

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

December 2024



**ROBINSON**  
EST. 1999  
HERITAGE CONSULTING

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:

2103604 Ontario Limited  
c/o Dan Cesana  
4 Wheeler Drive  
Bolton, Ontario  
L7E 4H8  
Email: [dan@hardrockforming.com](mailto:dan@hardrockforming.com)

and

Development Planning Department  
Vaughan City Hall  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

## Table of Contents

1.0	Qualifications .....	5
2.0	Background.....	5
3.0	Comments from the City of Vaughan .....	6
4.0	Proposed Development.....	7
5.0	Evaluation .....	7
*6.1	Heritage Character Areas (Woodbridge HCD Plan and Guidelines Section 6.1).....	7
*6.1.1	Woodbridge Avenue .....	7
*6.2	Approach: Conservation of Contributing Buildings (Woodbridge HCD Plan Section 6.2) .....	10
*6.3	Architectural Guidelines for New Buildings, Additions and Alterations (Woodbridge HCD Plan Section 6.3) .....	10
*6.4	Built Form Framework (Woodbridge HCD Plan Section 6.4).....	13
*6.4.2.1	General HCD Guidelines .....	16
*6.4.2.2	Woodbridge Avenue.....	17
*6.5	Transitions of New Buildings in Relation to Heritage Resources (Woodbridge HCD Plan Section 6.5).....	18
*6.6	Open Space Framework (Woodbridge HCD Plan Section 6.6).....	19
*6.6.1	Public Open Spaces, Parks and Public Streets.....	19

*6.6.2	Pedestrian Circulation .....	20
*6.6.3	Tree Canopy and Vegetation .....	20
*6.7	Urban Design (Woodbridge HCD Plan Section 6.7) .....	22
*6.7.1	Roads, Curbs, Sidewalks and Streetscape .....	22
*6.7.2	Street Furniture and Pedestrian Amenities.....	23
*6.7.3	Street Trees .....	24
*6.7.4	Signage .....	24
6.0	Conclusion .....	38
7.0	In Closing.....	39

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 m<sup>2</sup> (32,785 ft<sup>2</sup>). 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.	The ground level of the building at Woodbridge Avenue is at grade level flush with the sidewalk and accessed from the street.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>



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 <b>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.</b> 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><b>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</b></p>
---	---	---

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 setback to form a podium. A second setback 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>
---	---	---

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. <b>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.</b></p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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><b>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.</b></p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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. <b>The underground parking access is expressed as part of the retaining wall for the ground floor.</b></p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>
--	--	--

**\*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 versus 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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>

<p>Solidity verses Transparency</p>	<p>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>	<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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>
<p>Detailing</p>	<p>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>	<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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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.	The retaining wall at the street level runs from <b>the grand lobby entrance</b> to the underground parking garage door and are animated with window opening and the staircase from the upper level, complemented by trees, and benches <b>creating two distinct pedestrian amenity areas.</b>  This aspect of the proposed development complies with the WHCD Guidelines.
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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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	<p>Except where noted, new buildings should be a minimum of 2 floors (8.5m) and a maximum of 3 floor(11m).</p>	<p><b>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.</b></p> <p>The proposed residential building is <b>7 floors from the street grade and 6 floors on the upper grade.</b> 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><b>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</b></p>

		<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.</p>
2	<p>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.</p>	<p>The surrounding buildings are not contributing to the WHCD. The setbacks at the <b>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</b> respects the setbacks and character of this section of Woodbridge Avenue.</p>

\*6.4.2.2 Woodbridge Avenue

#	Guideline	Assessment
1	<p>New buildings must have a building podium, lining the street, of 2 floors minimum and 4 floors maximum.</p>	<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"> <li>• the street, starting at 13 metres, when facing a street and starting at 9.5 metres, when facing another property; and</li> <li>• the height of any contributing building (see Section 6.5)</li> </ul>	<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>
--	--	---

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



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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>
---	---	---

\*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 <b>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.</b></p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines as per the discussions with city staff.</b></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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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 <b>Woodbridge Avenue Street Improvement plan.</b></p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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 <b>outdoor amenity spaces with tree and shrub plantings</b> are proposed both on the upper grade level around the proposed building and at the <b>street grade level</b> to provide seating, shade and seasonal interest.</p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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><b>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.</b></p> <p><b>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</b></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. <b>Native plantings for seasonal interest and for the prevention of pedestrian crossing over the driveway are recommended.</b></p> <p><b>This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.</b></p>
---	--	---

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.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>
4	Should have a continuous enhanced paving treatment and palette 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.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>
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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>
---	--	--

\*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.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>
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.  <b>This aspect of the proposed development complies with the WHCD Guidelines.</b>

\*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><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></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.	<p>The light fixtures comply with this guideline.</p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>
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.	<p>The light fixtures comply with this guideline.</p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>
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.	<p>The light fixtures comply with this guideline.</p> <p><b>This aspect of the proposed development complies with the WHCD Guidelines.</b></p>

\*6.7.5 Street Lighting

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