



CITY OF VAUGHAN HERITAGE VAUGHAN COMMITTEE AGENDA

If you wish to speak to an item listed on the Agenda, please pre-register by completing a Request to Speak Form online, emailing clerks@vaughan.ca, or contacting Service Vaughan at 905-832-2281, by 12 noon on the last business day before the meeting.

Wednesday, March 19, 2025

7:00 p.m.

Online via Electronic Participation

Vaughan City Hall

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2. DISCLOSURE OF INTEREST	
3. COMMUNICATIONS	
4. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION	
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Heritage Vaughan Committee Report

DATE: Wednesday, March 19, 2025

WARD: 2

TITLE: PROPOSED DEVELOPMENT ON 239, 245, 251 WOODBRIDGE AVENUE

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: DECISION

Purpose

To seek a recommendation from the Heritage Vaughan Committee regarding the proposed seven (7) storey building located at 239, 245, 251 Woodbridge Avenue (Attachment 1), a property located in the Woodbridge Heritage Conservation District (WHCD) and designated under Part V of the *Ontario Heritage Act* (OHA).

Report Highlights

- The Owner is proposing a seven-storey building at 239, 245, 251 Woodbridge Avenue.
- The existing lot is vacant and is identified as 'old building - demolished' in the WHCD Plan.
- The development is being recommended for approval by Cultural Heritage staff.
- Heritage Vaughan review and recommendation and Council review and decision are required under the OHA.

Recommendations

1. THAT Heritage Vaughan recommend that Council approve the development as proposed at 239, 245, 251 Woodbridge Avenue under Section 42 of the *Ontario Heritage Act*, subject to the following conditions:

- a) That any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Director of Policy Planning and Special Programs or delegate; and
- b) That the applicant submit architectural drawings and building material specifications at the building permit stage to the satisfaction of the City of Vaughan Policy Planning and Special Programs, Cultural Heritage Program.

Background

A PAC meeting (PAC.18.057) was held in August 2018 regarding the subject proposal. Initial comments from Cultural Heritage staff were that the proposed height and orientation toward Woodbridge Avenue were not in compliance with the WHCD. A Development Application was submitted in August 2023, followed by an Official Plan Amendment in September 2023.

The applicant has submitted a Cultural Heritage Impact Assessment (CHIA) (Attachment 2) in support of their development proposal. The following is an excerpt from the submitted CHIA:

The proposed development is for a single, multi-unit residential building with a lobby entry at the street level on Woodbridge Avenue, which is a change from the original design which had included a commercial unit at the street level. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the rail overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby, both will include walkways that lead to the public sidewalk to direct pedestrian traffic.

A solid base with a simulated limestone foundation and brick columns and glazing topped with opaque panels transition to the residential upper building 1.5 m step back capped with a cast limestone-like parapet. Oversized vertically oriented punched window openings with limestone lintels and sills in a red brick façade reflect a modern take on historic commercial/industrial factory buildings leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Plan so that it is understood as a building of its time.

The lower level at the street level further emphasizes the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The Seven (7) storey building from this vantage point provides a transition from the larger massed buildings to the west down to the rail overpass, parkette and residential to the east.

Landscaping is made up of a combination of concrete and paver pathways that edge a garden and several trees. It is recommended that a variety of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Strategic plantings should prevent crossing over the driveway. Seating options should be provided and located where shade from the trees will be cast and that are consistent with the WHCD Plan. A concrete curved bench provides seating in the residential amenity space.

The proposed development utilizes primary materials of red brick with a cast stone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof.

Previous Reports/Authority

[Extract from Council Meeting Minutes of November 14, 2023, \(Item 3, Report No. 45\) of the Committee of the Whole \(Public Meeting\)](#)

Analysis and Options

All new development must conform to the policies within the WHCD Plan. The following is an analysis of the proposed development according to the WHCD Plan, in combination with the City of Vaughan Official Plan 2010 (VOP 2010).

The following analysis is based on the policies of the WHCD Plan:

Height, Scale and Massing

The ground level of the building along Woodbridge Avenue is at grade level and is flush with the sidewalk and its access from the street. This complies with the WHCD Plan.

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The height of the proposed development does not fully align with the WHCD Plan. According to the WHCD Plan, the height of the building is permitted up to six (6) storeys (20 m), provided there is a podium of a minimum of two (2) storeys. This proposal is for seven (7) storeys, and as seen in the architectural set (Attachment 4), is set at a height of 24.8 metres, with the podium only appearing as one (1) storey. The applicant submitted CHIA states that “it is recommended that the proposed building not be taller than the existing building to the west in order to provide a better transition to the railway, landscape and buildings to the east”.

While the proposed development does not meet the requirements of height according to the WHCD, City Cultural Heritage and Planning staff and the property owner(s) agreed that the original height of 25.8m be brought down to 24.8m to match the building directly across the street in order to match the massing on the streetscape.

Cultural Heritage staff recommend that the proposed seven storey building at 239, 245, 251 Woodbridge Avenue be approved as it conforms to the current scale and massing of the area west of the railway on Woodbridge Avenue and general intent of the WHCD.

6.1.1 Woodbridge Avenue

Heritage Attributes:

- 1. Main Street character, with pedestrian oriented retail at grade level and a variety of other uses above grade, mostly residential.*
- 2. A street wall of buildings averaging between 3 and 4 floors, with some buildings rising to 6 floors.*
- 3. Storefronts open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.*
- 4. Buildings are often built with zero (or minimum) setback.*

Guidelines

- 1. The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.*
- 2. Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge, (see section 6.4 – Built Form Framework).*
- 3. New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.*
- 4. Storefronts must be oriented towards the street and should be experienced as a collection of small-scaled retail, with operable doors.*
- 5. New buildings should be built directly to the front property or street line to establish a continuous street wall. When located adjacent to existing contributing buildings that are*

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set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.

6.4.2 Street Wall Height and Scale

6.4.2.1 Woodbridge HCD (General)Heritage Attributes

- 1. Except for Woodbridge Avenue, buildings are generally 2 to 3 storeys tall.*
- 2. Contributing structures present within limits, a variety of heights and scales. Most often, the heritage attributes of individual buildings include the designed height and its relationship and views within its context.*

Guidelines

- 1. Except where noted, new buildings should be a minimum of 2 floors (8.5 m) and a maximum of 3 floors (11 m).*
- 2. The height of existing contributing buildings should be maintained. New buildings must be sympathetic to, and transition from, the height of adjacent contributing buildings, with a minimum 45-degree angular plane. (See section 6.5, Diagram A)*
- 3. The height of a building is measured from the average elevation of the finished grade at the front of the building to the highest point of the roof surface for a flat roof and a mansard roof; and to the mean height between the eaves and the highest point of a gable, hip, or a gambrel roof. (See Section 6.5, Diagram B)*

Architectural Guidelines and Materials

The chosen materials from the proposed development consist of red brick, cast limestone-like foundation and cast stone windowsills. As the Cultural Heritage Impact Assessment suggests, it is recommended that the colour of the louvres on the exterior of the mechanical penthouse be light in colour like the simulated limestone cladding. The proposed materials are in line with the policies of the WHCD Plan.

The design takes in to account the proportion of parts, pertaining to windows. The oversized window openings (except for the garage door) retain the vertical orientation, which is often seen on historic buildings, and works well with the neighbouring building.

The flat iron inspired building footprint is simple in design and clearly of its time leaning into a higher ratio of transparency to solid. The regular rhythm of window openings is a design feature that is consistent with historic flat iron building designs while the dark window frames and coordinating railings work to emphasize this rhythm.

As this building is within the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.

Aside from the scale, the design of this building is respectful to its neighbours and meets the policies of the WHCD Plan.

6.3.3 Architectural Guidelines

Material Palette

There is a very broad range of materials in today's design palette, but materials proposed for new buildings in the district should include those drawn from ones historically in use in Woodbridge.

This includes brick, stone, traditional stucco; wood siding and trim, glass windows and storefronts, and various metals. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, use of extrapolated construction lines (window head, or cornices for example) projected from the surrounding context, careful consideration of colour and texture all add to the success of a composition.

Proportions of Parts

Architectural composition has always had at its root the study of proportion. In various styles, rules of proportion have varied from the complex formulas of the classical orders to a more liberal study of key proportions in buildings of the modern movement. For new buildings in this heritage district, the design should take into account the proportions of buildings in the immediate context and consider a design with proportional relationships that will make a good fit.

An example of this might be windows. Nineteenth century buildings were arranged without fail using a vertical proportioning system, organizing windows singly or in groups. This proportioning system extends to the arrangement of panes within individual windows. In buildings of the Art Deco and Art Moderne period windows are often of a horizontal proportion. Although this horizontality is not universally the case, it is a character defining feature of these styles.

Solidity verses Transparency

It is a characteristic of historic buildings of the 19th century to have solid walls with punched windows. This relationship of solid to void makes these buildings less transparent in appearance. It was a characteristic that was based upon technology (the ability to make large windows and to heat space came later, and changed building

forms), societal standards for privacy, and architectural tradition. Buildings of many 20th century styles in contrast use large areas of glass and transparency as part of their design philosophy. In this historic district the relationship of solidity to transparency is a characteristic of new buildings that should be carefully considered. The nature of the immediate context for the new building in each of the defined character areas should be studied. The level of transparency in the new work should be set at a level that provides a good fit on the street frontages. In the Woodbridge Avenue Character Area, a Main Street approach can be taken and a more transparent building permitted between the ratios of 20% solid to 70% solid. In the other character areas this proportion should reflect a more traditional residential proportion of 40% solid to 80% solid.

Detailing

In past styles structure was often hidden behind a veneer of other surfaces. “Detailing” was largely provided by the use of coloured, shaped, patterned or carved masonry and /or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building can potentially add to the artistic composition. Architectural, structural, mechanical and even electrical systems can contribute to the final design. For new buildings in the Woodbridge Heritage District, the detailing of the work should again refer to the nature of the immediate context and the attributes of the Character Area in which it is to be placed.

In the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.

In the other character areas, the detailing of new buildings should tend toward a more traditional approach. Whereas a contemporary approach is permitted, the use of moldings, brackets, architraves, entablatures, cornices and other traditional detailing is encouraged, to help ensure a good fit with the immediate context.

It is also noted that the following plans were submitted in support of the application:

- Grading Plan (Attachment 5)
- Arborist Report (Attachment 6)
- Landscape Plans (Attachment 7)
- Tree Protection Plan (Attachment 8)

Financial Impact

N/A

Operational Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

While the proposed development does not meet the requirements of height according to the WHCD, City Cultural Heritage and Planning staff and the property owner(s) agreed that the original height of 25.8m be brought down to 24.8m to match the building directly across the street in order to match the massing on the streetscape.

Cultural Heritage staff recommend that the proposed seven storey building at 239, 245, 251 Woodbridge Avenue be approved as it conforms to the current scale and massing of the area west of the railway on Woodbridge Avenue and general intent of the WHCD.

Heritage Vaughan Committee recommendations to Council do not constitute any specific support for any Development Application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.

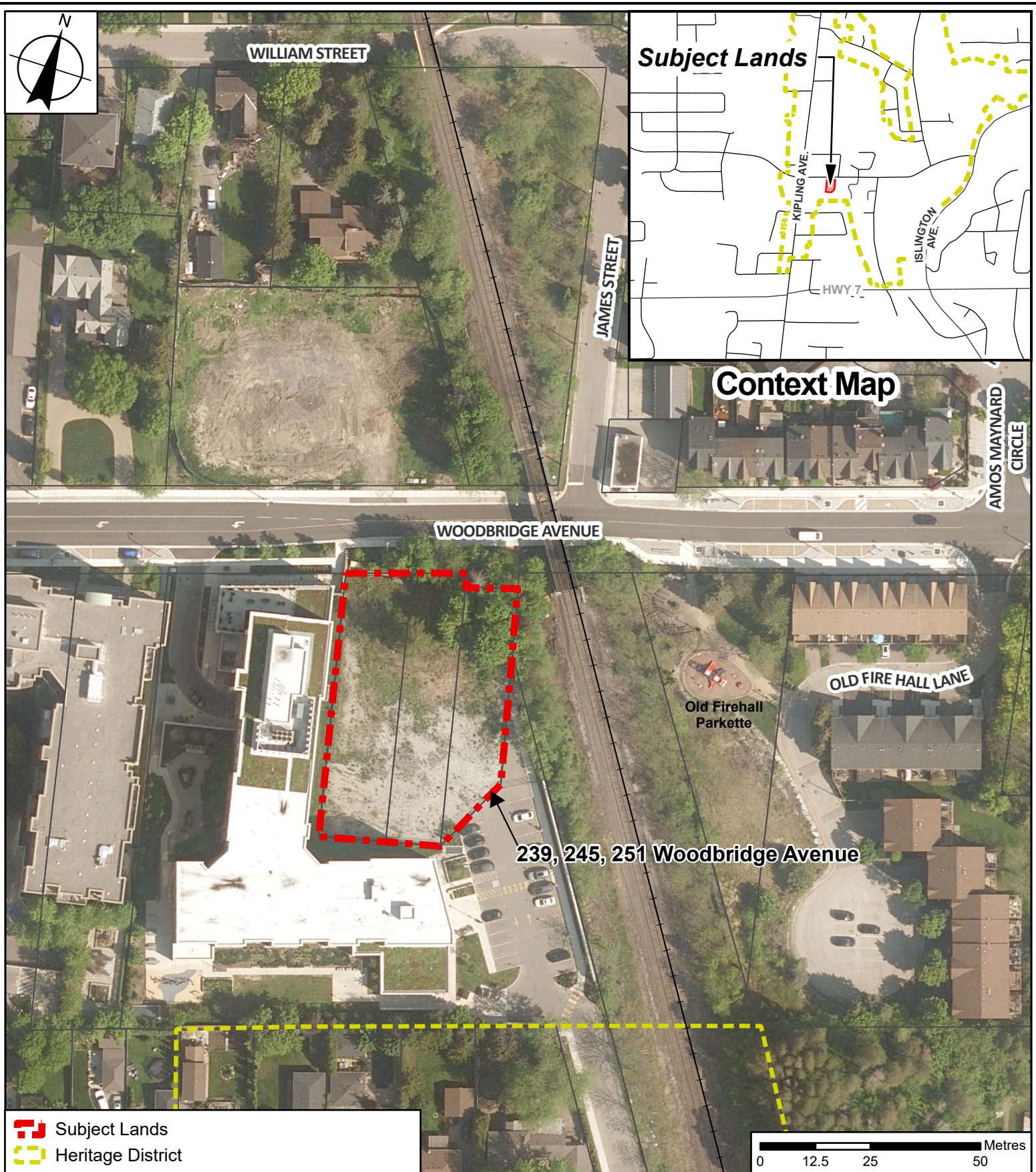
For more information, please contact Vanessa Lio, Heritage Specialist, 8152

Attachments

1. Location Map
2. Cultural Heritage Impact Assessment
3. Heritage District Conformity Report
4. Architectural Set and Materials
5. Grading Plan
6. Arborist Report
7. Landscape Plans
8. Tree Protection Plan

Prepared by

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Location Map

Location:
 239, 245, 251 Woodbridge Ave
 Part of Lot 7, Concession 7



Attachment

Date:
 March 19, 2025

1

Cultural Heritage Impact Assessment
Amendment
239-251 Woodbridge Avenue
City of Vaughan, Ontario

December 2024



Subject Property Address:

239-251 Woodbridge Avenue
City of Vaughan, Ontario

Legal Description:

Part of West Half Lot 7, Concession 7 (Being Part of Lot 4, South Side of Pine Street, Plan 546)
City of Vaughan, Regional Municipality of York

Report Authors:

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Executive Summary

This report is intended as an amendment that supersedes the original Cultural Heritage Impact Assessment prepared by Robinson Heritage Consulting in August 2023. This amendment discusses changes to the development proposal as a result of communication with staff of various departments at the City of Vaughan and through community consultation.

The property at 239-251 Woodbridge Avenue is included within the boundaries of the Woodbridge Heritage Conservation District (WHCD) and therefore the WHCD Guidelines apply to this development proposal. The Woodbridge HCD was established in 2009 to protect and preserve the heritage character of the village which is one of four small historic communities found within the City of Vaughan.

The unique constraints of the rail line and associated requirement for a crash wall, the steep slope on the northern edge of the property at Woodbridge Avenue has resulted in a flat iron inspired building footprint. The current proposed building is for a seven-storey building with a total height of 24.80 m plus mechanical penthouse. The height is measured from an established grade datum of 159.88 measured along Woodbridge Avenue. The ground floor is at the Woodbridge Avenue elevation.

A 1.5 m stepback at the second floor and a further 1.5 m stepback at the sixth floor on the north elevation which faces Woodbridge Avenue. This is a reduction in overall building height of 0.92 m from the initial development proposal. The WHCD Guidelines section 6.4.2.2. of the Woodbridge Avenue Character Area states a maximum of six floors totalling a maximum of 20 m.

The majority of the lot is on a grade that is shared with Abell Avenue to the south which is higher than the ground floor that fronts on Woodbridge Avenue. The building form on the upper level of the property has six storeys on the three elevations due to the higher grade. The building's height measured from the upper grade level is 18.68 m or 23.68 m with the mechanical penthouse. The street level on Woodbridge Avenue includes the underground parking and the grand lobby for the residential building. The height of the street level is 5.75 m which relates to the distance from the upper grade to the average street grade. Although some reductions have been made in the overall height the proposed building does not meet the maximum height of 20 m/six floors from Woodbridge Avenue.

The proposed development is for a single, multi-unit residential building with a lobby entry at the street level on Woodbridge Avenue which is a change from the original design which had included a commercial unit at the street level. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause

congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option in order to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the rail overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby, both will include walkways that lead to the public sidewalk to direct pedestrian traffic.

A solid base with a simulated limestone foundation and brick columns and glazing topped with opaque panels transition to the residential upper building 1.5 m stepback capped with a cast limestone-like parapet. Oversized vertically oriented punched window openings with limestone lintels and sills in a red brick façade reflect a modern take on historic commercial/industrial factory buildings leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Guidelines so that it is understood as a building of its time.

The lower level at the street level further emphasises the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The 7-storey building from this vantage point provides a transition from the larger massed buildings to the west down to the rail overpass, parkette and residential to the east.

Landscaping is made up of a combination of concrete and paver pathways that edge a garden and several trees. It is recommended that a variety of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Strategic plantings should prevent crossing over the driveway. Seating options should be provided and located where shade from the trees will be cast and that are consistent with the WHCD Plan. A concrete curved bench provides seating in the residential amenity space.

The proposed development utilizes primary materials of red brick with a cast stone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof.

1.0 Study Rationale and Methodology

Robinson Heritage Consulting (RHC) conducted a site visit to the property on January 17, 2019 to document the property thorough photographs.

This Report reviews several documents to inform this assessment:

- Planning Act
- Ontario Heritage Act
- Ontario Heritage Toolkit
- City of Vaughan Official Plan
- Woodbridge Heritage Conservation District Study
- Woodbridge Heritage Conservation District Plan
- Standards and Guidelines for the Conservation of Historic Places in Canada (Second Edition)

This Cultural Heritage Impact Assessment (CHIA) assesses the proposed development in terms of its compliance with these policies, guidelines and recommendations and assesses any impacts of the development on the cultural heritage value of the subject property and of the Woodbridge Heritage Conservation District.

The Cultural Heritage Impact Statement (CHIA) was undertaken according to guidelines set out in the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI)'s booklet "Heritage - Resources in the Land Use Planning Process" from the *Ontario Heritage Toolkit*. A Heritage Impact Assessment is a study that:

- evaluates the significance of a cultural heritage resource;
- determines the impact that a proposed development or site alteration will have on a cultural heritage resource;
- recommends an overall approach to the conservation of the cultural heritage resource.

2.0 Legislation and Policy Framework

2.1 Planning Act

Part 1, Section 2 of the Ontario Planning Act identifies matters of provincial interest, which includes the conservation of significant features of architectural, cultural, historical, archaeological, or scientific interest.

Section 3 of the Planning Act allows the Province to issue policy statements on matters of provincial interest. In respect of the exercise of any authority that affects a planning matter, Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.”

2.2 Provincial Planning Statement 2024

The Provincial Policy Statement (issued under the authority of Section 3 of the Planning Act) was introduced in 2005 and updated in 2014, 2020 and revised to become the Provincial Planning Statement in 2024. PPS (2024), Policy 4.6.1, in Section 4.6: Cultural Heritage and Archaeology, states that “Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved”.

The 2024 Provincial Planning Statement provides definitions of key terms in the heritage planning process.¹

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

¹ <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Heritage attributes: means, as defined under the Ontario Heritage Act, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Heritage attributes may also have what are defined in the federal Standards and Guidelines for the Conservation of Historic Places in Canada as *character-defining elements* or the materials, forms, location, spatial configurations, uses and cultural associations or meanings that contribute to the heritage value of an historic place, which must be retained to preserve its heritage value.²

2.3 Ontario Heritage Act

Typically, the significance of a built heritage resource is identified by evaluation criteria that define cultural heritage value or interest to local, provincial, or federal jurisdictions. Criteria to define local cultural heritage value or interest is prescribed in Ontario Regulation 569/22 under the Ontario Heritage Act.

2.3.1 Use of Ontario Regulation 9/06 (as amended by O. Reg. 569/22) to Determine Cultural Heritage Value or Interest

A property may be determined to have cultural heritage value if it satisfies one of the following criteria:

1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.

² <https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.

The assessment of potential impact by development on cultural heritage resources is guided by the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 – *Heritage Impact Assessments and Conservation Plans* contained within *Ontario Heritage Tool Kit* booklet *Cultural Heritage Resources in the Land Use Planning Process: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005*.³

Robinson Heritage Consulting recognizes the Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 which describes “Principles in the Conservation of Historic Properties” as:

Respect for Documentary Evidence

Do not base restoration on conjecture.

³ http://www.mtc.gov.on.ca/en/publications/Heritage_Tool_Kit_Heritage_PPS_infoSheet.pdf. As indicated above, the Provincial Policy Statement was updated in 2020.

Respect for Original Location

Do not move buildings unless there is no other means to save them.

Respect for Historic Material

Repair/conservate rather than replace building materials and finishes, except where necessary.

Respect for Original Fabric

Repair with like materials.

Respect for the Building's History

Do not restore to one period at the expense of another period.

Reversibility

Alterations should allow a resource to return to its original conditions.

Legibility

New work to be distinguishable from old.

Maintenance

With continuous care, future restoration will not be necessary.

Negative impacts on a cultural heritage resource identified in Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 include, but are not limited to:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;

- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Ministry of Heritage, Sport, Tourism and Cultural Industries (MHSTCI) InfoSheet #5 recommends methods of minimizing or avoiding a negative impact on a cultural heritage resource. These include, but are not limited to:

- Alternative development approaches
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanism

2.4 City of Vaughan Official Plan

City of Vaughan Official Plan⁴

Section 6 of the City of Vaughan Official Plan contains policies for the conservation of cultural heritage resources.

6.1.1.1. To recognize and conserve cultural heritage resources, including heritage buildings and structures, cultural heritage landscapes, and other cultural heritage resources, and to promote the maintenance and development of an appropriate setting within, around and adjacent to all such resources.

6.2.2.5. To require that, for an alteration, addition, demolition or removal of a designated heritage property, the applicant shall submit a Cultural Heritage Impact Assessment, as set out in this Plan and in the Vaughan Heritage Conservation Guidelines when:

a. the proposed alteration or addition requires:

- i. an Official Plan amendment;
- ii. a Zoning By-law amendment;
- iii. a Block Plan approval;
- iv. a Plan of Subdivision;
- v. a minor variance;
- vi. a Site Plan application; or

b. the proposed demolition involves the demolition of a building in whole or part or the removal of a building or designated landscape feature.

⁴ City of Vaughan Official Plan, 2010, Volume 1 (As Approved by the Ontario Municipal Board) 2020 Office Consolidation.

6.2.2.6. That, in reviewing heritage permit applications, the City be guided by the following heritage conservation principles:

a. Good heritage conservation practices;

[...]

e. new development on vacant lots or lots currently occupied by non-heritage structures in Heritage Conservation Districts designated under Part V of the Ontario Heritage Act be designed to fit harmoniously with the immediate physical or broader district context and streetscapes, and be consistent with the existing heritage architectural style through such means as:

i. being similar in height, width, mass, bulk and disposition;

ii. providing similar setbacks;

iii. using like materials and colours; and

iv. using similarly proportioned windows, doors and roof shape.

6.2.4.1. That Cultural heritage impact assessments shall be prepared by a professional with expertise in cultural heritage resources and in accordance with the requirements of this Plan, and that:

a. the assessment must demonstrate whether the heritage values and character of cultural heritage resources, as identified by the City, are being retained, improved, adversely impacted or lost by the proposed development;

b. the assessment may not substitute alternate heritage values or character for those that have been approved or endorsed by the City; and

c. where there is no designation by-law, approved heritage character statement or approved conservation plan, the assessment must document, to the City's satisfaction, the cultural heritage values of the property.

6.3.2.3. To conserve Heritage Conservation Districts by approving only those alterations, additions, new developments, demolitions, removals and public works in accordance with the respective Heritage Conservation District Plans and the policies of this Plan. When there is a conflict between the policies of the Heritage Conservation District Plan and the policies of this Plan, the Heritage Conservation District Plan shall prevail.

6.3.2.4. That any proposed private or public development within or adjacent to a Heritage Conservation District will be designed to respect and complement the identified heritage character of the district as described in the Heritage Conservation District Plan.

6.3.2.5. That a demolition permit for a building or part of a building within a Heritage Conservation District shall not be issued until plans for a replacement structure have been submitted to the City and Council has approved the replacement structure and any related proposed landscaping features in accordance with the relevant Heritage Conservation District Plan, the Vaughan Heritage Conservation Guidelines and the policies of this Plan.

2.5 Woodbridge Heritage Conservation District Plan

The Woodbridge Heritage Conservation District (WHCD) was established in 2009 with as one of seven special character areas of the WHCD and Section 6.1.1 Woodbridge Avenue describes the heritage attributes of this area of the District and provides guid.

Heritage Attributes:

1. Main Street character, with pedestrian oriented retail at grade level and a variety of other uses above grade, mostly residential.
2. A street wall of buildings averaging between 3 and 4 floors, with some buildings rising up to 6 floors.
3. Storefronts open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.
4. Buildings are often built with zero (or minimum) setback.

Guidelines

1. The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.
2. Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge, (see section 6.4 - Built Form Framework).
3. New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45o angular plane.
4. Storefronts must be oriented towards the street and should be experienced as a collection of small-scaled retail, with operable doors.
5. New buildings should be built directly to the front property or street line to establish a continuous street wall. When located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.
6. Existing contributing building should retain their historic setbacks and create front landscaped courtyards that open onto Woodbridge Avenue to build on the “green” character of the street. (See Section 6.4.1.2 for setback guidelines)
6. As noted in Section 5.3.1, it has been identified that there needs to be a comprehensive review of the development activity within the Woodbridge Core area as a result of increasing pressures for redevelopment. The Woodbridge Core Area Study, 2009, will determine the development capability in the area, especially within the existing SPA's.

3.0 Historical Summary

3.1 Indigenous Communities

The Humber River was believed to first be home to the Attawaderons or Neutrals until the powerful Iroquois nation drove these people from their home and settled in the lush river valley. As village building people, they constructed a number of long houses out of lashed timber poles with bark sheathing. Floors were swept and soft boughs, rushes and corn husks were spread for about for comfort with some being woven for sleeping or sitting on. Several families would share a longhouse and live communally working together and personal possessions may consist of fur robes for warmth, clay pots, pipes, sacred items. The river provided both transport and fishing for these early native peoples. Two of these village sites have been identified in the area including the closed to the subject site known as the Mackenzie site.⁵

⁵ Excerpt from the Burwick Women's Tweedsmuir History, pgs. 87-89

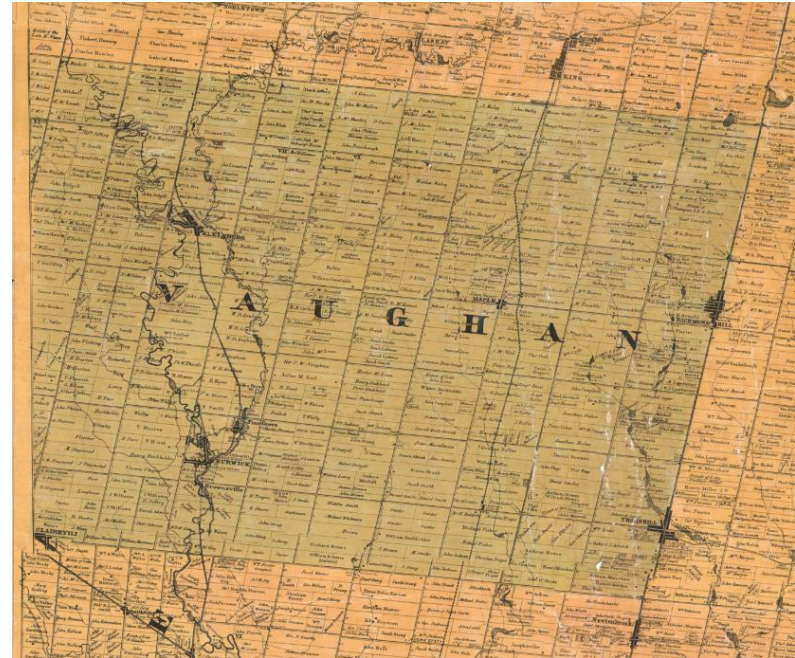
3.2 European Settlement

3.2.1 History of Vaughan Township

Vaughan Township (Figure 1) was created when Upper Canada was divided into townships to better manage the planned settlement. The Township was named in 1792 for Benjamin Vaughan, one of the peace negotiators for the end of the American War of Independence. The Township would be later surveyed and divided into land parcels with lot numbers and concession roads established.

The township was slow to settle with only 54 people recorded in the township in 1800 with most of these settlers being Pennsylvanian Germans. With the end of the War of 1812, a large number of British migrants arrived settling all arable land by 1840 with a recorded population of 4,300. The largest of the settlements were Thornhill and Woodbridge with smaller villages like Maple becoming established.

