Attachment 1

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.

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

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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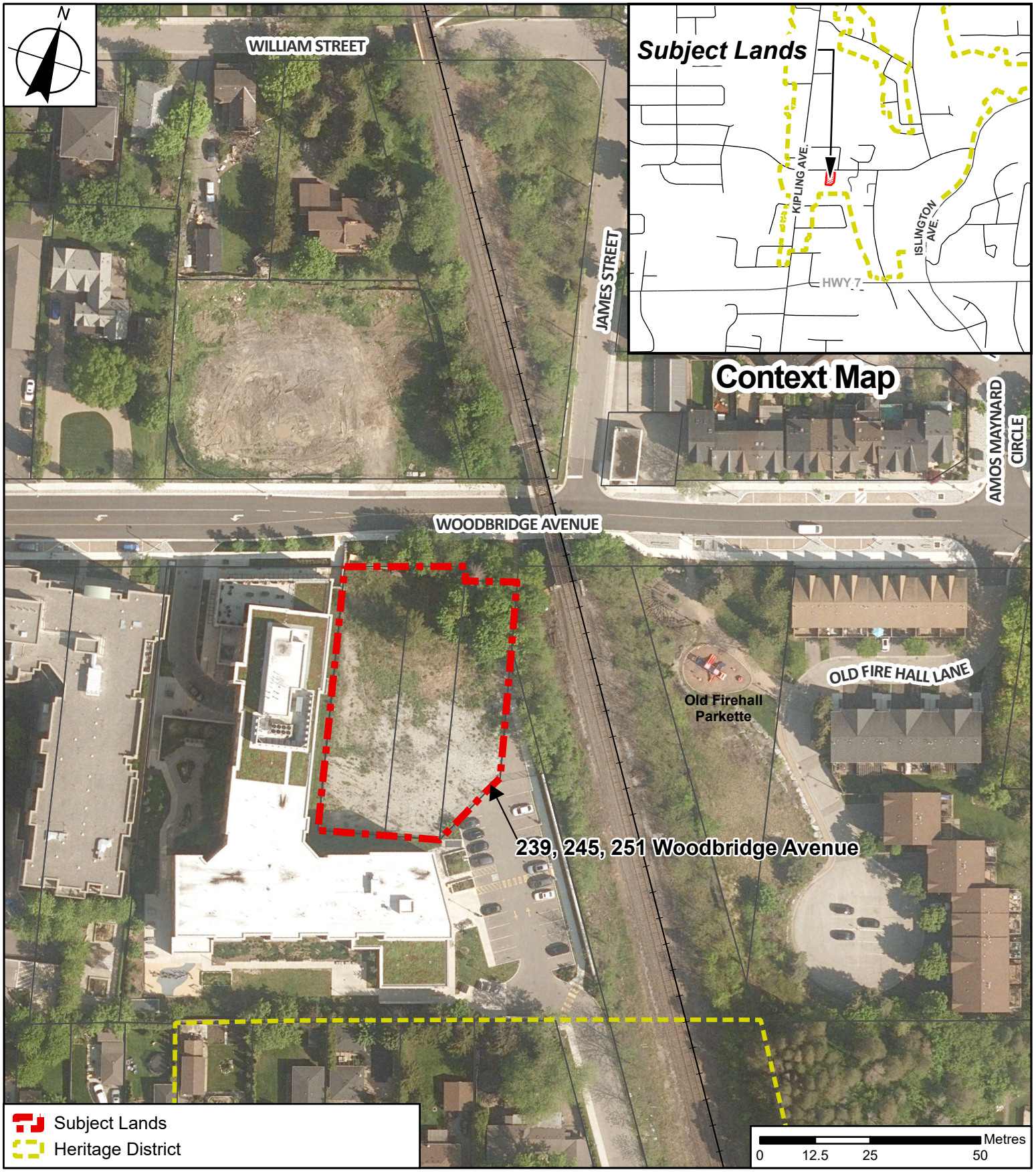

Location Map

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

VAUGHAN
Development Planning

Attachment

Date:
March 19, 2025

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Attachment 2

Cultural Heritage Impact Assessment
Amendment
239-251 Woodbridge Avenue
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:

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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 element*s 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 of 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/conserve 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 Plan[4]

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

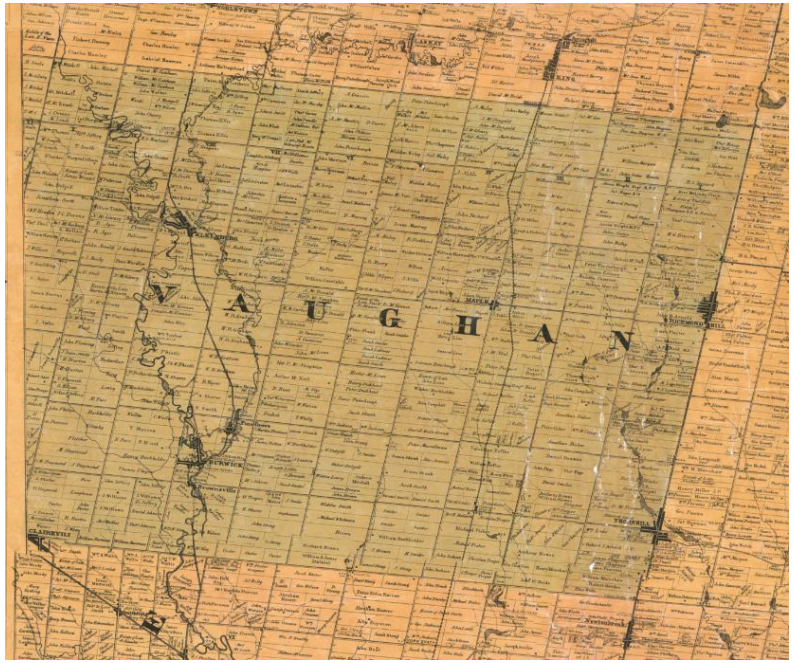
3.2 European Settlement

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.

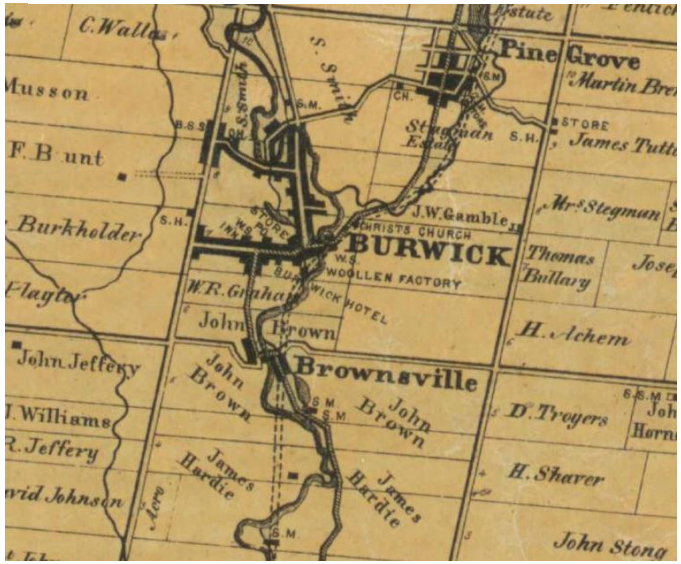
Figure 1 - Detail from Tremaine's Map of the County of York, 1860 showing Township of Vaughan. (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



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.

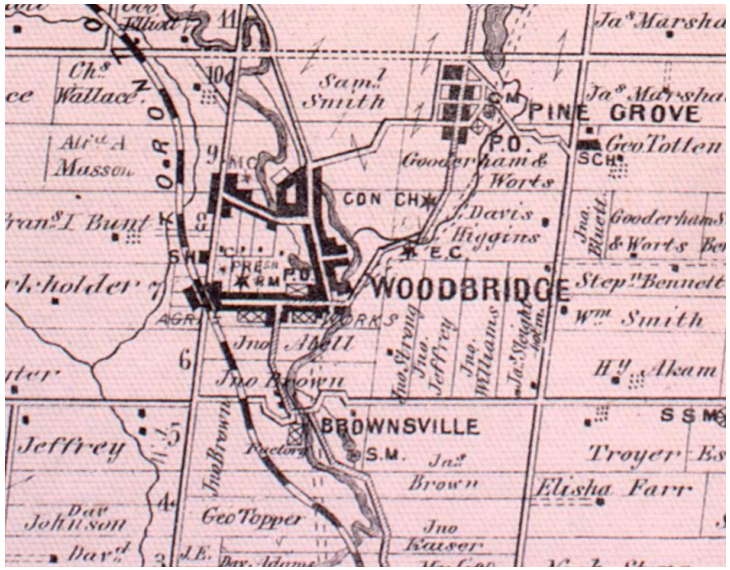
Figure 2 – Detail from Tremaine's Map of the County of York, 1860 (Source: Ontario Historical County Maps Project, University of Toronto Map and Data Library)



Growth continued with the establishment of Abell Agricultural Works in 1862. John Abell's factory produced steam powered agricultural equipment employing nearly 200 people by 1874. By 1880 this thriving community had two general stores, two hotels, a school, a carriage works, two newspapers a library and a post office with professionals listed as bricklayer, druggist, printer, watchmaker tinsmith, undertaker, cooper, physician and surgeon.

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.

Figure 3 - Detail from map of Vaughan Township within the Illustrated Historical Atlas of the County of York. Toronto: Miles & Co., 1878) (Source: Canadian County Atlas Digital Project. McGill University)



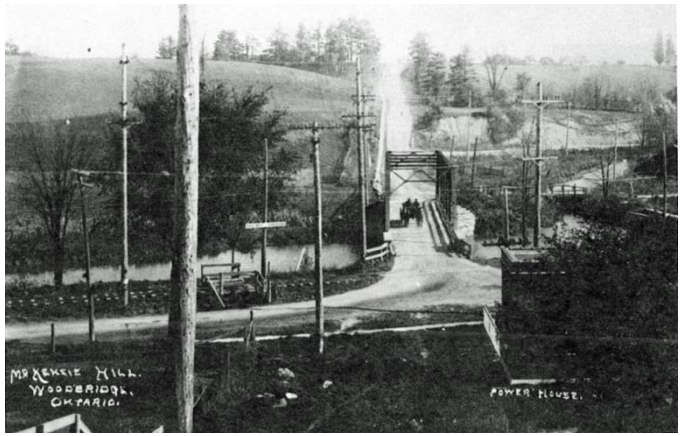
Woodbridge experienced real decline in population when John Abell relocated his factory to Toronto.

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*

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

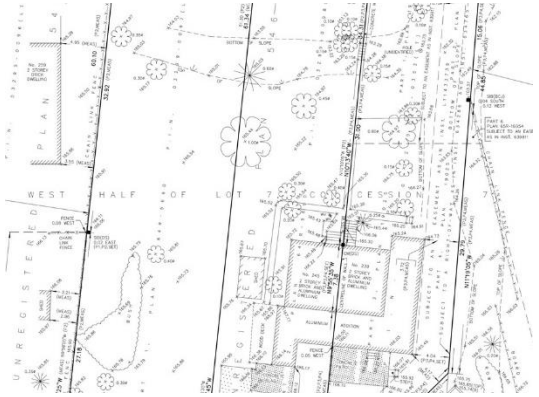
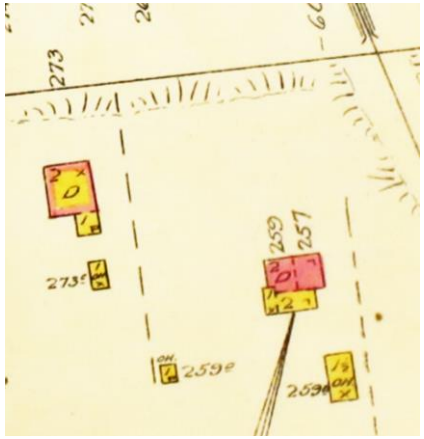


Figure 6 - Detail from Fire Insurance Plan of Woodbridge, 1926. (McLaughlin Library, University of Guelph)



[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 is 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 streel 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.

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

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 c**ontextual 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 sixths 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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Maps

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Appendices

Appendix 1 - Proposed Design Drawings

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

Appendix 1 - Proposed Design Drawings

Figure 7 - Site Plan and Statistics, A101 (Graziani & Corazza Architects Inc. Dec 4, 2024)

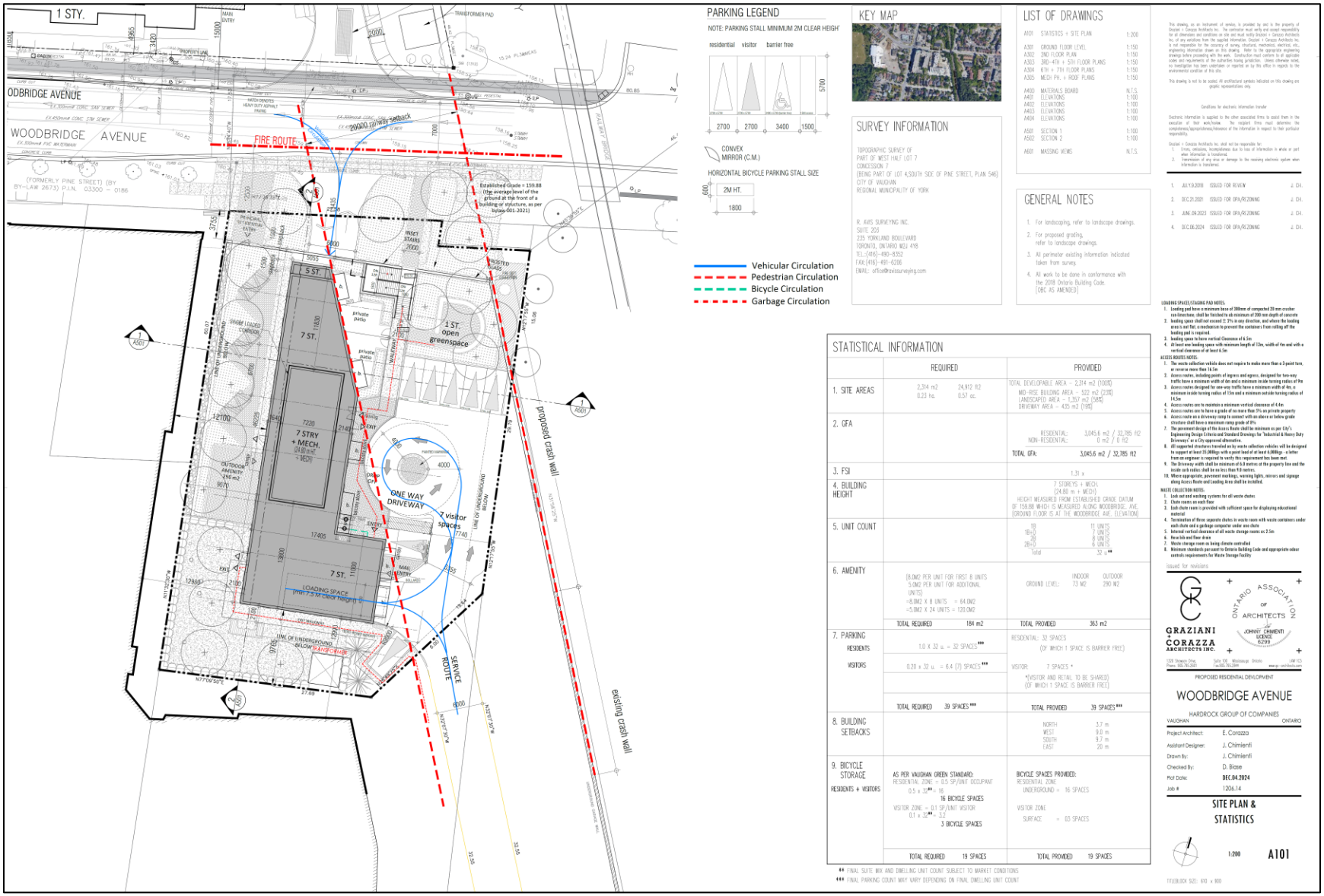


Figure 8 - Ground Floor Plan, A301 (Graziani & Corazza Architects Inc. Dec 4, 2024)

