

## 12.15 Northeast Quadrant of Kipling Avenue and Highway 7

### 12.15.1 Goals

The goals of this Plan are to:

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

### 12.15.2 Land Use

#### 12.15.2.1 General Provisions:

- a) No building or structure shall exceed the height in storeys indicated on Map 12.15.A by the number following the letter H.
- b) No development shall exceed the Floor Space Index (FSI) indicated on Map 12.15.A by the number following the letter D.

- c) The height and densities indicated on Map 12.15.A are independent maximums in that one maximum may be achieved without achieving the other. Any proposed amendment to the Official Plan to increase the maximum height or density provisions will be evaluated on its own merits based on an analysis of the site specific conditions and development context of the application.
- d) The development criteria for various building types are set out in subsection 9.2.3 of VOP 2010, subject to the application of the policies contained in this section of the Plan. Any variations from the policies in subsection 9.2.3 and this section of the Plan shall be to the satisfaction of the City, be minor and shall respond to unique conditions or the context of the affected site. Such variations, with the exception of variations to height and/or density, will not require a further amendment to the Official Plan provided that they are supported through an Urban Design Brief that has been prepared to the satisfaction of the City.

#### 12.15.2.2 Land Use Designations

- a) Mid-Rise Mixed-Use
  - i) The Mid-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
  - ii) The policies guiding the uses permitted and development requirements for the Mid-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.4 of the VOP 2010 except as provided for in this section of the Plan.
  - iii) The minimum lot frontage shall be 70 metres.
- b) Low-Rise Mixed Use
  - i) The Low-Rise Mixed-Use Area designation shall apply to the lands as shown on Map 12.15.A.
  - ii) The policies guiding the uses permitted and development requirements for the Low-Rise Mixed-Use designation shall be in accordance with Policy 9.2.2.2 of VOP 2010 except as provided for in this section of the Plan.
  - iii) The minimum lot frontage shall be 40 metres.

### 12.15.3 Urban Design Policies

#### 12.15.3.1 Goal

Future development in the northeast quadrant of Kipling Avenue and Highway 7 shall be directed by the Urban Design policies in Volume 1 and shall be in conformity with the following policies to create an attractive, safe and pedestrian-friendly environment, with appropriate relationships to adjacent existing Low-Rise neighbourhoods and heritage fabric.

12.15.3.2 Building Design and Location

- a) Buildings shall be oriented to the street and have active façades including primary windows and entrances facing the street so that the main building entrance faces the public street, to enhance the physical and functional relationship to the public realm.
- b) New buildings on corner lots shall be located to create an architectural definition of the intersection with building massing and articulation that creates a comfortable microclimate for pedestrians.
- c) Large, blank walls and repetitive façades shall be avoided and there shall be variation in façade treatments with architectural details and materials, including façades where no windows are located.
- d) A break in the building wall facing Highway 7 approximately halfway between Lansdowne Avenue and Kipling Avenue shall be provided to break up the mass of the building(s) facing Highway 7.
- e) Parcels fronting Kipling Avenue and Highway 7 in the Mid-Rise Mixed-Use designation, shall require a build-within zone ranging between 2 and 3 metres from the front lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of any proposed building shall be within the build-within zone.
- f) Architectural variation and animation shall be provided with building elements such as balconies, windows, porches, railings, entrances, awnings, architectural lighting and integrated signage as appropriate.
- g) Retail and service commercial uses within mixed-use buildings shall be located on the ground floor and oriented to the street to maximize exposure and access.
- h) New buildings constructed adjacent to heritage buildings and sites located to the north in the Woodbridge Heritage Conservation District shall be complementary in scale and massing, with sympathetic rooflines, location of entrances, treatment of ground floors and materials.
- i) Driveways accessing individual residential dwellings shall be permitted on Lansdowne Avenue and Burwick Avenue only, provided they are setback an appropriate distance from Highway 7 and Kipling Avenue.
- j) Individual garages along the front of grade related residential units, such as detached, semi-detached or townhouses on Burwick Avenue and Lansdowne Avenue, shall not protrude beyond the main front building wall, and should occupy no more than 50% of the width of the building or unit frontage.
- k) New buildings and developments should maximize opportunities to create new public pedestrian routes through the site to connect with the public sidewalk network.
- l) Roof heating, ventilation, air conditioning and mechanical equipment for new buildings shall be erected behind a parapet wall or other architectural screening device integrated with the building design to minimize their

visibility from abutting existing low-rise residential properties and the public realm.

- m) Bird Safe treatments shall be considered in building design in order prevent bird-window collisions.
- n) Urban Design Briefs shall be required to support applications for development and shall address both built form, site organization, public realm and sustainability considerations to the satisfaction of the City.

#### 12.15.3.3 Mid-Rise Buildings

- a) Mid-Rise buildings over six storeys in height shall be designed with a pedestrian scaled podium or other appropriate architectural articulation, designed to the satisfaction of the City, to enhance the building design and provide an active pedestrian streetscape. The podium shall generally be between three and six storeys in height. Taller building elements shall generally be set back from the podium by a minimum of 3 metres along all public street frontages in order to provide an appropriate pedestrian environment and mitigate wind impacts at the street level.
- b) In order to provide appropriate privacy and daylight/sunlight conditions for any adjacent dwellings in the Low-Rise Residential designation, Mid-Rise buildings on a lot that abut the rear yards of a lot in the Low-Rise Residential designation shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane which is to be measured from the property line of the abutting low rise lot.