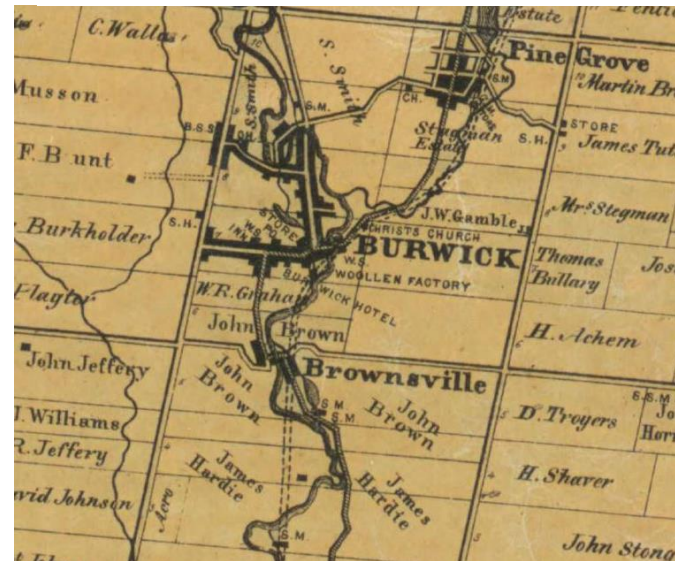
Figure 1 - Detail from Tremaine's Map of the County of York, 1860 showing Township of Vaughan. (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



3.2.2 History of Woodbridge

In *A History of Vaughan Township* by G.E. Reaman it is stated that a Unionville man named Simon Miller had a most prized possession of a document dated April 29, 1793 and signed by J.G. Simcoe to the commanding officer at Fort Niagara to permit a number of named men to bring in free of duty a number of personal and household goods as they made their way into Canada as Loyalists. Not unlike the indigenous peoples, it would be the lush valley and power of the Humber River that would draw the early settlers to the area. Like other early communities Woodbridge would grow up around a waterway. With water power for mills and fertile soils with good water supply the community would become a centre for economic growth. Even in the early 1800's development in surrounding areas can be seen with a school being erected on the eighth concession and mills found in numerous places along the Humber River and its tributaries including mills at Pinegrove and a mill on the Humber at what is now Wallace Street. However, an enterprising man named Rowland Burr would arrive in 1837 and would establish two mills on the River between the two settlements naming it Burwick (Figure 2). As his businesses grew to include a flour mill and textile mill the area became very prosperous and soon would establish a post office and be renamed as Woodbridge firmly establishing it as the commercial centre of the area.

Figure 2 – Detail from Tremaine's Map of the County of York, 1860 (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



Local government was established by 1882 (Figure 3) when the population reached 1,000 and the community was incorporated into a village. Brownsville is considered a part of Woodbridge at this time as is sanctioned in the articles of incorporation. In 1971 Woodbridge is amalgamated with Vaughan Township to form the Town of Vaughan.

[illegible]

Woodbridge experienced real decline in population when John Abell relocated his factory to Toronto.

In 1911 County Road works were introduced and shortly after the new bridge was built over the Humber in 1926 (Figure 4) a depression era make work project saw the construction of Highway #7 during the years 1930-31.⁶

The first phone service in Woodbridge was in 1891 with full service to follow in 1909. This was followed by hydro in 1914 and water service by the mid-1920's.

Encompassing the former hamlets of Brownsville, Elder's Mills, Vaughanville, and Pine Grove, recent population statistics put Woodbridge at more than 40,000 inhabitants.

Figure 4 - Old level rail crossing on Hwy 7 at Woodbridge in 1929.

(Photo courtesy of Ontario Ministry of Transportation - © Queen's Printer for Ontario, 1929. Image source: <http://www.thekingshighway.ca/PHOTOS/Hwy7photos.htm>)



⁶ [https://www.vaughan.ca/.../A Brief History of Woodbridge.pdf](https://www.vaughan.ca/.../A%20Brief%20History%20of%20Woodbridge.pdf).

3.3 Land Title and Ownership

The 2007 surveyor's plan (Figure 5) shows the footprints of the brick, semi-detached dwellings formerly on the subject development property as 239 and 245 Woodbridge Avenue. The survey also shows the subject property within Lot 4, south of Pine Street, on the unregistered Village Plan 546. The Woodbridge Heritage Conservation District Plan (WHCDP) indicated 239 Woodbridge Avenue as "Old Building (Demolished)".⁷

In a detail of Sheet 3 from the 1926 Fire Insurance Plan of Woodbridge, we see the same two semi-detached dwellings but addressed as 257 and 259 Woodbridge Avenue. The building is indicated with two storeys in height, brick construction and a metal roof.

The 2-storey, brick veneer foursquare house previously at 259 Woodbridge Ave (shown as 273 Woodbridge Ave in the 1926 fire insurance plan) has been demolished to make way for the development at 275 Woodbridge Avenue.

Figure 5 - Detail from surveyor's plan dated 2007

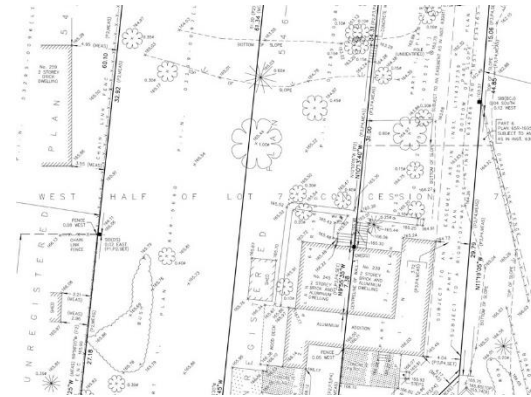
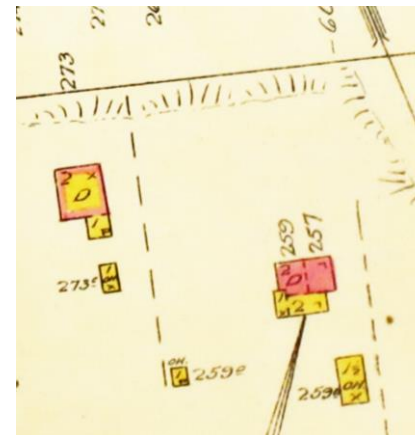


Figure 6 - Detail from Fire Insurance Plan of Woodbridge, 1926. (McLaughlin Library, University of Guelph)



⁷ WHCDP, Appendix, p. 145.

Part of Lot 4, south of Pine Street, on unregistered Village Plan 546 was granted in 1894 by James and Olive Barrett to Elisha B. Harris for \$200 (Instrument 364). Near the end of the following year (1895) Elisha Harris granted the west part of Lot 4 (1 acre) of Lot 4 to Maria J. Harris for \$1,000 (Instrument 414). This significant jump in property value may be seen as an indication that the two semi-detached dwellings had been built at that time. Upon her death, Maria Harris's will (Instrument 8312) transferred the property to her executors Thomas Harris and Arthur Harris in February 1927. Thomas and Arthur Harris appear to have split the property between themselves in the same year (Instruments 1288, 1289 and 1290). Thomas and Ada Harris registered a quit claim on property to Harriett Blake in 1936 (Instrument 1594). Arthur and Alma Harris granted their property to Mabelle W. Harris in 1937 (Instrument 1632). Archibald Craig purchased the Blake property in 1966 (Instrument 6105).

The 2007 survey indicates the former semi-detached dwellings at 245 Woodbridge Ave and 239 Woodbridge Ave as being within Part 2 of Plan 64R-5690 and Part 2 of Registered Plan 19025 respectively. In 1994 a land transfer occurred between Jack Aretusi and Mickael Gaudet involving Part 2 on Plan 64R-5690.

4.0 Subject Property

4.1 Property Description

The subject property consists of two formerly residential lots known as 239 and 251 Woodbridge Avenue. The any buildings on the lots were demolished prior to 2007 and only a concrete staircase from the sidewalk up the slope remains. The lots front onto Woodbridge Avenue to the north and to the west is the newer Regional Affordable Housing building and the Canadian Pacific Railway bridge to the east. The CPR bridge was built between 1900-1925 and is recognized as a structure that contributes to the cultural heritage value of the Woodbridge HCD.

The lot is irregular in shape and has access onto Abell Avenue to the south which is residential with single family homes.

The subject property has little in the way of vegetation as there has been significant disturbance due to the construction of both the crash wall next to the rail line and the construction of the building to the west.

There is a slope at the front of the lot with a significant grade difference from street level to the balance of the lot that is treed. A tree inventory has been prepared by others as part of the submission.

The lots are to be assembled for the purposes of constructing a multi-family residential 7-storey building.

5.0 Proposed Development

The unique constraints of the rail line and associated requirement for a crash wall and the steep slope on the northern edge of the property at Woodbridge Avenue has resulted in a flat iron inspired building footprint. The current design proposal is for a building with a total height of 24.80 m plus mechanical penthouse. A 1.5 m stepback at the second floor and a further 1.5 m stepback at the sixth floor on the north elevation which faces Woodbridge Avenue. This is a reduction in overall building height of 0.92 m from the initial development proposal.

The building appears as seven storeys at Woodbridge Avenue as the underground parking level is exposed due to the drop in grade at the street leading to the underpass to accommodate the overhead rail line. The majority of the lot is on a grade that is shared with Abell Avenue to the south which is higher than the ground floor that fronts on Woodbridge Avenue. The building form on the upper level of the property has six storeys on the three elevations due to the higher grade. The building's height at the upper grade level is 18.68m or 23.68m with the mechanical penthouse. The street level includes the underground parking and the grand lobby for the residential building. The height at this level is 5.75 m which relates to the distance from the upper grade to the street level. The WHCD Guidelines section 6.4.2.2. of the Woodbridge Avenue Character Area states a maximum of six floors totalling a maximum of 20m which is met at the upper level although not at the street level.

The proposed development is for a single multi-unit residential building with a lobby entry at the street level is a change from the original design which had included a commercial unit at street level on Woodbridge Avenue. Through public community consultation, concerns were raised regarding the location of a commercial unit in this location without associated parking as it could potentially cause congestion on Woodbridge Avenue. A grand lobby was determined to be the preferred option in order to provide a welcoming residential presence at the street level that encourages pedestrians to linger with benches, shade trees and green space. The proposed building maintains the similar setbacks at the street to the other buildings along this section of Woodbridge Avenue.

The original location of the underground garage door was to the far east of the street level to allow for the pedestrian activity area to be contained in one area and not to be interrupted by vehicular activity as the public sidewalk ends before the railway overpass. However, discussions with City staff have resulted in a requirement to move the garage entry further west along the street façade which bisects the pedestrian activity area into two distinct areas: one accessed from the street to the staircase and one from the street to the grand lobby.

Design Details

A solid base with a simulated limestone foundation grounds the building at both grades and brick columns to create rhythm and continuity along the street level from the two buildings to the west. A liberal variation on the historic proportion of parts is taken with oversized window openings and with the exception of the garage door they retain the vertical orientation typified on historic buildings. The grand lobby is defined with an arched opening with a canopy and clear addressing that stands out as the principal entrance at the street level and echoes the design detail at the top floor.

Oversized vertically oriented punched windows with limestone-like lintels and sills in a red brick façade with limestone-like parapet at each of stepbacks (second and sixth floors) frame the openings of the red brick façade. The flat iron inspired building footprint is simple in design and clearly of its time leaning into a higher ratio of transparency to solid as discussed in 6.3.3 of the WHCD Guidelines. The regular rhythm of window openings is a design feature that is consistent with historic flat iron building designs while the dark window frames and coordinating railings work to emphasize this rhythm.

The street level repeats the large vertically oriented openings of the upper level with the enlarged openings that include panels of the doors and glazing. The building has smaller massing than the two buildings to the west and therefore provides a transition from those buildings to the west down to the railway overpass bridge and to the parkette and residential buildings further to the east.

The proposed development utilizes primary materials of red brick with a cast limestone-like foundation, cast stone windowsills and parapet accents at the second floor and again at the flat roof. The mechanical penthouse is to be clad in limestone-like panels to blend both with the sky and to repeat the buildings material palette.

Landscaping is made up of a combination of pathways of pavers that edge gardens and several trees. A concrete curved bench provides seating in the residential amenity space while benches backed by large planters provide seating at the street level.

6.0 Cultural Heritage Value Assessment

6.1 Evaluation

The proposed development has been assessed using the Woodbridge Heritage Conservation District Plan and Guidelines according to HCD Plan and Guidelines.

6.2 Determining Cultural Heritage Value and Interest

The following criteria (in the left column of the table below) are prescribed by Ontario Regulation 9/06 (as amended by O. Reg. 569/22) under the Ontario Heritage Act for determining cultural heritage value or interest. In the opinion of Robinson Heritage Consulting, the properties known as 239 & 251 Woodbridge Avenue do not have cultural heritage value and do not merit individual designation under Part IV of the Ontario Heritage Act.

The property has design value or physical value because it... 1. ...is a rare, unique, representative, or early example of a style, type, expression, material, or construction method, 2. ...displays a high degree of craftsmanship or artistic merit, or 3. ...demonstrates a high degree of technical or scientific achievement.	The properties known as 239 & 251 Woodbridge Avenue do not have design value or physical value because they do not meet criteria 1, 2 or 3 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.
The property has historical value or associative value because it...	The properties known as 239 & 251 Woodbridge Avenue have no historical value or associative value because they do not meet criteria 4, 5 or 6 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.

<p>4. ...has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community,</p> <p>5. ...yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or</p> <p>6. ...demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.</p>	
<p>The property has contextual value because it,</p> <p>7. ...is important in defining, maintaining, or supporting the character of an area,</p> <p>8. ...is physically, functionally, visually, or historically linked to its surroundings, or</p> <p>9. ... is defined by, planned around or is itself a landmark.</p>	<p>The properties known as 239 & 251 Woodbridge Avenue do not have contextual value because it does not meet criteria 7, 8 or 9 of O. Reg. 9/06. The buildings have been demolished prior to this assessment.</p>

6.3 Statement of Cultural Heritage Value or Interest

The properties known as 239 & 251 Woodbridge Avenue do not have **design value or physical value, historical value or associative value or contextual value** because they do not meet any of the nine criteria of Ontario Regulation 9/06. The buildings have been demolished prior to this assessment.

7.0 Recommendations and Mitigation

The proposed development consists of primary materials of red brick with a cast limestone-like foundation, cast stone windowsills and parapet accents at a flat roof and stepbacks at the second and sixth floors (from street level). These choices reflect the materiality sought by the Woodbridge HCD Guidelines.

It is recommended that the colour of the louvres on the exterior of the mechanical penthouse be light in colour like the simulated limestone cladding to avoid giving too much prominence to this utilitarian necessity.

It is recommended that the spaces between floor plates are reduced as much as possible and that the mechanical penthouse be lowered in height as much as possible so that they do not detract from the overall heritage inspired design particularly when viewed from the residential area to the south and the approach up Woodbridge Avenue from the east. It is recommended that reductions in overall height be made where possible particularly to reduce the prominence of the mechanical penthouse and to bring the overall building into closer compliance with the WHCD Guidelines. It is recommended that the proposed building not be taller than the existing building to the west in order to provide a better transition to the railway, landscape and buildings to the east.

Landscaping is made up of paver pathways that edge gardens that should be made up of native varieties of trees, shrubs and perennials that provide year-round interest at both the upper grade level and street level. Detailed planting schedules should include native and heritage inspired trees, shrubs and perennials that provide year around interest including conifers and trees and shrubs with interesting bark for winter, flowering in the spring, canopy trees for summer shade and leaves with interesting fall colour.

Strategic plantings should prevent crossing over the driveway. Planting layouts should include curves and random layouts and lines should be avoided; this will better blend into the natural vegetation edge along the rail line.

8.0 Conclusion

The proposed development for the property known as 239 and 251 Woodbridge Avenue in the Woodbridge Heritage Conservation District does not contain any cultural heritage resources as they had been demolished before 2009. The subject property has a number of unique features due to the existing constraints in terms of landform and grade differentials, CPR safety setbacks, sidewalk termination and overbuilding of the adjacent development. The significant difference between the street grade and the upper grade is exacerbated by the drop in the street grade to accommodate the rail overpass.

The assessment of the proposed development with the materials provided determines that in many respects it complies with the District Guidelines particularly with regard to the design, materials, and much of the landscaping. The non-conforming challenges that the project faces are the overall building height at Woodbridge Avenue of which the introduction of 1.5 m stepbacks at the second and sixth floors to create a sense of podium at the street and to pull the building back further from the street at the higher floors. The overall building height could benefit by any reductions that could be found to better comply with the WHCD Guidelines.

Overall, the development provides and continuation in the street wall providing animation with it's unique building shape and details, becoming a landmark while the overall massing provides transition from the larger massing of the buildings to the west to the lower landscape and built features of the rail line, parkette and residential to the east of the subject property.

9.0 In Closing

RHC denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of RHC.

Respectfully submitted,



Tracie Seedhouse

Principal, Robinson Heritage Consulting



Stephen Robinson MA CAHP

Principal, Robinson Heritage Consulting

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<https://www.jstor.org/stable/40914188?seq=1>

Appendices

Appendix 1 - Proposed Design Drawings

Appendix 2 - Robinson Heritage Consulting – Curriculum Vitae and Project List

Appendix 1 - Proposed Design Drawings

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Figure 8 - Ground Floor Plan, A301 (Graziani & Corazza Architects Inc. Dec 4, 2024)

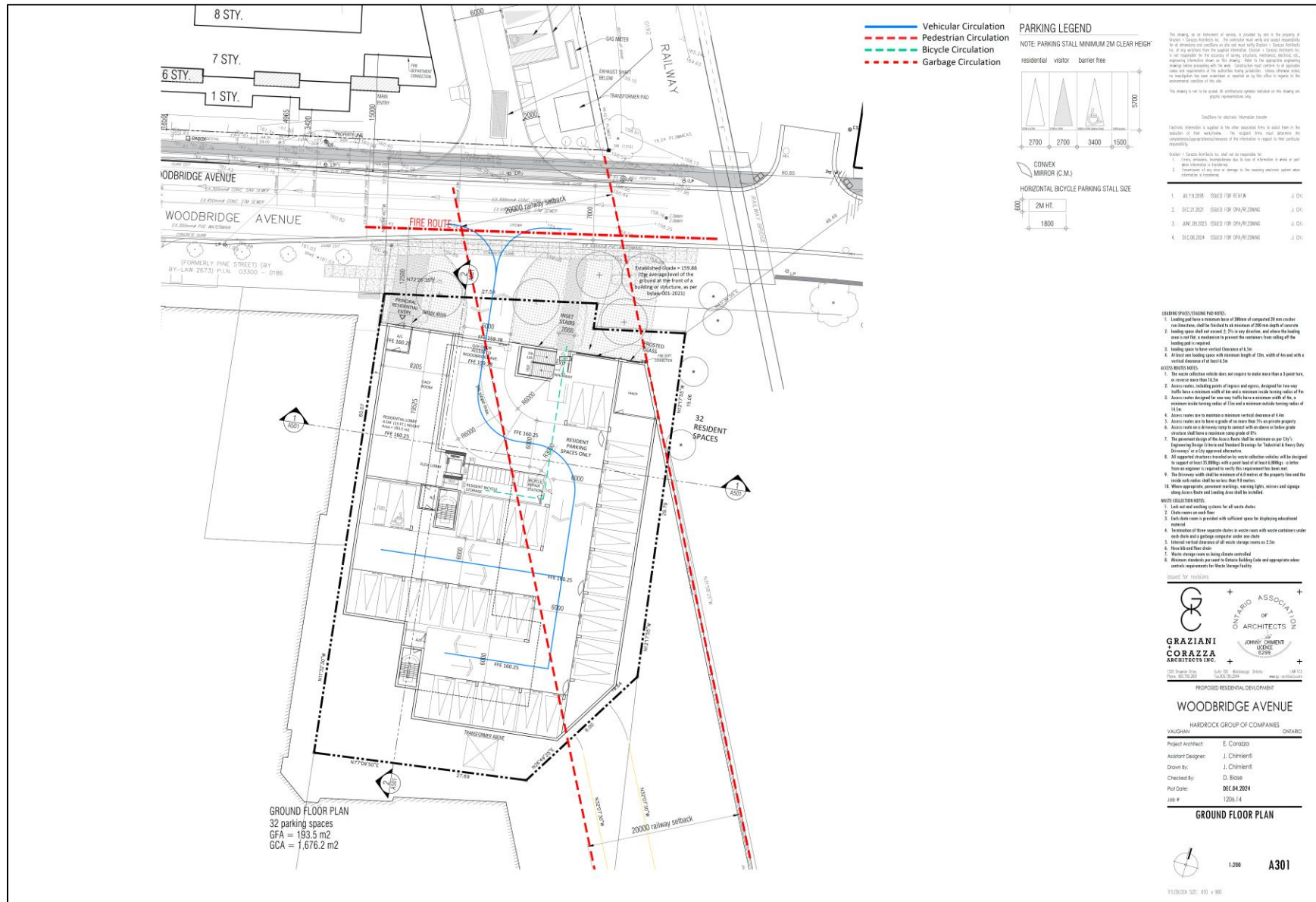


Figure 9 - Mid-Rise East Elevation, A401 (Graziani & Corazza Architects Inc. Dec 4, 2024)



Figure 10 - Mid-Rise North Elevation, A402 (Graziani & Corazza Architects Inc. Dec 4, 2024)

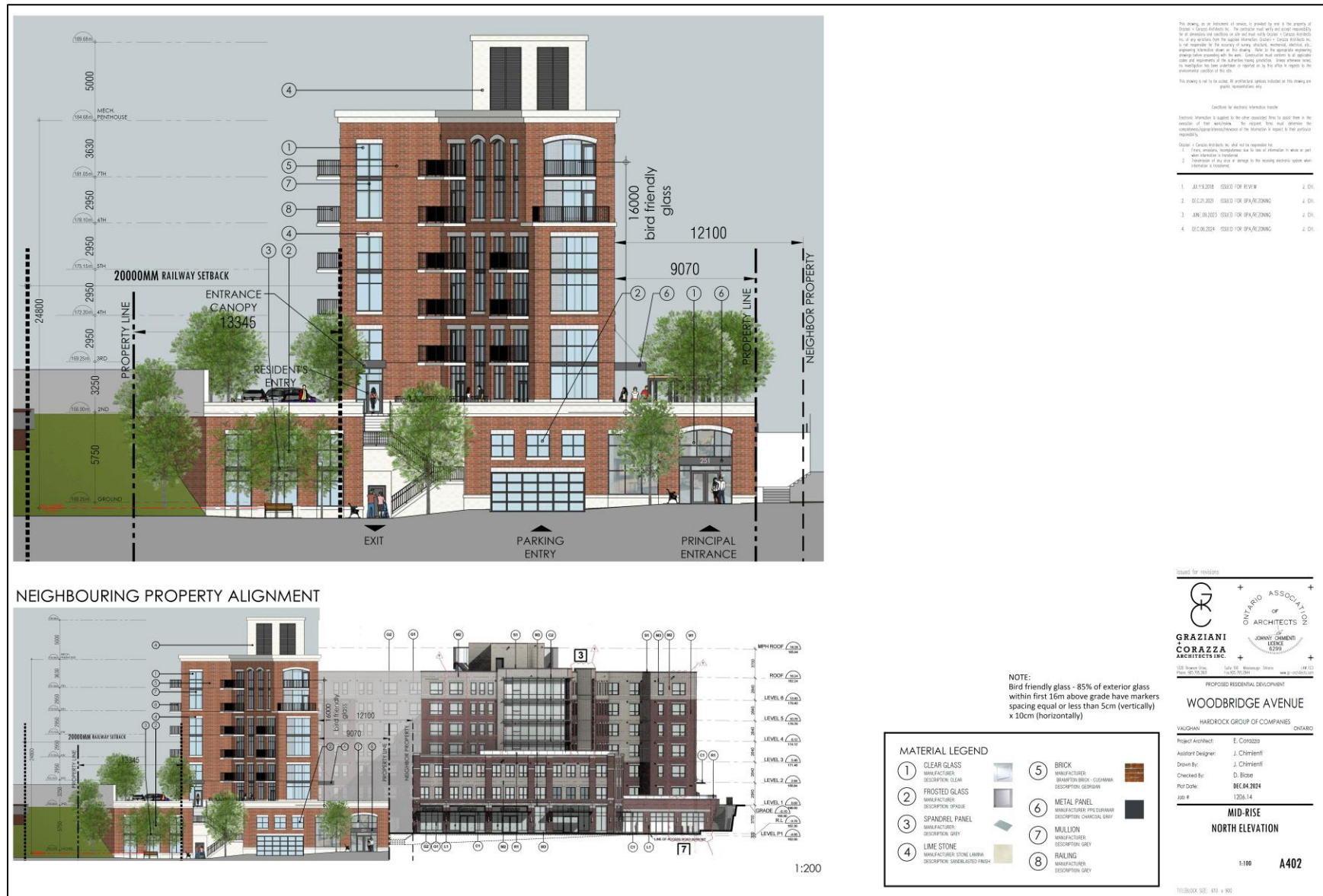


Figure 11 - Mid-Rise South Elevation, A403 (Graziani & Corazza Architects Inc. Dec 4, 2024)

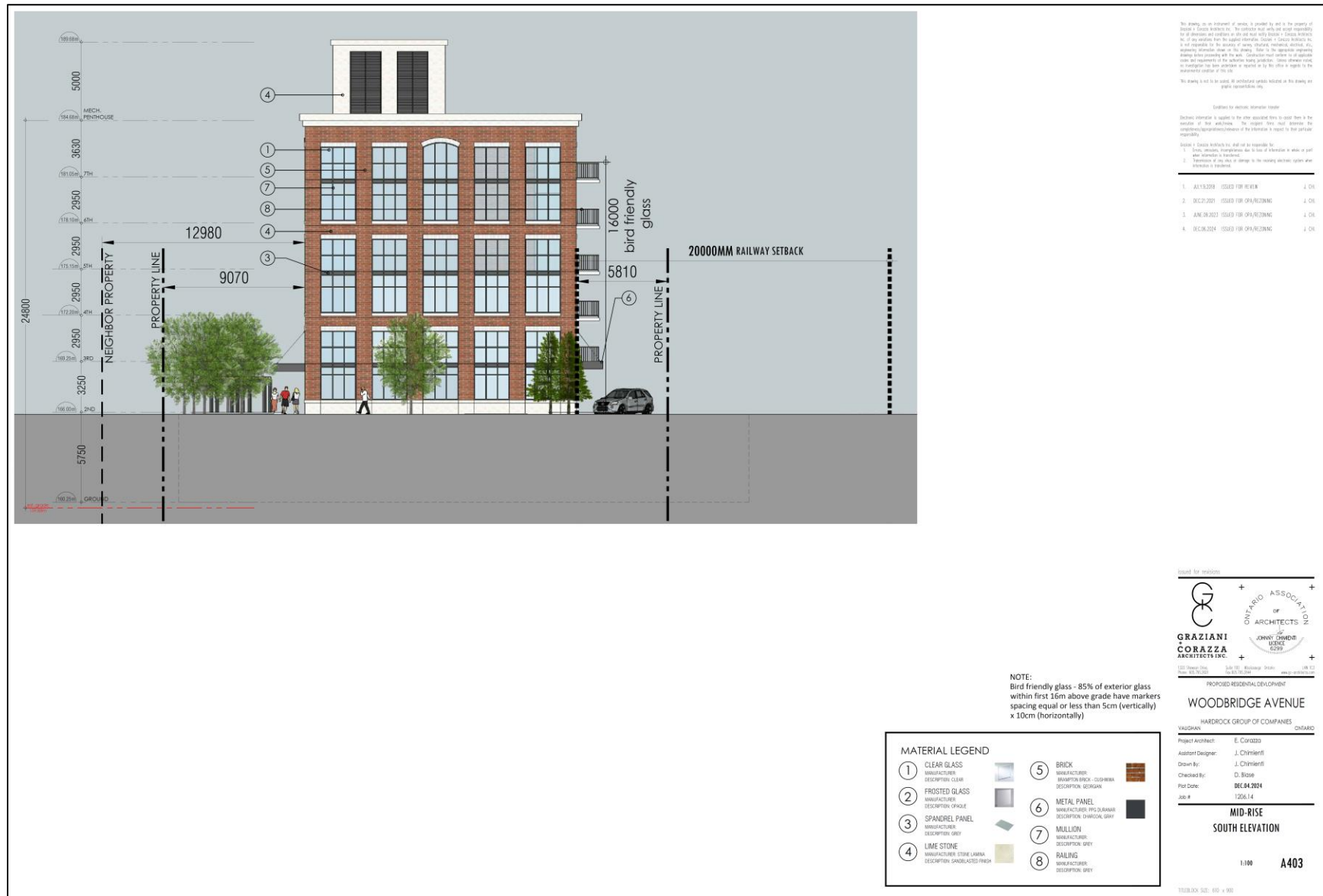


Figure 12 - Mid-Rise West Elevation, A404 (Graziani & Corazza Architects Inc. Dec 4, 2024)

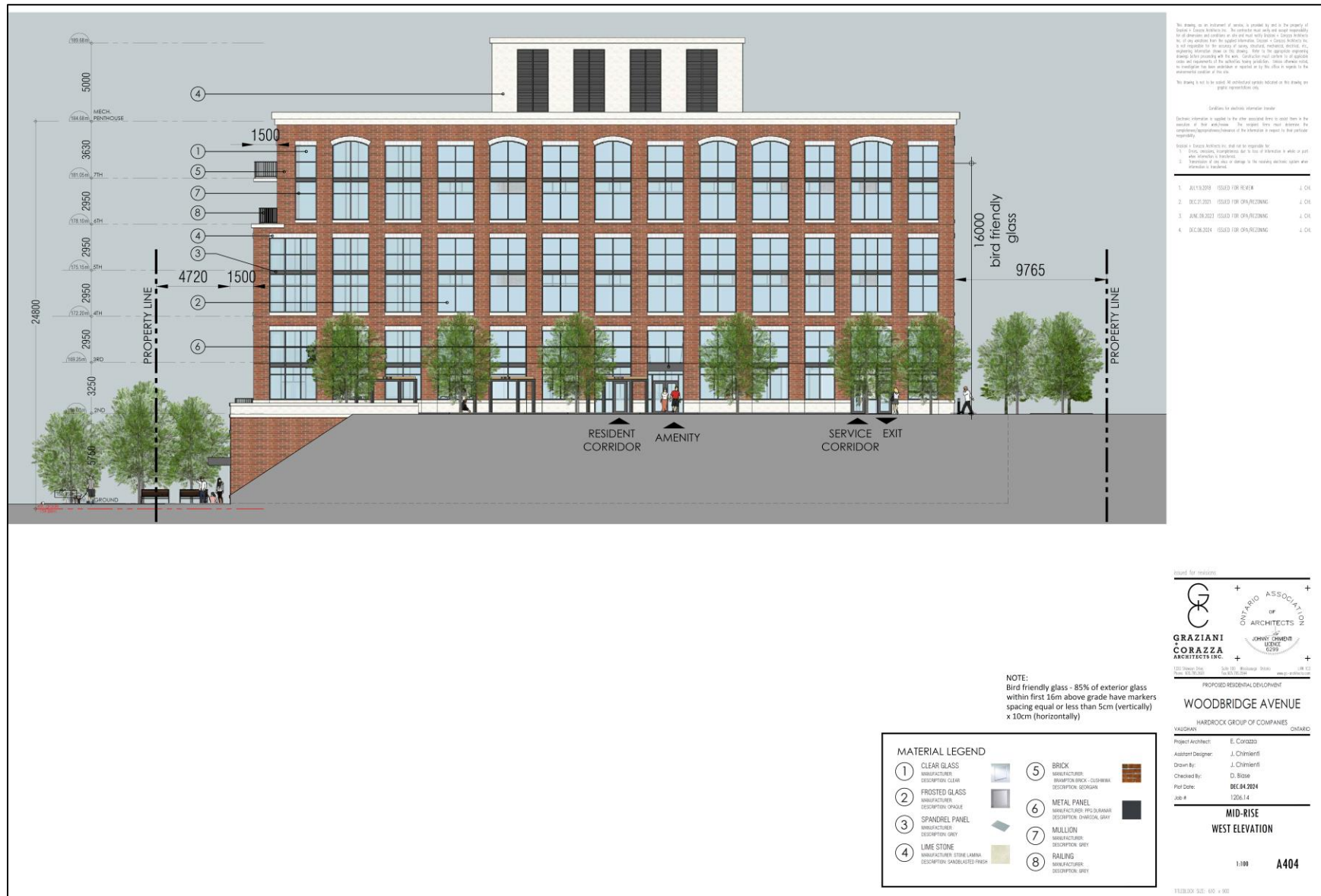


Figure 13 - Section 1, A501 (Graziani & Corazza Architects Inc. Dec 4, 2024)