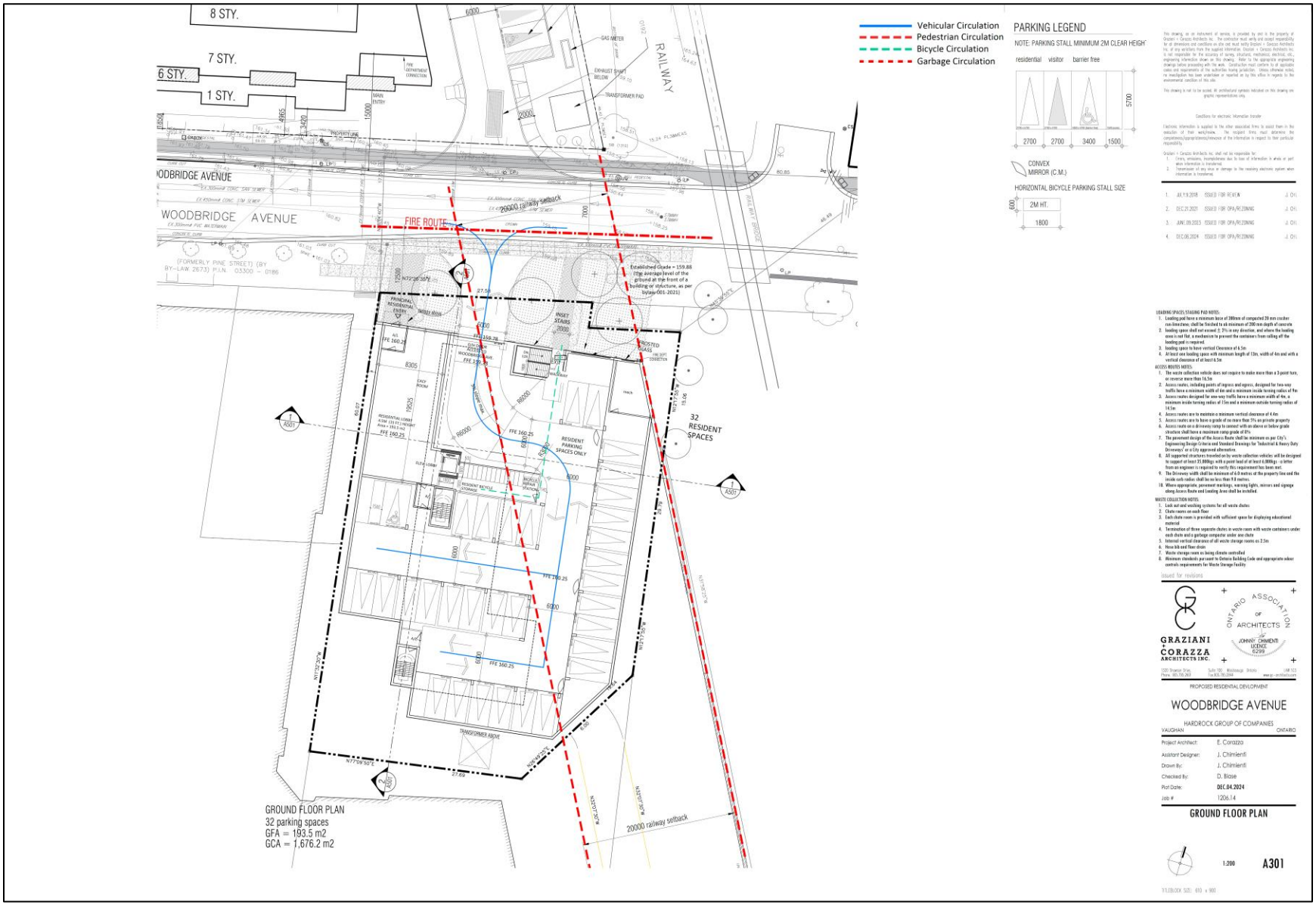


Figure 9 - Mid-Rise East Elevation, A401 (Graziani & Corazza Architects Inc. Dec 4, 2024)

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

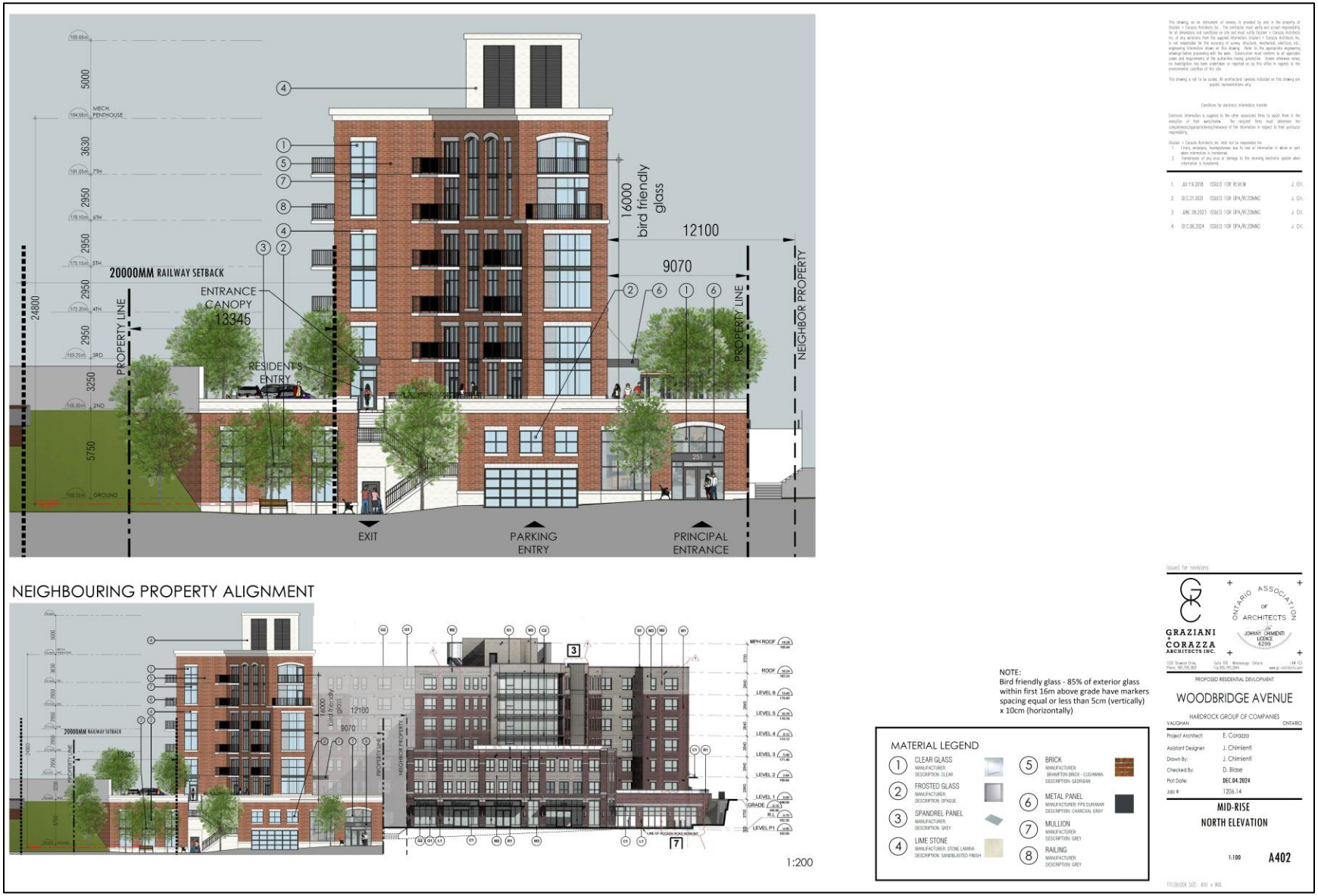


Figure 11 - Mid-Rise South Elevation, A403 (Graziani & Corazza Architects Inc. Dec 4, 2024)

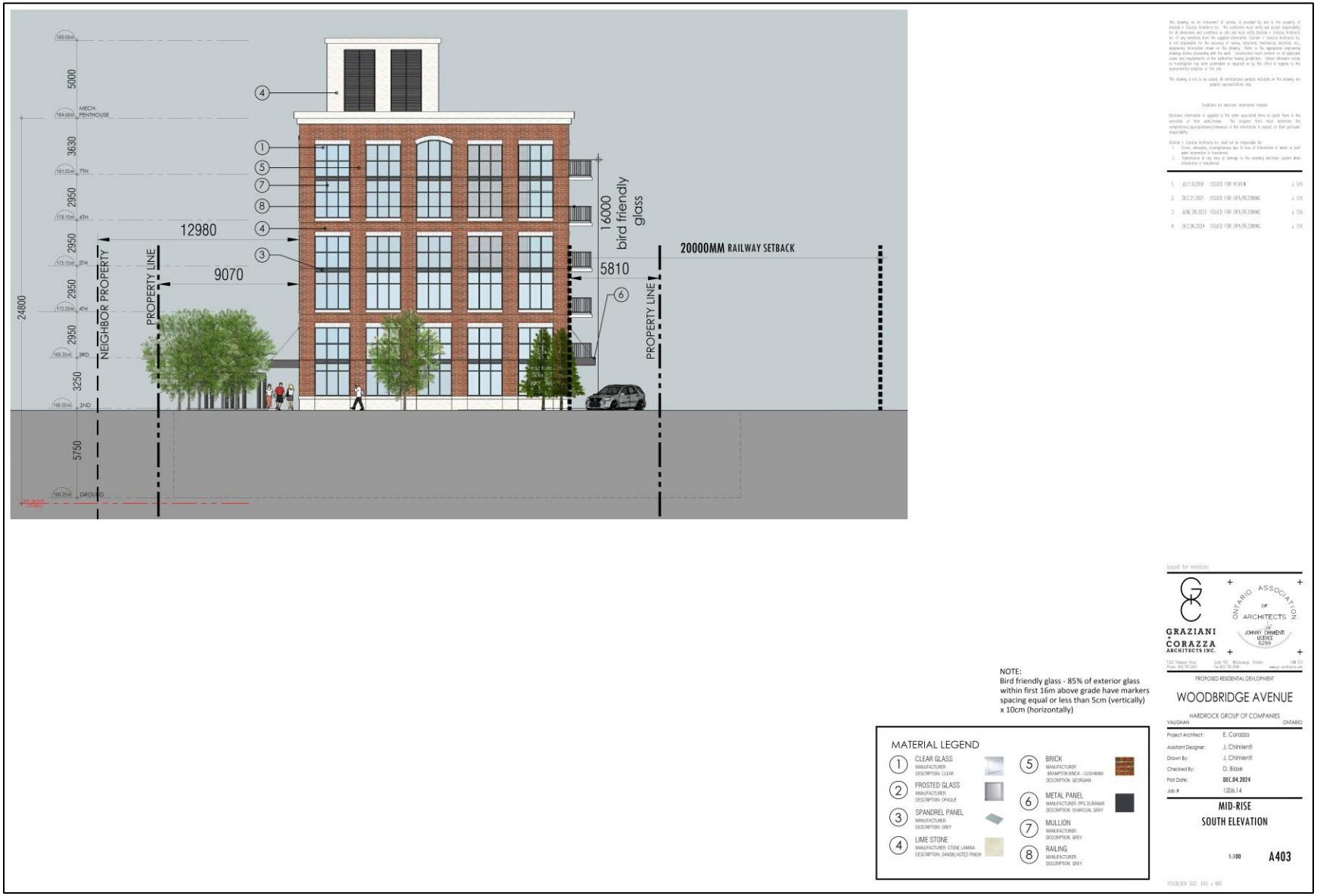


Figure 12 - Mid-Rise West Elevation, A404 (Graziani & Corazza Architects Inc. Dec 4, 2024)

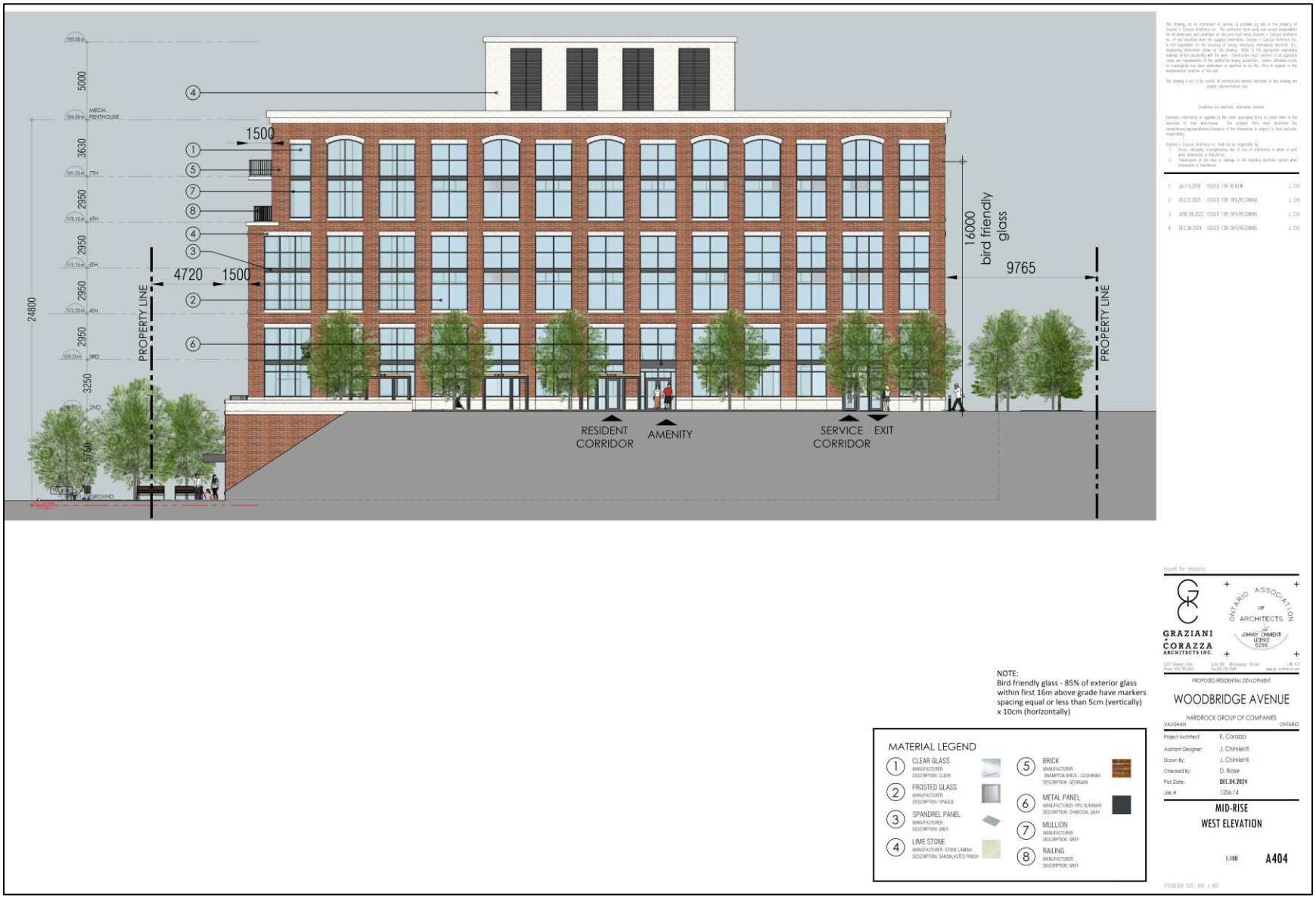


Figure 13 - Section 1, A501 (Graziani & Corazza Architects Inc. Dec 4, 2024)

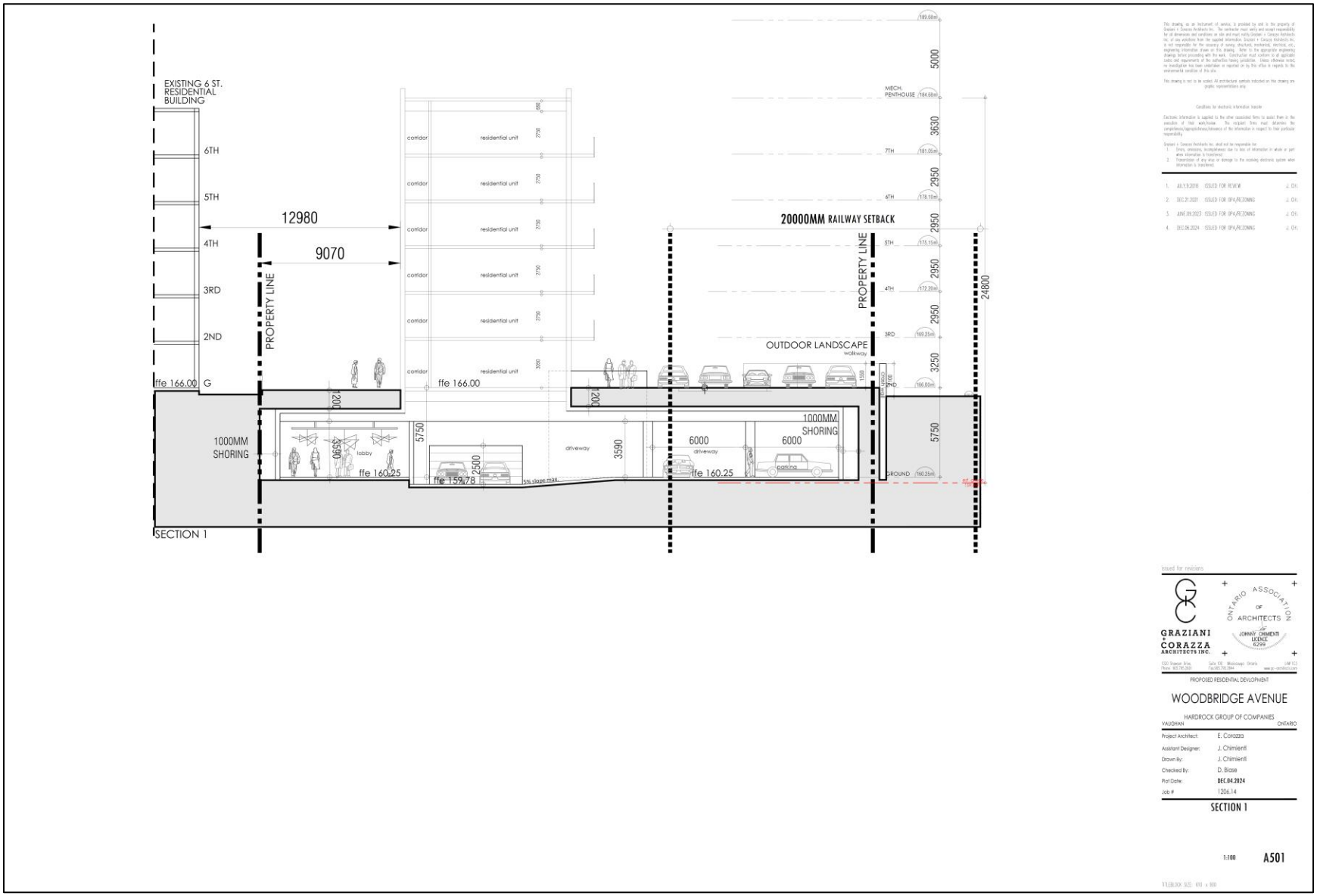


Figure 14 - Section 2, A502 (Graziani & Corazza Architects Inc. Dec 4, 2024)

