Mr. Ryan Manilla, President of YRSCC #1053, 60 Disera Drive, Thornhill, L4J 9G1, dated September 20, 2008;
 - b) Mr. Mel Lederman, 60 Disera Drive, LPH2, Thornhill, L4J 9G1, dated October 2, 2008;
 - c) Mr. Lionel Coplevitch, 60 Disera Drive, #709, Thornhill, L4J 9G1, dated October 2, 2008;
 - d) Conny, Concerned Resident of 60 Disera Drive, Thornhill, L4J 9G1, dated September 29, 2008;
 - e) Rabbi Landa, Executive Director, Beth Chabad Israeli Community Centre, 1136 Centre Street, #209, Thornhill, L4J 3M8, dated October 6, 2008; and
 - f) Petition from YRSCC 1053 Board of Directors.

Recommendation

The Commissioner of Planning recommends:

THAT the Public Hearing report for Files OP.08.012 and Z.08.047 (1541677 Ontario Limited) BE RECEIVED; and that any issues identified be addressed by the Development Planning Department in a comprehensive report to the Committee of the Whole.

Economic Impact

This will be addressed when the technical report is completed.

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Communications Plan

On September 12, 2008, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Beverley Glen Ratepayers Association. As of September 22, 2008, no comments have been received by the Development Planning Department. Any responses received will be addressed in a comprehensive report to a future Committee of the Whole meeting.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. An Official Plan Amendment Application (File OP.08.012) to amend OPA #210 (Thornhill Community Plan) as amended by OPA #621, to permit an increase in the total approved number of residential units currently allowed on the site, from 223 to 498 (ie. an additional 275 apartment units).
2. A Zoning By-law Amendment Application (File Z.08.047) to amend By-law 1-88, specifically to:
 - a) rezone the westerly portion of the subject lands from RM2 Multiple Residential Zone with the Holding Symbol "H" to RA3 Apartment Residential Zone with the Holding Symbol "H" to permit residential apartment dwelling units; and,
 - b) permit an increase in the total number of residential units currently allowed on the subject lands, from 223 to 498 (ie. an additional 275 apartment units).

The proposed amendments would facilitate the overall development of the property with a total of 498 units within three apartment buildings, consisting of: a 5-storey, 82 unit building; and, two 18-storey apartment buildings, each with 208 units, as shown on Attachment #2, under the RA3(H) Apartment Residential Zone category.

Background - Analysis and Options

The subject lands are shown on Attachment #1. The vacant 1.18 ha parcel is located at the southeast corner of New Westminster Drive and North Park Road, and forms part of the Liberty Master Plan approved in 2004 (Attachment #3). The Master Plan provides for a 1.94 hectare park, seven apartment buildings ranging in height from 15 to 22 storeys and 93, three-storey townhouse units (including 32 units on the subject site).

The subject lands are designated "High Density Residential" by OPA #210 (Thornhill-Vaughan Community Plan), as amended by OPA #621. OPA #621 permits a total of 1,598 units within the Master Plan area, comprising 93 townhouse units and 1,505 apartment units, or a combination thereof, of which the number of apartment buildings is not to exceed 7 and a maximum height of 22-storeys.

The subject property is subject to a site-specific zoning exception 9(1153) which zones the westerly portion of the site RM2(H) Multiple Residential Zone with the Holding Symbol "(H)" and restricts the permitted uses to block townhouse dwelling uses. The easterly portion of the site is zoned RA3(H) Apartment Residential Zone with the Holding Symbol "(H)", which permits apartment dwelling uses. This zoning exception also limits the total number of units permitted on the combined RM2 and RA3 lands within the Master Plan area, to a total of 1598 units (of which not more than 93 units can be townhouse units).

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To date, a total of 1,380 units have been site plan approved, and 1,375 building permits have been issued. The approved Liberty Master Plan would currently permit the remaining 218 units to be located on the subject lands of this report, including a maximum of 32 townhouse units and 186 apartment units within Building G.

The Owner no longer wishes to build the 32 townhouses and has submitted the subject applications to facilitate the overall development of the property with a total of 498 apartment units as shown on Attachment #2, under an RA3(H) Apartment Residential Zone category.