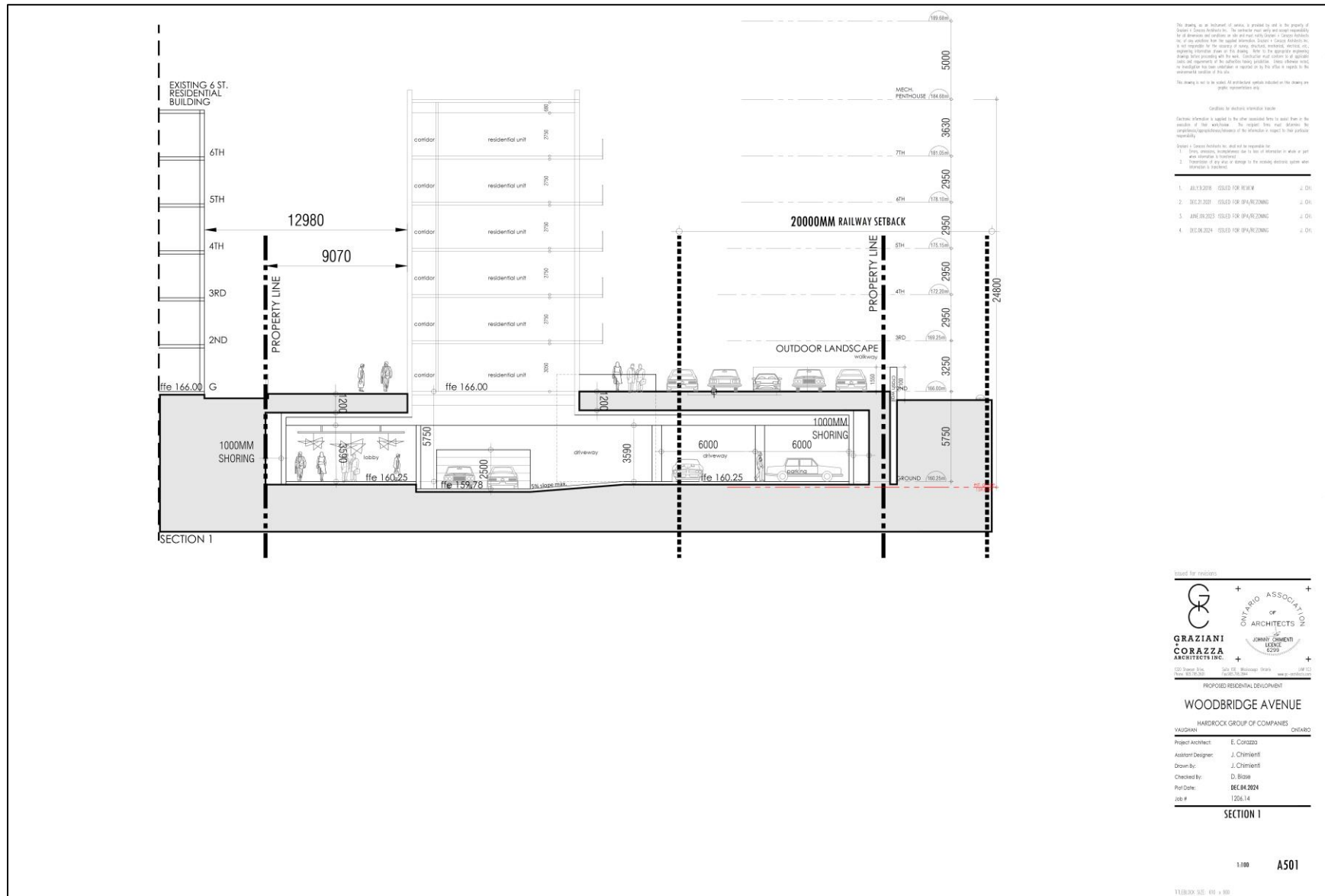


Figure 15 - Massing Views, A601 (Graziani & Corazza Architects Inc. Dec 4 2024)



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Appendix 2 - Robinson Heritage Consulting – Curriculum Vitae and Project List

ROBINSON

EST. 1999

HERITAGE CONSULTING

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Established in 1999, Robinson Heritage Consulting (RHC) has provided clients with solid heritage advice through specialized knowledge and commitment to conserving our collective cultural heritage resources. Working independently or within a team, RHC has the experience and skill to undertake studies and prepare reports including Cultural Heritage Evaluation Reports, Heritage Impacts Assessments, Conservation Plans and Cultural Heritage Landscape studies to assist with restoration, rehabilitation, adaptive reuse and commemoration of cultural heritage resources. RHC applies sound heritage planning principles and a thorough understanding of associated legislation, guidelines and current practice to provide the client or design team with advice to help realize goals and aspirations of projects involving cultural heritage resources.

24 Carlton Place Centre Wellington (Elora), Ontario

24 Carlton Place, Elora, Ontario was built by Joseph Walser to expand the Elora Furniture Company's factory in 1911. Referred to as Building No. 2, it was a functional space that housed finishing, shipping and administration for the company. More recently it is remembered as the Little Folks children's furniture factory administration building before being left vacant. 24 Carlton Place now enjoys its role in the Elora Mill revitalization project which has been a masterful reinvigoration of the picturesque Elora Mill on the north bank and surrounding buildings into gracious wedding facilities and hotel accommodations. 24 Carlton Place was the first building on the south bank to be brought back from its vacant state of disrepair and reimagined as a chapel and offices in concert with the mill facilities on the north bank. RHC prepared the Heritage Impact Assessment and Conservation Plan that identified the property's heritage attributes and guided their conservation as well as advising on the new elements to be incorporated in the building envelope. With RHC's guidance the design team has reimagined the building keeping the simplicity of its industrial heritage intact while adding details that mark the building in Pearle Hospitality's signature style. RHC is continuing work on the balance of the development on the south bank of the Grand River in Elora.



Fergus High School Centre Wellington (Fergus), Ontario

Built in 1929 this cut limestone school building was the Fergus High School for many Centre Wellington teens before the doors closed when a modern high school was built to accommodate a growing population. First imagined as apartments or office suites, the building was eventually purchased by the Emmanuel Christian School to be reopened as their high school. This landmark building marks an architectural period when form and function were embraced even within the constraints of limited budgets. When heritage buildings can continue in the service for which they were built it is always an exciting project. RHC prepared a Heritage Impact Assessment and Conservation Plan that resulted in the restoration of the old GIRLS entrance leaving the stone exterior exposed inside the new addition and restoration of stonework on the remaining facades. The Conservation Plan remains a relevant guiding document for future such changes as window replacement and repointing.



**Dickson Public School
Cambridge, Ontario**

Dickson Public School, located at 65 St. Andrews Street in the old Galt area of Cambridge, was originally built in 1876 with two expansions for the growing town made by 1894. Closed by the school board as being inadequate for the community's needs it was sold and plans are underway to convert the space into high end commercial office space. RHC prepared a Heritage Impact Assessment that uncovered the history of the additions and original layout of the building that kept the style and proportion of the original design. Rehabilitation is underway that would retain and highlight the wonderful heritage attributes in these new sophisticated offices.



Robert Orr Farmhouse
Huron Road, Kitchener, Ontario

Rural cultural heritage landscapes may be protected by retaining views of original farms with treed laneways that dot the countryside as landmarks of craftsmanship and prosperity. This Huron Road property is one of the few remaining farmhouses along a portion of the Huron Road within the City of Kitchener. RHC worked with Mattamy Homes and the City of Kitchener to integrate the historic home within a residential subdivision that established an appropriate lot and dedicated lands in front of the home protecting the views of the house and treed laneway to and from the Huron Road. RHC prepared the Heritage Impact Assessment and the Conservation Plan which guided the removal of the rear outbuilding and recommended protective measures until restoration began. The new owners of the property have restored the windows and front door, had new storm windows created and are restoring interior features using the Conservation Plan which also guides recreating the front porch and addresses landscaping and potential additions.



PROJECT HISTORY

2021

Potter Foundry, Elora, Township of Centre Wellington – Historical Research & Commemoration Text

Client: Elora South Inc., September 2021

Potter Foundry, Elora, Township of Centre Wellington – Monitoring Report Review

Client: Elora South Inc., Sept 2020 - Present

9575 Keele Street, Vaughan – Cultural Heritage Impact Assessment & Heritage District Conformity Report

Client: Enzo Di Fonzo, 2019 – Present

251 Woodbridge Avenue, Vaughan – Heritage District Conformity Report

Client: Dan Cesana, 2019 – Present

40 College Street, Kitchener – Heritage Impact Assessment (Scoped)

Client: SA LUX Construction Inc., June 2021

28 Fallbrook Lane, Cambridge – Heritage Impact Assessment

Client: Azhar and Mahnaz Ansari, February 2021

16238 St. Andrew's Road, Town of Caledon - Cultural Heritage Impact Assessment

Client: Nardeep & Amar Swaich, January 2021

2020

Potter Foundry, Elora, Township of Centre Wellington – Conservation Plan

Client: Elora South Inc., January 2020

2019

Cambridge Farmer's Market Revitalization – Cultural Heritage Evaluation

Client: City of Cambridge, November 2019

134 Kitchener Road – Cultural Heritage Impact Assessment

Client: Tim Tavares, November 2019

209 West River Road – Cultural Heritage Impact Assessment

Client: Mark Melo, October 2019

11 Irwin Avenue, Town of Aurora – Heritage Impact Assessment

Client: Mehraj Sarwor, May 2019

2018

Potter Foundry and the Elora South Condominiums, Elora, Township of Centre Wellington – Heritage Impact Assessment (Scoped)

Client: Elora South Inc., December 2018

3650 Eglinton Avenue West, Mississauga – Heritage Impact Assessment

Client: Minuk Contracting Company Ltd., November 2018

Robert Orr Farmhouse, Huron Road, Kitchener – Interpretive Panel

Client: City of Kitchener, November 2018

1040 Garner Road West (Ancaster), Hamilton – Heritage Impact Assessment

Client: Garner Investments Inc., October 2018

St. Mary's Parish Rectory Building, Owen Sound – Heritage Impact Assessment

Client: St. Mary's and the Missions, September 2018

45 James Street, Cambridge – Heritage Impact Assessment (Scoped)

Client: Ed Gazendam, August 2018

Ross Street Properties, Elora, Township of Centre Wellington – Heritage Impact Assessment

Client: Elora South Inc., April 2018

2017

7177 Lancaster Avenue, Mississauga – Heritage Impact Assessment

Client: Balkar Singh Garcha, November 2017

Little Folks Building, 24 Carlton Place, Elora, Township of Centre Wellington – Heritage Impact Assessment/Conservation Plan

Client: Elora South Inc., September 2017

"The Gore", 266 and 280 Northumberland Street, Ayr, Township of North Dumfries – Heritage Impact Statement

Client: Engel Developments, April 2017

6830 Main Street West, Town of Milton – Heritage Impact Assessment

Client: Paul De Battista, March 2017

2016

22 Shade Street, Cambridge – Heritage Impact Assessment

Client: Salvation Army, August 2016

Reid Farmhouse, 20 Stokes Trail (Campbellville), Milton - Heritage Impact Assessment

Client: Carson Reid Homes, August 2016

Dickson Public School, 65 St. Andrews Street, Cambridge – Heritage Impact Assessment

Client: Summerco Properties, May 2016

St. Agnes Anglican Church, 69 Long Branch Boulevard and 24 Marina Avenue, Toronto - Heritage Impact Statement

Client: Gil Shcolyar, March 2016

4908 Highway 7 (Woodbridge), Vaughan - Heritage Impact Assessment

Client: Camelot on 7 Inc., January 2016

2015

Huron Regional Centre, 700 Memorial Avenue, Orillia - Heritage Impact Assessment

Client: Infrastructure Ontario (represented by MHPM Development Solutions Inc. and DST Consulting Engineers Inc.) December 2015

Chatham Provincial Courthouse and Walkway, 21 Seventh Street, Chatham - Heritage Impact Assessment

Client: Infrastructure Ontario (represented by MHPM Development Solutions Inc. and DST Consulting Engineers Inc.) December 2015

Cassidy Farmhouse at St. Thomas Psychiatric Hospital, 467 Sunset Drive - Heritage Impact Assessment

Client: Infrastructure Ontario; (represented by MHPM Development Solutions Inc. and DST Consulting Engineers Inc.) December 2015

York Detention Centre, 354 George Street, Toronto - Heritage Impact Assessment

Client: Infrastructure Ontario; represented by MHPM Development Solutions Inc. and DST Consulting Engineers Inc., December 2015

Brooklyn and College Hill Heritage Conservation District - Expert Witness at Ontario Municipal Board Hearing (MM140079)

Employer: City of Guelph, October 2015

7575 Kennedy Road, Brampton - Heritage Impact Assessment

Client: City of Brampton, June 2015

Lot 22 Concession 9 Bridge, Township of Windham (Norfolk County) – Cultural Heritage Evaluation Report

Client: County of Norfolk, and G. Douglas Valee Limited, March 2015

Fergus High School, 680 Tower Street, (Fergus) Township of Centre Wellington - Scoped Heritage Impact Assessment/Conservation Plan

Client: Emmanuel Christian High School, February 2015

2 William Street, Elmira - Heritage Impact Assessment

Client: Scott and Libby Playford, January 2015

2014

Herb & Elsie Crawford Farm, Brampton – Heritage Impact Assessment

Client: City of Brampton, August 2014

Silvercreek Farm, Caledon – Review of Reasons for Designation

Client: Town of Caledon, August 2014

111 Mary Street, Milton - Heritage Impact Assessment

Client: Andrew and Caroline Kocher, May 2014

New Toronto Hydro Substation, 124 Birmingham Street, Toronto - Heritage Impact Statement

Client: 5th Essential Inc., April 2014

2013

150 King Street South, Waterloo – Heritage Impact Assessment

Client: ABA Architects Inc., December 2013

58 Richmond Street, Richmond Hill - Cultural Heritage Impact Statement

Client: Alex Boros Planning + Design Associates, December 2013

Bob Devereaux Bridge, County of Brant – Cultural Heritage Evaluation Report

Client: County of Brant, and G. Douglas Valee Limited, August 2013

Concession A Bridge, Township of South Walsingham – Cultural Heritage Evaluation Report

Client: County of Norfolk, and G. Douglas Valee Limited, July 2013

“Heritage Square” Condominium, Fergus – Heritage Impact Assessment

Client: Jennark Homes Ltd., May 2013

1683 Huron Road, Kitchener – Conservation Plan

Client: Mattamy Homes Ltd., May 2013

2012

9307 Union Drive, Strathroy-Caradoc – Heritage Impact Assessment

Client: Canadian Solar Developers and Exp Inc., Renewal Energy Approval, September 2012

8338 Scotchmere Drive, Strathroy-Caradoc – Heritage Impact Assessment

Client: Canadian Solar Developers and Exp Inc., Renewal Energy Approval, September 2012

1216 Penetanguishene Road, Township of Springwater – Heritage Impact Assessment

Client: Canadian Solar Developers and Exp Inc., Renewal Energy Approval, September 2012

Dolby House, 6003 Regional Road 25, Milton – Heritage Impact Assessment

Client: Regional Municipality of Halton, October 2012

7030 Walker’s Line, Milton - Heritage Impact Assessment

Client: Jay Robinson Custom Homes, Inc., June 2012

Wilson Farmhouse, 80 Simmonds Drive, Guelph – Expert Witness at Conservation Review Board Hearing (CRB1103)

Employer: City of Guelph, June 2012

John Love House, 630 King Road, Richmond Hill – Heritage Impact Assessment

Client: Evans Planning, February 2012

2011

“Rural Church Architecture: Ellis Church, Puslinch Township”

Public presentation given at Ellis Church, 150th Anniversary, July 2011

Dolby Garage, 6009 Regional Road 25, Milton – Heritage Impact Assessment

Client: Regional Municipality of Halton, April 2011

2485 Conservation Road, Milton - Heritage Impact Assessment

Client: K. Strobele, February 2011

2010

5761 First Line, Milton - Heritage Impact Assessment

Client: Scrap Metal Depot Inc., November 2010

61 Usher Street, Brantford - Heritage Impact Assessment

Client: First Home Construction Inc., July 2010

Alexandra School, 1525-7th Ave. E., Owen Sound – Cultural Heritage Property Evaluation

Client: Bluewater District School Board, May 2010

124 Birmingham Street, Toronto – Heritage Impact Assessment

Client: City of Toronto Economic Development Corporation, March 2010

2009

8656 Creditview Road, Brampton - Heritage Research Report

Client: Phillip H. Carter Architect, December 2009

13941 Airport Road, Town of Caledon - Heritage Impact Assessment

Client: Glen Schnarr & Associates, November 2009

9381 Guelph Line, Milton - Heritage Impact Assessment

Client: Loedige (Canada) Limited, October 2009

8763 Bayview Avenue, Richmond Hill - Heritage Impact Assessment

Client: Signature Developments Inc., July 2009

1524 Countryside Drive, Brampton - Heritage Impact Assessment

Client: City of Brampton, July 2009

418 Glasgow Street, Kitchener - Heritage Impact Assessment

Client: Doug Cornwell, June 2009

7435 Ninth Line, Mississauga - Heritage Impact Statement

Client: ProLogis Canada and Erin Mills Development, April 2009

340 Oak Street, Milton - Heritage Impact Assessment

Client: 52457 Ontario Limited, April 2009

501 and 511 John Street, Burlington – Heritage Impact Assessment

Client: Carriage Gate Group Inc., and Millington & Associates, February 2009

11859 Hurontario Street, Brampton – Heritage Impact Assessment

Client: Dinesh Patel, January 2009

2008

47-49 Alice Street, Guelph – Expert Witness at Conservation Review Board Hearing (CRB0816)

Client: City of Guelph, December 2008

1571 Fisher Hallman Road, Kitchener – Salvage Documentation Report

Client: Mattamy Homes Ltd., November 2008

Branningham Grove, 2010 16th Street East – Cultural Heritage Property Evaluation

Client: City of Owen Sound, October 2008

12 Henderson Avenue, Brampton – Heritage Impact Assessment

Client: 1753849 Ontario Inc., October 2008

318 Guelph Avenue, Cambridge – Heritage Assessment

Client: Doug Craig, Mayor of Cambridge, June 2008

48 George Street North, Cambridge – Heritage Impact Assessment

Client: Maison Canada Holdings Ltd., May 2008

27-31 Cambridge Street, Cambridge – Heritage Impact Assessment

Client: Techno Steel Canada, April 2008

1120 Bovaird Drive West, Brampton – Heritage Impact Assessment

Client: Weston Consulting Group Inc., March 2008

2007

St. Mary's High School – Heritage Documentation Report

Client: Bruce Grey Catholic District School Board and SRM Architects Inc., December 2007

Fergus High School – Heritage Impact Assessment

Client: Reid's Heritage Homes, December 2007

“An Uncertain Future – The Royal Hotel, Cambridge”

in *ACORN, The Journal of the Architectural Conservancy of Ontario*, Fall 2007, p.19

33 Southwood Drive, Cambridge – Heritage Impact Assessment

Client: Geoffrey Reid, September 2007

Carnegie Public Library, Owen Sound – Reasons for Designation

Client: City of Owen Sound, September 2007

Harrison Park, Owen Sound – Reasons for Designation

Client: City of Owen Sound, September 2007

1683 Huron Road, Kitchener – Heritage Impact Assessment

Client: Mattamy Homes Ltd., June 2007

1571 Fisher Hallman Road, Kitchener – Heritage Impact Assessment

Client: Mattamy Homes Ltd., June 2007

Preston Meadows, 633 Margaret Street, Cambridge – Heritage Impact Assessment

Client: Reid's Heritage Homes, in collaboration with Stantec Consulting, April 2007

443 Dover Street North, Cambridge – Heritage Impact Assessment

Client: Carl Csanits, January 2007

2006

Barber Paper Mill, Town of Halton Hills – Heritage Impact Assessment

Produced in collaboration with The Ventin Group Architects

Client: Everlast Restoration, December 2006

806 Gordon Street, Guelph – Heritage Documentation Report

Client: Mar-Cot Homes Ltd., November 2006

Revue Theatre, Roncesvalles Avenue, Toronto – Heritage Documentation Report

Client: Chris McQuillan, September 2006

Interpretive Plaque Project on Queen Street, Cambridge (Hespeler)

Client: Heritage Cambridge, July 2006

John Abell Factory, Toronto - Preliminary Heritage Assessment

Client: Verdiroc Development Corporation, and AREA Architects, May 2006

Peer Review of Heritage Assessment of Proposed Duntroon Quarry Expansion

Clearview Township, County of Simcoe, Ontario

Client: R. J. Burnside & Associates Ltd., June 2006

Queen's Hotel, Owen Sound – Reasons for Designation

Client: City of Owen Sound, April 2006

299 & 313 Plains Road W., Burlington – Heritage Impact Assessment

Client: Recchia Developments Inc., and Greg Poole & Associates, February 2006

246 Crawley Road, Guelph – Heritage Impact Assessment

Client: Industrial Equity Guelph Corp., LM Real Estate Consulting and Astrid J. Clos Planning Consultants, January 2006

Industry & Perseverance: A History of the City of Brantford

(Compact disc) in collaboration with Dr. Peter Farrugia

Client: Wilfrid Laurier University and Brant Historical Society, 2006

2005

148 Crawley Road, Guelph – Heritage Impact Assessment

Client: Royal-LePage Commercial, June 2005

Brantford Heritage Inventory

Built heritage assessments/ research for over 5,000 properties in the City of Brantford

Employer: Brantford Planning Department, June 2001 to February 2005

2004

63-67 Woolwich Street, Guelph – Heritage Documentation Report

Client: Wellington Catholic District School Board, February 2004

Grand Old Bridges: The Grand River Watershed Bridge Inventory

Assessment of heritage bridges within the Grand River watershed

Client: Grand River Conservation Authority, 2004

John McCrae in Flanders Fields – web tour

produced with Tracie Seedhouse for the *Keys to History* series

Client: Guelph Civic Museum / McCord Museum, Montreal, April 2004

2003

Brant Arts, Culture & Heritage Centre (BACH Project)

Heritage assessments for Roger Jones & Associates and The Ventin Group Architects

Client: BACH Steering Committee, September 2003

340 Clair Road, Guelph – Heritage Documentation Report

Produced in association with The Ventin Group Architects

Client: Reid's Heritage Homes, July 2003

1471 Gordon Street, Guelph – Heritage Documentation Report

Produced in association with The Ventin Group Architects

Client: Reid's Heritage Homes, July 2003

2002

341 Forestell Road, Guelph – Heritage Documentation Report

Produced in association with TSH Engineers Architects and Planners

Client: City of Guelph, September 2002

Heritage Sampler and An Interactive Guide to Tremaine's Map of County of Waterloo, 1861

Client: Waterloo Regional Heritage Foundation, 2002 (compact disc)

Heritage Conservation District Conformity Report
Amendment
239-251 Woodbridge Avenue
Woodbridge Heritage Conservation District
City of Vaughan, Ontario

December 2024



Subject Property Address:

239-251 Woodbridge Avenue
City of Vaughan, Ontario

Legal Description:

Part of West Half Lot 7, Concession 7 (Being Part of Lot 4, South Side of Pine Street, Plan 546)
City of Vaughan, Regional Municipality of York

Report Authors:

Tracie Seedhouse and Stephen Robinson,
Robinson Heritage Consulting

Report Prepared for:

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This Heritage Conservation District Conformity report (HCDC) amendment has been prepared to assess the proposed development of the property known as 239-251 Woodbridge Avenue in the Woodbridge Heritage Conservation District for conformity with the District Plan and Guidelines. This amendment has been prepared to address the changes in the development proposal since the initial HCDC report in May 2023. These changes are the result of consultation with the community and staff at the City of Vaughan.

1.0 Qualifications

Robinson Heritage Consulting (RHC) has specialized in the assessment and preparation of various heritage conservation reports over the past two decades. Stephen Robinson is a past member of the Board of Directors for the Canadian Association of Heritage Professionals (CAHP). Tracie Seedhouse is a past member of the Board of Directors for the Architectural Conservancy of Ontario for Cambridge and North Dumfries. Stephen Robinson has been a heritage planning expert witness in several hearings of the Conservation Review Board, the Ontario Municipal Board and the Ontario Land Tribunal. A curriculum vitae and project list for Robinson Heritage Consulting has been attached to this document.

2.0 Background

Woodbridge was named in 1855 in part for the number of bridges that crossed the Humber River and its tributaries. Rail bridges soon joined the river crossings and are identified as contributing elements in the Woodbridge Heritage Conservation District Study and Guidelines. The Woodbridge HCD was established in 2009 to protect and preserve the heritage character of the village which is one of four small historic communities found within the City of Vaughan. All properties within the WHCD are protected under Part V of the Ontario Heritage Act.

The property at 239-251 Woodbridge Avenue is within the boundaries of the Woodbridge Heritage Conservation District (WHCD). The two addresses, 239 and 251 Woodbridge Avenue were for two residences that were semi-detached and constructed of brick. The building had been set well back on the lots and had been demolished prior to the WHCD Study completed in 2009 and is listed as '239' on page 145 of the study as 'Old Building (demolished)'. There are no cultural heritage resources remaining on either lot.

The Woodbridge Avenue Railway Bridge is listed as a contributing structure in the WHCD which provided an elevated rail crossing of Woodbridge Avenue for the Canadian Pacific Railway. The bridge is immediately to the east of the subject property.

All new construction, additions, demolitions and alterations to building exteriors are subject to the Heritage Permit process which includes a Heritage Permit application, heritage planning staff and Heritage Vaughan Committee reviews and approvals in addition to all other Building and Planning Permits and approvals.

3.0 Comments from the City of Vaughan

Comments from the municipality are typical and help guide the new development through the planning process. A number of comments identify concerns regarding the design as it relates to conforming to the WHCD Guidelines and are generally able to be organized into several categories including:

1. The overall building height with mechanical penthouse from Woodbridge Avenue and the clarifications for the points of measurement. (6.1.1. WHCD)
2. The number of floors of the proposed building. (6.1.1. WHCD)
3. A required two-storey podium. (6.1.1. WHCD)
4. Increasing a sense of welcoming and pedestrian oriented amenities, (5.1 WHCD) and pedestrian travel around vehicular traffic (5.3.2.5 WHCD)
5. Landscaping treatments at the street level. (6.7.1. WHCD)

Comments have been addressed in whole or in part with an explanation or rationale provided with this submission. Heritage related comments have been addressed through the Cultural Heritage Impact Assessment (RHC 2024) and/or this document and should be submitted and read together.

4.0 Proposed Development

The proposed development consists of a single, seven-floor building with a distinctive angled east wall and narrow north elevation reminiscent of historic flat iron buildings. This building design was influenced by the constraints of the lot with the railway to the east including the crash wall and appropriate setbacks from the building to the immediate west resulting in a unique building shape.

A total building height of 24.8m plus mechanical penthouse as measured from 159.88 along Woodbridge Avenue as the average grade. The overall gross floor area of the development is 3,045.6 m² (32,785 ft²). The entirety of the development is residential without commercial/retail components but has a grand lobby as the primary entrance to the residential building located at the Woodbridge Avenue street level. There is a 1.5 m step back at the second-floor level and a further 1.5 m step back at the sixth-floor level along the north elevation (facing Woodbridge Avenue). The building has been designed to incorporate materiality found in the Woodbridge HCD including red brick with and limestone at the foundation, sills, lintels and parapet.

5.0 Evaluation

The proposed development has been assessed using the Woodbridge Heritage Conservation District Plan and Guidelines according to Section 6.0 Heritage Attributes and District Guidelines. HCD Plan and Guideline section numbers have been used in the headings and table titles of this document with an asterisk (*) and follow the order that they appear in the HCD Plan and Guidelines. Guidelines that do not require assessment or comment been eliminated from their respective tables.

This amendment to the earlier conformity report includes updated text in bolded (strong) text for quick reference to the changes.

*6.1 Heritage Character Areas (Woodbridge HCD Plan and Guidelines Section 6.1)

The development is within the Woodbridge Avenue Character Area and is therefore subject to the Section 6.1.1 of the HCD Plan and Guidelines.