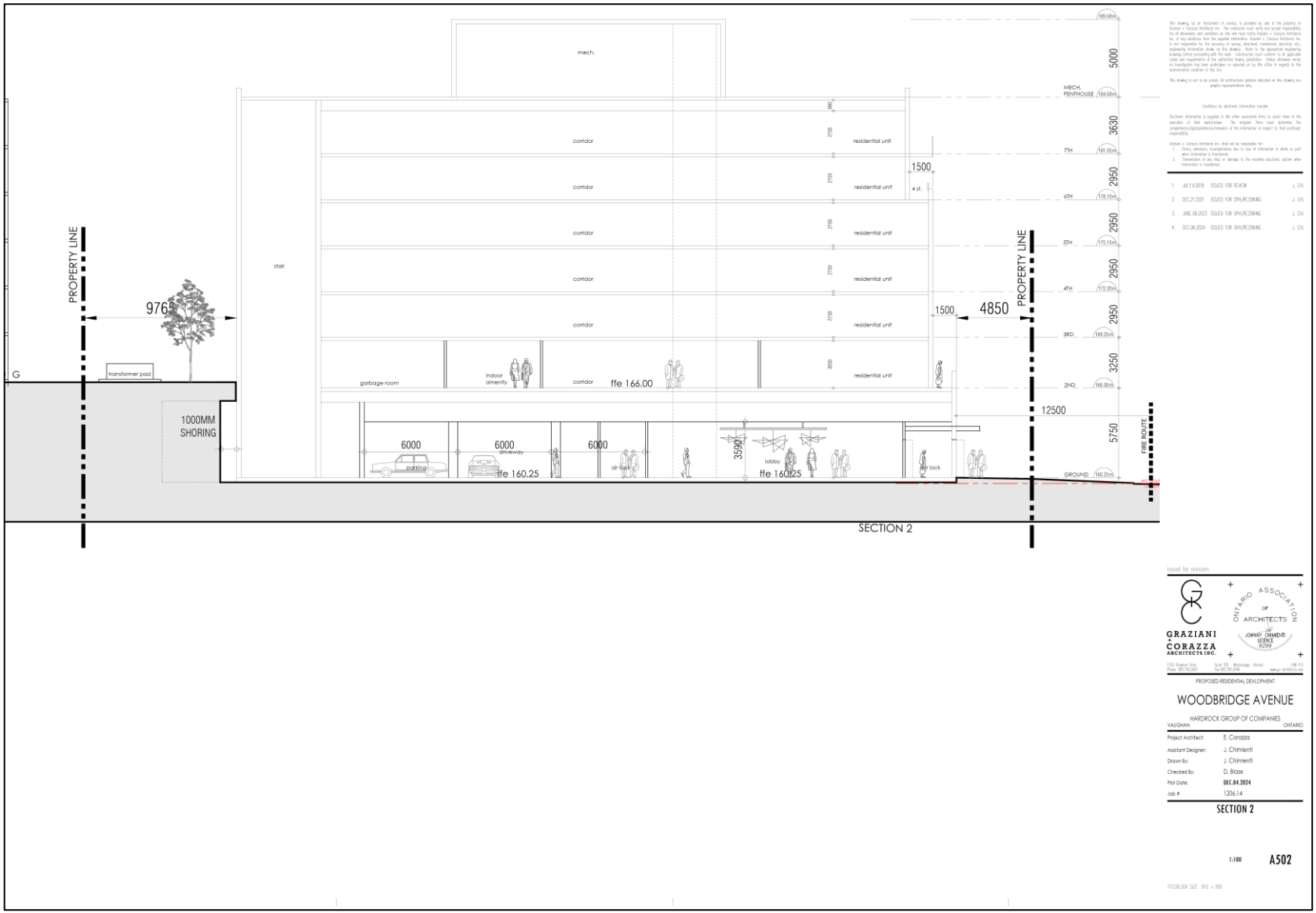
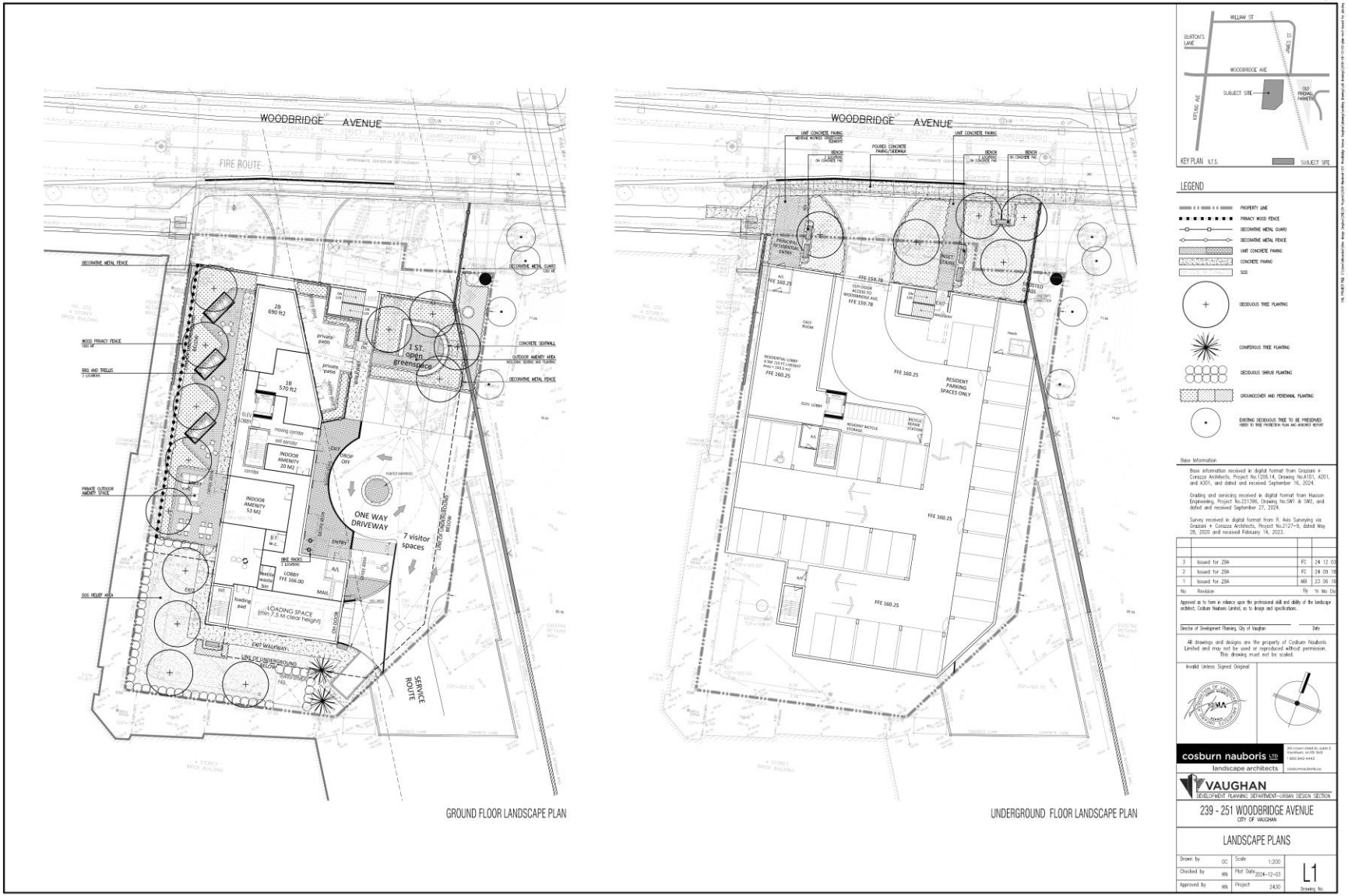


Figure 15 - Massing Views, A601 (Graziani & Corazza Architects Inc. Dec 4 2024)

Figure 16 – Landscape Plans, L1 (Cosburn Nauboris Ltd Landscape Architects, Dec 3, 2024)



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

ROBINSON
EST. 1999
HERITAGE CONSULTING

Stephen Robinson

Professional Member, Canadian Association of Heritage Professionals (CAHP)
Certificate in Heritage Planning, University of Waterloo (1999)
M. A., Canadian Art & Architectural History, Concordia University Montreal (1992)
B. A., University of Toronto and Sheridan College, Oakville (1986)
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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

Huronia 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 Assesssment
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

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:

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and

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Table of Contents

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 ammenities, (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 explaination 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^2 (32,785 ft^2). 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. **This aspect of the proposed development complies with the WHCD Guidelines.**

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.	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. The neighbouring building is not a contributing building to the HCD. **This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.**

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.	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. 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. This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.

4	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.	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.** **This aspect of the proposed development complies with the WHCD Guidelines.**
5	Storefronts must be oriented towards the street and should be experienced as a collection of small, scaled retail, with operable doors.	**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.** **This aspect of the proposed development complies with the WHCD Guidelines.**

	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.	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.** **This aspect of the proposed development complies with the WHCD Guidelines.**

*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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

*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.	The proposed buildings will be clad in red brick, cast limestone foundation, cast limestone window and door lintels, and sills. **This aspect of the proposed development complies with the WHCD Guidelines.**
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.)	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**
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.	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 residentials forms east of the rail overpass and parkette. **This aspect of the proposed development complies with the WHCD Guidelines.**

*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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**
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.	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.

		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 **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.** **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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

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).	**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.** 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. **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**

		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.	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. This aspect of the proposed development complies with the WHCD Guidelines.
2	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: • 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)	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

		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) 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.

*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	
• 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.
• new construction is of a good architectural quality and contributes to the district's heritage character.	The proposed development is of good architectural quality and materiality for the district heritage character. **This aspect of the proposed development complies with the WHCD Guidelines.**

*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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**
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	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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

*6.6.2 Pedestrian Circulation

#	Guideline	Assessment
4	The accommodation of pedestrians will have priority over the accommodation of vehicles.	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.** **This aspect of the proposed development complies with the WHCD Guidelines as per the discussions with city staff.**

*6.6.3 Tree Canopy and Vegetation

#	Guideline	Assessment
1	Existing natural forest stands, or groupings of trees should be conserved.	A Tree Inventory Report and Landscape Plan have been prepared that outlines trees to be preserved. **This aspect of the proposed development complies with the WHCD Guidelines.**
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.	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.** **This aspect of the proposed development complies with the WHCD Guidelines.**

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."	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

*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.	**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.** **This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.**

2	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.	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.** **This aspect of the proposed development may need remedy to comply with the WHCD Guidelines.**

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.	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. **This aspect of the proposed development complies with the WHCD Guidelines.**

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.**

*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.	There is no retail activity planned at this location. **This aspect of the proposed development complies with the WHCD Guidelines.**

*6.7.5 Street Lighting

#	Guideline	Assessment
1	Placement of lighting should be coordinated and in keeping with the rhythm and placement of other stretscape 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.	No on-street parking is proposed along Woodbridge Avenue. The light fixtures comply with this guideline. **This aspect of the proposed development complies with the WHCD Guidelines.**
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.	Car parking is not visible from the street. The light fixtures comply with this guideline. **This aspect of the proposed development complies with the WHCD Guidelines.**

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.

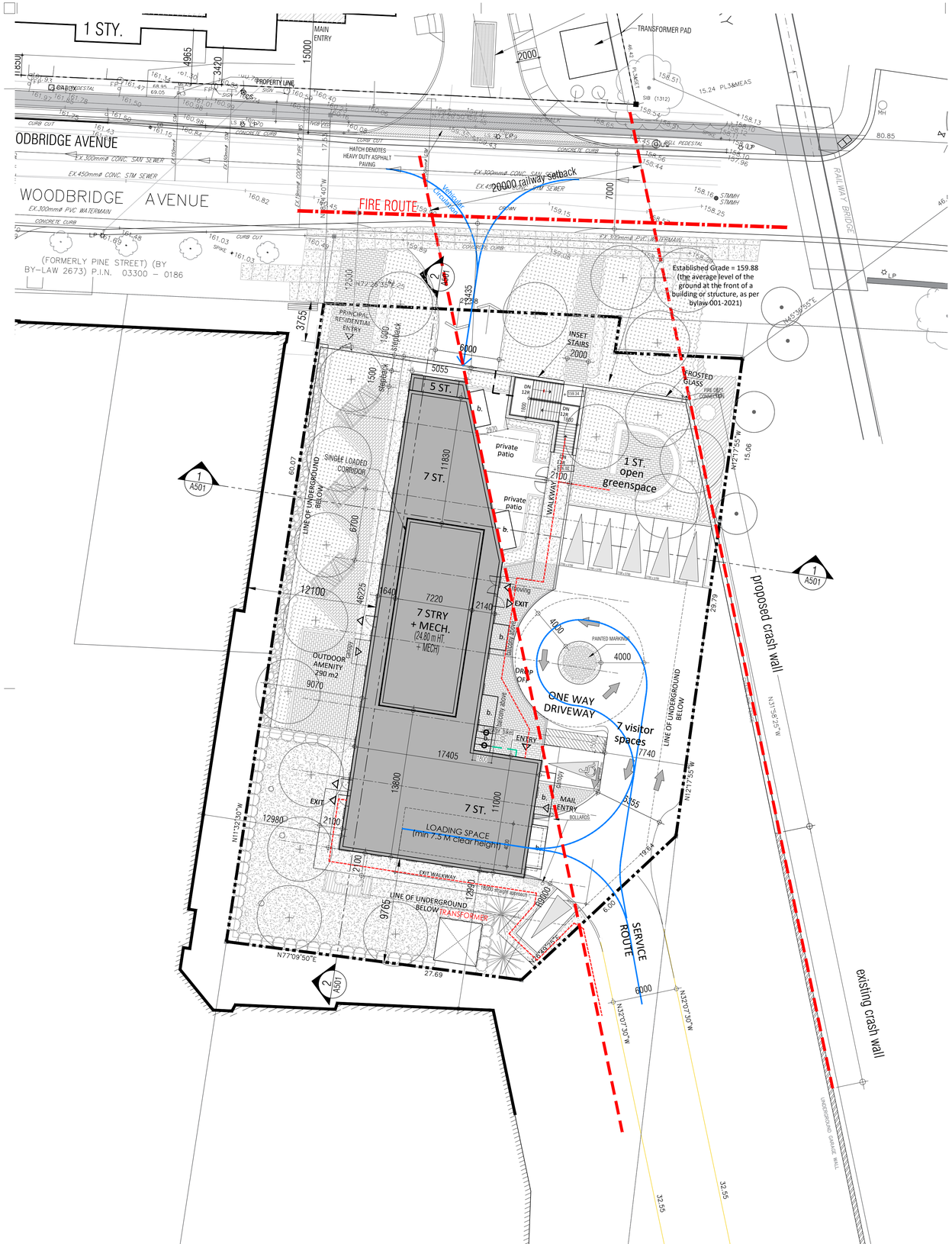
7.0 In Closing

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

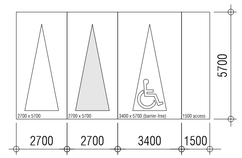
Stephen Robinson MA CAHP
Principal Robinson Heritage Consulting



PARKING LEGEND

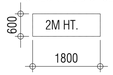
NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT

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@ravissurveying.com

LIST OF DRAWINGS

GENERAL NOTES

1. For landscaping, refer to landscape drawings.
2. For proposed grading, refer to landscape drawings.
3. All perimeter existing information indicated taken from survey.
4. All work to be done in conformance with the 2018 Ontario Building Code. [OBC AS AMENDED]

STATISTICAL INFORMATION

	REQUIRED	PROVIDED
1. SITE AREAS	2,314 m2 24,912 ft2 0.23 ha. 0.57 ac.	TOTAL DEVELOPABLE AREA - 2,314 m2 (100%) MID-RISE BUILDING AREA - 522 m2 (23%) LANDSCAPED AREA - 1,357 m2 (58%) DRIVEWAY AREA - 435 m2 (19%)
2. GFA		RESIDENTIAL: 3,045.6 m2 / 32,785 ft2 NON-RESIDENTIAL: 0 m2 / 0 ft2 TOTAL GFA: 3,045.6 m2 / 32,785 ft2
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		1B 11 UNITS 1B+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 TOTAL REQUIRED 184 m2	IINDOOR OUTDOOR GROUND LEVEL: 73 M2 290 M2 TOTAL PROVIDED 363 m2
7. PARKING RESIDENTS VISITORS	1.0 X 32 u. = 32 SPACES *** 0.20 x 32 u. = 6.4 (7) SPACES *** TOTAL REQUIRED 39 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) TOTAL PROVIDED 39 SPACES ***
8. BUILDING SETBACKS		NORTH 3.7 m WEST 9.0 m SOUTH 9.7 m EAST 20 m
9. BICYCLE STORAGE RESIDENTS + VISITORS	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 TOTAL REQUIRED 19 SPACES	BICYCLE SPACES PROVIDED: RESIDENTIAL ZONE UNDERGROUND = 16 SPACES VISITOR ZONE SURFACE = 03 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

Attachment 4

1.	JULY.9.2018 ISSUED FOR REVIEW	J. CHI.
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:
1. 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
2. loading space shall not exceed 2: 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.
3. loading space to have vertical Clearance of 6.5m
4. 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:
1. The waste collection vehicle does not require to make more than a 3-point turn, or reverse more than 16.5m
2. 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
3. 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
4. Access routes are to maintain a minimum vertical clearance of 4.4m
5. Access routes are to have a grade of no more than 5% on private property
6. Access route on a driveway ramp to connect with an above or below grade structure shall have a maximum ramp grade of 8%
7. 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.
8. 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.
9. 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.
10. Where appropriate, pavement markings, warning lights, mirrors and signage along Access Route and Loading Area shall be installed.