#### 12.15.3.4 Site Design

- a) Landowners shall consolidate driveways and provide interconnected rear laneways, where appropriate, as sites develop or redevelop over time.
- b) Parking areas shall be shaded with trees.
- c) Service areas shall be located and designed as an integral part of the building and/or site design.
- d) Service areas shall not face onto or be visible from streets, public spaces, amenity areas and/or neighbouring residential properties.
- e) Access to underground parking shall be appropriately integrated into the building it serves and located so as to minimize physical and visual impact on public sidewalks and open spaces.
- f) Buildings fronting on Kipling Avenue and Highway 7 shall not be separated from the street by parking areas or drive aisles.
- g) Any loading and storage facilities shall be internal to the main building(s).
- h) Sidewalks or equivalent pathways, where provided, shall be designed and constructed to be barrier-free and consistent with the *Ontarians with Disabilities Act*.

- i) Site and building services and utilities, such as waste storage facilities, loading, air handling equipment, hydro and telephone transformers and switching gears and metering equipment, shall be integrated within the buildings and/or located away and/or screened from public roads and adjacent residential areas in order to buffer their visual and operational effects.
- j) Waste storage areas shall be integrated into the principal building on the lot.
- k) Exterior amenity spaces shall be provided for the benefit of the new residents in locations that are well designed and accessible to the public.
- l) As a condition of approval, the City may require that new development be designed to incorporate private open spaces that contribute to the open space network within the northeast quadrant of Kipling Avenue and Highway 7 by:
  - i) Including connections and features such as widened sidewalks, courtyards, plazas and places for informal community uses, where appropriate;
  - ii) Reinforcing the existing open space character or initiating a strong open space concept that can be built upon in the future;
  - iii) Providing outdoor amenity spaces for the use of occupants of the development;
  - iv) Including features that serve a number of functions, providing for year-round use and are adaptable to new uses; and,
  - v) Using durable materials and elements of interest such as special landscape features or public art.
- m) Public Art will be required and commissioned in accordance with the City's approved City-Wide Public Art Program.

12.15.3.5 Public Realm

- a) Gateway features, such as public art or distinct light standards and other facilities, shall be established at the northeast corner of Kipling Avenue and Highway 7 to mark the main entry point into the historic Woodbridge community to the north.
- b) Sidewalks shall be constructed on both sides of Burwick Avenue and Lansdowne Avenue to improve walkability and to provide safer access to the Woodbridge Public School.
- c) Street signage, wayfinding, street furniture and transit shelters shall be provided within the rights-of-way as redevelopment occurs in a manner that addresses and enhances the local context, and meets the requirements of the *Ontarians with Disabilities Act*.
- d) Utilities along Lansdowne Avenue and Burwick Avenue shall be located underground in a common trench, to enhance the visual appeal of the public realm.

- e) A mature canopy of trees shall be established over the longer term along Kipling Avenue, Burwick Avenue and Lansdowne Avenue. In order to achieve this objective, new street trees shall be provided as a condition of development approval wherever possible. Street trees may be located on private property if insufficient space is available within the public right-of-way to fulfill the public realm vision.

#### 12.15.3.6 Sustainable Development

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

#### 12.15.4 Need For Transportation System Enhancements

- a) The redevelopment of any lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shall be dependent on Council being satisfied that planned transportation improvements to Highway 7 in particular have been realized, or are in the process of being implemented.
- b) A comprehensive Transportation Assessment shall be required prior to any development occurring in accordance with this Plan. The transportation assessment shall be consistent with the York Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to assess the impacts and provide mitigation measures, including, an appropriate development phasing plan, to address the proposed development impact.

#### 12.15.5 Cultural Heritage

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

#### 12.15.6 Parks and Open Space

- a) It is anticipated that additional development within the northeast quadrant of Kipling Avenue and Highway 7 will place increasing pressure on existing parks and open space areas, therefore where feasible through the development review process, additional opportunities for other parks and open space areas should be examined including trails and restoration opportunities.

- b) The acquisition of parks and open space within the northeast quadrant of Kipling Avenue and Highway 7 will take full advantage of the provisions of the *Planning Act*, ensuring that the appropriate amount of public parkland is conveyed to the City or in the absence of land, cash in lieu of parkland.
- c) Notwithstanding the above, the City recognizes that the parks and open space system may include certain private open space elements such as private gardens and grounds, private amenity outdoor spaces and open spaces associated with infrastructure, squares, courtyards and passageways, plazas and rooftop gardens.
- d) Parkland dedication shall be in accordance with the provisions of Section 7.3.3 of the VOP 2010 and the recommendations of the Active Together Master Plan. In addition to the provisions to Section 7.3.3 of the VOP 2010, and for greater certainty the following shall not be counted towards parkland dedication:
  - a. Private outdoor amenity space;
  - b. Private open space;
  - c. Lands less than 0.2 hectares;
  - d. Landscape buffers and vistas;
  - e. Natural Heritage Network lands and associated buffers;
  - f. Stormwater management lands and associated buffers;
  - g. Buffers and adjacent associated with rail corridors; and
  - h. Rooftop gardens.
- e) In addition to the provisions of Section 7.3.3.8 of the VOP 2010, parkland shall be unencumbered by railway safety buffers, Natural Heritage Network features and associated buffers, and regulated floodplain areas.
- f) Private open space elements such as private outdoor amenity space, squares, courtyards, passageways, plazas, rooftop gardens, or sustainable features shall be built and maintained by the landowner, and a public access easement provided in favour of the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement. Private open space elements shall not count toward parkland dedication.

## 12.15.7 Implementation

### 12.15.7.1 Land Assembly

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

- c) Appropriate easements shall be required to create right-of-ways over access laneways and over the rear yard laneway/access driveway to achieve this objective.

12.15.7.2 Block Plan Requirement

- a) A Block Plan in accordance with the relevant policies of Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010 shall be submitted to support the first development proposal to redevelop the lands within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations.

DRAFT



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