*6.1.1 Woodbridge Avenue

#	Guideline	Assessment
1	The ground level of buildings along Woodbridge Avenue must be flush with the sidewalk, with direct access from the street.	<p>The ground level of the building at Woodbridge Avenue is at grade level flush with the sidewalk and accessed from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

2	<p>Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge.</p>	<p>The subject property is in an area of Woodbridge Avenue permitted to have six floors (20m). The subject lot is unique in that it has two grade levels; the upper grade is in relation to the adjacent development to the west and to Abell Avenue to the south while the grade level at Woodbridge Avenue is on a decline which passes under the railway subway (underpass). The proposed building height along Woodbridge Avenue is 24.8m plus mechanical penthouse while the building height for the balance of the property is 18.68m. This is a .92 m reduction in height. A 1.5 m step back at the second floor as well as a second 1.5 m step back at the sixth floor has been introduced. The design works to provide a transition of scale and massing from the larger buildings to the west to the lower elements of the rail bridge, parkette and residential buildings to the east without being diminutive.</p> <p>The neighbouring building is not a contributing building to the HCD.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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3	<p>New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.</p>	<p>The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue. On this grade the building is six floors and is 18.68 m plus mechanical penthouse in height. The ground level is dictated by this discrepancy in grade heights from the street and the balance of the lot and is 5.75 m in height after which point there is a parapet wall and a 1.5 m stepback to form a podium. A second stepback at the sixth-floor steps back a further 1.5 m.</p> <p>It is recommended that reductions in overall height be made where possibly particularly with the mechanical penthouse to reduce its prominence and to bring the overall building into closer compliance with the WHCD Guidelines. It is recommended that it not be taller than the building to the west in order to provide a better transition to the landscape and buildings to the east.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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4	<p>New buildings may be allowed an increase in building height to 6 storeys provided that they meet official plan policy. In such cases, a podium of a minimum 2 floors and a maximum of 4 floors is required, with the additional two floors stepping back on a 45-degree angular plane.</p>	<p>The proposed building fronting Woodbridge Avenue is seven floors and six floors from the upper grade. A 1.5 m step back at the second floor creates a podium whose height in combination with the 5.75 m ground floor combined with the parapet wall amount to what appears to be two floors. The windows on the ground floor also help create a strong sense of two floors at the street grade. A further step back at the sixth floor pulls the massing further from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
5	<p>Storefronts must be oriented towards the street and should be experienced as a collection of small, scaled retail, with operable doors.</p>	<p>As a result of community consultation and discussion with city staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue would not support added retail in this area and that a grand lobby entrance to the residential units would be a preferred expression at the street level.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

	<p>New buildings should be built directly to the front property or street - line to establish a continuous street wall. When located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.</p>	<p>The proposed building at Woodbridge Avenue is in line with the adjacent buildings to form a continuous street wall and maintain open views to the termination of the sidewalk just before the rail bridge. The rail bridge does not have a pedestrian sidewalk on this side (south) of Woodbridge Avenue and therefore the sidewalk terminates at this point. The underground parking access is expressed as part of the retaining wall for the ground floor.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
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*6.2 Approach: Conservation of Contributing Buildings (Woodbridge HCD Plan Section 6.2)

As there are no buildings on the subject property that are considered contributing to the Woodbridge HCD, conservation is not considered a required strategy for this development. The guidelines in Section 6.2 of the Woodbridge HCD Plan are not applicable.

*6.3 Architectural Guidelines for New Buildings, Additions and Alterations (Woodbridge HCD Plan Section 6.3)

The development is new construction and is therefore subject to Sections 6.3.2 (Contemporary Design) and 6.3.3 (Architectural Guidelines) of the HCD Plan and Guidelines.

*6.3.2 Contemporary Design

#	Guideline	Assessment
1	Contemporary work should be “of its time”. It should avoid blurring the line between real historic “artifacts” and contemporary elements. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo-Victorian detailing, should be avoided. Architectural Guidelines for design include Material Palette, Proportions of Parts, Solidity verses Transparency and Detailing.	<p>The proposed building is clearly “of its time” and employs the use of materials of red brick and colour palette found in the historic district for reference and harmony with the surrounding buildings. The window openings maintain the verticality of openings found in contributing buildings in the Woodbridge Avenue area of the District and provide a modern balance of solidity versus transparency. Simple detailing with solid cast stone sills provides basic detailing that grounds the design.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.3.3 Architectural Guidelines

	Guideline	Assessment
Material Palette	Materials proposed for new buildings in the district should include those drawn from ones historically in use in Woodbridge. This includes brick, stone, traditional stucco, wood siding and trim, glass windows and storefronts and various metals.	<p>The proposed buildings will be clad in red brick, cast limestone foundation, cast limestone window and door lintels, and sills.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
Proportions of Parts	New buildings in the district must consider the proportions of immediate neighbouring buildings, but must also consider portions of historical precedents (e.g., window height, base- body-cap, etc.)	<p>The proposed building at the street has a distinctive base-body-cap ratio through the use of contrasting brick and continues the rhythm of pilasters established by the larger buildings to the west at the street level. A modern approach to window heights balances the nature of the narrow building façade and interesting angled east elevation reminiscent of flat iron buildings and echoes the verticality of historic window openings.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

Solidity verses Transparency	The level of transparency in the new work should be set at a level that provides a good fit on the street frontages. In the Woodbridge Avenue Character Area, a Main Street approach can be taken, and a more transparent building permitted between the ratios of 20% solid to 70% solid.	<p>The level of transparency to solid ratio echoes that of the larger buildings to the west on Woodbridge Avenue. The solid retaining wall has detailing to animate it at the street level, and it becomes a part of the pedestrian space. The design has increased ratio of solid to transparent by adding a higher percentage of transparency.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
Detailing	For new buildings in the Woodbridge Heritage District, the detailing of the work should again refer to the nature of the immediate context and the attributes of the Character Area in which it is to be placed. In the Woodbridge Avenue Character Area, detailing can be more contemporary yet with a deference to scale, repetition, lines and levels, beam and column, solid and transparent that relates to the immediate context.	<p>The detail of the proposed building at the street is in keeping with the base-body-cap typical of buildings along Woodbridge Ave. The design maintains the rhythm established by the buildings to the west and provides a transition from the larger massing to the more modest scales that are found in both commercial and residential forms east of the rail overpass and parkette.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.4 Built Form Framework (Woodbridge HCD Plan Section 6.4)

The development is subject to Section 6.4.1 (Street Wall Setbacks) and Sections 6.4.1.1 (General HCD Guidelines), 6.4.1.2 (Woodbridge Avenue Character Area Guidelines) as well as Sections 6.4.2 (Street Wall Height and Scale) and 6.4.2.2 (Woodbridge Avenue).

*6.4.1.1 (General HCD Guidelines)

#	Guideline	Assessment
1	The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.	<p>The front (north) setback is consistent with the adjacent buildings along this section of Woodbridge Avenue and is sympathetic to the setbacks of the contributing residential buildings on the north side of Woodbridge Avenue. The setbacks along the west and south provided are similar to those of the adjacent building to the west.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.	<p>There are no contributing buildings in this section of Woodbridge Avenue with exception of ones at the intersection with Kipling Avenue. The proposed building maintains a similar setback from Woodbridge Avenue to those of the surrounding buildings providing a consistent street wall. The CPR rail bridge is a contributing structure but will not be impacted by the development. All current views to it will be uninterrupted.</p>

		This aspect of the proposed development complies with the WHCD Guidelines.
5	All buildings must have active uses facing the street. No building shall have a blank wall facing a street or public space.	<p>The retaining wall at the street level runs from the grand lobby entrance to the underground parking garage door and are animated with window opening and the staircase from the upper level, complemented by trees, and benches creating two distinct pedestrian amenity areas.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
6	Retail is recommended as the predominant use at grade along Woodbridge Avenue, especially between Wallace Street and Clarence Avenue, to encourage an animated street character.	

* 6.4.1.2 Woodbridge Avenue Character Area Guidelines

#	Guideline	Assessment
7	New buildings should have no side yards fronting onto Woodbridge Avenue and should create a continuous street wall.	<p>For safety, a large 20m building setback and crash wall is required from the rail line. An animated pedestrian space has been created with the retaining wall as described in 6.4.1.1. (5) that serves to transition from the proposed building to the rail overpass and the Old Firehall Parkette east of it.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

The development is subject to Section 6.4.2 (Street Wall Height and Scale) and in particular Sections 6.4.2.2 (Woodbridge Avenue).

***6.4.2.1 General HCD Guidelines**

#	Guideline	Assessment
1	Except where noted, new buildings should be a minimum of 2 floors (8.5m) and a maximum of 3 floor(11m).	<p>This proposed development is on Woodbridge Avenue which allows up to 6 floors in this area. This aspect of the proposed development appears to comply with the WHCD Guidelines on the upper grade and does not at the street grade on Woodbridge Avenue due to the unique drop in grade to accommodate the CPR rail line underpass.</p> <p>The proposed residential building is 7 floors from the street grade and 6 floors on the upper grade. The proposed building has more modest massing than the neighbouring buildings that front Woodbridge Avenue and would provide a transition between the larger buildings to the west and the rail bridge, parkette and low-rise residential further east.</p> <p>It is recommended that reductions in overall height be made where possible particularly with the mechanical penthouse to reduce its prominence and to bring the overall building into closer compliance with the WHCD</p>

		Guidelines (20 m). It is recommended that it not be taller than the building to the west in order to provide a better transition to the landscape and buildings to the east.
2	The height of existing contributing buildings should be maintained. New buildings must be sympathetic to, and transition from, the height of adjacent contributing buildings, with a minimum 45-degree angular plane.	The surrounding buildings are not contributing to the WHCD. The setbacks at the second and six floors provide a setback from the street to be sympathetic to and transition from the larger noncontributing buildings to the west and respects the setbacks and character of this section of Woodbridge Avenue.

*6.4.2.2 Woodbridge Avenue

#	Guideline	Assessment
1	New buildings must have a building podium, lining the street, of 2 floors minimum and 4 floors maximum.	<p>A 1.5 m step back at the second floor creates a podium whose height in combination with the 5.75 m ground floor combined with the parapet wall amount to what appears to be two floors. The windows on the ground floor also help create a strong sense of two floors at the street grade. A further step back at the sixth floor pulls the massing further from the street.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	<p>Additional building height, to a maximum of 6 floors (20m), may be considered only when there is no undue impact to the public realm and/or adjacent properties, including an impact on sunlight penetration and views. Additional building height must step-back along a 45-degree angular plane from:</p> <ul style="list-style-type: none"> • the street, starting at 13 metres, when facing a street and starting at 9.5 metres, when facing another property; and • the height of any contributing building (see Section 6.5) 	<p>The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue. On this grade the building is six floors and is 18.68 m plus mechanical penthouse in height. The ground level is dictated by this discrepancy in grade heights from the street and the balance of the lot and is 5.75 m in height after which point there is a parapet wall and a 1.5 m stepback to form a podium. A second stepback at the sixth-floor steps back a further 1.5 m. The building immediately to the west is seven floors and there is no undue impact to</p>

		<p>the adjacent property and little perceived impact from the public realm. Recommendations to reduce the overall height and or the height of the mechanical penthouse are recommended where possible to better comply and not be taller than the building immediately to the west (259 Woodbridge Avenue)</p> <p>This aspect of conformity is not strictly in compliance due to the challenges with the non-compliance of the building to the immediate west in providing for the 45-degree angular plan on the shared lot line in combination with the required railway crash wall both having significantly reduced the development area of the subject property but is a negotiated building height that provides some transition from the buildings to the west.</p>
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*6.5 Transitions of New Buildings in Relation to Heritage Resources (Woodbridge HCD Plan Section 6.5)

The development is subject to Section 6.5.2 and in particular the iii) Height and iv) Side Yard and Back Yard Setback Guidelines

Guideline	Assessment
Consideration may be given to the construction of new buildings, and additions to contributing buildings, joining with contributing buildings only when	
<ul style="list-style-type: none">• New buildings must transition from the height of adjacent• contributing buildings with a minimum 45 degree angular plane,• starting from the existing height of the contributing building [...]	Transitions are appropriate in this development although h a reduction of height particularly of the mechanical penthouse is recomended.
<ul style="list-style-type: none">• new construction is of a good architectural quality and contributes to the district's heritage character.	<p>The proposed development is of good architectural quality and materiality for the district heritage character.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.6 Open Space Framework (Woodbridge HCD Plan Section 6.6)

The development is subject to the guidelines of Sections 6.6.1 (Public Open Spaces, Parks and Public Streets), 6.6.2 (Pedestrian Circulation), 6.6.3 (Tree Canopy and Vegetation) and 6.6.4 (Views and Landmarks)

*6.6.1 Public Open Spaces, Parks and Public Streets

#	Guideline	Assessment
1	The HCD Plan should conserve the inherent signature of past environments, especially in the pattern and relationship of the open space to built form and continue to promote Woodbridge as a community within a park.	<p>The proposed development includes green spaces and walkways to the east that transition to the naturalized area along the rail line. At the street level, trees and benches also work to transition from the streetscape to a green landscape.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
4	Any intervention in areas identified by TRCA as located within the flood line or as conservation lands require the approval of the TRCA and the City of Vaughan. Natural conservation lands owned by the TRCA should be conserved.	<p>See TRCA for any comments on the proposed development within this area.</p>

8	<p>Existing small-scaled open spaces must be conserved. New small-scaled open spaces should be designed where possible. All open spaces must be publicly accessible, should be accessible from all directions and should be linked to the larger system of open spaces.</p>	<p>Green spaces on the east side of the development will be maintained to transition to the naturalized rail line and both upper grand and street grade green spaces are incorporated into the overall design.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
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*6.6.2 Pedestrian Circulation

#	Guideline	Assessment
4	The accommodation of pedestrians will have priority over the accommodation of vehicles.	<p>The existing sidewalk terminates at the rail bridge abutment. Pedestrian traffic is only accommodated on the north side of Woodbridge Avenue under the bridge. The hard and soft landscaping combined with the retaining wall provides a sense of destination for pedestrian activity in two locations: one at the base of the staircase from the upper grand and one from the grand lobby entrance. Both have trees, gardens and benches. Discussions with city staff resulted in the parking garage entry being moved west along the ground floor bisecting the pedestrian area into two from the original one.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines as per the discussions with city staff.</p>

*6.6.3 Tree Canopy and Vegetation

#	Guideline	Assessment
1	Existing natural forest stands, or groupings of trees should be conserved.	<p>A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
2	Streetscapes should conserve the existing green canopy and provide new tree planting where none exists, in order to create a continuous tree canopy along the street.	<p>The steep slope between the upper grade and street grade will be replaced with a retaining wall and lower public area that includes, trees and seating that would be connected by a set of stairs. Further trees are proposed at the street and in conjunction with the Woodbridge Avenue Street Improvement plan.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

3	Trees on public and private property, having a tree diameter of twenty (20) centimetres or more or having a base diameter of twenty (20) centimetres or more, must be conserved, and the requirements of the City of Vaughan Tree Bylaw 185-2007 must be adhered to.	A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.
4	Prior to the issuance of a Heritage Permit, Building Permit or Site Plan approval, a tree conservation plan is required to be submitted and approved by the City.	A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved.
8	The forested character should be encouraged to expand within the urban context, within the neighbourhoods and especially along streets or trail routes in order to create a continuous system of open spaces, provide a “soft” transition to the built form and ensure that Woodbridge is continuously planned as “a community within a park setting.”	<p>The development to the west of the subject property cited the retention of the trees on the subject property and CPR rail line as justification for conformity for this guideline rather than retaining or planting on their own property. The natural landscape is expected to be retained by the CNR on their property and outdoor amenity spaces with tree and shrub plantings are proposed both on the upper grade level around the proposed building and at the street grade level to provide seating, shade and seasonal interest.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.7 Urban Design (Woodbridge HCD Plan Section 6.7)

The development is subject to the guidelines of Sections 6.7.1 (Roads, Curbs, Sidewalks and Streetscape), 6.7.2 (Street Furniture and Pedestrian Amenities), 6.7.3 (Street Trees), 6.7.4 (Signage), 6.7.5 (Street Lighting), 6.7.6 (Parking) and 6.7.7 (Bridges)

*6.7.1 Roads, Curbs, Sidewalks and Streetscape

#	Guideline	Assessment
1	Should continue to function as a mixed-use commercial street and promenade with commercial animation at grade.	<p>As a result of community consultation and discussion with City staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue would not support added retail in this area and that a grand entrance to the residential units would be a preferred expression at the street level.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>

2	<p>The street section should reflect a more formal landscape treatment and tree planting design that responds to at-grade retail amenities such as building shade canopies, cafe furnishings and ease of pedestrian movement. The sidewalks should have special paving to enhance the identity of the commercial core, and gateway treatments at the Kipling Avenue and Woodbridge intersection.</p>	<p>The street grade level and the upper grade level introduces a public gathering space with permanent bench seating proposed. Trees are proposed for shade and tree canopy as well as garden areas. Native plantings for seasonal interest and for the prevention of pedestrian crossing over the driveway are recommended.</p> <p>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</p>
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3	The sidewalks should be primarily hard surfaced to accommodate pedestrian traffic and there should be continuous sidewalk on both sides of the street.	Generous sidewalks are provided to accommodate pedestrian traffic. This aspect of the proposed development complies with the WHCD Guidelines.
4	Should have a continuous enhanced paving treatment and palate of furnishings such as special lighting standards and benches that demarcate it as a “special street” and enhances the identity of the Woodbridge Core.	Paving treatment and street furniture will enhance the heritage character of the pedestrian areas on both the upper and lower grades and will be consistent with the Woodbridge Avenue Improvement Plan. This aspect of the proposed development complies with the WHCD Guidelines.
5	Should accommodate on street parking where possible.	No on-street parking is present on Woodbridge Avenue.

*6.7.2 Street Furniture and Pedestrian Amenities

#	Guideline	Assessment
1	Establish a palate of high-quality durable materials for street furnishing and pedestrian amenities.	<p>The sidewalk fronting Woodbridge Avenue will consist of modular durable paving materials. Street furnishings will enhance the historic character and will be coordinated with WHCD street furnishing program and or the Woodbridge Avenue Improvement Plan.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

2	Existing furnishings that are of value should be retrofitted and incorporated into the new design.	There are no existing furnishings other than street lighting. This aspect of the proposed development complies with the WHCD Guidelines.
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*6.7.3 Street Trees

#	Guideline	Assessment
1	Streets should be well planted with street trees to enhance the green character of the HCD.	Street trees are proposed, see Landscape Plan. This aspect of the proposed development complies with the WHCD Guidelines.
2	Trees along commercial streets such as Woodbridge Avenue should be planted at grade, with urban street tree planting techniques that provide longevity to trees in a more urban and traversed context, including trench planting. It is important for streets such as Woodbridge Avenue with building heights up to six storeys, to have street trees that provide human scale comfort to the street.	Street trees are proposed, see Landscape Plan. This aspect of the proposed development complies with the WHCD Guidelines.

*6.7.4 Signage

#	Guideline	Assessment
1	Commercial signage should be limited to ground level uses along Woodbridge Avenue and Kipling Avenue and should remain flush with the building facade. Back-lit signage and third-party signage are prohibited within the HCD.	<p>There is no retail activity planned at this location.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>

*6.7.5 Street Lighting

#	Guideline	Assessment
1	Placement of lighting should be coordinated and in keeping with the rhythm and placement of other streetscape features.	The light fixtures comply with this guideline. This aspect of the proposed development complies with the WHCD Guidelines.
2	Style of lighting should be respectful of the heritage character of Woodbridge and vary in scale according to the type and character of the street.	The light fixtures comply with this guideline. This aspect of the proposed development complies with the WHCD Guidelines.
3	Along Woodbridge Avenue and Kipling Avenue, both street lighting and pedestrian scaled lighting should be applied as part of the streetscape furnishing and should also accommodate opportunities for additional features such as banners, signage or plant material.	The light fixtures comply with this guideline. This aspect of the proposed development complies with the WHCD Guidelines.

*6.7.5 Street Lighting

#	Guideline	Assessment
1	On street parking is allowed along the main commercial and mixed use streets: Kipling Avenue and Woodbridge Avenue.	<p>No on-street parking is proposed along Woodbridge Avenue.</p> <p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>
3	On-site parking, including structured parking should not be visible from the street or from public spaces. Parking areas should be concealed and buffered with buildings with active uses.	<p>Car parking is not visible from the street.</p> <p>The light fixtures comply with this guideline.</p> <p>This aspect of the proposed development complies with the WHCD Guidelines.</p>



Figure 1 - Schedule 3 from Woodbridge HCD Plan showing properties that contribute to the heritage character (City of Vaughan). Detail shows development site indicated by RHC with dashed red line.

6.0 Conclusion

Assessment of the proposed development with the materials provided determines that in many respects it complies with the District Guidelines particularly with regard to the design, materials, and landscaping. The subject property has a number of unique features due to the existing constraints in terms of landform and grade differentials, CPR safety setbacks, sidewalk termination and overbuilding of the adjacent development. The significant difference between the street grade and the upper grade is exacerbated by the drop in the street grade to accommodate the rail overpass.

The vast majority of the total building is located on the upper grade which is consistent with the rest of the neighbourhood along Abell Avenue and at this grade the building is six floors. The ground level height is dictated by this discrepancy in grade heights and results in a ground floor that is 5.75 m in height plus a parapet wall and combined with a 1.5 m stepback to form a podium which visually appears as two floors. A further 1.5 m stepback at the sixth floor pulls the building back further from the street. We suggest that reductions in overall height be made where possible particularly with the mechanical penthouse to reduce its prominence bringing the overall development into closer compliance with the WHCD Guidelines.

As a result of community consultation and discussion with City staff it was felt that with the lack of parking and the narrow character of Woodbridge Avenue combined would not support added retail in this area. A grand entrance to the residential units would be a preferred expression at the street level which resulted in the garage entry being moved from the far east end of the ground floor to roughly the middle which bisects the pedestrian area into two distinct destinations. Landscaping and pathways have been introduced to direct pedestrian traffic safely to the sidewalk.

7.0 In Closing

The information and opinion contained herein represents RHC's best professional judgment based on the knowledge and information available to RHC at the time of preparation. RHC denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents without the express written consent of RHC and the client.

Sincerely,



Tracie Seedhouse
Principal Robinson Heritage Consulting



Stephen Robinson MA CAHP
Principal Robinson Heritage Consulting

This drawing, as an instrument of service, is provided by and is the property of Graziani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Graziani + Corazza Architects Inc. of any variations from the supplied information. Graziani + Corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regard to the environmental condition of this site.

This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

Conditions for electronic information transfer

Electronic information is supplied to the other associated firms to assist them in the execution of their work/invest. The recipient firms must determine the completeness/appropriateness/relevance of the information in respect to their particular responsibility.

- Graziani + Corazza Architects Inc. shall not be responsible for:
- Errors, omissions, incompleteness due to loss of information in whole or part when information is transferred.
 - Transmission of any virus or damage to the receiving electronic system when information is transferred.

- JULY.9.2018 ISSUED FOR REVIEW J. CHI
- DEC.21.2021 ISSUED FOR OPA/REZONING J. CHI
- JUNE.09.2023 ISSUED FOR OPA/REZONING J. CHI
- DEC.06.2024 ISSUED FOR OPA/REZONING J. CHI

LOADING SPACES/STAGING PAD NOTES:

- Loading pad have a minimum base of 300mm of compacted 20 mm crusher run limestone; shall be finished to ab minimum of 200 mm depth of concrete
- loading space shall not exceed $\pm 2\%$ in any direction, and where the loading area is not flat, a mechanism to prevent the containers from rolling off the loading pad is required.
- loading space to have vertical clearance of 6.5m
- At least one loading space with minimum length of 13m, width of 4m and with a vertical clearance of at least 6.5m

ACCESS ROUTES NOTES:

- The waste collection vehicle does not require to make more than a 3-point turn, or reverse more than 16.5m
- Access routes, including points of ingress and egress, designed for two-way traffic have a minimum width of 6m and a minimum inside turning radius of 9m
- Access routes designed for one-way traffic have a minimum width of 4m, or a minimum inside turning radius of 15m and a minimum outside turning radius of 14.5m
- Access routes are to maintain a minimum vertical clearance of 4.4m
- Access routes are to have a grade of no more than 5% on private property
- Access route on a driveway ramp to connect with an above or below grade structure shall have a maximum ramp grade of 8%
- The pavement design of the Access Route shall be minimum as per City's Engineering Design Criteria and Standard Drawings for 'Industrial & Heavy Duty Driveways' or a City approved alternative.
- All supported structures traveled on by waste collection vehicles will be designed to support at least 35,000kgs with a point load of at least 6,000kgs - a letter from an engineer is required to verify this requirement has been met.
- The Driveway width shall be minimum of 6.0 metres at the property line and the inside curb radius shall be no less than 9.0 metres.
- Where appropriate, pavement markings, warning lights, mirrors and signage along Access Route and Loading Area shall be installed.

WASTE COLLECTION NOTES:

- Lock out and washing systems for all waste chutes
- Chute rooms on each floor
- Each chute room is provided with sufficient space for displaying educational material
- Termination of three separate chutes in waste room with waste containers under each chute and a garbage compactor under one chute
- Internal vertical clearance of all waste storage rooms as 2.5m
- Hose bib and floor drain
- Waste storage room as being climate controlled
- Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions

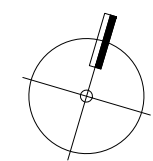


PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES			
VAUGHAN ONTARIO			
Project Architect:	E. Corazza		
Assistant Designer:	J. Chimienti		
Drawn By:	J. Chimienti		
Checked By:	D. Biase		
Plot Date:	DEC.04.2024		
Job #	1206.14		

SITE PLAN & STATISTICS



1:200

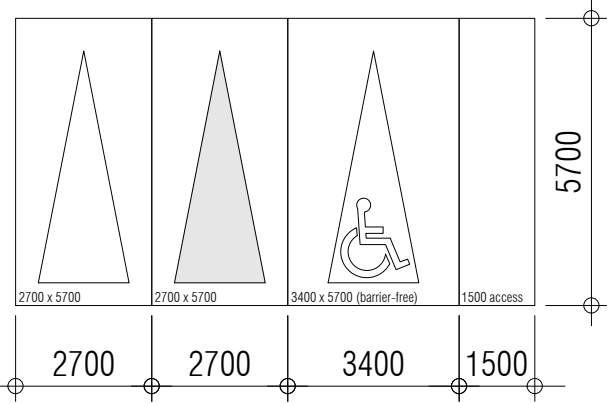
A101

TITLEBLOCK SIZE: 610 x 900

PARKING LEGEND

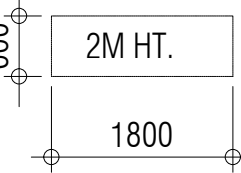
NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT

residential visitor barrier free



CONVEX MIRROR (C.M.)

HORIZONTAL BICYCLE PARKING STALL SIZE



- Vehicular Circulation
- Pedestrian Circulation
- Bicycle Circulation
- Garbage Circulation

KEY MAP



SURVEY INFORMATION

TOPOGRAPHIC SURVEY OF
PART OF WEST HALF LOT 7
CONCESSION 7
(BEING PART OF LOT 4,SOUTH SIDE OF PINE STREET, PLAN 546)
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

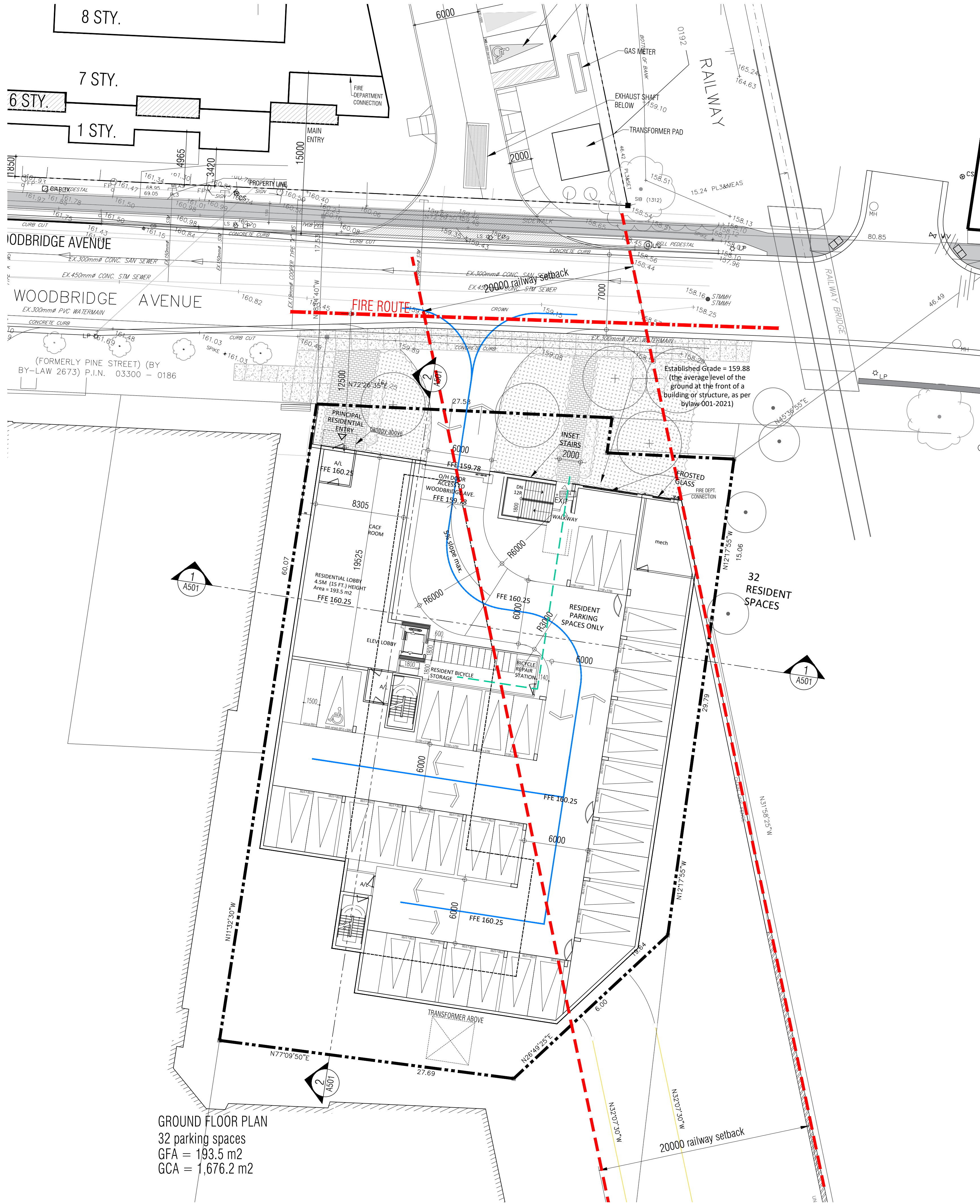
R. AVIS SURVEYING INC.
SUITE 203
235 YORKLAND BOULEVARD
TORONTO, ONTARIO M2J 4Y8
TEL: (416) 490-8352
FAX: (416) 491-6206
EMAIL: office@ravisurveying.com

STATISTICAL INFORMATION

	REQUIRED	PROVIDED
1. SITE AREAS	2,314 m ² 0.23 ha. 24,912 ft ² 0.57 ac.	TOTAL DEVELOPABLE AREA - 2,314 m ² (100%) MID-RISE BUILDING AREA - 522 m ² (23%) LANDSCAPED AREA - 1,357 m ² (58%) DRIVEWAY AREA - 435 m ² (19%)
2. GFA		RESIDENTIAL: 3,045.6 m ² / 32,785 ft ² NON-RESIDENTIAL: 0 m ² / 0 ft ² TOTAL GFA: 3,045.6 m ² / 32,785 ft ²
3. FSI		1.31 x
4. BUILDING HEIGHT		7 STOREYS + MECH. (24.80 m + MECH) HEIGHT MEASURED FROM ESTABLISHED GRADE DATUM OF 159.88 WHICH IS MEASURED ALONG WOODBRIDGE AVE. (GROUND FLOOR IS AT THE WOODBRIDGE AVE. ELEVATION)
5. UNIT COUNT		11 UNITS 18+D 7 UNITS 2B 8 UNITS 2B+D 6 UNITS Total 32 u **
6. AMENITY	(8.0M2 PER UNIT FOR FIRST 8 UNITS 5.0M2 PER UNIT FOR ADDITIONAL UNITS) =8.0M2 X 8 UNITS = 64.0M2 =5.0M2 X 24 UNITS = 120.0M2	GROUND LEVEL: INDOOR 73 M2 OUTDOOR 290 M2 TOTAL PROVIDED 363 m2
7. PARKING	RESIDENTS 1.0 X 32 u. = 32 SPACES *** VISITORS 0.20 x 32 u. = 6.4 (7) SPACES ***	RESIDENTIAL: 32 SPACES (OF WHICH 1 SPACE IS BARRIER FREE) VISITOR: 7 SPACES * (*VISITOR AND RETAIL TO BE SHARED) (OF WHICH 1 SPACE IS BARRIER FREE)
8. BUILDING SETBACKS	TOTAL REQUIRED 39 SPACES ***	TOTAL PROVIDED 39 SPACES *** NORTH 3.7 m WEST 9.0 m SOUTH 9.7 m EAST 20 m
9. BICYCLE STORAGE	AS PER VAUGHAN GREEN STANDARD: RESIDENTIAL ZONE = 0.5 SP/UNIT OCCUPANT 0.5 x 32** = 16 16 BICYCLE SPACES VISITOR ZONE = 0.1 SP/UNIT VISITOR 0.1 x 32** = 3.2 3 BICYCLE SPACES	BICYCLE SPACES PROVIDED: RESIDENTIAL ZONE UNDERGROUND = 16 SPACES VISITOR ZONE SURFACE = 03 SPACES
	TOTAL REQUIRED 19 SPACES	TOTAL PROVIDED 19 SPACES

** FINAL SUITE MIX AND DWELLING UNIT COUNT SUBJECT TO MARKET CONDITIONS

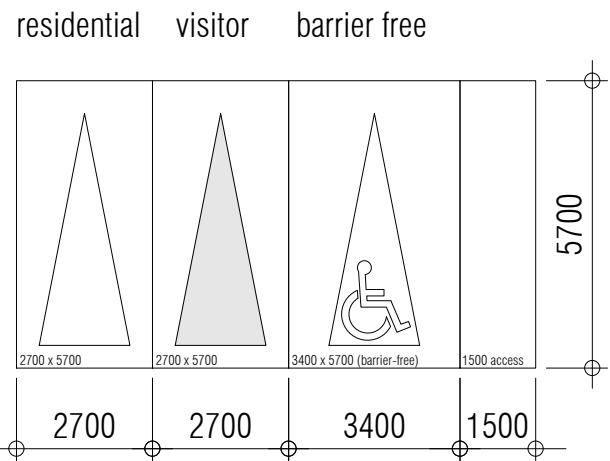
*** FINAL PARKING COUNT MAY VARY DEPENDING ON FINAL DWELLING UNIT COUNT



- Vehicular Circulation
- Pedestrian Circulation
- Bicycle Circulation
- Garbage Circulation

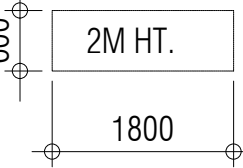
PARKING LEGEND

NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT



CONVEX MIRROR (C.M.)