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

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
ONTARIO ASSOCIATION OF ARCHITECTS
JOHNNY CHIMIENTI LICENCE 6299
1320 Shawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

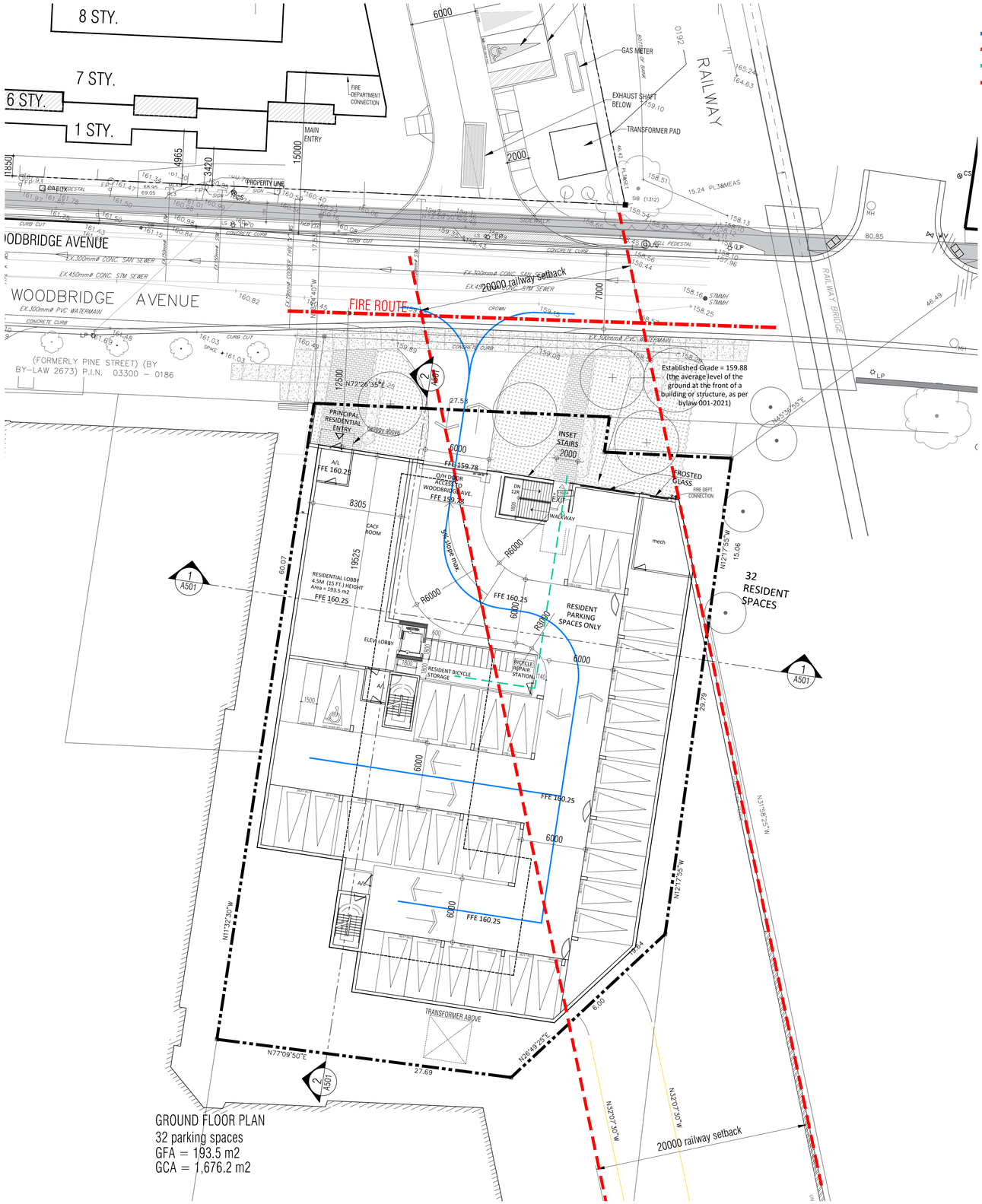
HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

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



Vehicular Circulation
Pedestrian Circulation
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Garbage Circulation

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NOTE: PARKING STALL MINIMUM 2M CLEAR HEIGHT

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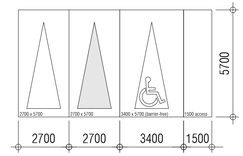

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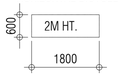

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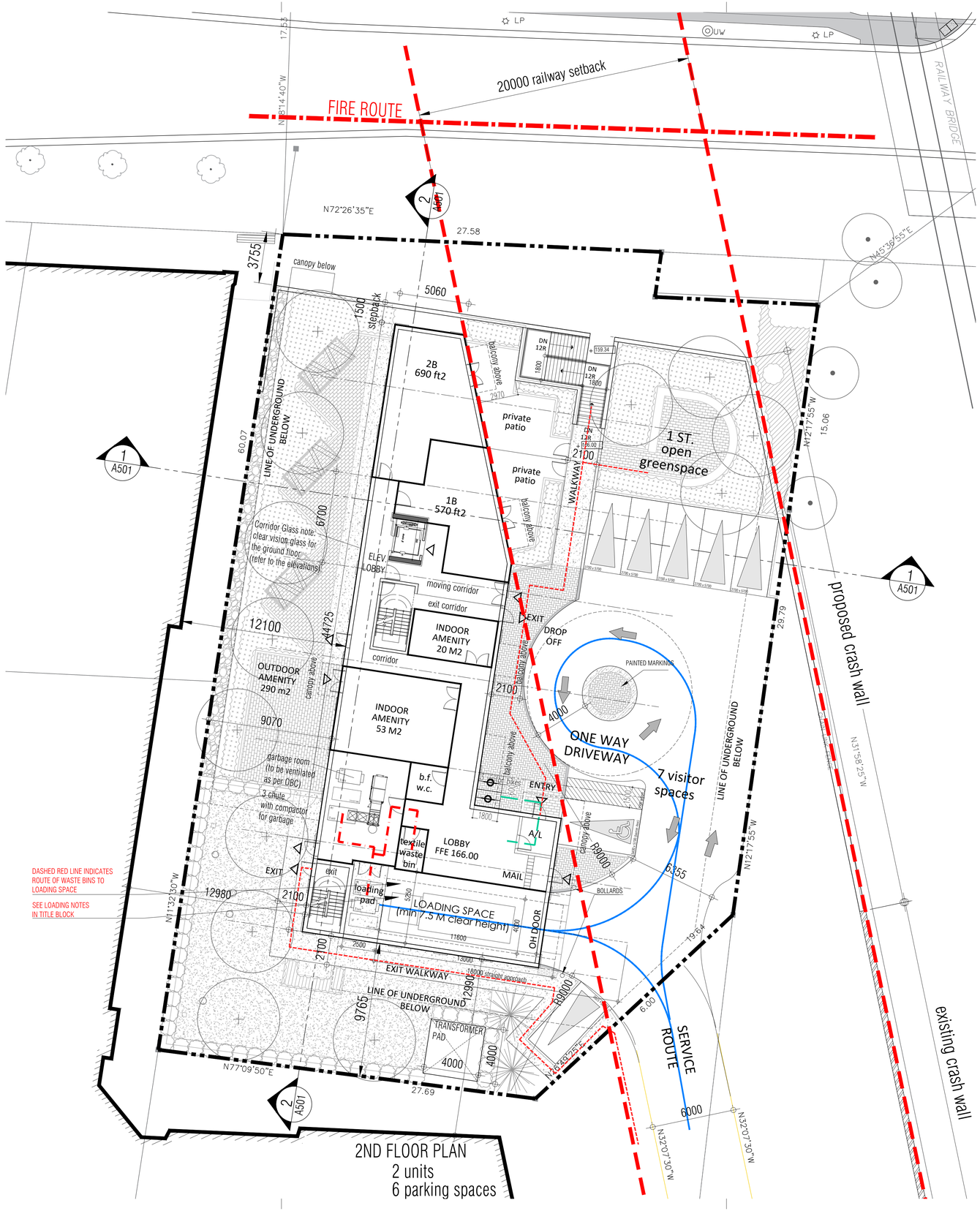
GROUND FLOOR PLAN

1:200

A301

TITLEBLOCK SIZE: 610 x 900



Vehicular Circulation
Pedestrian Circulation
Bicycle Circulation
Garbage Circulation

1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
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:
1. 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
2. loading space shall not exceed 2: 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.
3. loading space to have vertical Clearance of 6.5m
4. 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:
1. The waste collection vehicle does not require to make more than a 3-point turn, or reverse more than 16.5m
2. 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
3. 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
4. Access routes are to maintain a minimum vertical clearance of 4.4m
5. Access routes are to have a grade of no more than 5% on private property
6. Access route on a driveway ramp to connect with an above or below grade structure shall have a maximum ramp grade of 8%
7. 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.
8. 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.
9. 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.
10. Where appropriate, pavement markings, warning lights, mirrors and signage along Access Route and Loading Area shall be installed.

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

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
ONTARIO ASSOCIATION OF ARCHITECTS
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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

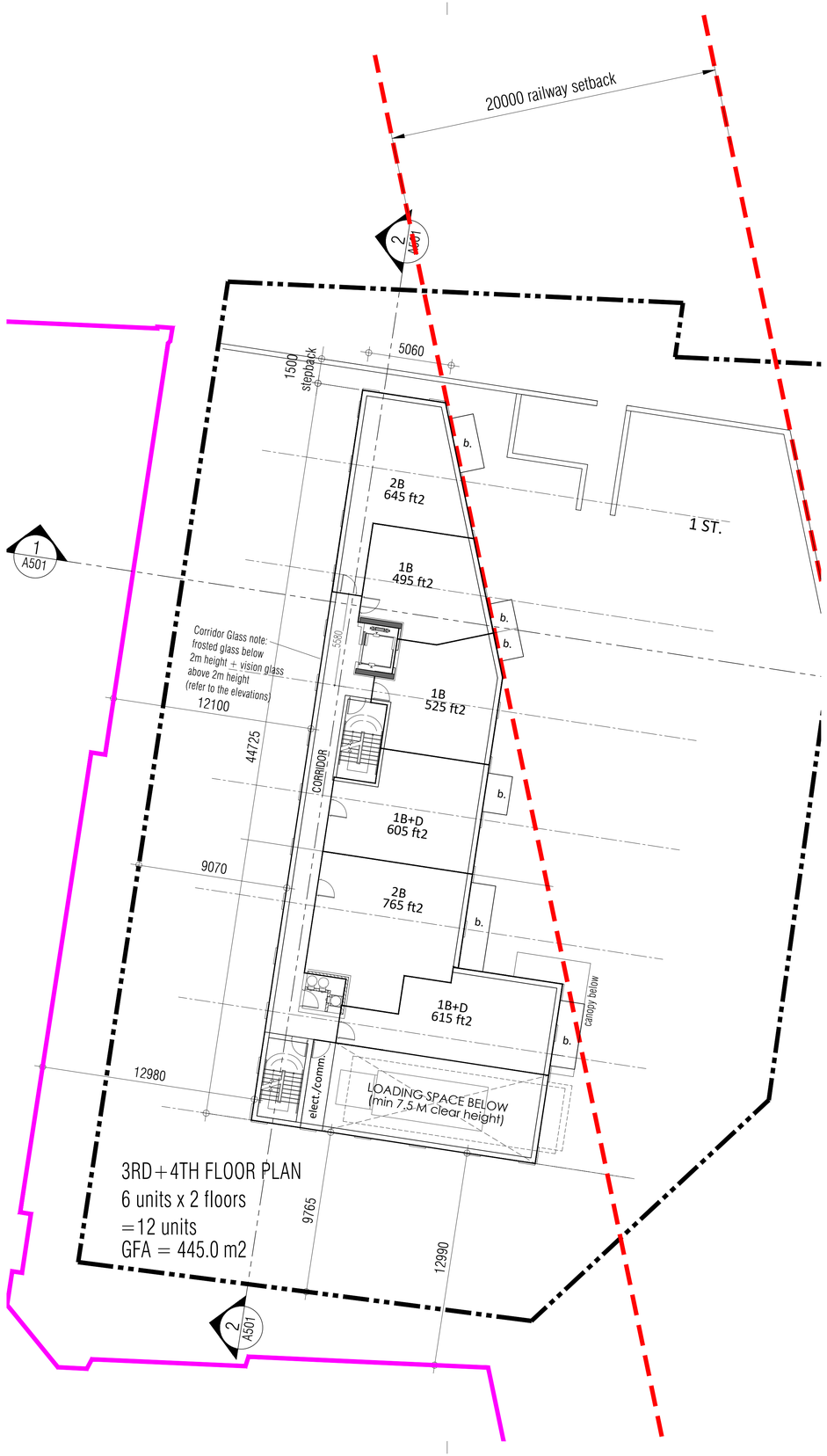
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	**DEC.04.2024**
Job #	1206.14

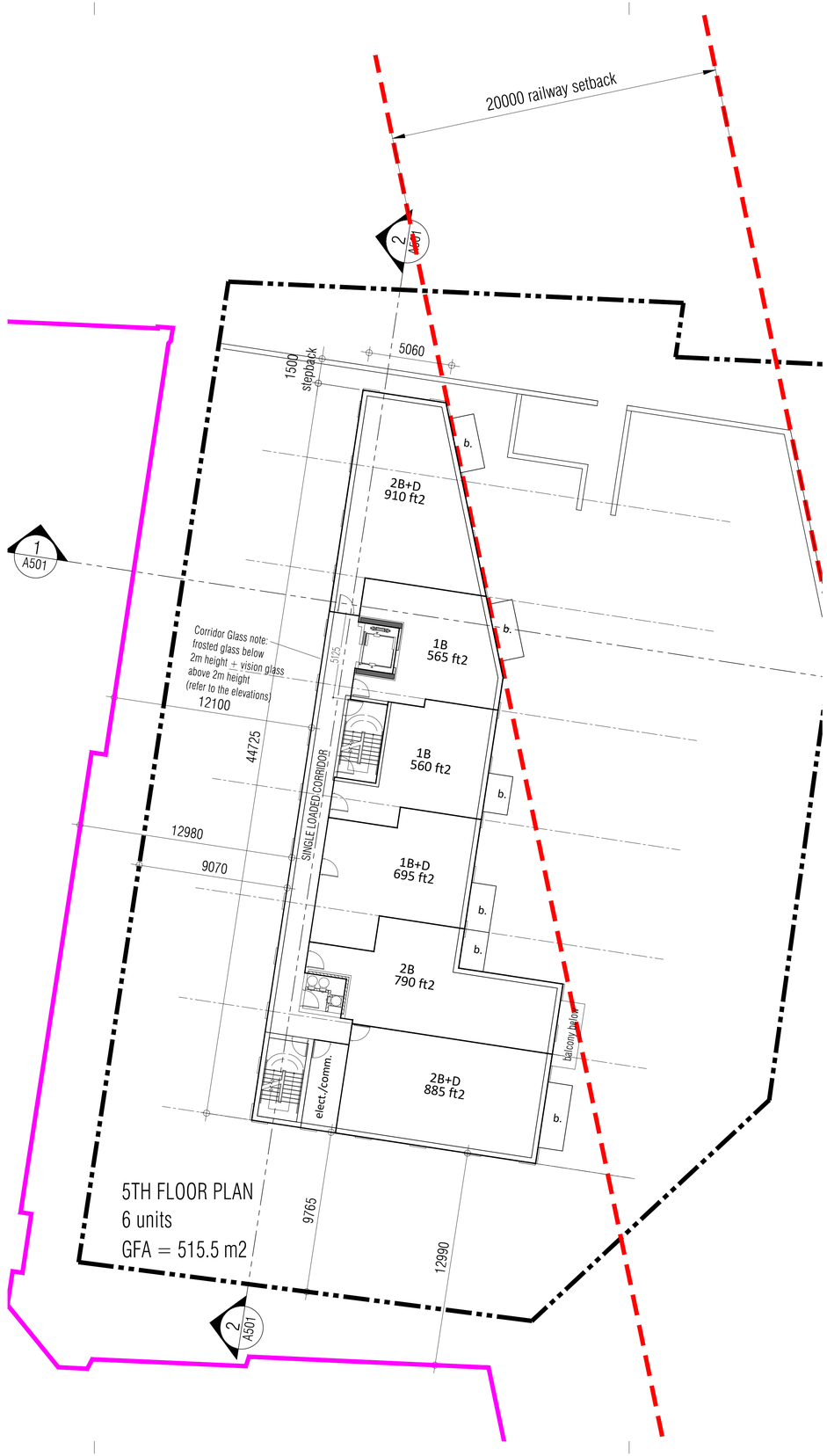
2ND FLOOR PLAN

1:150

A302

TITLEBLOCK SIZE: 610 x 900





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

WASTE COLLECTION NOTES:
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LICENCE
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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