Preliminary Review

Following a preliminary review of the proposed applications, the Development Planning Department has identified the following matters to be reviewed in greater detail:

- i) the applications will be reviewed in consideration of the applicable Provincial policies, City and Regional Official Plan, By-law 1-88, existing and permitted development, and the applicant's Planning Justification report, to determine the appropriateness of permitting increased density and a rezoning on the subject lands;
- ii) a complete site development application should be submitted to facilitate a comprehensive review of the proposal to ensure the provision of proper access, traffic impact and circulation, parking, appropriate urban design characteristics, building elevations and massing, building height and shadow impact, landscaping and buffering, and stormwater management and engineering servicing requirements, that will be complementary to the surrounding area;
- iii) opportunities for sustainable design, including CEPTD (Crime Prevention Through Environmental Design), LEEDS (Leadership in Energy and Environmental Design), green roofs, etc, will be considered for inclusion within the development for implementation through the site plan approval process, if approved;
- iv) the availability of water and sanitary sewage servicing capacity must be identified and allocated by Council, if approved; use of the Holding Symbol "H" may be required if servicing capacity is unavailable; and
- v) the following supporting reports were submitted for the applications: Planning Justification Report, Traffic Impact Study, Functional Servicing Report, and a Sun Shadow Study. Any additional studies that may be required will be identified through the review of the application for further action by the applicant.

Relationship to Vaughan Vision 2020

The applicability of these applications to the Vaughan Vision will be determined when the technical report is considered.

Regional Implications

The applications have been circulated to the Region of York for review and comments. Any issues will be addressed when the technical report is considered.

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Conclusion

The above issues, but not limited to, will be considered in the technical review of the applications, together with comments from the public and Council expressed at the Public Hearing or in writing, and be addressed in a comprehensive report to a future Committee of the Whole meeting. In particular, the proposal to permit an additional 275 apartment units will be reviewed in light of the applicable City and Regional Official Plan policies, Zoning By-law standards, and the area context.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Approved Liberty Master Plan

Report prepared by:

Laura Janotta, Planner, ext. 8634
Arto Tikiryan, Senior Planner, ext. 8212

/CM

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

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Item 7, Report No. 51, of the Committee of the Whole (Public Hearing), which was adopted without amendment by the Council of the City of Vaughan on October 27, 2008.

7 **KIPLING AVENUE CORRIDOR STUDY**
DRAFT OPA AMENDMENT
FILE: 15.95

The Committee of the Whole (Public Hearing) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated October 6, 2008, be approved; and
- 2) That the following deputations, presentation material, written submissions, petition and coloured rendering, be received:
 - a) Mr. Antonio Gomez-Palacio, Office for Urbanism, 457 Richmond Street West. Toronto, M5V 1X9, and copy of presentation material on Kipling Avenue Area Study, dated October 6, 2008;
 - b) Mr. Brent Duguid, Loopstra Nixon LLP, 135 Queens Plate Drive, Suite 600, Toronto, M9W 6V7 and written submission, dated October 3, 2008;
 - c) Mr. Clare Riepma, Riepma Consultants Inc., RR1, Georgetown, L7G 4S4;
 - d) Mr. Denny Finelli, 58 Gate House Crt., Woodbridge, L4L 9A2;
 - e) Mr. Silvio lafrate, 35 Gate House Crt., Woodbridge, L4L 9A2 and petition;
 - f) Ms. Sarah Baldwin, Larkin + Associates Planning Consultants Inc. 1168 Kingdale Road, Newmarket, L3Y 4W1, coloured rendering, and written submission dated October 2, 2008;
 - g) Ms. Josie Tomei, Area Manager-Sales, Real Estate-Ontario, Canadian Pacific Railway, 1290 Central Parkway West, Suite 800, Mississauga, L5C 4R3;
 - h) Ms. Deb Schulte, 76 Mira Vista Place, Woodbridge, L4H 1K8;
 - i) Mr. Jaime Maynard, Friends of the Village, 75 William Street, Woodbridge, L4L 2R9; and
 - j) Ms. Tania Corsi-Cirillo, 83 Harmonia Crescent, Woodbridge, L4L 3Y2.