HORIZONTAL BICYCLE PARKING STALL SIZE



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- JUNE.09.2023 ISSUED FOR OPA/REZONING J. CHL
- DEC.06.2024 ISSUED FOR OPA/REZONING J. CHL

LOADING SPACES/STAGING PAD NOTES:

- Loading pad have a minimum base of 300mm of compacted 20 mm crusher run limestone, shall be finished to ab minimum of 200 mm depth of concrete
- loading space shall not exceed $\pm 2\%$ in any direction, and where the loading area is not flat, a mechanism to prevent the containers from rolling off the loading pad is required.
- loading space to have vertical clearance of 6.5m
- At least one loading space with minimum length of 13m, width of 4m and with a vertical clearance of at least 6.5m

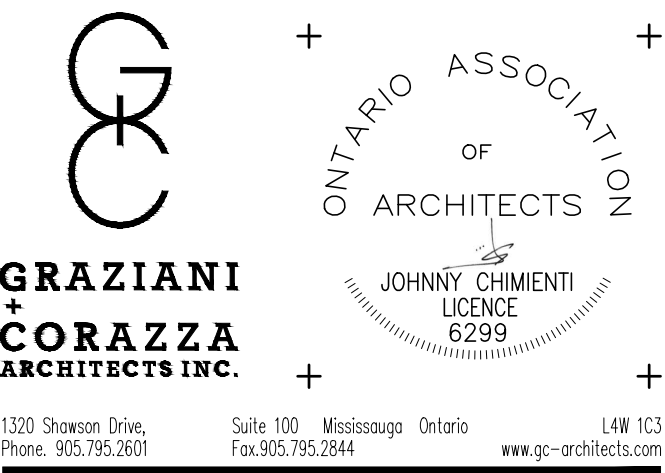
ACCESS ROUTES NOTES:

- The waste collection vehicle does not require to make more than a 3-point turn, or reverse more than 16.5m
- Access routes, including points of ingress and egress, designed for two-way traffic have a minimum width of 4m and a minimum inside turning radius of 9m
- Access routes designed for one-way traffic have a minimum width of 4m, a minimum inside turning radius of 15m and a minimum outside turning radius of 14.5m
- Access routes are to maintain a minimum vertical clearance of 4.4m
- Access routes are to have a grade of no more than 3% on private property
- Access route on a driveway ramp to connect with an above or below grade structure shall have a maximum ramp grade of 8%
- The pavement design of the Access Route shall be minimum as per City's Engineering Design Criteria and Standard Drawings for 'Industrial & Heavy Duty Driveways' or a City approved alternative.
- All supported structures traveled on by waste collection vehicles will be designed to support at least 35,000kgs with a point load of at least 6,000kgs - a letter from an engineer is required to verify this requirement has been met.
- The Driveway width shall be minimum of 6.0 metres at the property line and the inside curb radius shall be no less than 9.0 metres.
- Where appropriate, pavement markings, warning lights, mirrors and signage along Access Route and Loading Area shall be installed.

WASTE COLLECTION NOTES:

- Lock out and washing systems for all waste chutes
- Chute rooms on each floor
- Each chute room is provided with sufficient space for displaying educational material
- Termination of three separate chutes in waste room with waste containers under each chute and a garbage compactor under one chute
- Internal vertical clearance of all waste storage rooms as 2.5m
- Hose bib and floor drain
- Waste storage room as being climate controlled
- Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions



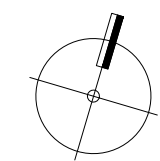
1320 Shawnee Drive, Suite 100, Mississauga, Ontario L4W 1C3
Phone: 905.795.2601 Fax: 905.795.2844

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES	
VAUGHAN	ONTARIO
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

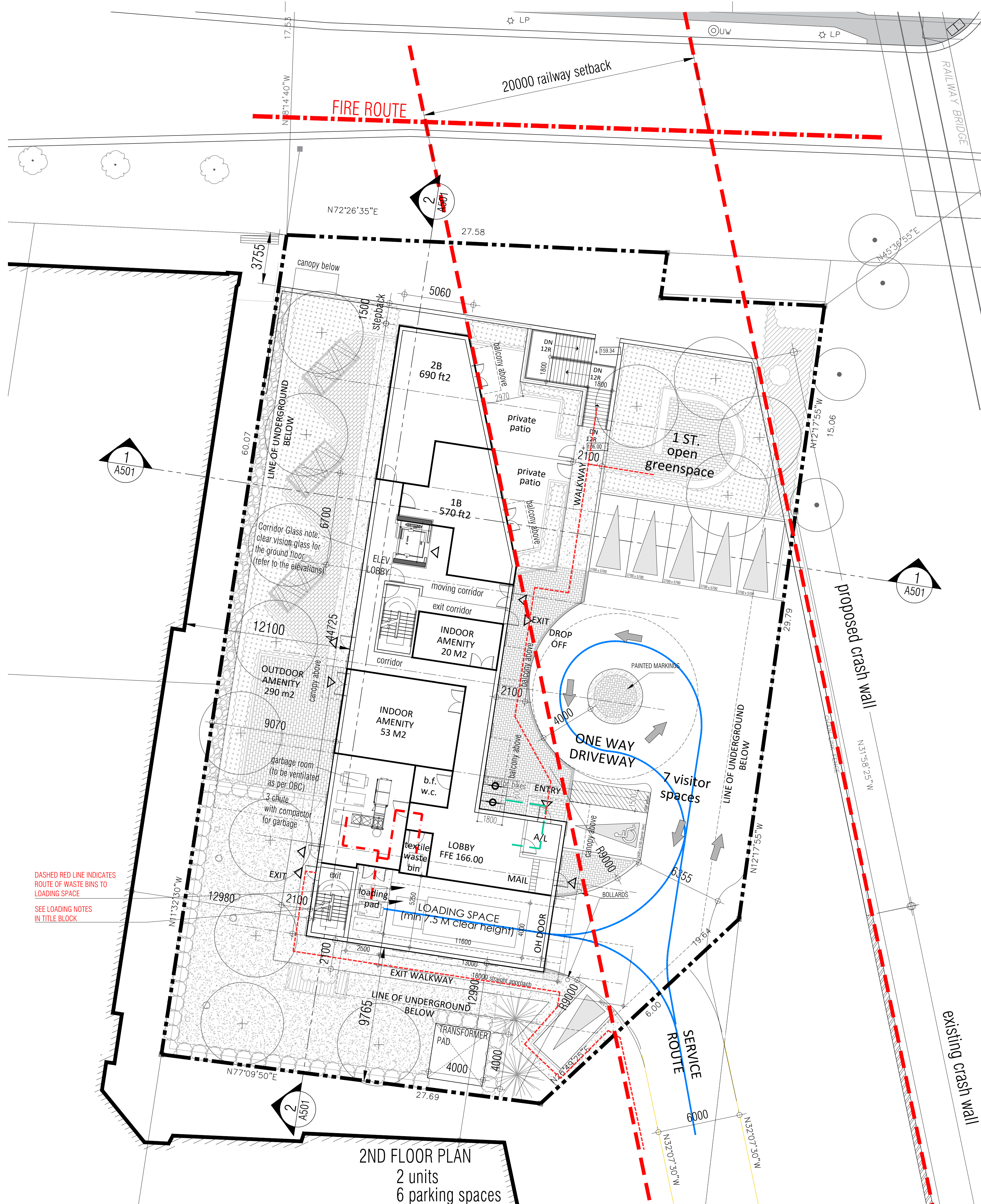
GROUND FLOOR PLAN



1:200

A301

TITLEBLOCK SIZE: 610 x 900



- Vehicular Circulation
- Pedestrian Circulation
- Bicycle Circulation
- Garbage Circulation

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2.	DEC.21.2021	ISSUED FOR OPA/REZONING	J. CHI.
3.	JUNE.09.2023	ISSUED FOR OPA/REZONING	J. CHI.
4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHI.

- LOADING SPACES/STAGING PAD NOTES:
- Loading pad have a minimum base of 300mm of compacted 20 mm crusher run limestone, shall be finished to ab minimum of 200 mm depth of concrete
 - loading space shall not exceed $\pm 2\%$ in any direction, and where the loading area is not flat, a mechanism to prevent the containers from rolling off the loading pad is required.
 - loading space to have vertical clearance of 6.5m
 - At least one loading space with minimum length of 13m, width of 4m and with a vertical clearance of at least 6.5m

- ACCESS ROUTES NOTES:
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 - Access routes, including points of ingress and egress, designed for two-way traffic have a minimum width of 6m and a minimum inside turning radius of 9m
 - Access routes designed for one-way traffic have a minimum width of 4m, a minimum inside turning radius of 15m and a minimum outside turning radius of 14.5m
 - Access routes are to maintain a minimum vertical clearance of 4.4m
 - Access routes are to have a grade of no more than 3% on private property
 - Access route on a driveway ramp to connect with an above or below grade structure shall have a maximum ramp grade of 8%
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- WASTE COLLECTION NOTES:
- Lock out and washing systems for all waste chutes
 - Chute rooms on each floor
 - Each chute room is provided with sufficient space for displaying educational material
 - Termination of three separate chutes in waste room with waste containers under each chute and a garbage compactor under one chute
 - Internal vertical clearance of all waste storage rooms as 2.5m
 - Hose bib and floor drain
 - Waste storage room as being climate controlled
 - Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

issued for revisions

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ARCHITECTS INC.

1320 Sheppard Drive,
Phone: 905.795.2801

ONTARIO ASSOCIATION
OF
ARCHITECTS

JOHNNY CHIMENTI
LICENCE
6299

Suite 100 - Mississauga Ontario
Fax: 905.795.2844

L1W 1C3
www.gc-architects.com

PROPOSED RESIDENTIAL DEVELOPMENT	
WOODBRIDGE AVENUE	
HARDROCK GROUP OF COMPANIES	
VAUGHAN	ONTARIO
Project Architect:	E. Corazza
Assistant Designer:	J. Chimenti
Drawn By:	J. Chimenti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

2ND FLOOR PLAN

1:150

A302

TITLEBLOCK SIZE: 610 x 900

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Fax: 905.795.2844

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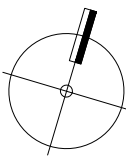
JOHNNY CHIMIENTI
LICENCE 6299

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES	
VAUGHAN	ONTARIO
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

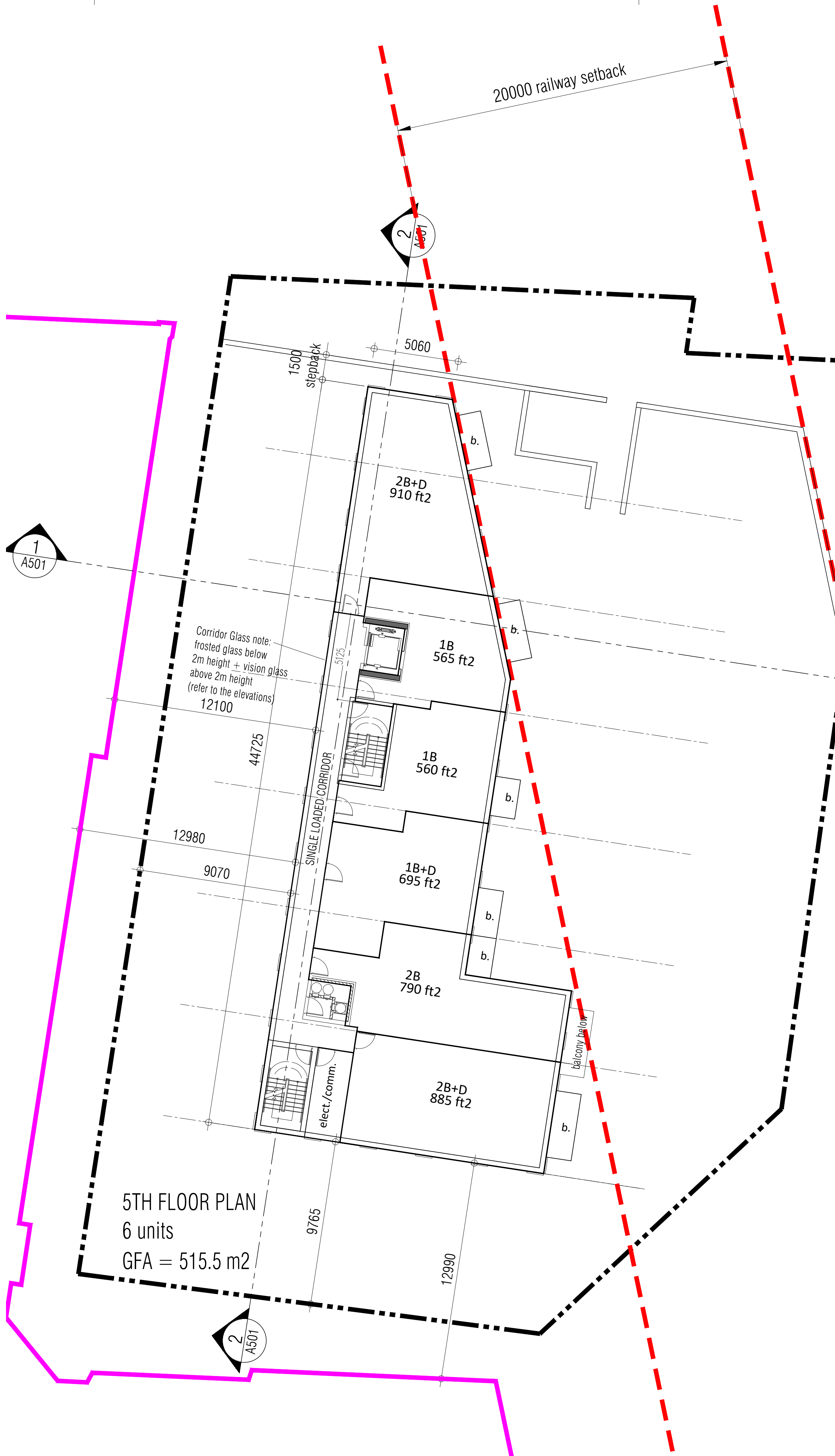
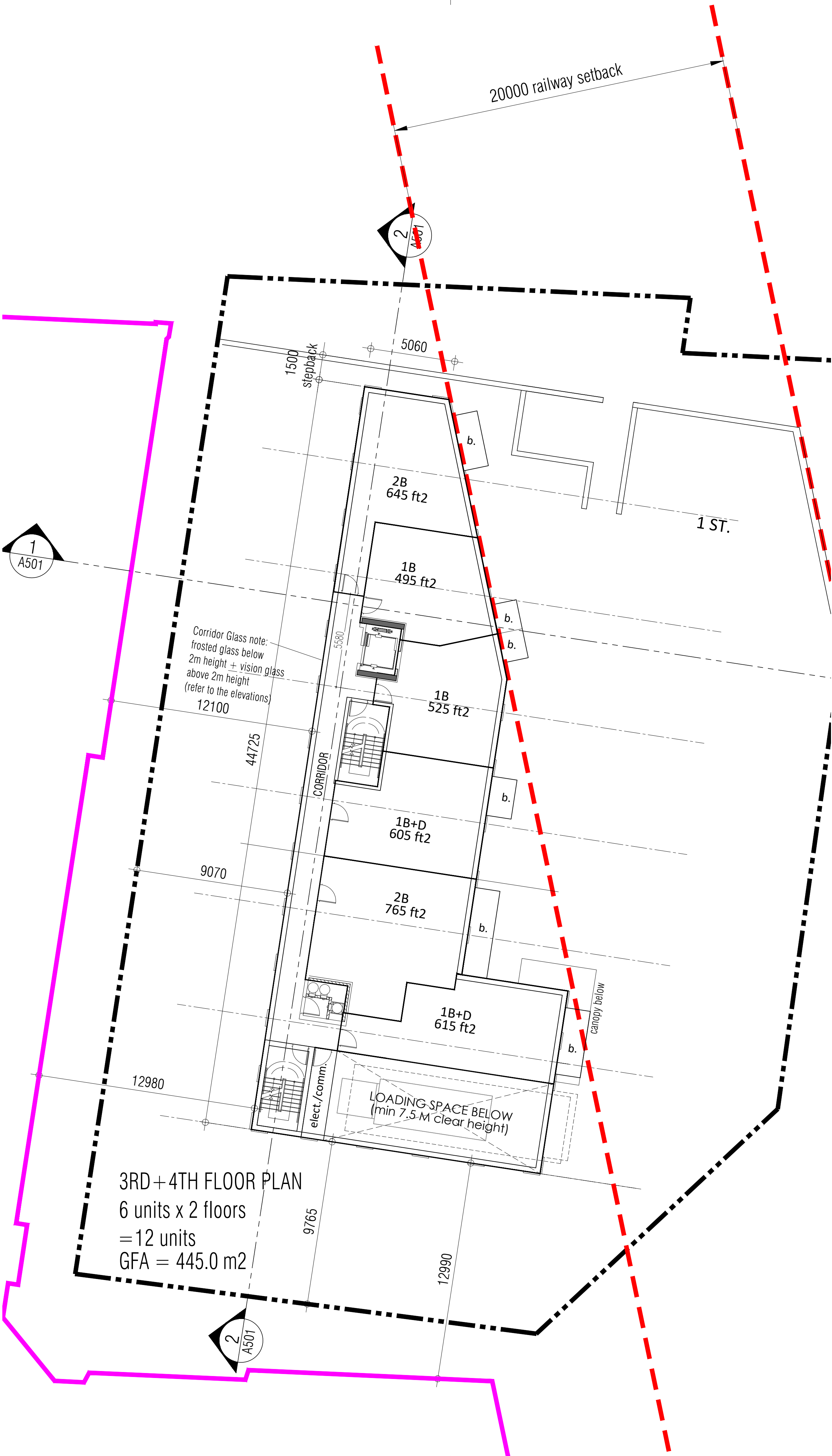
3RD-4TH + 5TH FLOOR PLANS

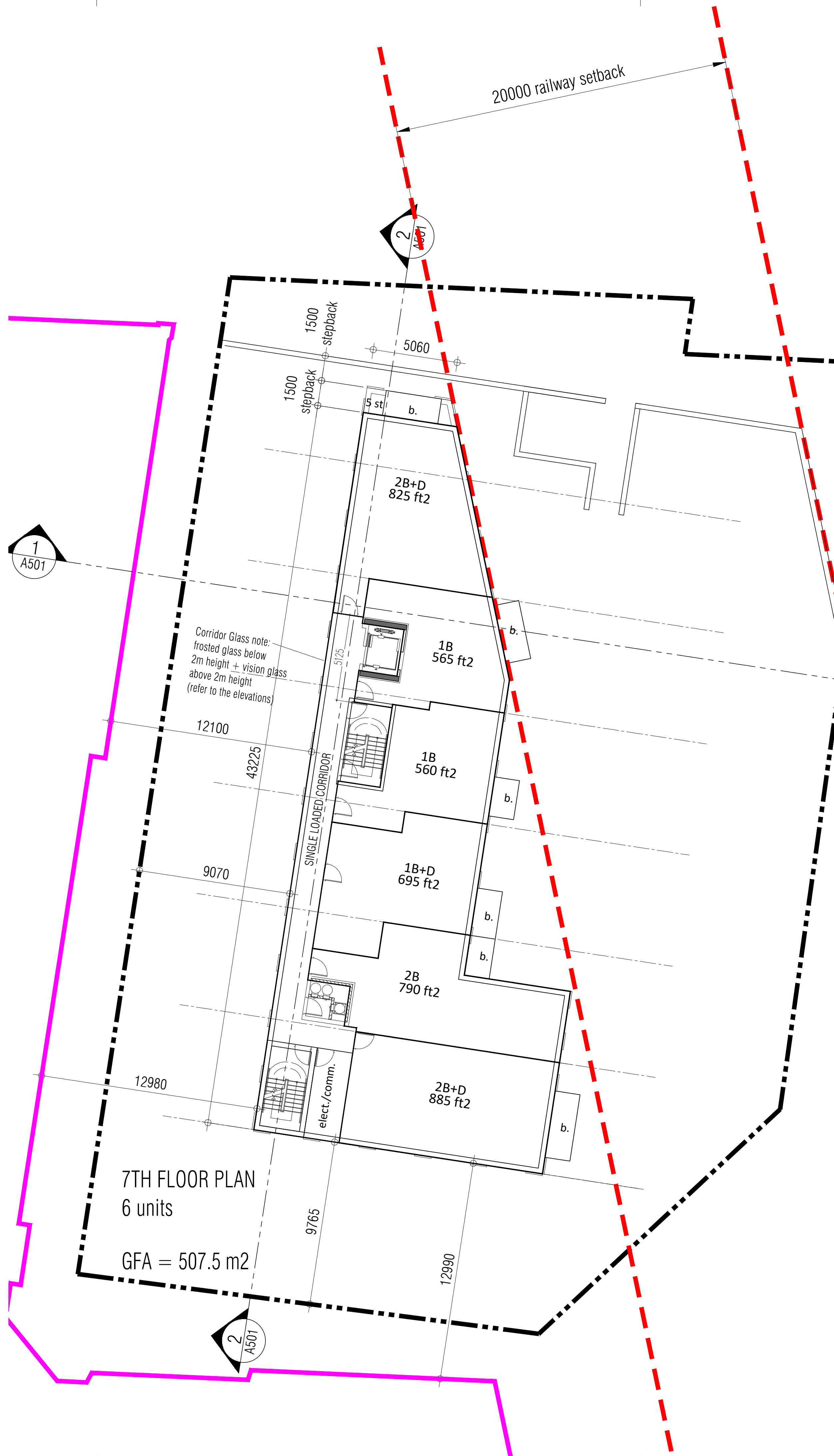
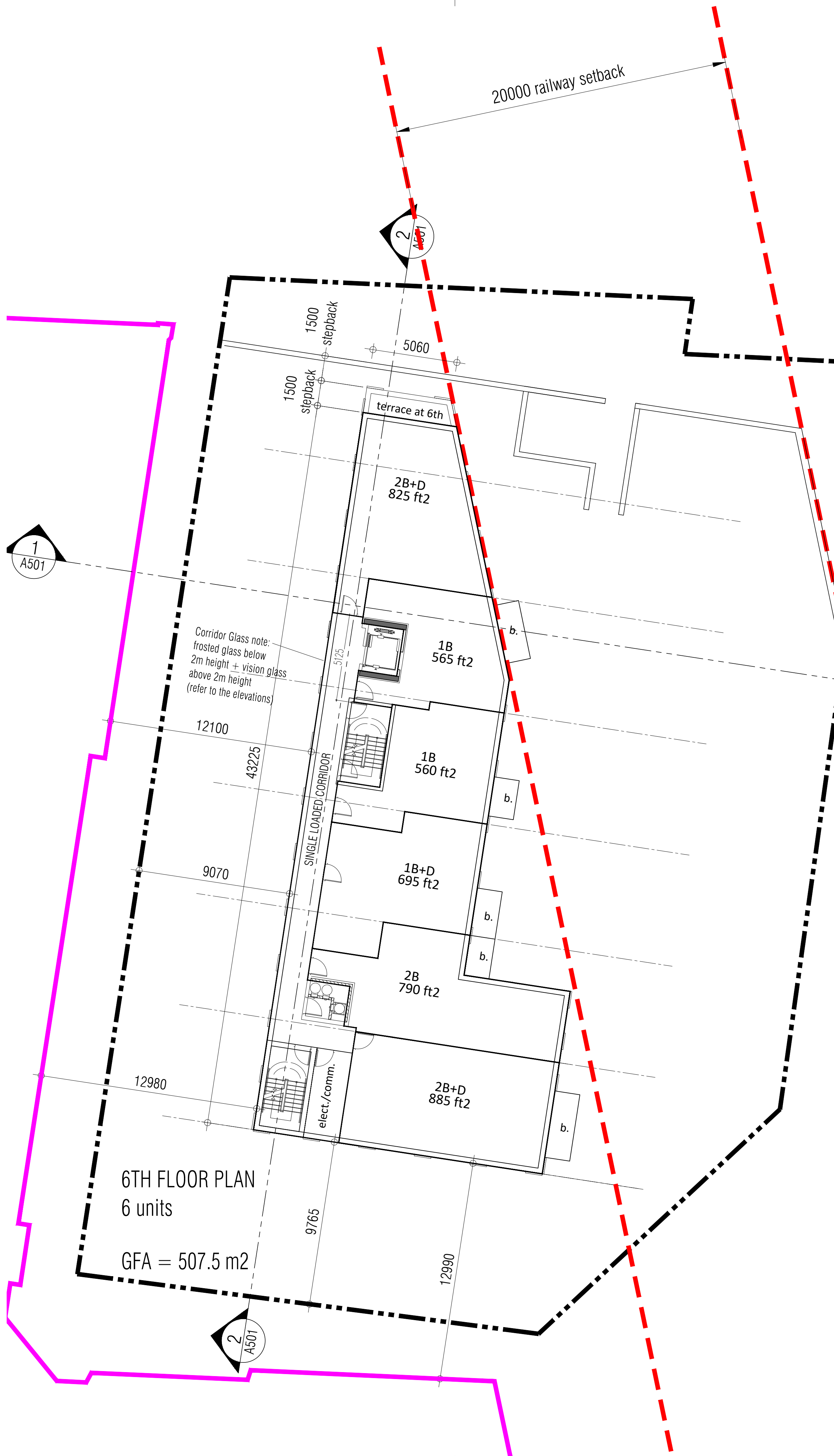


1:150

A303

TITLEBLOCK SIZE: 610 x 900





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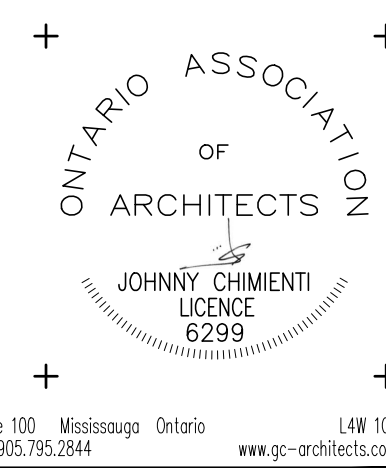
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 6. Hose bib and floor drain
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 8. Minimum standards pursuant to Ontario Building Code and appropriate odour controls requirements for Waste Storage Facility

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Phone: 905.795.2801



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LICENCE
6299

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

6TH+7TH FLOOR PLANS



1:150

A304

TITLEBLOCK SIZE: 610 x 900

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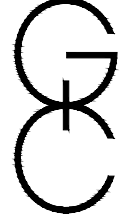
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4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHI.