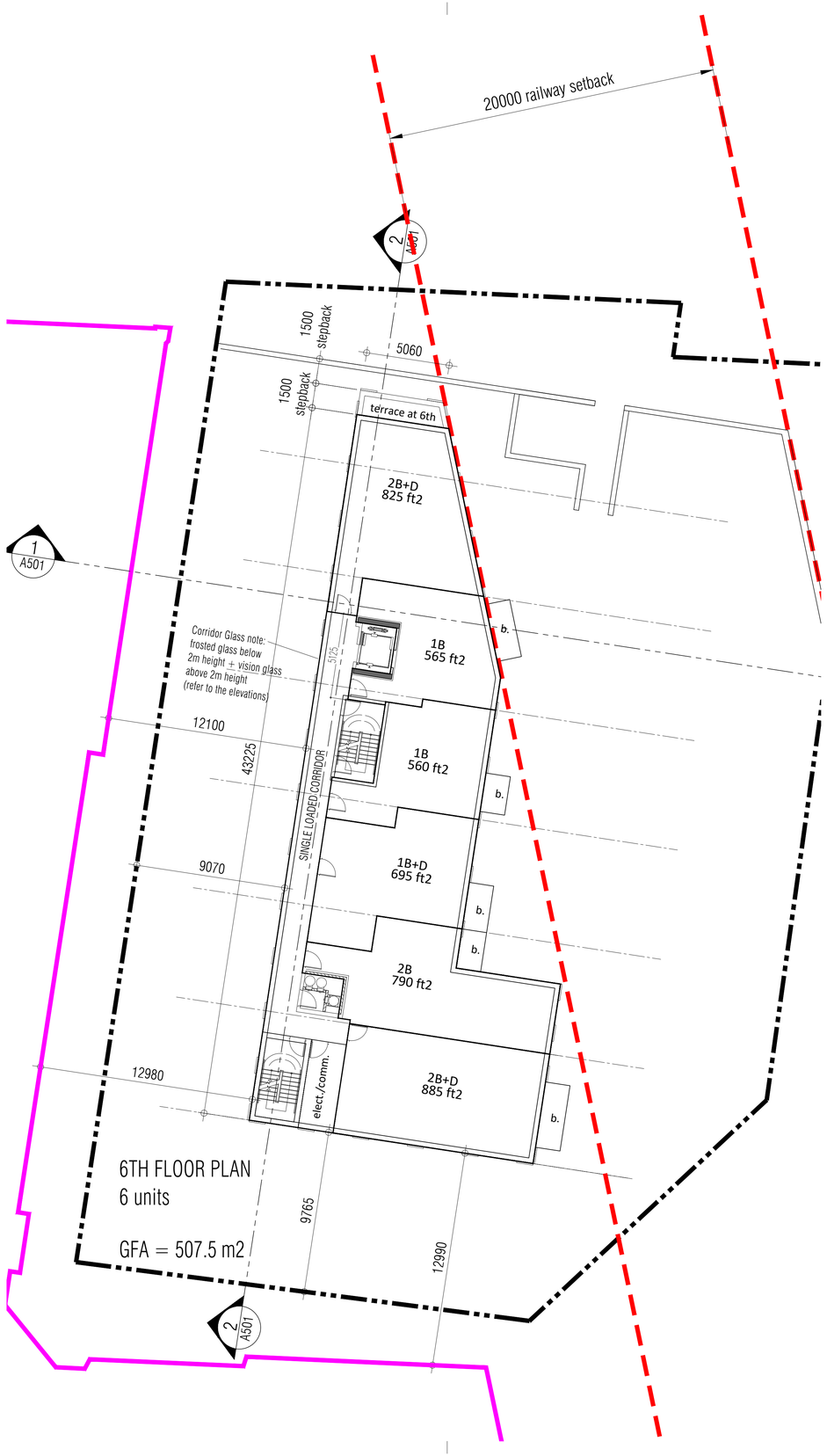
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	**DEC.04.2024**
Job #	1206.14

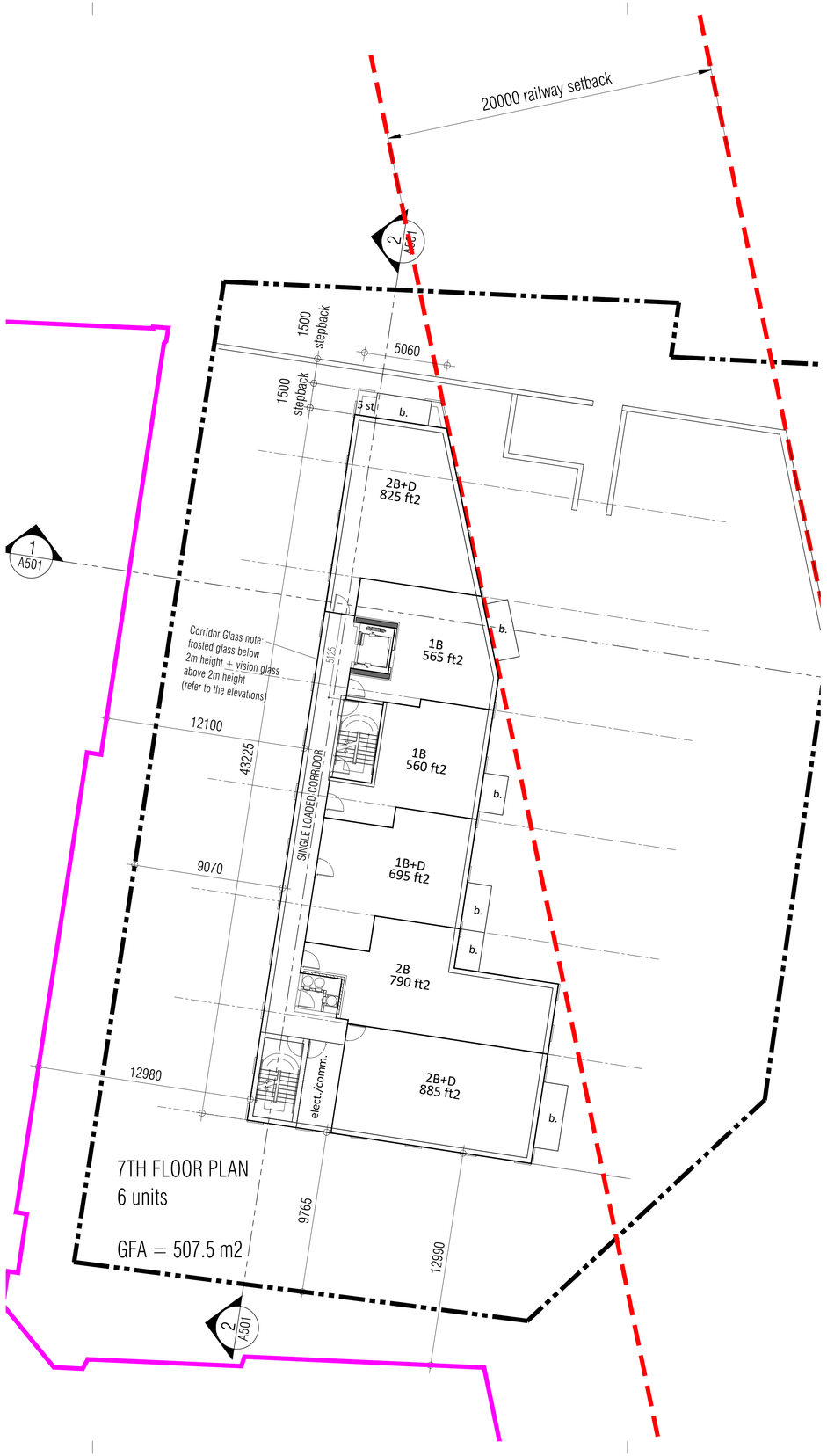
3RD-4TH + 5TH FLOOR PLANS

1:150

A303

TITLEBLOCK SIZE: 610 x 900





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WASTE COLLECTION NOTES:
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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

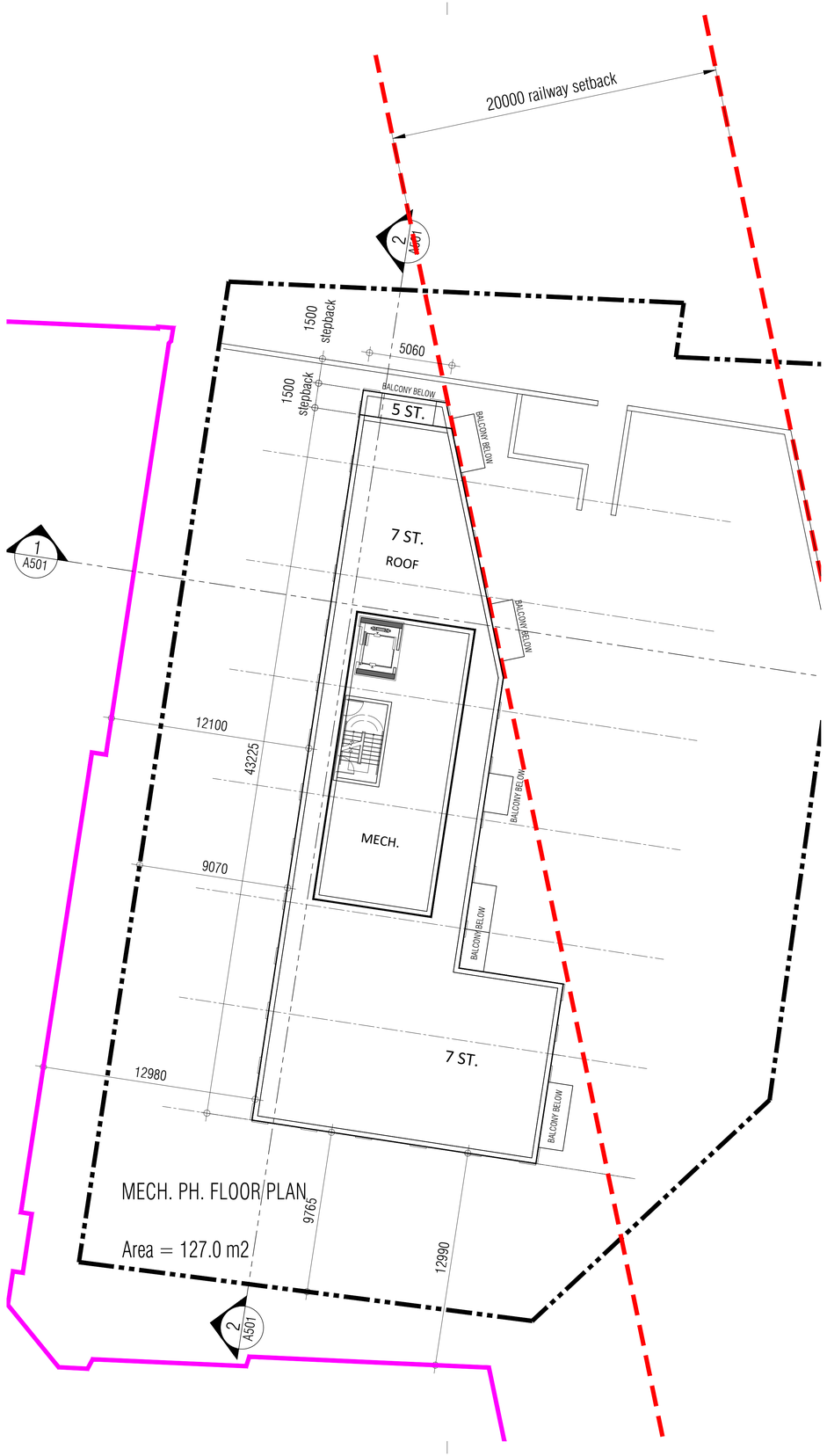
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	**DEC.04.2024**
Job #	1206.14

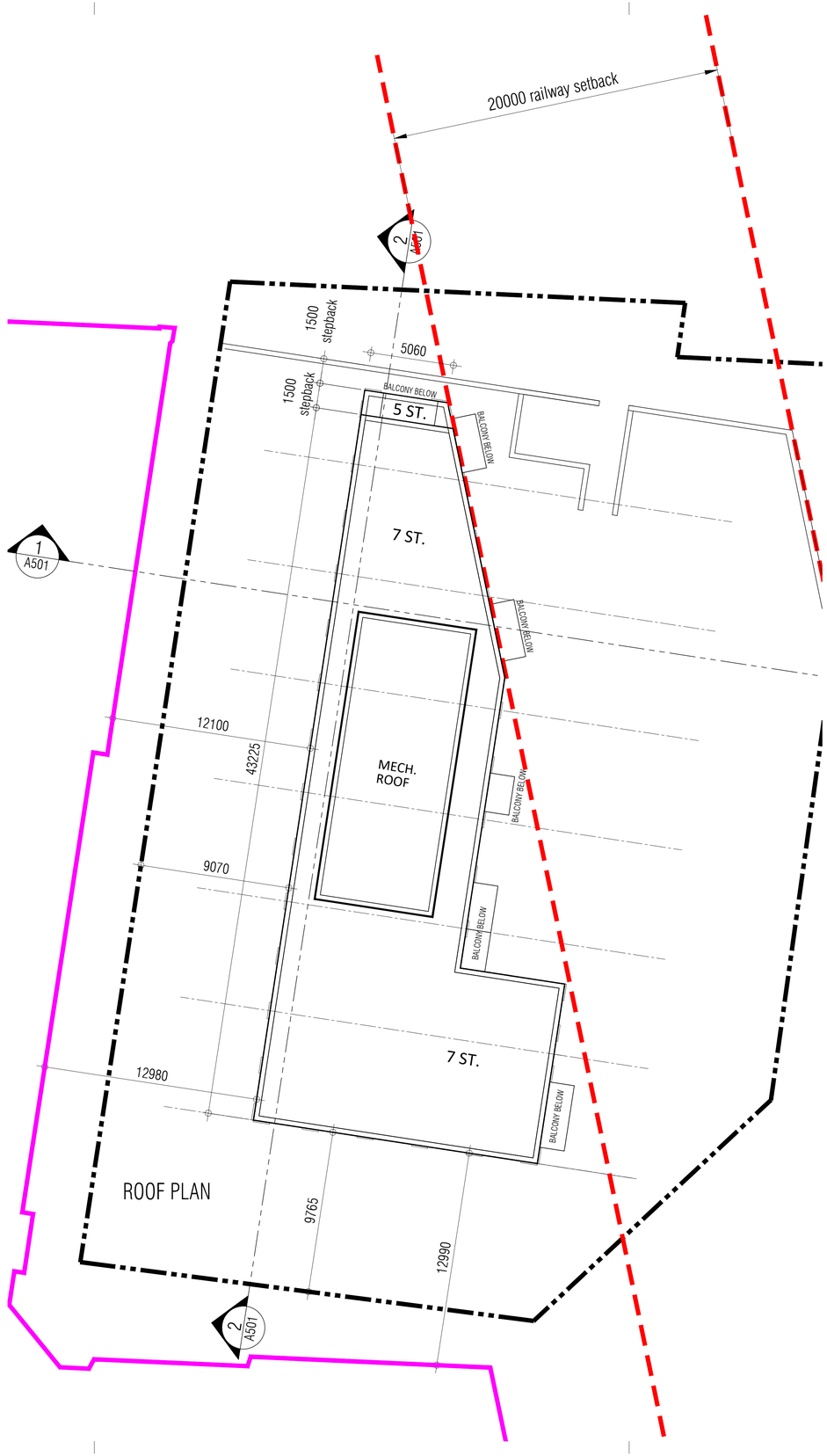
6TH+7TH FLOOR PLANS

1:150

A304

TITLEBLOCK SIZE: 610 x 900





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PROPOSED RESIDENTIAL DEVLOPMENT

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

MECH PH. + ROOF PLANS

1:75

A305

TITLEBLOCK SIZE: 610 x 900

MATERIAL LEGEND

1

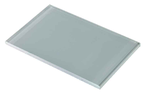
CLEAR GLASS
MANUFACTURER:
DESCRIPTION: CLEAR

2

FROSTED GLASS
MANUFACTURER:
DESCRIPTION: OPAQUE

3

SPANDREL PANEL
MANUFACTURER:
DESCRIPTION: GREY



4

LIME STONE
MANUFACTURER: STONE LAMINA
DESCRIPTION: SANDBLASTED FINISH

5

BRICK
MANUFACTURER:
BRAMPTON BRICK - CUSHWWA
DESCRIPTION: GEORGIAN

6

METAL PANEL
MANUFACTURER: PPG DURANAR
DESCRIPTION: CHARCOAL GRAY

7

MULLION
MANUFACTURER:
DESCRIPTION: GREY

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) x 10cm (horizontally)

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PROPOSED RESIDENTIAL DEVLOPMENT

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

MATERIAL LEGEND

A400

TITLEBLOCK SIZE: 610 x 900

1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
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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
2. FROSTED GLASS
   MANUFACTURER:
   DESCRIPTION: OPAQUE
3. SPANDREL PANEL
   MANUFACTURER:
   DESCRIPTION: GREY
4. LIME STONE
   MANUFACTURER: STONE LAMINA
   DESCRIPTION: SANDBLASTED FINISH
5. BRICK
   MANUFACTURER:
   BRAMPTON BRICK - CUSHWWA
   DESCRIPTION: GEORGIAN
6. METAL PANEL
   MANUFACTURER: PPG DURANAR
   DESCRIPTION: CHARCOAL GRAY
7. MULLION
   MANUFACTURER:
   DESCRIPTION: GREY
8. RAILING
   MANUFACTURER:
   DESCRIPTION: GREY

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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

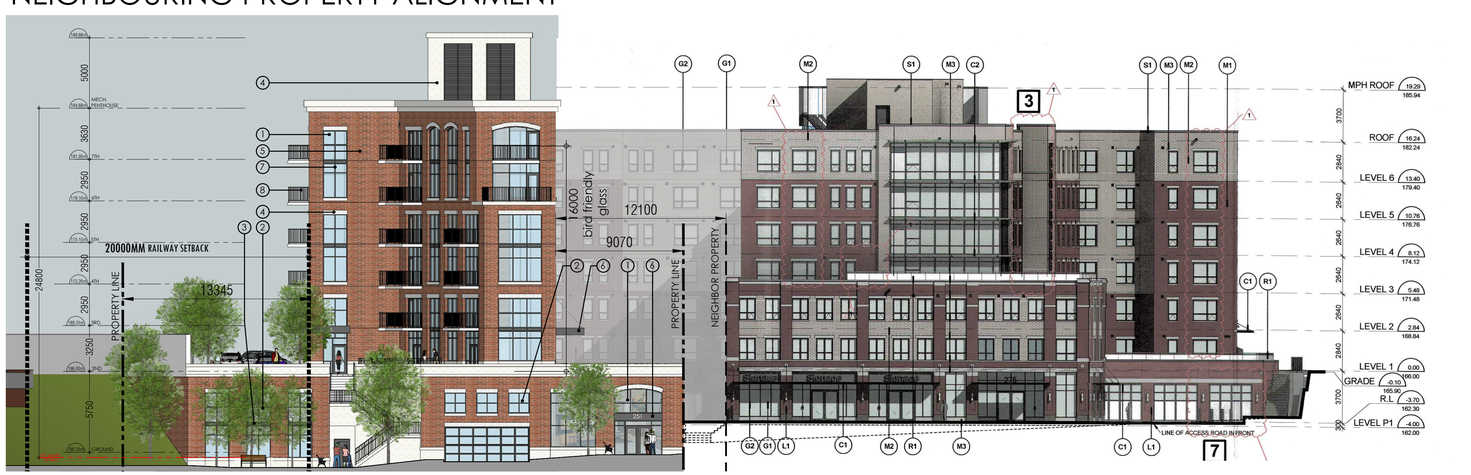
Project Architect:	E. Corazza
Assistant Designer:	J. Chimienti
Drawn By:	J. Chimienti
Checked By:	D. Biase
Plot Date:	**DEC.04.2024**
Job #	1206.14

MID-RISE EAST ELEVATION

1:100 **A401**

TITLEBLOCK SIZE: 610 x 900

NEIGHBOURING PROPERTY ALIGNMENT



1:200

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

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PROPOSED RESIDENTIAL DEVLOPMENT

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

MID-RISE
NORTH ELEVATION

1:100 A402

TITLEBLOCK SIZE: 610 x 900

1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
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3.	JUNE.09.2023	ISSUED FOR OPA/REZONING	J. CHI.
4.	DEC.06.2024	ISSUED FOR OPA/REZONING	J. CHI.