Recommendation

The Commissioner of Planning recommends:

1. THAT the Draft Summary of the Study and Draft Official Plan Amendment on the Kipling Avenue Study Area prepared by Office for Urbanism be received; and, that any issues identified by the public and Council, be addressed by Staff in a report to Committee of the Whole.

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:

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- 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.

Purpose

To present the Study Report and a proposed Draft Official Plan Amendment for the Kipling Avenue study area at a Committee of the Whole Public Hearing. A final report with recommendations, which takes into consideration input from the public meetings and comments from City Departments and other public organizations will be presented at a further Committee of the Whole public meeting. The draft Official Plan Document is not final, and may be subject to change with respect to content and format.

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 Draft Report. The report also provides a summary of the proposed land use and design policies contained in the draft OPA.

Location

The study area is based 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/Multi 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;

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- 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, 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
- 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.

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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.
- 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.

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- 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.
- 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.

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- 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 draft 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 different 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.

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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 building. 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 of 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 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 and the maximum density is 1.0 FSI.

v. Low Density Neighbourhood 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 buildings shall be designed to front onto all open

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spaces. The proposed OPA provides that parking structures / lots should generally not front onto Open Spaces.

vii. Conservation Lands Designation

This designation will conserve and enhance the natural ecosystem and maintain biological diversity in Vaughan. Conservation Lands have been identified by the Toronto Region Conservation Authority (TRCA) as containing significant environmental/ecological features. All lands under this designation are under the jurisdiction of the Toronto Region Conservation Authority and managed by the City of Vaughan. Permitted uses include passive recreational uses. No development is permitted on these lands unless otherwise specified by TRCA.

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).

x. Site Specific Policies: The Floodplain Designation

Lands within this designation are located within the Toronto Region Conservation Authority (TRCA) floodplain boundary. Any development or interim uses must be approved by the City of Vaughan and the TRCA.

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

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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 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.

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ii. Rainbow Creek South

This new neighbourhood will attain the same characteristics as the Rainbow Creek North neighbourhood, however it will function as a transition zone in building scale and height with respect to the lower scaled residential development west of Kipling Avenue and north of Woodbridge Avenue. Rainbow Creek South will be accessible via Woodbridge Avenue and Kipling Avenue (through Porter Avenue West).

Special Policy Area – The Special Policy Area designation represents a specific permitted residential development, and includes the reuse and integration of an existing heritage building. Permitted uses include: residential units (semi-detached, block townhouses, street townhouses); stacked townhouses are not permitted; maximum density of 0.60 FSI. Permitted uses for the heritage building include small scale, grade related neighbourhood amenity uses, such as daycare, service commercial, art studios.

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. 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)

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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, east of Kipling Avenue should function the same as Kipling Avenue.
- b) 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.
- c) 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.
- d) 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”.
- e) 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 on either side of 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.

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- 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 for grade related residential units.
 - f) One parking lane is proposed for 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. 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.
 - d) The City may consider reduced pavement widths for this local road to accommodate additional sidewalk facilities, provided they are satisfied that vehicular accessibility to the new neighbourhood and the location of utilities are not compromised.
- iv. Special Character Streets (Porter Avenue East & Porter Avenue West)
- a) A street which is 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, a new 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.

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- 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.
 - 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
- a) Laneways will mainly provide vehicular access to parking and services, and function as internal connections within blocks of mainstreets 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.

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- 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 parks privately held, publicly accessible 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 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.

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- 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 to 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 segment 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 based on a total of 1,022 units, this will be based on 1 hectare per 300 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, signage. A 2.5 metre sidewalk width is proposed along both sides of Porter Avenue East.
- xi. 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.

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- 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.

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- 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; and,
 - 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.

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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 palette, proportions of parts, solidity versus 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

- i. 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
- Lead & Promote Environmental Sustainability

Management Excellence:

- Maintain Assets & Infrastructure
- 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.

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Conclusion

Staff recommend that the Draft Official Plan Amendment for the Kipling Avenue Study Area prepared for the City by Office for Urbanism be received; and, that any issues identified by the public and Council, be addressed by Staff in a final report to the Committee of the Whole.

Attachments

1. Location Map
2. Proposed Land Use Plan
3. Part 1: Summary of the Study – Draft OPA #695
Part 2: Proposed Plan – Draft OPA #695 (Mayor and Members of Council ONLY)

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