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+
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Phone: 905.795.2601

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JOHNNY CHIMIENTI
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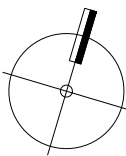
PROPOSED RESIDENTIAL DEVELOPMENT

WOODBIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN	ONTARIO
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

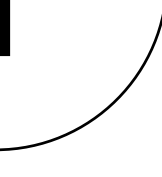
MECH PH. + ROOF PLANS



1:75


A305

TITLEBLOCK SIZE: 610 x 900

- 


CLEAR GLASS

MANUFACTURER:

DESCRIPTION: CLEAR
- 


FROSTED GLASS

MANUFACTURER:

DESCRIPTION: OPAQUE
- 

SPANDREL PANEL

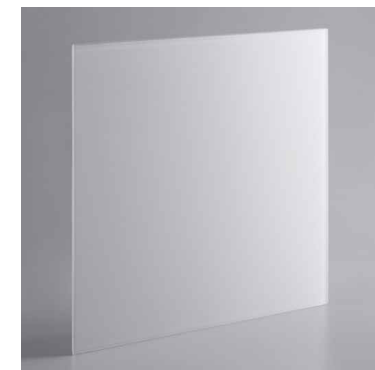
MANUFACTURER:

DESCRIPTION: GREY
- 

LIME STONE

MANUFACTURER: STONE LAMINA

DESCRIPTION: SANDBLASTED FINISH



5

MANUFACTURER:
BRAMPTON BRICK - CUSHWWA
DESCRIPTION: GEORGIAN



6

MANUFACTURER: PPG DURANAR
DESCRIPTION: CHARCOAL GRAY



7

MANUFACTURER:
DESCRIPTION: GREY

8

MANUFACTURER:
DESCRIPTION: GREY

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issued for revisions



PROPOSED RESIDENTIAL DEVELOPMENT

WOODBIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	DEC.04.2024
Job #	1206.14

MATERIAL LEGEND

A400



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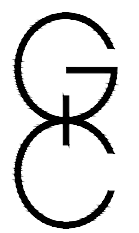
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4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHL

NOTE:
Bird friendly glass - 85% of exterior glass within first 16m above grade have markers spacing equal or less than 5cm (vertically) x 10cm (horizontally)


MATERIAL LEGEND			
1	CLEAR GLASS MANUFACTURER: DESCRIPTION: CLEAR	5	BRICK MANUFACTURER: BRAMPTON BRICK - CUSHAWA DESCRIPTION: GEORGIAN
2	FROSTED GLASS MANUFACTURER: DESCRIPTION: OPAQUE	6	METAL PANEL MANUFACTURER: PPG DURANAR DESCRIPTION: CHARCOAL GRAY
3	SPANDREL PANEL MANUFACTURER: DESCRIPTION: GREY	7	MULLION MANUFACTURER: DESCRIPTION: GREY
4	LIME STONE MANUFACTURER: STONE LAMINA DESCRIPTION: SANDBLASTED FINISH	8	RAILING MANUFACTURER: DESCRIPTION: GREY

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1320 Shawnee Drive,
Phone: 905.795.2601



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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza

Assistant Designer: J. Chimenti

Drawn By: J. Chimenti

Checked By: D. Biase

Plot Date: DEC.04.2024

Job #: 1206.14

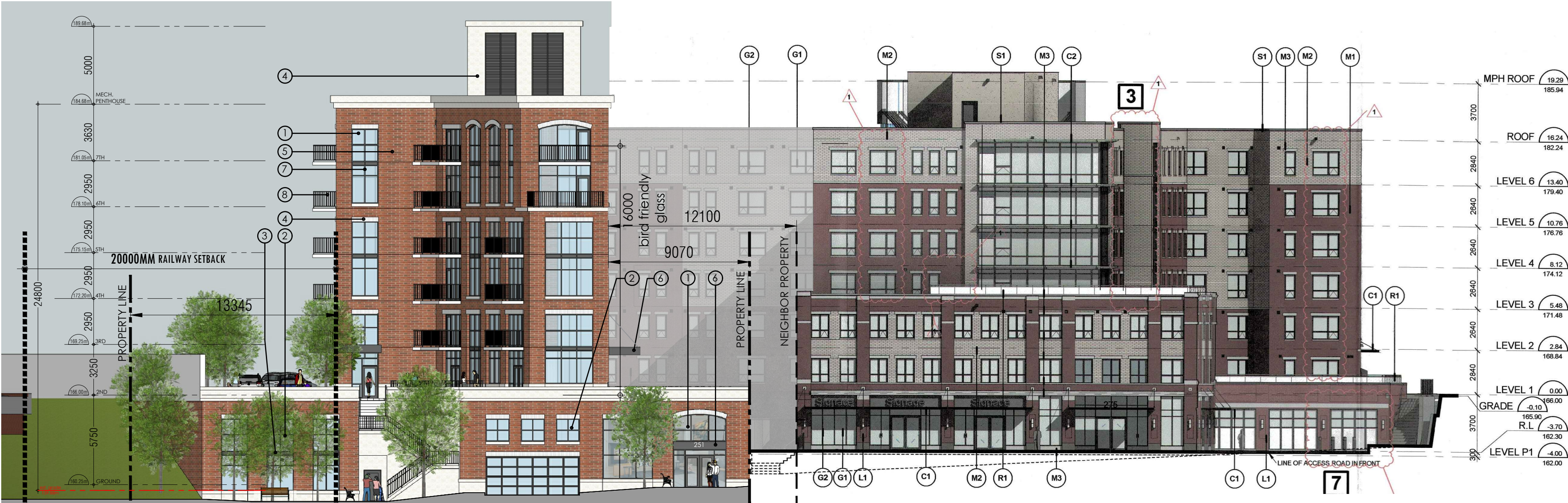
MID-RISE
EAST ELEVATION

1:100 A401

TITLEBLOCK SIZE: 610 x 900



NEIGHBOURING PROPERTY ALIGNMENT



1:200

MATERIAL LEGEND

- | | |
|-------------------------------------------------------------------------------|--------------------------------------------------------------------------|
| 1 CLEAR GLASS
MANUFACTURER:
DESCRIPTION: CLEAR | 5 BRICK
MANUFACTURER:
DESCRIPTION: GEORGIAN |
| 2 FROSTED GLASS
MANUFACTURER:
DESCRIPTION: OPAQUE | 6 METAL PANEL
MANUFACTURER: PPG DURANAR
DESCRIPTION: CHARCOAL GRAY |
| 3 SPANDREL PANEL
MANUFACTURER:
DESCRIPTION: GREY | 7 MULLION
MANUFACTURER:
DESCRIPTION: GREY |
| 4 LIME STONE
MANUFACTURER: STONE LAMINA
DESCRIPTION: SANDBLASTED FINISH | 8 RAILING
MANUFACTURER:
DESCRIPTION: GREY |

NOTE:
Bird friendly glass - 85% of exterior glass
within first 16m above grade have markers
spacing equal or less than 5cm (vertically)
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ONTARIO ASSOCIATION
OF ARCHITECTS

PROPOSED RESIDENTIAL DEVELOPMENT

WOODBIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza

Assistant Designer: J. Chimienti

Drawn By: J. Chimienti

Checked By: D. Biase

Plot Date: DEC.04.2024

Job #: 1206.14

MID-RISE

NORTH ELEVATION

1:100

A402

TITLEBLOCK SIZE: 610 x 900



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NOTE:
Bird friendly glass - 85% of exterior glass within first 16m above grade have markers spacing equal or less than 5cm (vertically) x 10cm (horizontally)

MATERIAL LEGEND			
1	CLEAR GLASS MANUFACTURER: DESCRIPTION: CLEAR	5	BRICK MANUFACTURER: BRAMPTON BRICK - CUSHWHA DESCRIPTION: GEORGIAN
2	FROSTED GLASS MANUFACTURER: DESCRIPTION: OPAQUE	6	METAL PANEL MANUFACTURER: PPG DURANAR DESCRIPTION: CHARCOAL GRAY
3	SPANDREL PANEL MANUFACTURER: DESCRIPTION: GREY	7	MULLION MANUFACTURER: DESCRIPTION: GREY
4	LIME STONE MANUFACTURER: STONE LAMINA DESCRIPTION: SANDBLASTED FINISH	8	RAILING MANUFACTURER: DESCRIPTION: GREY

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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHANONTARIO

Project Architect: E. Corazza

Assistant Designer: J. Chimienti

Drawn By: J. Chimienti

Checked By: D. Biase

Plot Date: DEC.04.2024

Job #: 1206.14

MID-RISE

SOUTH ELEVATION

1:100

A403

TITLEBLOCK SIZE: 610 x 900



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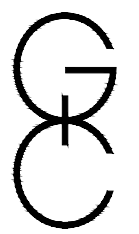
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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN ONTARIO

Project Architect: E. Corazza

Assistant Designer: J. Chimienti

Drawn By: J. Chimienti

Checked By: D. Biase

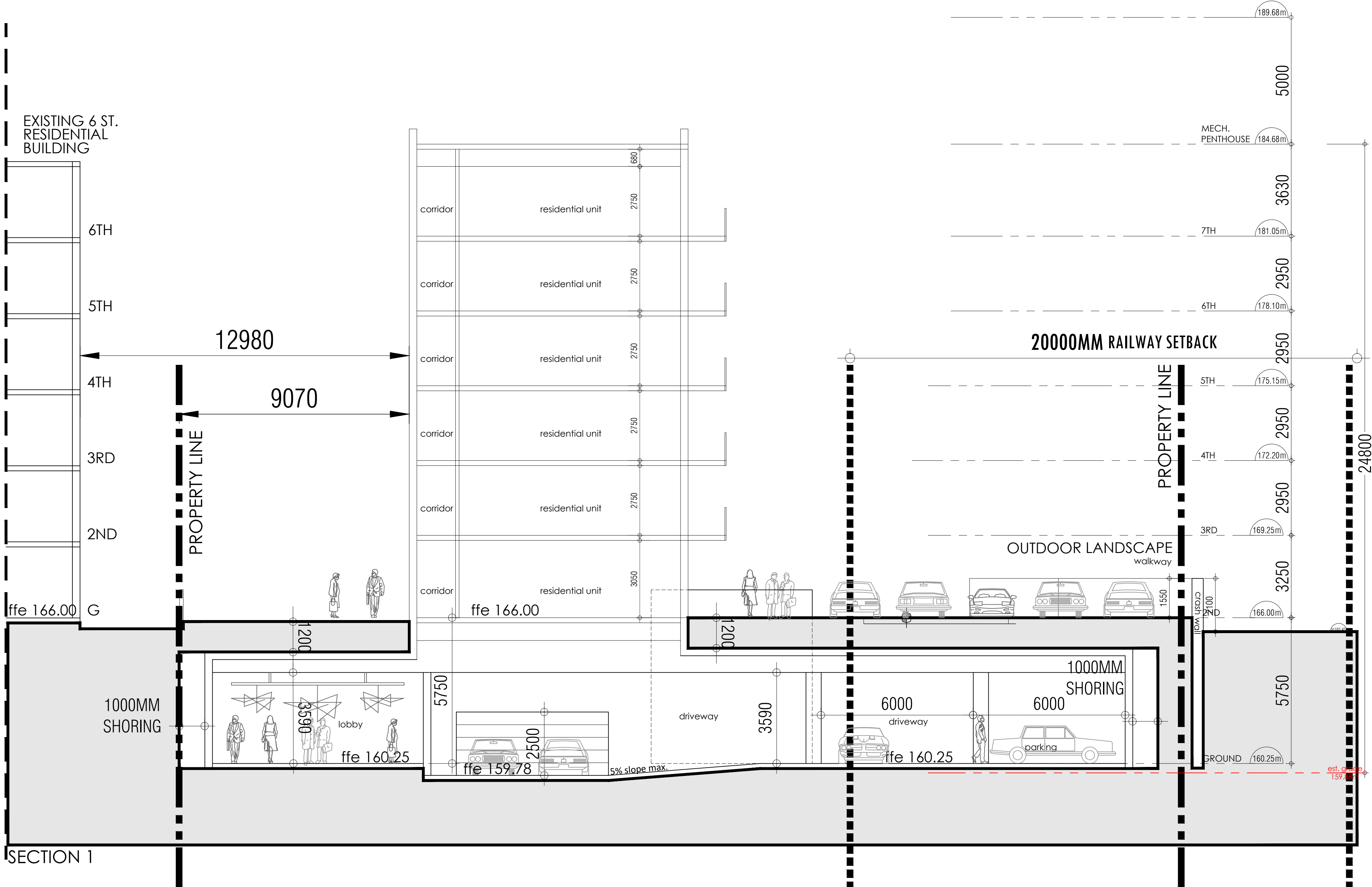
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Job #: 1206.14

MID-RISE
WEST ELEVATION

1:100 A404

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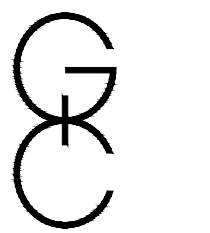
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PROPOSED RESIDENTIAL DEVELOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

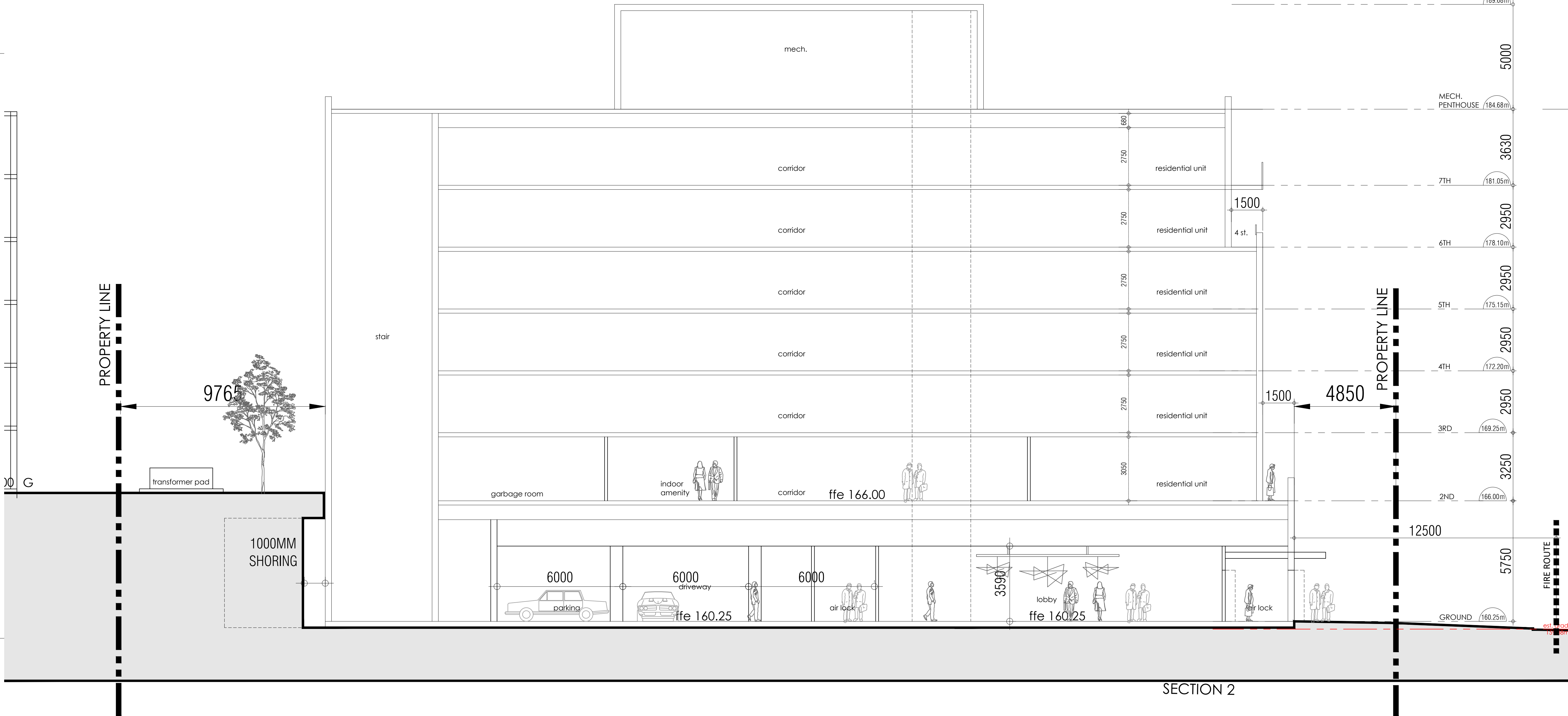
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SECTION 1

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PROPOSED RESIDENTIAL DEVELOPMENT

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VAUGHAN ONTARIO

Project Architect: E. Corazza

Assistant Designer: J. Chimienti

Drawn By: J. Chimienti

Checked By: D. Biase

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Job #: 1206.14

SECTION 2



VIEW LOOKING SOUTH WEST



VIEW LOOKING SOUTH EAST

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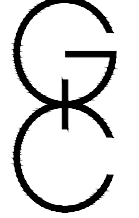
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WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES

VAUGHAN

ONTARIO

Project Architect:

E. Corazza

Assistant Designer:

J. Chiment

Drawn By:

J. Chiment

Checked By:

D. Biase

Plot Date:

DEC.04.2024

Job #

1206.14

MASSING VIEWS

N.T.S. A601

TITLEBLOCK SIZE: 610 x 900



Arborist Report

239 - 251 Woodbridge Avenue
Vaughan, ON

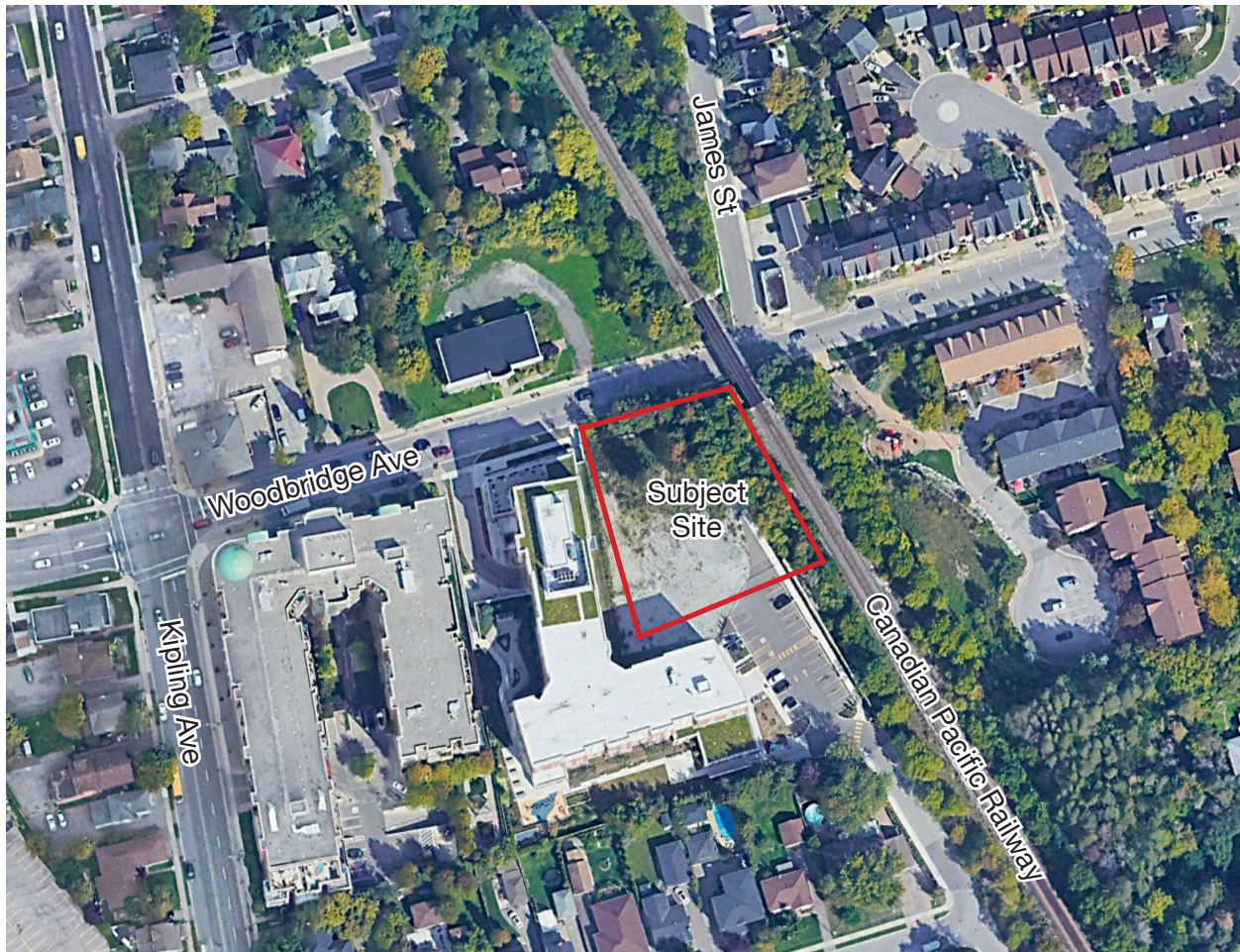
Prepared by:

Nick Taylor, ISA Certified Arborist, ON-2068A
ntaylor@thincdesign.ca

Dec 20, 2024

TOCHER HEYBLOM DESIGN INC
landscape architecture | planning | urban design
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Site Context



Summary

The subject site, 239 - 251 Woodbridge Avenue, is located south of Woodbridge Avenue, between Kipling Avenue to the West and the Canadian Pacific Railway to the East. It is anticipated that a multi-storey residential building with ground floor retail will be developed on the site and that the area of construction will extend to the property line. Currently, the site consists of a grouping of trees and open gravel area. A total of 16 trees were inventoried — 5 of which are located on the City right-of-way, 4 which are located on Canadian Pacific Railway property, and 7 which are located on private property. All trees with a DBH of 18cm or more, located within 6m of the subject site or with canopies reaching the subject site were inventoried. Trees located on the right-of-way were inventoried regardless of DBH. It is recommended that 12 of the 16 trees be removed in order to accommodate construction. The 4 remaining trees will be preserved and protected but will be injured during construction.

Recommendations

As indicated in the Tree Inventory Chart, and on the Tree Protection Plan:

- Trees #8, and 11-16 are located on private property and will need to be **removed** to accommodate construction. Trees #8, 11, 12, 14, 15, and 16 will require a tree removal permit.
- Trees #6, 9, and 10 are located on Canadian Pacific Railway property and should be **preserved**, but they will be **injured** during construction. Tree #7 is located on Canadian Pacific Railway property and will need to be **removed** to accommodate construction. Tree #7 will require a tree removal permit. Since tree #7 is located on the neighbouring property, permission from the property owner is needed prior to their removal.
- Trees #1-4 are located within the municipal right-of-way, and will need to be **removed** to accommodate construction. Trees #1, 2, and 4 will require a tree removal permit. Tree #3 is dead and will be exempt from needing a permit. Tree #5 is located within the municipal right-of-way, and should be **preserved**, but they will be **injured** during construction.
- As shown in the Tree Protection Plan, tree protection fencing will be installed to enclose the tree protection zone of trees #5, 6, 9, and 10, as per City of Vaughan standards. When feasible tree protection fencing should be extended to the edge of the dripline for these trees, in order to reduce soil compaction and increase potential for post-construction recovery.

Tree Protection Measures

Tree protection barriers must be installed in accordance with the City of Vaughan, Private Property Tree Removal and Protection By-law. Minimum required distances for determining a tree protection zone shall be:

Trunk Diameter (DBH)	City owned/ Private Trees	Trees in Naturalized Areas
< 10 cm	1.2 m	The drip line or 1.2 m
10-20 cm	1.2 m	The drip line or 1.2 m
21-30 cm	1.8 m	The drip line or 3.6 m
31-40 cm	2.4 m	The drip line or 4.8 m
41-50 cm	3.0 m	The drip line or 6.0 m
51-60 cm	3.6 m	The drip line or 7.2 m
61-70 cm	4.2 m	The drip line or 8.4 m
71-80 cm	4.8 m	The drip line or 9.6 m
81-90 cm	5.4 m	The drip line or 10.8 m
91-100 cm	6.0 m	The drip line or 12.0 m
>101 cm	6 cm protection for each 1 cm diameter	12 cm protection for each 1 cm diameter or the drip line

DBH, diameter measured at 1.4m above ground. TPZ distance to be measured from the outside edge of the tree base to the drip line or above distance, whichever is the greater of the two. All trees to be saved would be protected with barriers as per the minimum distances required. The barriers comprise of two types of hoarding. Heavy duty tree hoarding (municipal drawing #MLA 107) min 2500mm high of plywood for most conditions and light duty tree hoarding (municipal drawing #MLA 107B) comprised of min 1200mm snow fence for naturalized areas and woodlots.

Areas within the TPZ are considered 'no touch areas'. Grading, excavation, machinery access and material storage are prohibited. If access is required, a compaction plan is required. Tree barriers would need to be installed prior to construction to the satisfaction of the municipality.

Private Tree Permit, Fees, and Replacements

The application is applicable to the injury or destruction of any one or more trees having a diameter of 20 cm or more measured at base (DAB). A non-refundable processing fee of \$115.00 is required. The fee for removal of each tree more than 20cm in diameter is \$154.00. Replacement cost is \$625.00/tree if where replacement trees cannot be planted on the development site. City staff will determine if the site can or cannot accommodate all of the required replacement trees and if a 'cash-in-lieu' payment is appropriate. Replacement costs and fees are reviewed annually and are subject to change

The applicant proposes seven (7) private trees of 20cm DAB (diameter at base) or greater to be removed. The number of trees to be replanted is determined by the number and size of tree(s) being removed using the following City of Vaughan formula:

0cm-30cm = 1 tree replacement x 6 trees = 6 trees to be replaced

31cm-40cm = 2 tree replacements x 0 trees = 0

41cm-50cm = 3 tree replacements x 0 trees = 0

Over 50cm = 4 tree replacements x 1 tree = 4 trees to be replaced

Based on the above, the applicant is required to provide ten (10) new private trees or cash in lieu of \$6,250.00 (10 x \$625.00) plus public tree valuation, to be determined by the City. Replacement tree(s) for coniferous tree, minimum 200cm height, deciduous tree calliper minimum 50mm, non invasive species, installed as per City approved details standards. The applicant is proposing fifteen (15) trees on private property, and three (3) trees on public property.

Tree Protection Fee

A one-time Tree Protection Fee of \$4,505 applies to this project. This fee is subject to HST (13%).

Site Photos



Figure 1: Tree #1 & #2



Figure 2: Tree #3



Figure 3: Tree #4



Figure 4: Tree #5 & #6



Figure 5: Tree #7



Figure 6: Tree #9



Figure 7: Tree #10



Figure 8: Tree #11 & #12



Figure 9: Tree #13



Figure 10: Tree #14



Figure 11: Tree #15



Figure 12: Tree #16

Tree Inventory Chart

#	Scientific Name	Common Name	Location	DBH (cm)	DAB (cm)	Crown (m)	Condition Rating	Structural & Biological Condition Notes	Native Status	Tree Action	Minimum Protection Distance Required (m)
1	<i>Acer platanoides</i>	Norway Maple	municipal right-of-way	18.5, 11	32	8	Good		non-native	Remove	NA
2	<i>Juglans nigra</i>	Black Walnut	municipal right-of-way	21.5	27	8	Good	good form, even crown	native	Remove	NA
3	<i>Picea glauca</i>	White Spruce	municipal right-of-way	43	64	9	Dead	no living needles present on tree	native	Potential Hazard, Remove	NA
4	<i>Prunus sp.</i>	Cherry	municipal right-of-way	14, 16.5	27	6	Fair	2 stems, one stem with major storm damage (missing canopy), tree leans west, old LDD moth egg masses present	native genus	Remove	NA
5	<i>Acer saccharum</i>	Sugar Maple	municipal right-of-way	15.5, 6	33	7	Good-Fair	one stem pruned at base, 2 stub cuts in canopy	native	Preserve	1.8
6	<i>Acer saccharum</i>	Sugar Maple	CP Railway	19.5	25	6	Good-Fair	multiple leaders	native	Preserve	1.8
7	<i>Juglans nigra</i>	Black Walnut	CP Railway	24.5	31	9	Good-Fair	high canopy, 3 small dead branches in lower canopy, co-dominant leaders	native	Remove	NA
8	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	20	26	7	Good	co-dominant leaders	non-native	Remove	NA
9	<i>Acer platanoides</i>	Norway Maple	CP Railway	20	26	7	Good	co-dominant leaders	non-native	Preserve	1.8
10	<i>Malus sp.</i>	Apple Tree	CP Railway	12.5, 26	37	9	Fair	1 dead limb (~10cm cal)	non-native genus	Preserve	2.4
11	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	23	30	10	Good	2 dead branches in lower canopy	non-native	Remove	NA
12	<i>Acer platanoides</i>	Norway Maple	private property, edge of tree line	21.5	26	10	Good	crooked trunk	native	Remove	NA
13	<i>Betula papyrifera</i>	Paper Birch	private property	18	24	6	Fair	uneven canopy, canopy grows mostly on north side of tree, co-dominant leaders	native	Remove	NA
14	<i>Acer platanoides</i>	Norway Maple	private property	24.5	27	10	Good-Fair	poor form, 1 dead limb (~8 cal lower canopy)	non-native	Remove	NA
15	<i>Acer platanoides</i>	Norway Maple	private property	25	32	9	Good	good form, even crown	non-native	Remove	NA
16	<i>Picea glauca</i>	White Spruce	private property	57	80	11	Fair	thin lower crown, partially healed trunk wound at base extending ~2m up trunk	native	Remove	NA

Limiting Conditions

The field data collection and reporting for this tree inventory was carried out by ISA Certified Arborist, Jillian Albert. Data for this tree inventory was gathered on site on March 14th, 2023 using accepted arboricultural practices that reflect the guidelines provided by the City of Vaughan.

From ground level, a visual examination was made to identify species, canopy width, DBH, tree location, and structural and biological condition. This examination did not include coring, probing, climbing or root crown inspections. All numerical data was visually estimated, with the exception of DBH values which were accurately measured.

While this inventory describes health, structural stability and potential hazards to a reasonable extend, there is no guarantee that all trees to be preserved will not experience decline following construction activities. This is for two main reasons. First, unless an arborist remains in constant supervision of the site construction, it cannot be guaranteed that required tree preservation measures will be followed. And second, the distribution of roots in an urban environment is unpredictable. Therefore trees to be preserved may still become injured if roots extend past the limits of the tree protection zone.