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

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PROPOSED RESIDENTIAL DEVLOPMENT

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

MID-RISE
SOUTH ELEVATION

1:100 A403

TITLEBLOCK SIZE: 610 x 900

NOTE:
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MATERIAL LEGEND

1. CLEAR GLASS
   MANUFACTURER:
   DESCRIPTION: CLEAR
2. FROSTED GLASS
   MANUFACTURER:
   DESCRIPTION: OPAQUE
3. SPANDREL PANEL
   MANUFACTURER:
   DESCRIPTION: GREY
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   MANUFACTURER: STONE LAMINA
   DESCRIPTION: SANDBLASTED FINISH
5. BRICK
   MANUFACTURER:
   BRAMPTON BRICK - CUSHWWA
   DESCRIPTION: GEORGIAN
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   MANUFACTURER: PPG DURANAR
   DESCRIPTION: CHARCOAL GRAY
7. MULLION
   MANUFACTURER:
   DESCRIPTION: GREY
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   MANUFACTURER:
   DESCRIPTION: GREY

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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

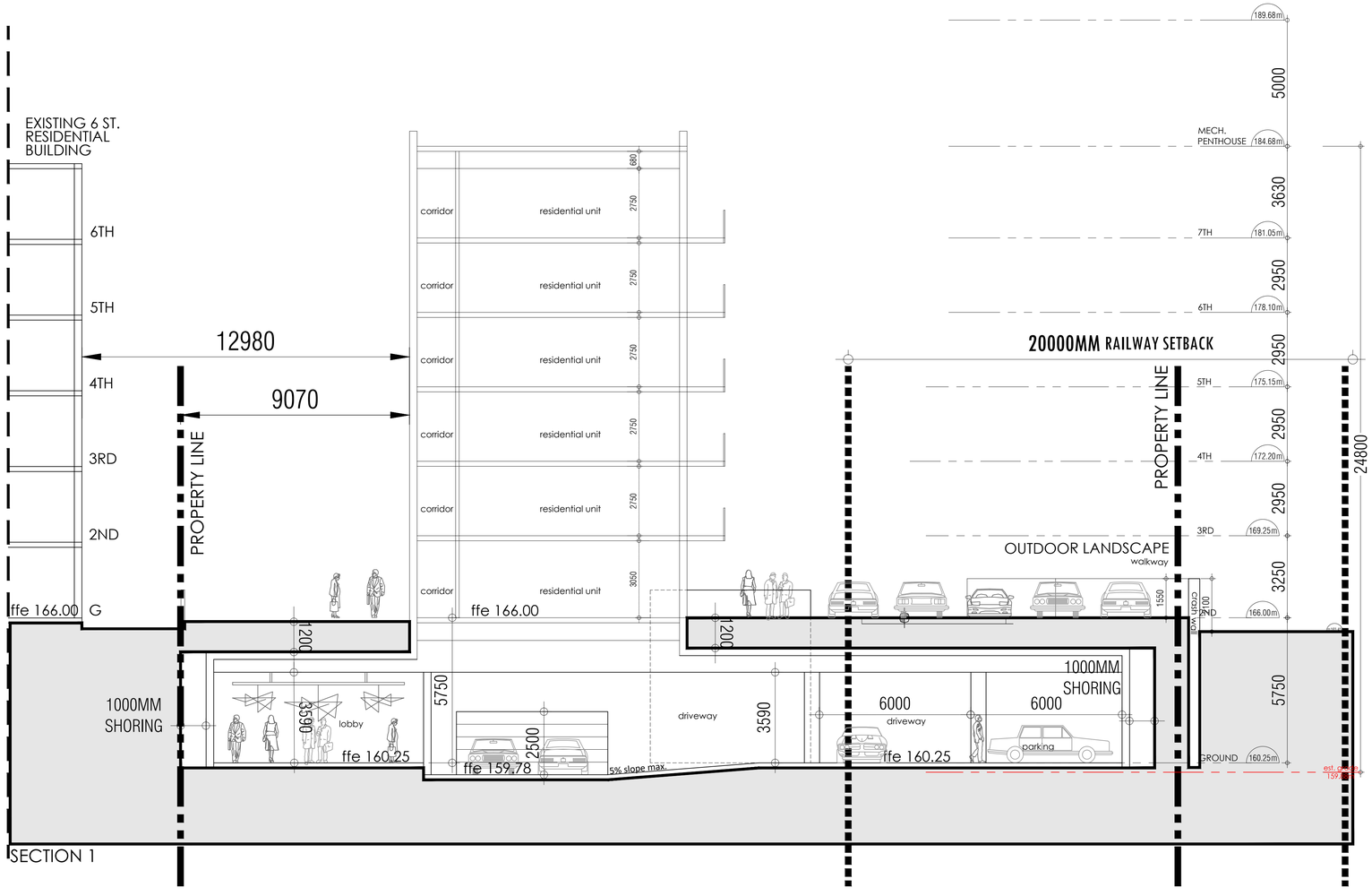
HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

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

MID-RISE
WEST ELEVATION

1:100 **A404**

TITLEBLOCK SIZE: 610 x 900



SECTION 1

1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

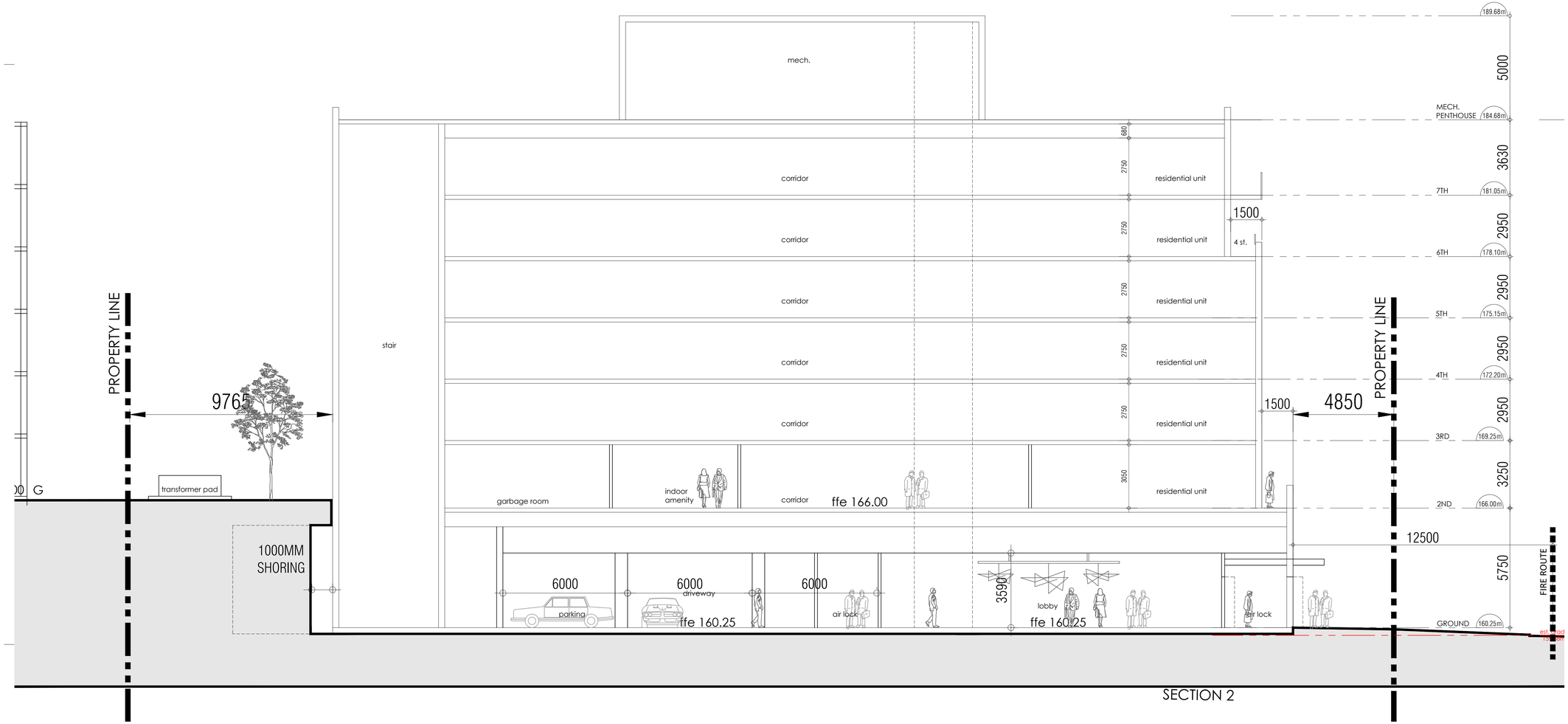
HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

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

SECTION 1

1:100 **A501**

TITLEBLOCK SIZE: 610 x 900



SECTION 2

1.	JULY.9.2018	ISSUED FOR REVIEW	J. CHI.
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PROPOSED RESIDENTIAL DEVLOPMENT

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

SECTION 2

1:100

A502

TITLEBLOCK SIZE: 610 x 900

VIEW LOOKING SOUTH WEST

VIEW LOOKING SOUTH EAST

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6299

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PROPOSED RESIDENTIAL DEVLOPMENT

WOODBRIDGE AVENUE

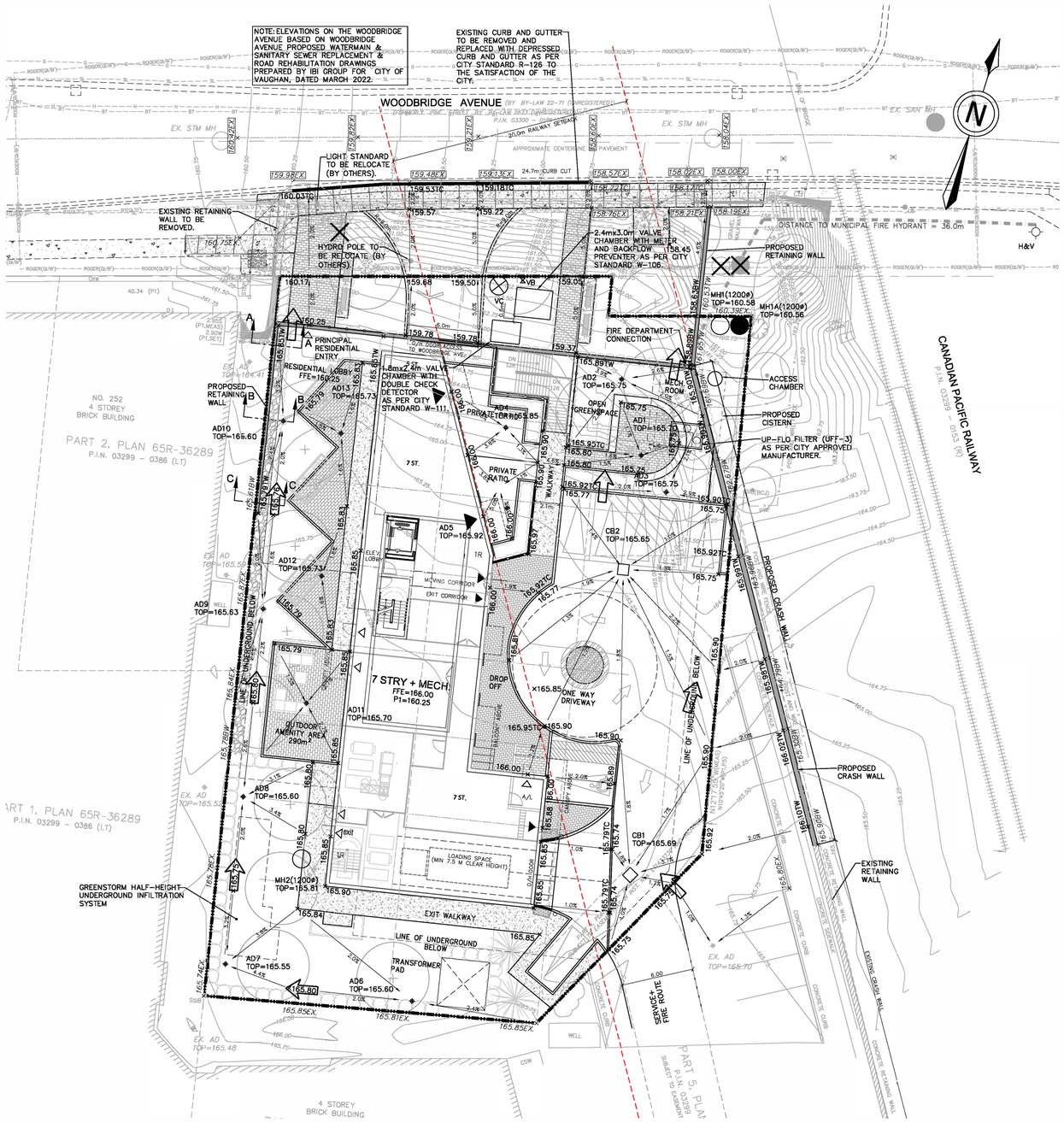
HARDROCK GROUP OF COMPANIES
VAUGHAN ONTARIO

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

MASSING VIEWS

N.T.S. **A601**

TITLEBLOCK SIZE: 610 x 900



CROSS SECTION A–A

SCALE: HOR. 1:200 VER. 1:100

CROSS SECTION B–B

SCALE: HOR. 1:200 VER. 1:100

CROSS SECTION C–C

SCALE: HOR. 1:200 VER. 1:100

CITY STANDARD NOTES:

1. STANDARD DRAWINGS OF THE CITY OF VAUGHAN CONSTITUTE PART OF THE SITE PLAN DRAWING(S).
2. ALL CONSTRUCTION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
3. THE OWNER SHALL RETAIN THE SERVICES OF HIS CONSULTANTS TO ENSURE REQUIRED INSPECTION REPORTS AND OR CERTIFICATION REQUIREMENTS ARE SUBMITTED TO THE ENGINEERING DEPARTMENT AND OTHER AFFECTED CITY DEPARTMENTS.
4. THE OWNER AND/OR HIS REPRESENTATIVE SHALL RECTIFY ALL DISTURBED AREAS TO ORIGINAL CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY.
5. THE LOCATION OF ALL UNDER/ABOVE GROUND UTILITIES AND STRUCTURES IS APPROXIMATE ONLY AND WHERE SHOWN ON THE DRAWING(S) THE ACCURACY OF THE LOCATION OF SUCH UTILITIES IS NOT GUARANTEED. THE OWNER AND/OR HIS REPRESENTATIVE SHALL DETERMINE THE LOCATION OF ALL SUCH UTILITIES AND STRUCTURES BY CONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY COMPANIES CONCERNED. THE OWNER SHALL PROVE THE LOCATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE OR RESTORATION OR ADJUSTMENT FOR THE SAME.
6. ANY CONFLICTS WITH EXISTING SERVICES SHALL BE RECTIFIED AT THE OWNER'S EXPENSE.
7. SANITARY AND STORM CONTROL MANHOLES SHALL BE IN ACCORDANCE WITH PROVINCIAL STANDARD OPSD 701.010. FRAME AND COVER SHALL BE MCCOY HM331 OR APPROVED EQUAL. THE MANHOLES SHALL BE BENCHED TO THE OBVERT (TOP) OF PIPES.
8. ALL SANITARY MANHOLE COVERS IN THE PONDING AREAS TO BE WATER TIGHT SEALED COVERS.
9. ALL CATCHBASINS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD DRAWING K-4. ALL CATCHBASIN FRAMES AND COVERS SHALL BE MCCOY HM311 OR APPROVED EQUAL.
10. ALL INDUSTRIAL/COMMERCIAL/CONDOMINIUM WATERMAIN CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD DRAWINGS C-102, C-103 AND W-106.
11. WATERMAIN SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 0.5m AND HORIZONTAL SEPARATION OF 2.5m BETWEEN ANY SEWER OR MANHOLE.
12. HYDRANTS TO BE INSTALLED AS PER CITY STANDARD W-104 WITH 1.0m MINIMUM CLEAR FROM ALL OBSTRUCTIONS.
13. ENTRANCE DRIVEWAYS SHALL BE CONSTRUCTED WITH HEAVY DUTY ASPHALT FROM THE BACK OF THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE (AREA HIGHLIGHTED ON DRAWING(S) IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
    - 50mm COMPACTED DEPTH OF HL3 ASPHALT – TOP COURSE
    - 75mm COMPACTED DEPTH OF HL8 ASPHALT – BINDER COURSE
    - 150mm COMPACTED DEPTH OF 20mm CRUSHER RUN LIMESTONE – GRANULAR BASE
    - 300mm COMPACTED DEPTH OF 50mm CRUSHER RUN LIMESTONE – GRANULAR SUB-BASE
14. ALL CONCRETE CURB FROM EXISTING ROAD CURB TO STREET LINE SHALL BE BARRIER CURB OPSD 600.110. ALL CONCRETE CURB HEIGHTS SHALL BE 150mm UNLESS OTHERWISE NOTED. ENTRANCE DRIVEWAY CURB TO BE DISCONTINUOUS AT SIDEWALK AND TAPERED BACK 600mm MINIMUM.
15. ALL REQUIRED CURB CUTTING AT ENTRANCE DRIVEWAY AND CURB DEPRESSIONS AT SIDEWALK CROSSINGS SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY.
16. EXISTING ROADWAY CURB AND GUTTER TO BE CONTINUOUS THROUGH THE PROPOSED NEW DRIVEWAY ENTRANCE(S) ALONG WITH THE MUNICIPAL SIDEWALK.
17. SIDEWALK TO BE 200mm THICK THROUGH ENTRANCE DRIVEWAY ENTRANCE PER CITY STANDARD R-128.
18. FROST COLLARS ARE TO BE PROVIDED ON CURB STOPS AND VALVE BOXES WHEN LOCATED WITHIN THE LIMITS OF THE DRIVEWAYS.
19. ENTRANCE DRIVEWAYS SHALL BE SETBACK A MINIMUM CLEARANCE OF 1.0m FROM ALL ABOVEGROUND SERVICES OR OTHER OBSTRUCTIONS.
20. APPROPRIATE CONSTRUCTION DETAILS SHOULD BE PROVIDED FOR RETAINING WALLS HIGHER THAN 1.0M. DETAILS SHALL BE DESIGNED AND CERTIFIED BY A PROFESSIONAL ENGINEER UPON APPROVAL. HANDRAIL/GUARD/FENCE IS REQUIRED WHEN HEIGHT EXCEEDS 0.60m (AS PER CITY STANDARD DRAWING FRW-105 OR APPROVED EQUAL). UPON COMPLETION RETAINING WALLS GREATER THAN 1.0m TO BE CERTIFIED BY A STRUCTURAL AND GEOTECHNICAL ENGINEER.
21. LANDSCAPE SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
22. SLOPES IN LANDSCAPED AREAS AND ON BERMS SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL.
23. PAVEMENT GRADES (MIN. 0.5%, MAX 5%).
24. DRAINAGE GRASSED SWALES WITH GRADES (MIN. 2%, MAX 5%).
25. OUTSIDE LIGHTING SHALL BE DIRECTED DOWNWARD AND INWARD AND DESIGNED TO MAINTAIN ZERO CUT-OFF LIGHT LEVEL DISTRIBUTION AT THE PROPERTY LINE.
26. SANITARY, STORM AND WATER SERVICE CONNECTIONS WHICH ARE NOT IN PLACE ON THE MUNICIPAL ROAD ALLOWANCE TO THE PROPERTY LINE SHALL BE ARRANGED FOR INSTALLATION BY THE CITY ON PAYMENT OF INSTALLATION COSTS BY THE OWNER. TO INITIATE THE INSTALLATION OF THE SERVICE CONNECTION(S), THE OWNER SHALL FILE AN APPLICATION WITH THE DEVELOPMENT INSPECTION & LOT GRADING DIVISION OF THE DEVELOPMENT ENGINEERING DEPARTMENT WHICH INCLUDES 2 COPIES OF THE APPROVED SITE PLAN DRAWING(S) WITH DEPARTMENT'S APPROVAL SEAL AND IF REQUIRED A COPY OF THE REGIONAL APPROVAL SCHEDULE AS PER THE EXECUTED SITE PLAN AGREEMENT.
27. SILT FENCE(S) TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
28. CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450MM CRUSHED STONE BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
29. THE SURFACE OF ALL LOADING SPACES AND RELATED DRIVEWAYS, PARKING SPACES, AND MANEUVERING AREAS WITHIN THE SITE SHALL BE PAVED WITH A HARD SURFACE. THE RECOMMENDED MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS:
    - 40mm COMPACTED DEPTH HL3 ASPHALT – TOP COURSE
    - 50mm COMPACTED DEPTH HL8 ASPHALT – BINDER COURSE
    - 150mm COMPACTED DEPTH 20mm CRUSHER RUN LIMESTONE – GRANULAR BASE
    - 200mm COMPACTED DEPTH 50mm CRUSHER RUN LIMESTONE – GRANULAR SUB-BASE
30. CONDOMINIUM UNIT DRIVEWAYS – THE MINIMUM RECOMMENDED DEPTH REQUIREMENTS ARE AS FOLLOWS:
    - 25mm COMPACTED DEPTH HL3 ASPHALT TOP COURSE
    - 50mm COMPACTED DEPTH HL8 ASPHALT BASE COURSE
    - 200mm COMPACTED DEPTH 20mm DIA. CRUSHER RUN LIMESTONE

    TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE BASE COURSE ASPHALT HAS BEEN IN PLACE FOR ONE WINTER SEASON. OTHER HARD SURFACES MAY BE INSTALLED AS APPROVED BY THE CITY.
31. THE CONSULTING ENGINEER SHALL DESIGN, IMPLEMENT AND MONITOR THE EROSION AND SEDIMENT CONTROL MEASURES DURING ALL PHASES OF CONSTRUCTION ON THE LANDS IN ACCORDANCE WITH THE TRCA EROSION AND SEDIMENT CONTROL GUIDELINES FOR URBAN CONSTRUCTION DATED DECEMBER 12, 2006, TO THE SATISFACTION OF THE CITY AND TRCA.
32. ALL PROPOSED PARKING SPACES FOR DISABLED TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND PAVEMENT DISABLED SYMBOL MARKING IN ACCORDANCE WITH CITY STANDARD DRAWING.

GENERAL NOTES:

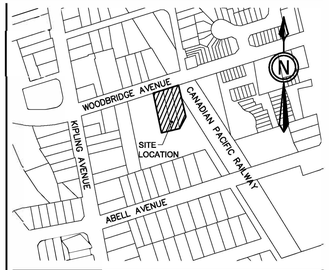
1. STANDARD DRAWINGS OF THE CITY OF VAUGHAN CONSTITUTE PART OF THESE DRAWING(S).
2. ALL CONSTRUCTION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS.
3. THE OWNER SHALL RETAIN THE SERVICES OF HIS CONSULTANTS TO ENSURE REQUIRED INSPECTION REPORTS AND OR CERTIFICATION REQUIREMENTS ARE SUBMITTED TO THE DEVELOPMENT ENGINEERING DEPARTMENT AND OTHER AFFECTED CITY DEPARTMENTS.
4. THE OWNER AND/OR HIS REPRESENTATIVE SHALL RECTIFY ALL DISTURBED AREAS TO ORIGINAL CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY.
5. THE LOCATION OF ALL UNDER/ABOVE GROUND UTILITIES AND STRUCTURES IS APPROXIMATE ONLY AND WHERE SHOWN ON THE DRAWING(S) THE ACCURACY OF THE LOCATION OF SUCH UTILITIES IS NOT GUARANTEED. THE OWNER AND/OR HIS REPRESENTATIVE SHALL DETERMINE THE LOCATION OF ALL SUCH UTILITIES AND STRUCTURES BYCONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY COMPANIES CONCERNED. THE OWNER SHALL PROVE THE LOCATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE OR RESTORATION OR ADJUSTMENT FOR THE SAME.
6. ANY CONFLICTS WITH EXISTING SERVICES SHALL BE RECTIFIED AT THE OWNER'S EXPENSE.
7. APPROPRIATE CONSTRUCTION DETAILS SHOULD BE PROVIDED FOR RETAINING WALLS HIGHER THAN 1.0 M. DETAILS SHALL BE DESIGNED AND CERTIFIED BY A PROFESSIONAL ENGINEER UPON APPROVAL. HANDRAIL/GUARD/FENCE IS REQUIRED WHEN HEIGHT EXCEEDS 0.60 M (AS PER CITY STANDARD DRAWING FRW-105 OR APPROVED EQUAL). UPON COMPLETION, RETAINING WALLS GREATER THAN 1.0 M TO BE CERTIFIED BY A STRUCTURAL ANDGEOTECHNICAL ENGINEERS.
8. LANDSCAPING WORK SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
9. SLOPES IN LANDSCAPED AREAS AND ON BERMS SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL.
10. GRASSED DRAINAGE SWALE GRADES: MIN. 2% MAX 5%.
11. OUTSIDE LIGHTING SHALL BE DIRECTED DOWNWARD AND INWARD AND DESIGNED TO MAINTAIN ZERO CUT-OFF LIGHT LEVEL DISTRIBUTION AT THE PROPERTY LINE.
12. SILT FENCE(S) AND OTHER EROSION CONTROL MEASURES TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
13. CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450 MM CRUSHED STONE BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
14. ALL PROPOSED BARRIER-FREE PARKING SPACES TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND BARRIER-FREE PAVEMENT SYMBOL MARKING.

SITE GRADING NOTES:

1) FOR LAYOUT INFORMATION ON BUILDINGS, PARKING AREAS, AND ACCESS ROUTES REFER TO PLAN PREPARED BY ARCHITECT.
2) ALL EXISTING STRUCTURES, TO BE REMOVED WITHIN PROPERTY BOUNDARY, UNLESS OTHERWISE NOTED.
3) ALL EXTERNAL SITE AREAS DISTURBED BY THE ACTIVITIES OF THE CONTRACTOR SHALL BE RESTORED TO EXISTING CONDITION OR BETTER AND TO THE SATISFACTION OF THE CITY. GRASSED AREAS SHALL BE RESTORED BY PLACING A MINIMUM OF 100mm TOPSOIL AND SOD.
4) ALL CONSTRUCTION TO BE CARRIED OUT IN ACCORDANCE WITH THE MOST CURRENT CITY OF VAUGHAN CRITERIA AND OPSS.
5) THE SOIL CONSULTANT SHALL VERIFY THE SUITABILITY OF THE ENGINEERED FILL AT SOURCE PRIOR TO HAULING ANY MATERIAL ON SITE.
6) COMPACTION OF ALL MATERIAL AS PER RECOMMENDATIONS IN THE GEOTECHNICAL REPORT.
7) ALL BARRIER CURB WITHIN THE SITE TO BE CONSTRUCTED AS PER OPSD 600.110. HEIGHT OF BARRIER CURB TO BE 0.15m UNLESS OTHERWISE SHOWN IN SITE GRADING PLAN. ALL CURB ON MUNICIPAL R.O.W. TO BE CONSTRUCTED AS PER DETAIL OPSD 600.040.
8) ALL CURB UNDERMINED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED TO THE SATISFACTION OF THE CITY OF VAUGHAN.
9) METHOD OF TERMINATION FOR CONCRETE CURB AND GUTTER AS PER OPSD 608.010.
10) PERFORATED SUBDRAINS WITH FILTER FABRIC ARE TO BE CONNECTED TO INTERNAL CATCH BASINS AT THE SUB-GRADE INTERFACE AND SHOULD EXTEND AT LEAST 3.0m IN ALL DIRECTIONS EXCEPT IN THE BOULEVARD AREAS. CONTRACTOR IS TO ENSURE A MINIMUM 3% SLOPE OF THE SUBDRAINS TOWARDS THE CATCH BASINS. SUBDRAIN PIPE TO BE 100mm PERFORATED, CORRUGATED OR POLYETHYLENE ENCASED IN FILTER FABRIC "SOCK" AS PER OPSS 405 AND 1860. BACKFILL WITH 20mm WELL GRADED FREE DRAINING GRANULAR MATERIAL APPROVED BY THE ENGINEER.
11) REFER TO LANDSCAPING PLANS FOR ISLAND DETAILS AND THE LIMITS OF LANDSCAPED AREAS.
12) ALL RECYCLED, PROCESSED OR OTHERWISE ALTERED MATERIALS ARE CONSIDERED ALTERNATIVES AND MUST BE APPROVED BY THE OWNER AND ENGINEER PRIOR TO USE ON SITE.
13) ALL SERVICE TRENCH EXCAVATION AND BACKFILL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
14) ALL UNSUITABLE SOIL OR SURPLUS MATERIAL OBTAINED FROM EXCAVATIONS TO BE DISPOSED OF OFF-SITE AT A SUITABLE WASTE DISPOSAL FACILITY IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REGULATIONS AND SPECIFICATIONS.
15) CONTRACTOR TO PROVIDE TOPOGRAPHIC SURVEYS FOR ORIGINAL GROUND, POST TOPSOIL STRIPPING AND SUBGRADE ELEVATIONS TO VERIFY EARTHWORK QUANTITIES.

ROADWORKS NOTES:

1. ENTRANCE DRIVEWAYS SHALL BE CONSTRUCTED WITH HEAVY DUTY ASPHALT FROM THE BACK OF THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE (AREA HIGHLIGHTED ON DRAWING(S) IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
    - ** 50 MM COMPACTED DEPTH OF HL3 ASPHALT – TOP COURSE
    - ** 75 MM COMPACTED DEPTH OF HL8 ASPHALT – BINDER COURSE
    - ** 150 MM COMPACTED DEPTH OF 20 MM CRUSHER-RUN LIMESTONE – GRANULAR BASE
    - ** 300 MM COMPACTED DEPTH OF 50 MM CRUSHER-RUN LIMESTONE – GRANULAR SUB-BASE
2. THE SURFACE OF ALL LOADING SPACES AND RELATED DRIVEWAYS, PARKING SPACES, AND MANEUVERING AREAS WITHIN THE SITE SHALL BE PAVED WITH A HARD SURFACE. THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
    - ** 40 MM COMPACTED DEPTH HL3 ASPHALT – TOP COURSE
    - ** 50 MM COMPACTED DEPTH HL8 ASPHALT – BINDER COURSE
    - ** 150 MM COMPACTED DEPTH 20 MM CRUSHER-RUN LIMESTONE – GRANULAR BASE
    - ** 200 MM COMPACTED DEPTH 50 MM CRUSHER-RUN LIMESTONE – GRANULAR SUB-BASE
3. FOR CONDOMINIUM UNIT DRIVEWAYS, THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
    - ** 25 MM COMPACTED DEPTH HL3 ASPHALT TOP COURSE (TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE BASE COURSE ASPHALT HAS BEEN INPLACE FOR ONE WINTER SEASON. OTHER HARD SURFACES MAY BE INSTALLED AS APPROVED BYTHE CITY.)
    - ** 50 MM COMPACTED DEPTH HL8 ASPHALT BASE COURSE
    - ** 200 MM COMPACTED DEPTH 20 MM CRUSHER-RUN LIMESTONE BASE
4. ALL CONCRETE CURB FROM EXISTING ROAD CURB TO STREET LINE SHALL BE BARRIER CURB OPSD 600.110. ALL CONCRETE CURB HEIGHTS SHALL BE 150 MM UNLESS OTHERWISE NOTED. ENTRANCE DRIVEWAY CURB TO BE DISCONTINUOUS AT SIDEWALK AND TAPERED BACK 600 MM MINIMUM.
5. ALL REQUIRED CURB CUTTING AT ENTRANCE DRIVEWAY AND CURB DEPRESSIONS AT SIDEWALK CROSSINGS SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY.
6. EXISTING ROADWAY CURB AND GUTTER TO BE CONTINUOUS THROUGH THE PROPOSED NEW DRIVEWAY ENTRANCE(S) ALONG WITH THE MUNICIPAL SIDEWALK.
7. SIDEWALK TO BE 200 MM THICK THROUGH DRIVEWAY ENTRANCE PER CITY STANDARD R-128 AND TO INCLUDE TACTILE INDICATORS IN ACCORDANCE WITH YORK REGION STANDARD.
8. ENTRANCE DRIVEWAYS SHALL BE SETBACK A MINIMUM CLEARANCE OF 1.0 M FROM ALL ABOVEGROUND SERVICES OR OTHER OBSTRUCTIONS.
9. PAVEMENT GRADES: MIN. 0.5%; MAX 5%.



LEGEND

- 224.25EX. EXISTING ELEVATION
- 227.25 PROPOSED ELEVATION
- 226.49SW PROPOSED SWALE ELEVATION
- 2.0% SLOPE
- OVERLAND FLOW ROUTE
- PROPOSED STORM MANHOLE
- PROPOSED STORM CATCHBASIN
- PROPOSED STORM OGS
- PROPOSED SANITARY
- VALVE
- HYDRANT AND VALVE
- EXISTING STORM CATCHBASIN
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING VALVE
- EXISTING HYDRANT
- PROPERTY LINE
- EXISTING STRUCTURES TO BE REMOVED
- 160.17EX. ELEVATIONS ON THE WOODBRIDGE AVENUE BASED ON WOODBRIDGE AVENUE PROPOSED WATERMAIN & SANITARY SEWER REPLACEMENT & ROAD REHABILITATION DRAWINGS PREPARED BY IBI GROUP FOR CITY OF VAUGHAN, DATED MARCH 2022.

REV.No.	REVISION NOTE	DATE
2	ISSUED FOR ZBA	24-12-06
1	ISSUED FOR ZBA	23-06-05

LICENSED PROFESSIONAL ENGINEER
C. H. GROEN
100157765
24-12-06
PROVINCE OF ONTARIO

239-251 WOODBRIDGE AVENUE
CITY FILE : Z.22.001

HUSSON
ENGINEERING + MANAGEMENT
P 905.709.5825
200 CACHET WOODS COURT, SUITE 204
MARKHAM, ON L6C 0Z8
HUSSON.CA

SW1
GRADING PLAN

DATE: DECEMBER 6, 2024 SCALE: 1:200 PROJECT: 221396
DESIGNED BY: M.A. CHECKED BY: C.H.G.
DRAWN BY: M.A. CHECKED BY: C.H.G.