Lastly, while removing potential hazard trees was a major consideration in this report, it cannot be guaranteed that no trees will fail and become hazardous now, during or after construction. A Certified Tree Risk Assessor should be contacted in ever guidance is required concerning hazard trees.

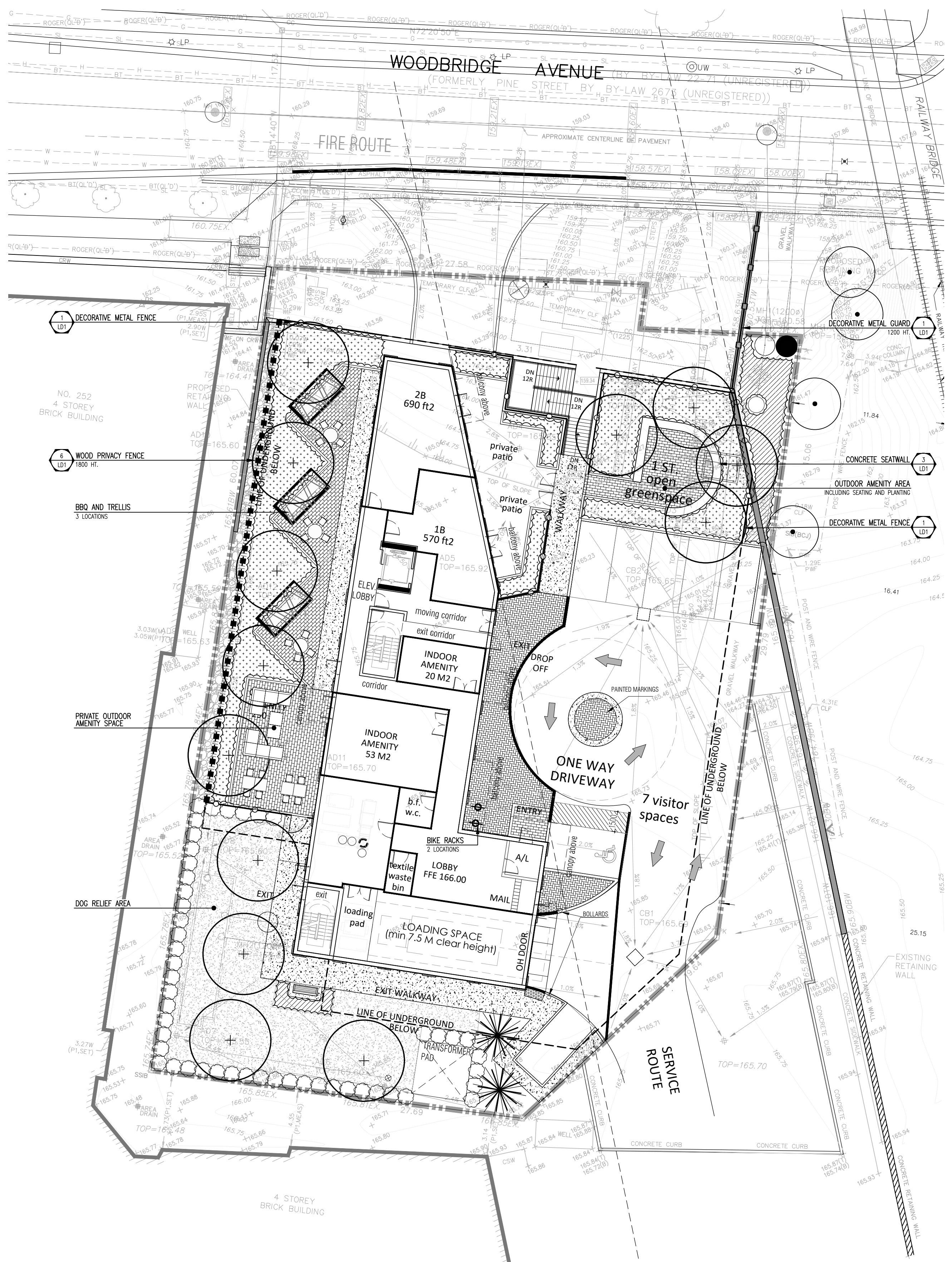


Jillian Albert
ISA Certified Arborist, ON-23994
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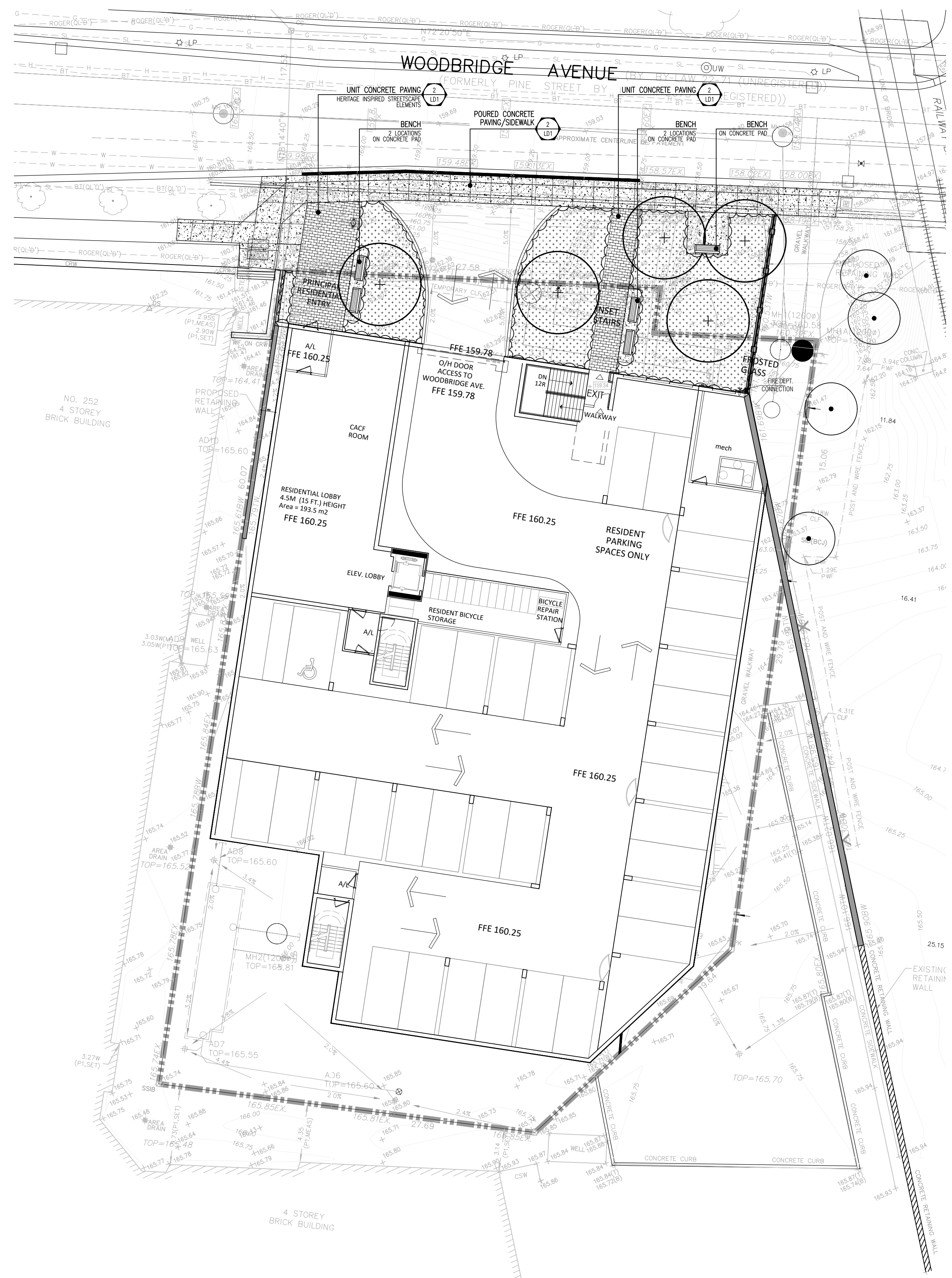


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ISA Certified Arborist, ON-2068A
TOCHER HEYBLOM DESIGN INC





GROUND FLOOR LANDSCAPE PLAN



UNDERGROUND FLOOR LANDSCAPE PLAN

LEGEND

- PROPERTY LINE
- PRIVACY WOOD FENCE
- DECORATIVE METAL GUARD
- DECORATIVE METAL FENCE
- UNIT CONCRETE PAVING
- CONCRETE PAVING
- SOD
- DECIDUOUS TREE PLANTING
- CONIFEROUS TREE PLANTING
- DECIDUOUS SHRUB PLANTING
- GROUNDCOVER AND PERENNIAL PLANTING
- EXISTING DECIDUOUS TREE TO BE PRESERVED

Base Information
Base information received in digital format from Graziani + Corazza Architects, Project No.1206.14, Drawing No.A101, A201, and A301, and dated and received September 16, 2024.

Grading and servicing received in digital format from Husson Engineering, Project No.221396, Drawing No.SW1 & SW2, and dated and received September 27, 2024.

Survey received in digital format from R. Avis Surveying via Graziani + Corazza Architects, Project No.2127-9, dated May 28, 2020 and received February 14, 2023.

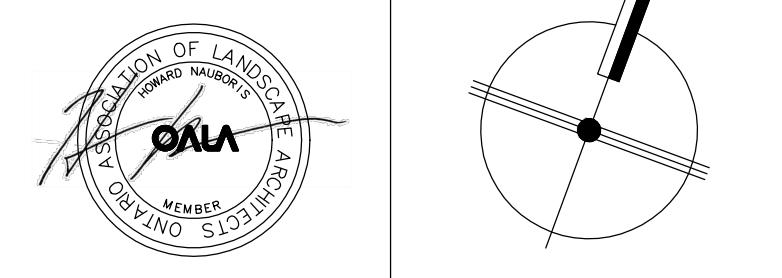
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2	Issued for ZBA	FC	24 09 18
1	Issued for ZBA	MB	23 06 16
No	Revision	By	Yr Mo Da

Approved as to form in reliance upon the professional skill and ability of the landscape architect, Cosburn Nauboris Limited, as to design and specifications.

Director of Development Planning, City of Vaughan Date

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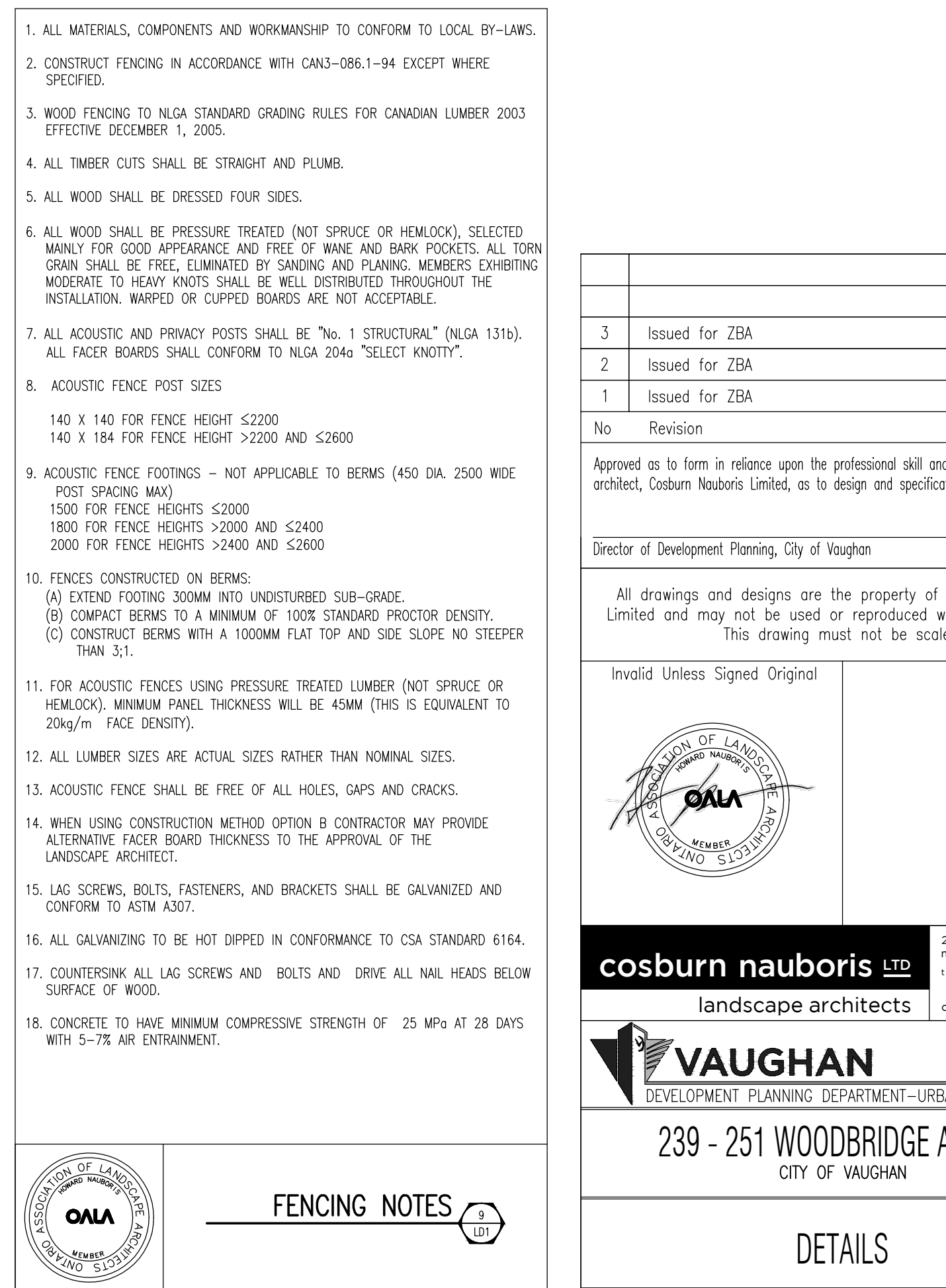
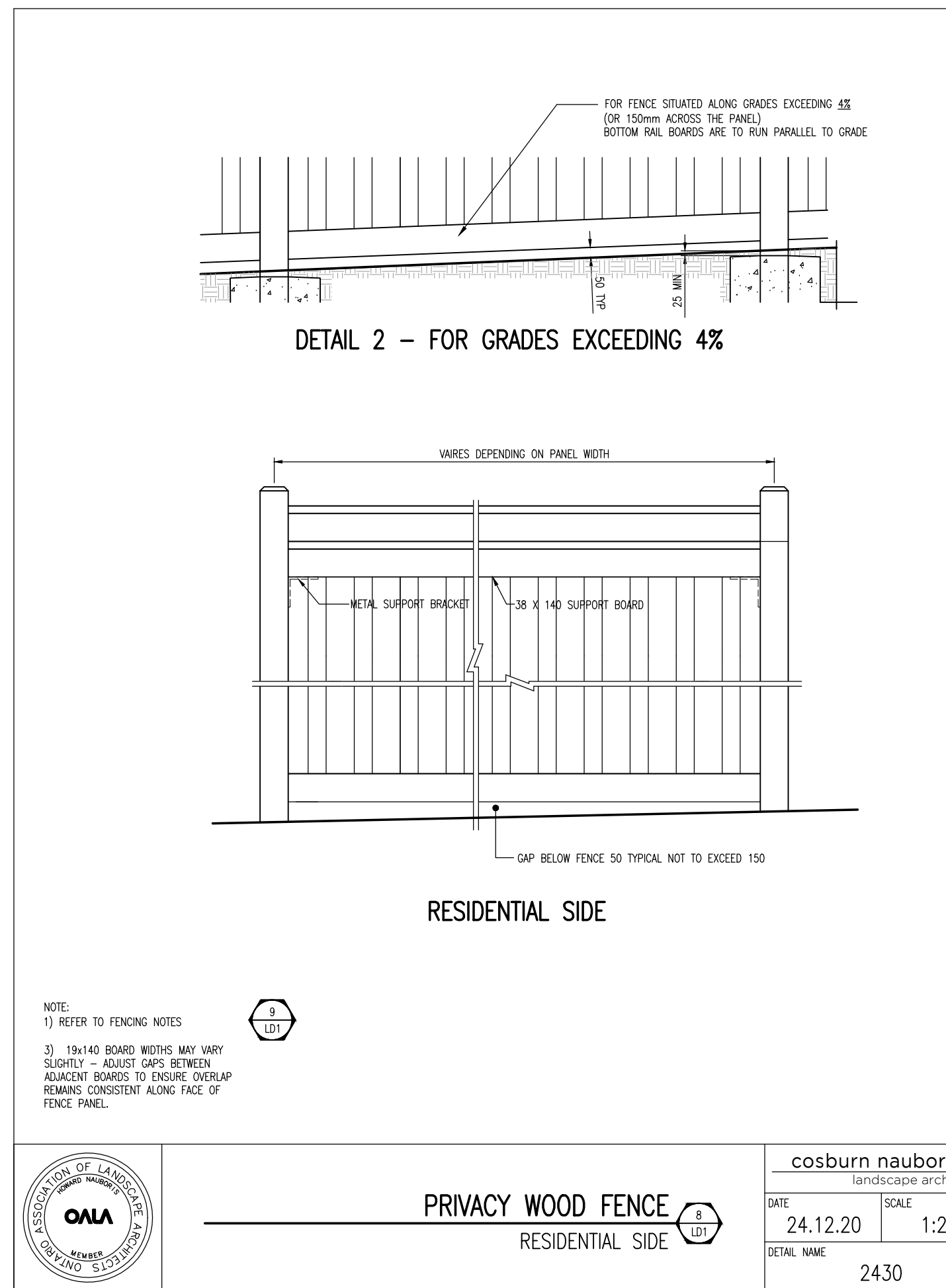
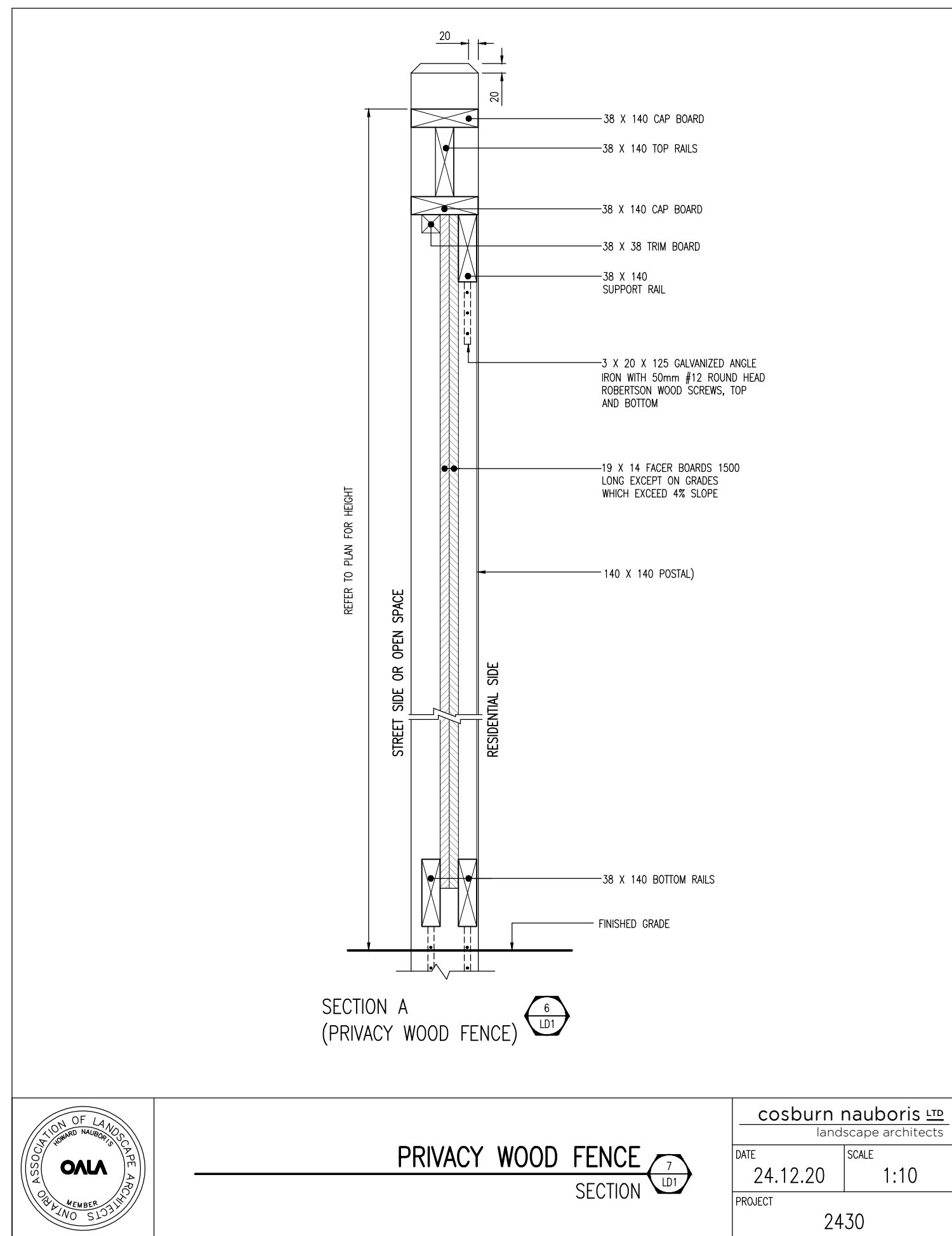
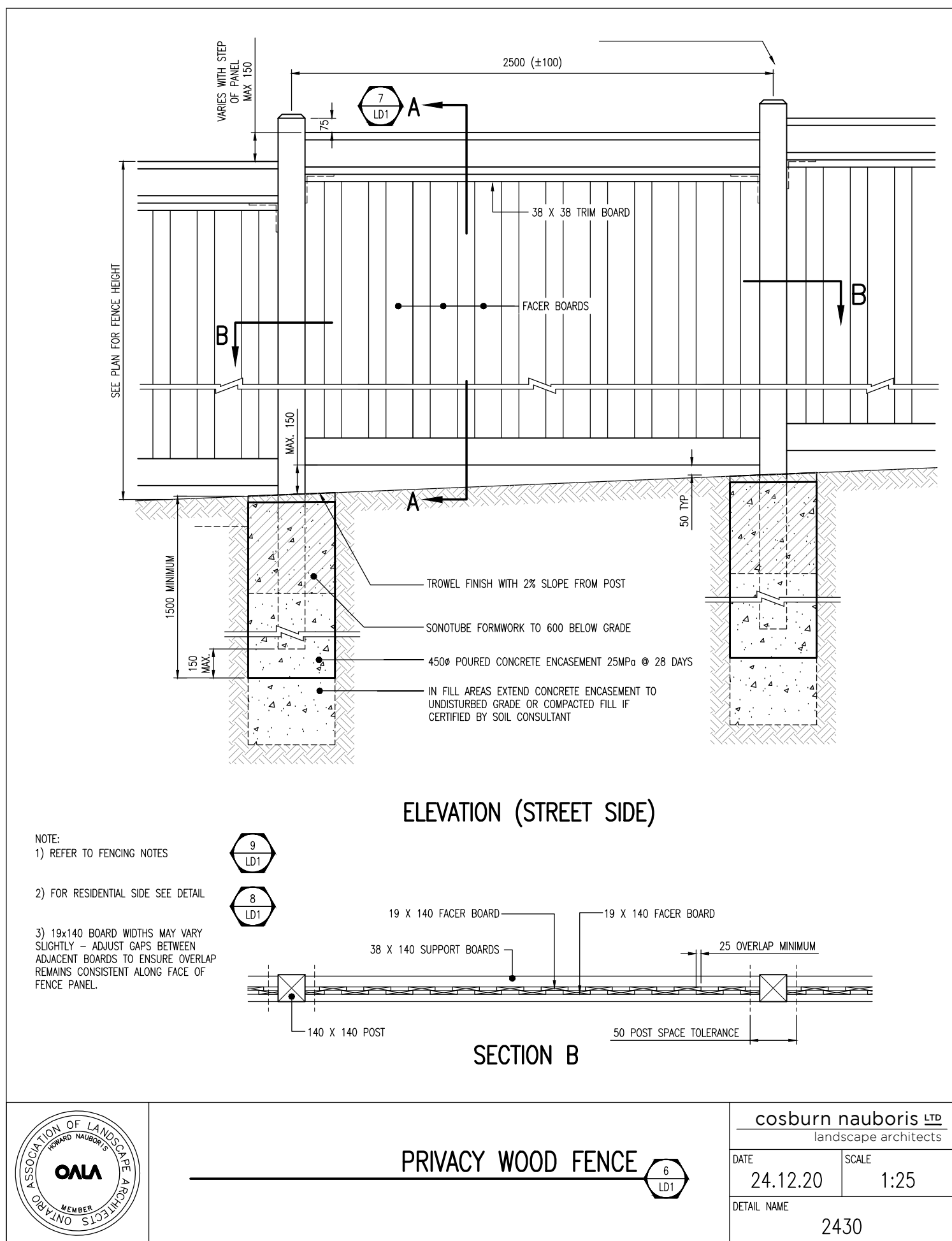
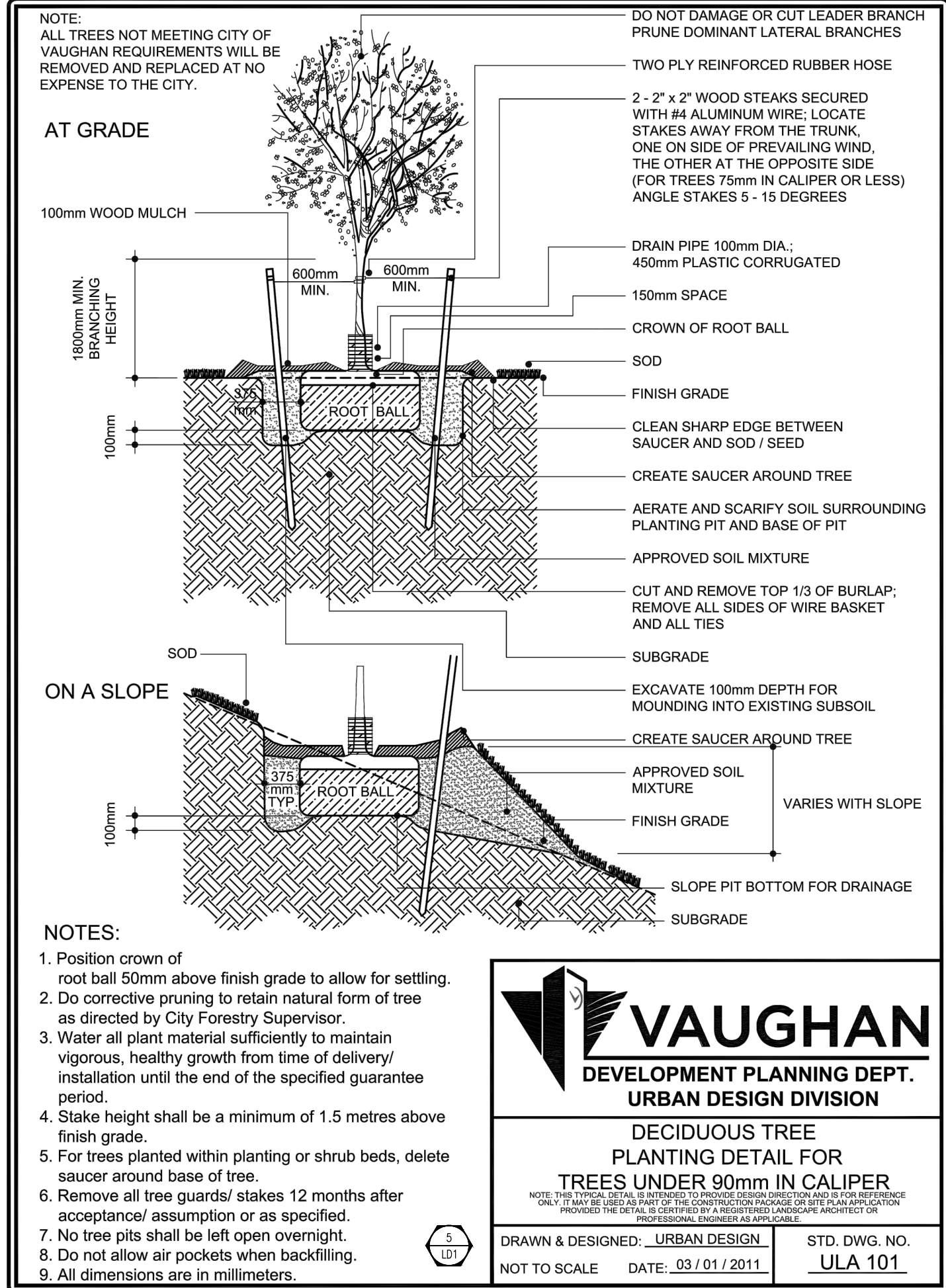
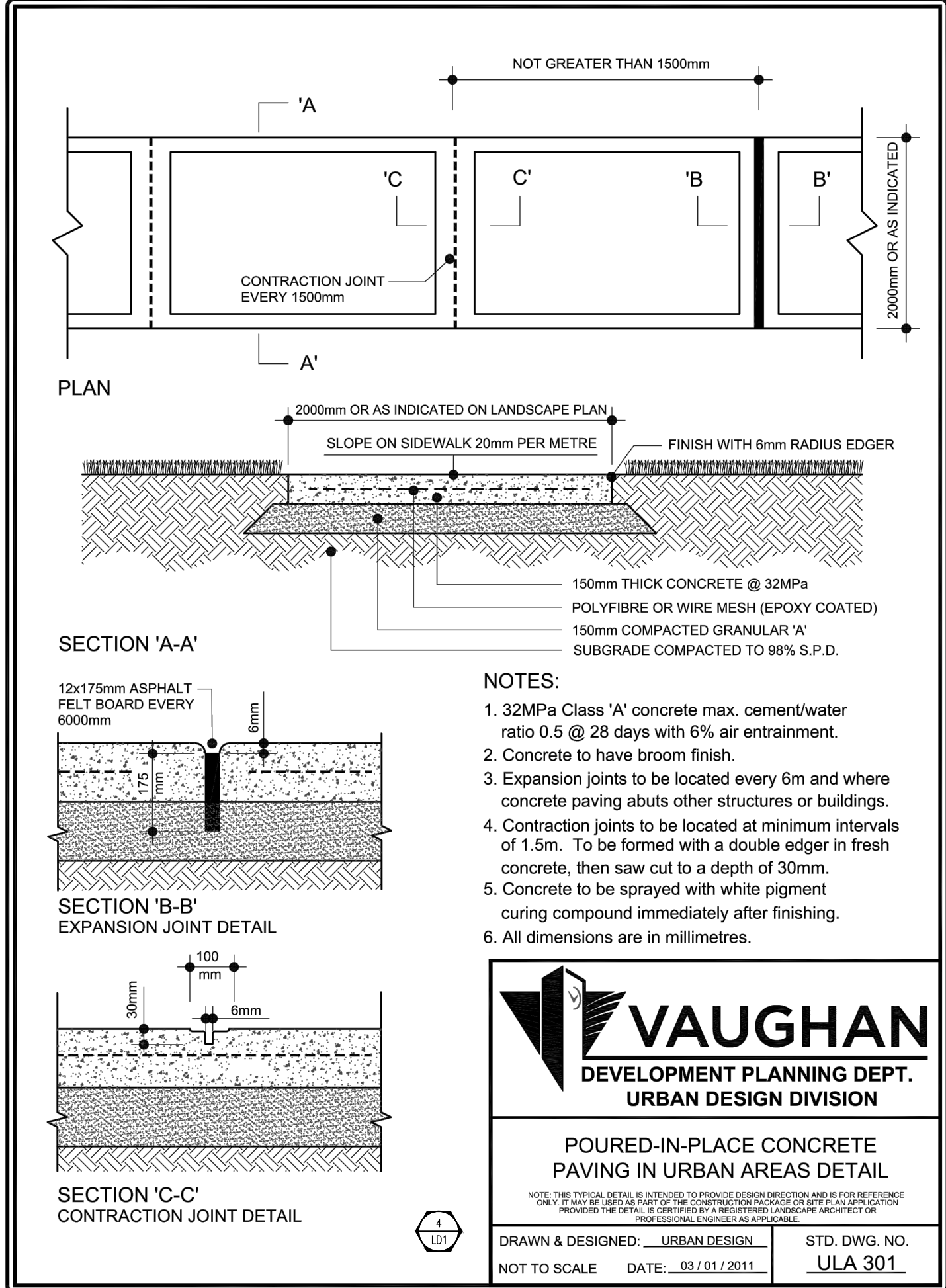
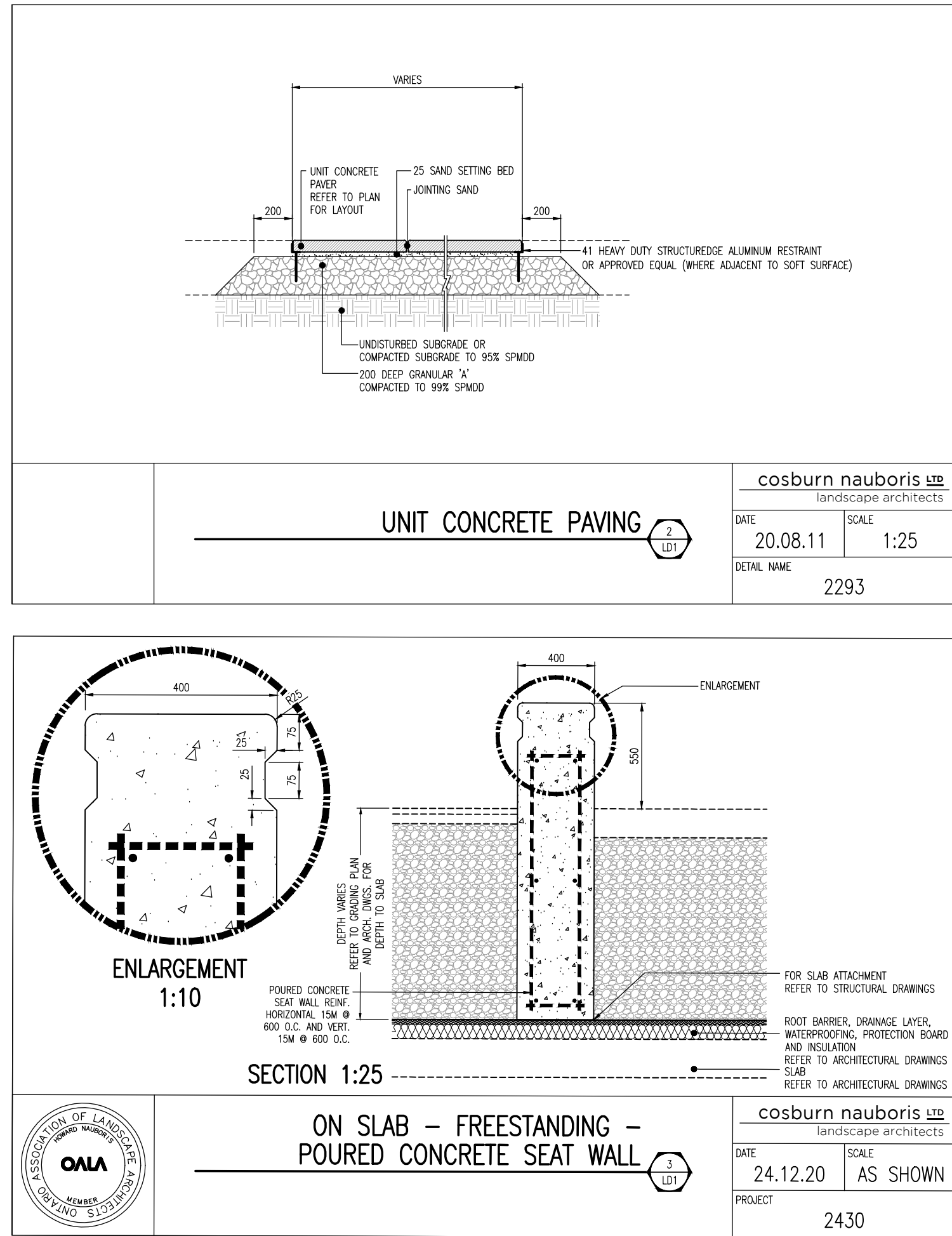
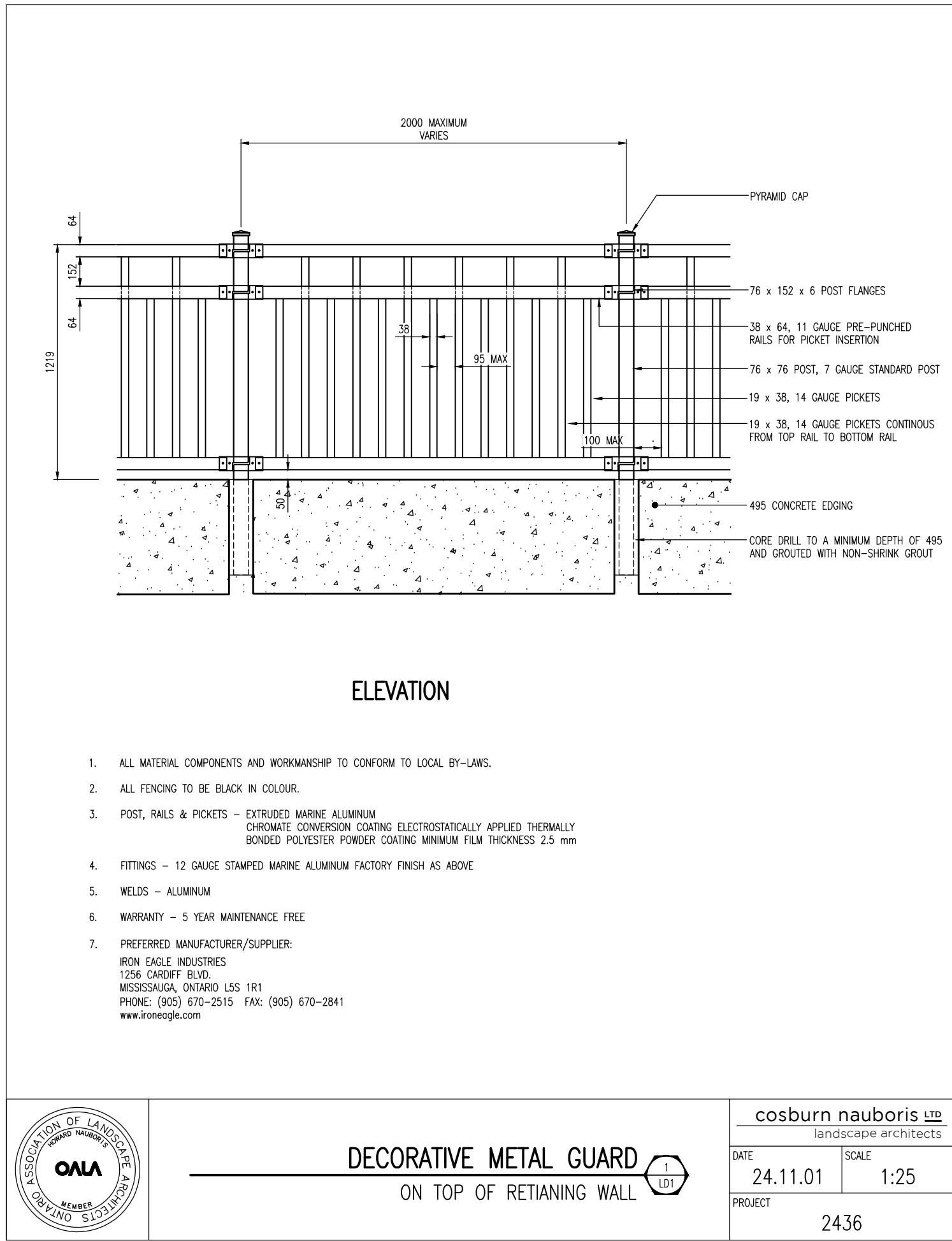
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landscape architects
20 crown steel dr suite 2
markham, on l3r 9x9
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VAUGHAN
DEVELOPMENT PLANNING DEPARTMENT-URBAN DESIGN SECTION

239 - 251 WOODBRIDGE AVENUE
CITY OF VAUGHAN

LANDSCAPE PLANS

Drawn by	OC	Scale	1:200
Checked by	HN	Plot Date	2024-12-20
Approved by	HN	Project	2430
			L1 Drawing No.



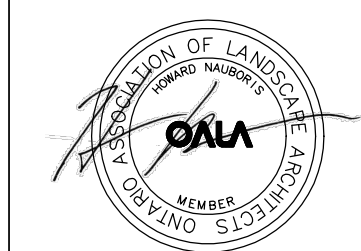
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cosburn nauboris LTD landscape architects

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VAUGHAN DEVELOPMENT PLANNING DEPARTMENT-URBAN DESIGN SECTION

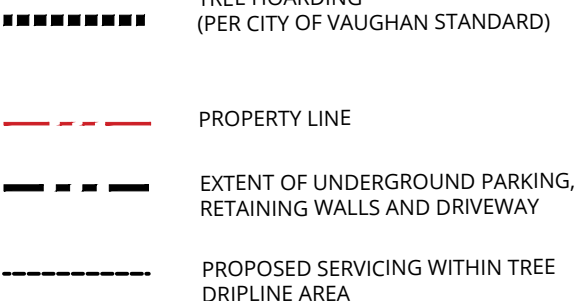
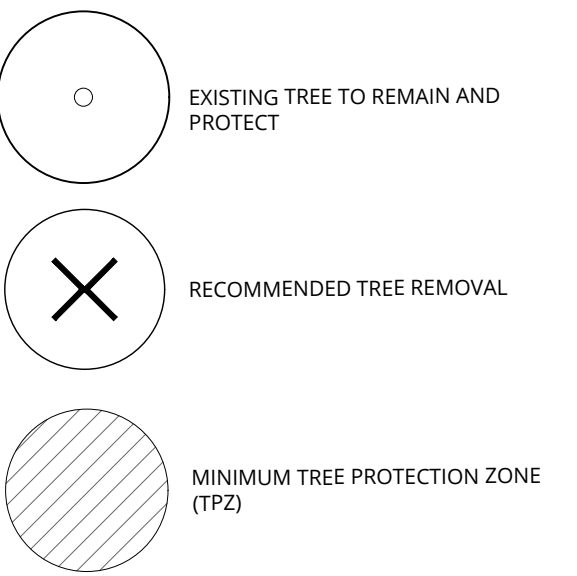
239 - 251 WOODBRIDGE AVENUE CITY OF VAUGHAN

DETAILS			
Drawn by	FC	Scale	AS SHOWN
Checked by	HN	Plot Date	2024-12-20
Approved by	HN	Project	2430
LD1			Drawing No.

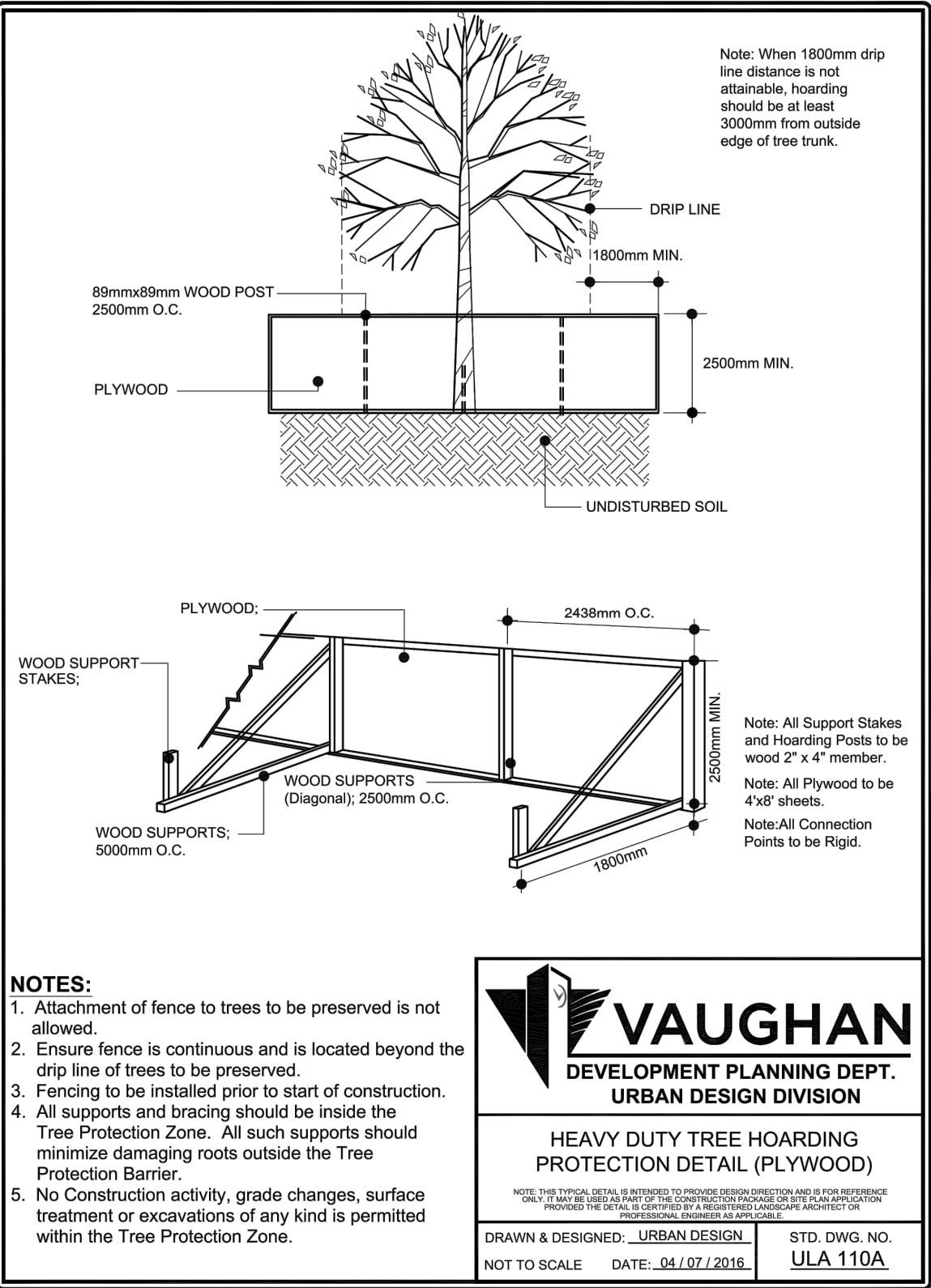
TREE INVENTORY TABLE

#	Scientific Name	Common Name	Location	DBH (cm)	DAB (cm)	Crown (m)	Condition Rating	Structural & Biological Condition Notes	Native Status	Tree Action	Minimum Protection Distance Required (m)
1	Acer platanoides	Norway Maple	municipal right-of-way	18.5, 11	32	8	Good		non-native	Remove	NA
2	Juglans nigra	Black Walnut	municipal right-of-way	21.5	27	8	Good	good form, even crown	native	Remove	NA
3	Picea glauca	White Spruce	municipal right-of-way	43	64	9	Dead	no living needles present on tree	native	Potential Hazard, Remove	NA
4	Prunus sp.	Cherry	municipal right-of-way	14, 16.5	27	6	Fair	2 stems, one stem with major storm damage (missing canopy), tree leans west, old 100 mm high masses present	native genus	Remove	NA
5	Acer saccharum	Sugar Maple	municipal right-of-way	15.5, 6	33	7	Good Fair	one stem pruned at base, 2 stub cuts in canopy	native	Preserve	1.8
6	Acer saccharum	Sugar Maple	CP Railway	19.5	25	6	Good Fair	multiple leaders	native	Preserve	1.8
7	Juglans nigra	Black Walnut	CP Railway	24.5	31	9	Good Fair	high canopy, 3 small dead branches in lower canopy, co-dominant leaders	native	Remove	NA
8	Acer platanoides	Norway Maple	private property, edge of tree line	20	26	7	Good	co-dominant leaders	non-native	Remove	NA
9	Acer platanoides	Norway Maple	CP Railway	20	26	7	Good	co-dominant leaders	non-native	Preserve	1.8
10	Malus sp.	Apple Tree	CP Railway	12.5, 26	37	9	Fair	1 dead limb (~10cm call)	non-native genus	Preserve	2.4
11	Acer platanoides	Norway Maple	private property, edge of tree line	23	30	10	Good	2 dead branches in lower canopy	non-native	Remove	NA
12	Acer platanoides	Norway Maple	private property, edge of tree line	21.5	26	10	Good	crooked trunk	native	Remove	NA
13	Betula papyrifera	Paper Birch	private property	18	24	6	Fair	uneven canopy, canopy grows mostly on north side of tree, co-dominant leaders	native	Remove	NA
14	Acer platanoides	Norway Maple	private property	24.5	27	10	Good Fair	poor form, 1 dead limb (~8 cal lower canopy)	non-native	Remove	NA
15	Acer platanoides	Norway Maple	private property	25	32	9	Good	good form, even crown	non-native	Remove	NA
16	Picea glauca	White Spruce	private property	57	80	11	Fair	thin lower crown, partially peeled trunk wood at base extending ~2m up trunk	native	Remove	NA

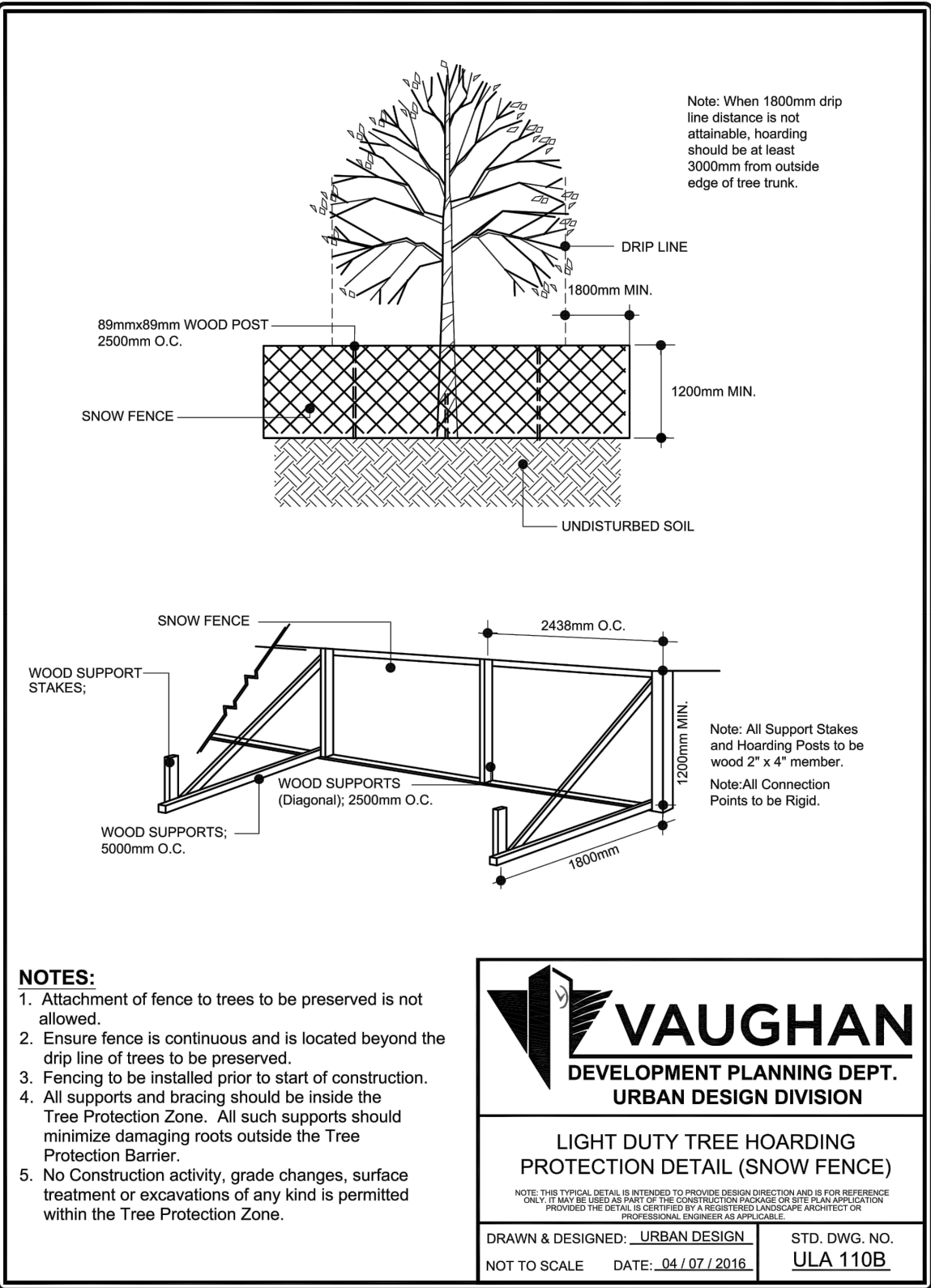
LEGEND



NOTE: TREE INVENTORY CONDUCTED BY ISA CERTIFIED ARBORIST, JILLIAN ALBERT ON MARCH 14, 2023. LOCATIONS OF TREES NOT LOCATED ON THE SURVEY ARE APPROXIMATE.



- NOTES:
1. Attachment of fence to trees to be preserved is not allowed.
 2. Ensure fence is continuous and is located beyond the drip line of trees to be preserved.
 3. Fencing to be installed prior to start of construction.
 4. All supports and bracing should be inside the Tree Protection Zone. All such supports should minimize damaging roots outside the Tree Protection Barrier.
 5. No Construction activity, grade changes, surface treatment or excavations of any kind is permitted within the Tree Protection Zone.



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04	SUBMISSION TO CITY	2024 12 20
03	SUBMISSION FOR COORDINATION	2023 06 15
02	SUBMISSION FOR CLIENT REVIEW	2023 05 04
01	SUBMISSION FOR CLIENT REVIEW	2023 03 17
NO.	REVISIONS	DATE

PROJECT:
239-251 WOODBRIDGE AVE
WOODBRIDGE, ON

TITLE:
TREE PROTECTION PLAN

PROJECT NO: 23006
SCALE: 1:150
DRAWN BY: JA
REVIEWED BY: NT
PRINT DATE: 12/23/2024

Heritage Vaughan Committee Report

DATE: Wednesday, March 19, 2025

WARD(S): ALL

**TITLE: REMAINING LISTED PROPERTIES ON THE CITY OF VAUGHAN
MUNICIPAL HERITAGE REGISTER**

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: FOR INFORMATION

Purpose

To advise the Heritage Vaughan Committee of the remaining listed properties on the Municipal Heritage Register.

Report Highlights

- A summary of the remaining listed properties on the Municipal Heritage Register.

Recommendation

1. That this report be received as information.

Background

Section 27 of [Ontario Heritage Act, R.S.O. 1990, c. O.18](#) (the “OHA”) states that the clerk of a municipality shall keep a register of property situated in the municipality that is of cultural heritage value or interest. The register shall list all property situated in the municipality that has been designated under either Part IV or Part V of the Act by the municipality and **may include properties that are not designated but are believed to be of cultural heritage value or interest**. Such properties are commonly referred to as “Listed” properties and they retain modest demolition protection. The City of Vaughan’s [Municipal Heritage Register](#) is available online on the City’s website, and updated as required.

In November 2022, the Province of Ontario passed Bill 23, also known as the *More Homes Built Faster Act*, which amended the OHA to reduce red tape and speed up housing construction. The Bill's amendments to the OHA include changes to heritage registers. The changes to heritage registers provided that properties listed (non-designated properties) on or after January 1, 2023, must be removed from the register if no designation action is taken within two years, and therefore, Municipalities were given two years to designate or remove non-designated properties from their heritage registers.

On June 6, 2024, the Ontario legislature passed the [*Homeowner Protection Act, 2024*](#) ("**Bill 200**"). Schedule 2 of Bill 200 amends the [*Ontario Heritage Act, R.S.O. 1990, c. O.18*](#) by extending the timeframe for municipalities to review "legacy" listed properties included in their heritage registries as of December 31, 2022. Therefore, properties listed on a municipal heritage register before January 1, 2023, must be removed if no designation action is taken by January 1, 2027, and they cannot be re-listed for five years.

Due to these changes in Provincial legislation, Cultural Heritage staff have been actively working to review the City's complete heritage inventory and bring forward properties for designation if deemed appropriate. These efforts continued forward throughout 2023 and 2024, and the overview of these efforts in 2024 were reported to the Heritage Vaughan Committee at the February 19, 2025, meeting.

Previous Reports/Authority

N/A

Analysis and Options

Cultural Heritage staff have identified and confirmed all remaining listed properties on the Municipal Heritage Register (Attachment 1). The properties in green are ones that have been researched, with a cultural heritage statement and designation report prepared. The properties in orange are ones where the City has some existing documentation of the cultural heritage value but requires further research to be completed before any next steps can be considered. The properties with no colour are ones where the City has minimal information and further research is required prior to determining next steps.

The following is a summary of the listed properties:

- 24 listed properties under the January 1, 2027, timeline
- 8 properties which were listed after the OHA Amendments under a later timeline

Item 2

Page 2 of 4

Two other listed properties were removed from this list, as they received a Part V designation under the OHA as part of the Thornhill Heritage Conservation District (42 Old Yonge Street and 8204 Yonge Street). As a part of this exercise, properties within heritage conservation districts receive protection as a property designated under Part V of the OHA and may already be identified as contributing properties within the District.

Once the remaining properties that are currently on the Municipal Heritage Register have been considered and evaluated for designation under Part IV of the OHA, that does not mean that there are no further built heritage properties. Cultural Heritage staff are aware of other potential heritage properties that exist in Vaughan that were previously identified as “Properties of Interest” in older inventories but not officially listed under Section 27 of the OHA. As these properties are not currently included as listed properties, they are not included on the Municipal Heritage Register. However, there will be opportunities in the future to consider them for listing under Section 27 or for designation under Section 29 of the OHA.

The identification of cultural heritage resources is an on-going process of inventorying, surveying and evaluation (Vaughan Official Plan 2010, Sections 6.1.2.3 and 6.1.2.4). More cultural heritage resources may be identified through cultural heritage surveys done in connection with Block Plans, Secondary Plans or other development activities (VOP, Section 6.1.2.4). Potential cultural heritage resources may also be brought to attention through other means, such as archaeological assessments or community recognition and efforts.

Financial Impact

N/A

Operational Impact

N/A

Broader Regional Impacts/Considerations

N/A

Conclusion

This report provides the Heritage Vaughan Committee with an update of the listed properties on the City of Vaughan Municipal Heritage Register that need to be evaluated to determine which ones should be brought forward for designation under the OHA before January 1, 2027. It also identifies properties that have been listed after the OHA amendments, which are subject to the two-year limitation on the Municipal Heritage Register.

For more information, please contact Vanessa Lio, Heritage Specialist, ext. 8152.

Attachment

1. Listed Properties on the Municipal Heritage Register – February 2025

Prepared by

Vanessa Lio, Heritage Specialist, Policy Planning and Special Programs, ext. 8152
Shawn Persaud, Senior Manager, Policy Planning and Special Programs, ext. 8104
Christina Bruce, Director of Policy Planning and Special Programs, ext. 8231

Remaining Listed Properties on the Municipal Heritage Register February 2025

Remaining Listed Properties on the City of Vaughan Municipal Heritage Register	
Municipal Address	Status
7 Daniel Reaman Crescent	Statement and report completed.
3740 King-Vaughan Road	Statement and report completed.
5800 King-Vaughan Road	Statement and report completed.
6120 King-Vaughan Road	Statement and report completed.
3840 Kirby Road	Statement and report completed.
910 Rutherford Road	Statement and report completed.
9000 Bathurst Street	Statement and report completed.
5011 Teston Road	Limited information.
11011 Pine Valley Drive	Limited information. Note: Not visible from the road.
7300 Highway 27	Limited information. Note: located within the grounds of the Queen of Heaven Catholic Cemetery.
6081 Kirby Road	Limited information.
72 Green Acres	Limited information.
840 King Vaughan Road	Limited information.
1445 King Vaughan Road	Limited information.
2825 King Vaughan Road	Limited information. Note: longstanding ownership by the Malloy family.
3351 King Vaughan Road	Very little information.
10851 Jane Street	Very little information.
4330 Teston Road	Very little information.
11301 Pine Valley Drive	Very little information.
11890 Pine Valley Drive	Very little information.
11880 Weston Road	Very little information.
11871 Jane Street	Very little information.
12295 Keele Street	Very little information.
1400 King Vaughan Road	Very little information.

The following properties have been separated as they were listed on the Municipal Heritage Register in 2024 and therefore not subject to the January 1, 2027, timeline:

Municipal Address	Currently in Process
10 Ontario Street	Listed: March 26, 2024 Automatic removal from list: March 26, 2026
10819, 10831, 10841, 10891, 10921, 10945, 10953 Jane Street (Teston Village)	Listed: April 22, 2024 Automatic removal from list: April 22, 2026