Arborist Report

239 - 251 Woodbridge Avenue
Vaughan, ON

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

Dec 20, 2024

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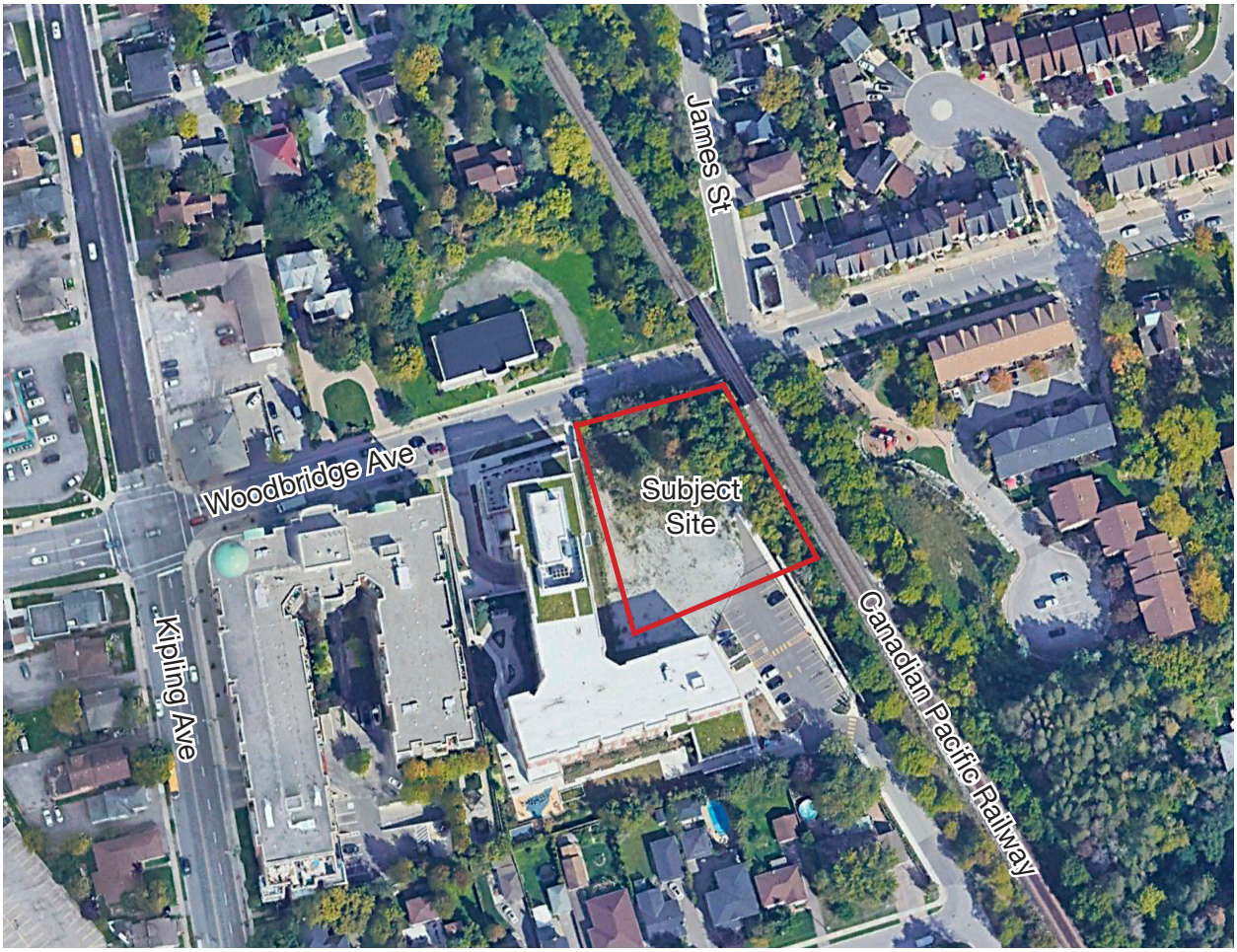
Site Context



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	*Acer platanoides*	Norway Maple	municipal right-of-way	18.5, 11	32	8	Good		non-native	Remove	NA
2	*Juglans nirga*	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 LDD moth egg 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 nirga*	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 cal)	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 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.

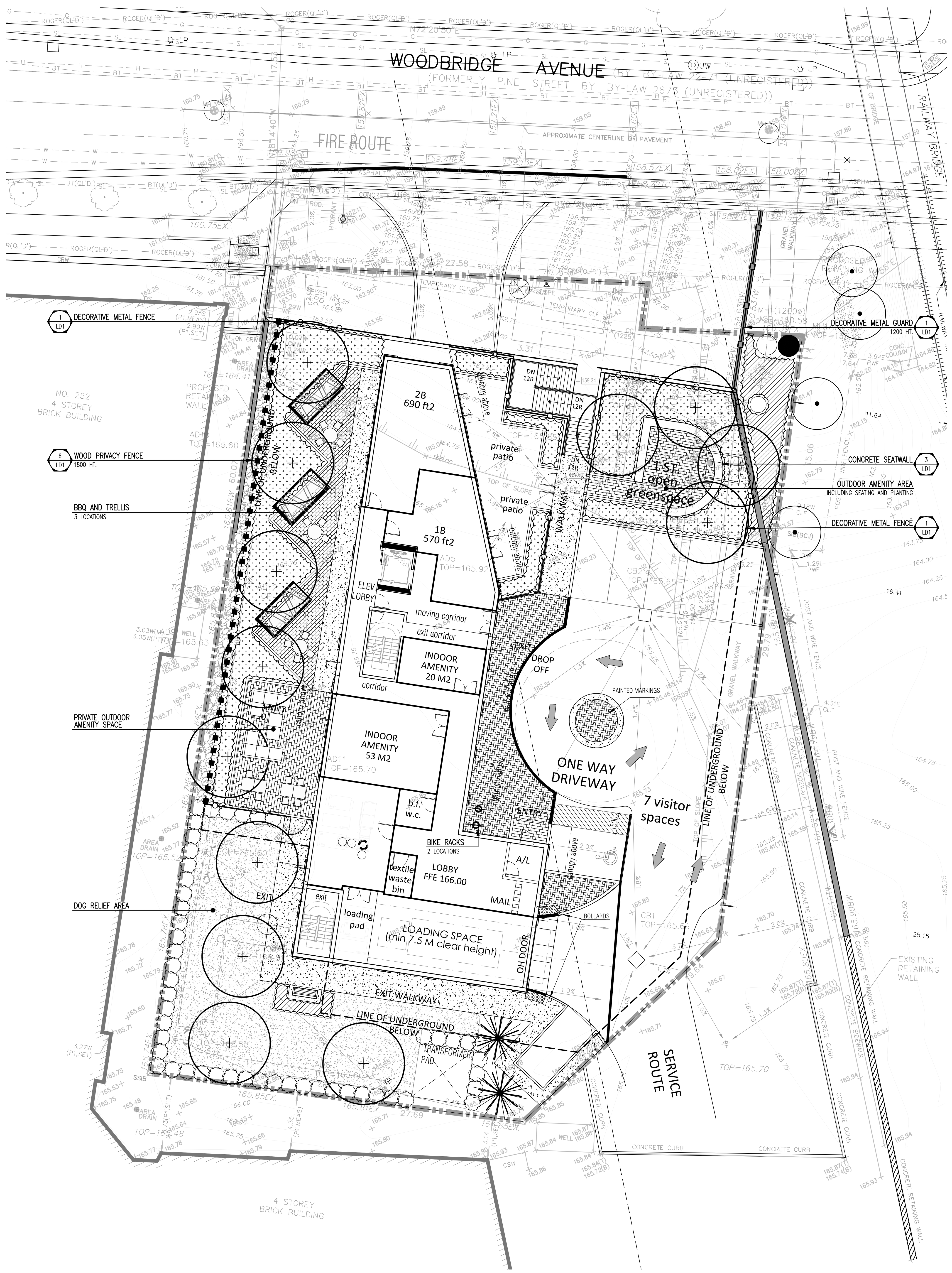
While this inventory describes health, structural stability and potential hazards to a reasonable extend, there is no guarantee that all trees to be preserved will not experience decline following construction activities. This is for two main reasons. First, unless an arborist remains in constant supervision 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.

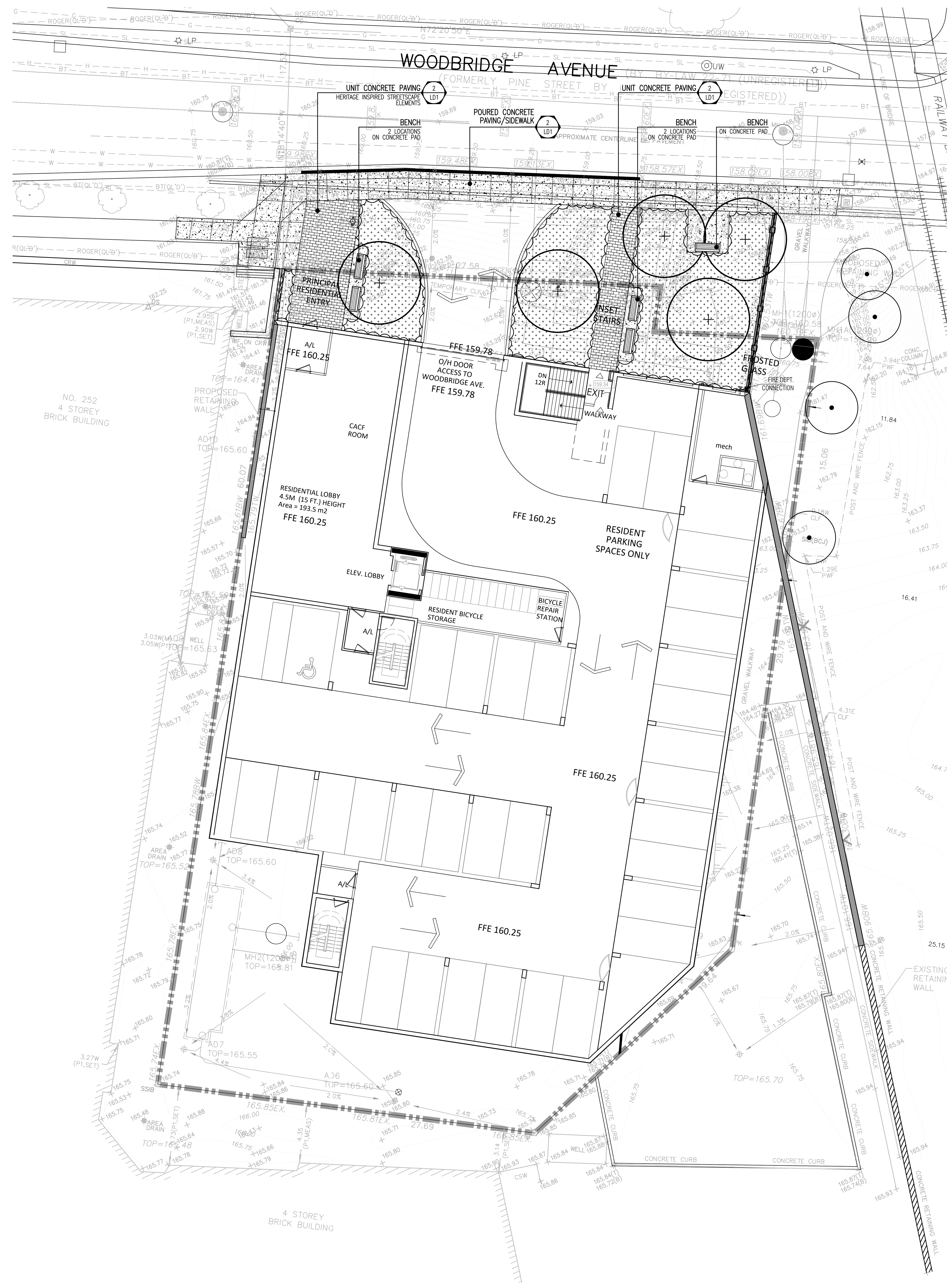
Jillian Albert
ISA Certified Arborist, ON-23994
TOCHER HEYBLOM DESIGN INC

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

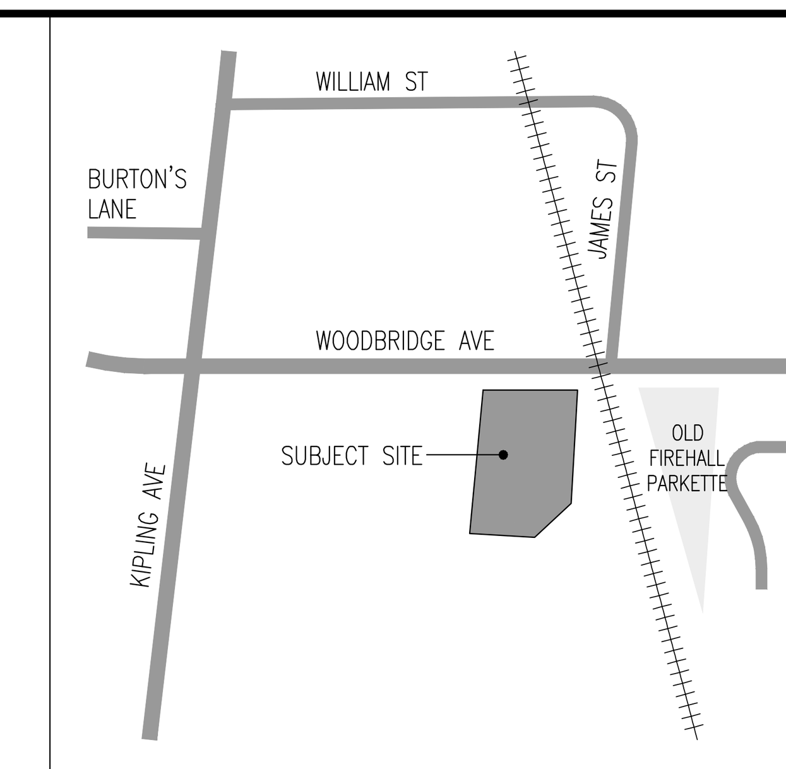
Attachment 7



GROUND FLOOR LANDSCAPE PLAN



UNDERGROUND FLOOR LANDSCAPE PLAN



KEY PLAN N.T.S. SUBJECT SITE

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 REFER TO TREE PROTECTION PLAN AND ARBORIST REPORT

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.

No	Revision	By	Yr Mo Da
3	Issued for ZBA	SKC	24 12 20
2	Issued for ZBA	FC	24 09 18
1	Issued for ZBA	MB	23 06 16

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

Invalid Unless Signed Original

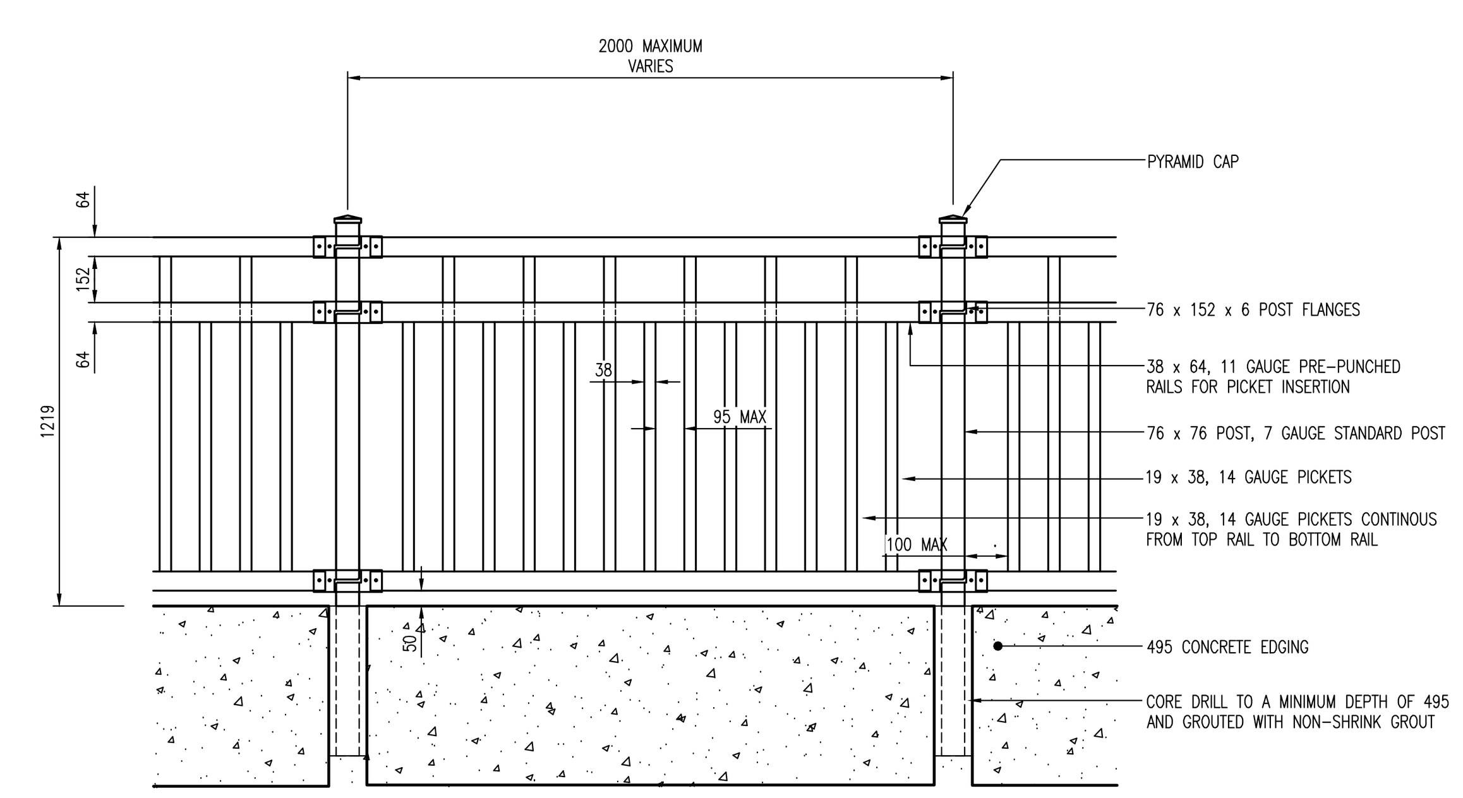
cosburn nauboris LTD
landscape architects
20 crown steel dr. suite 2 markham, on l3r 9x9
t 905 940 4443
cosburnnauboris.ca

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	L1	
Approved by HN	Project 2430	Drawing No.	

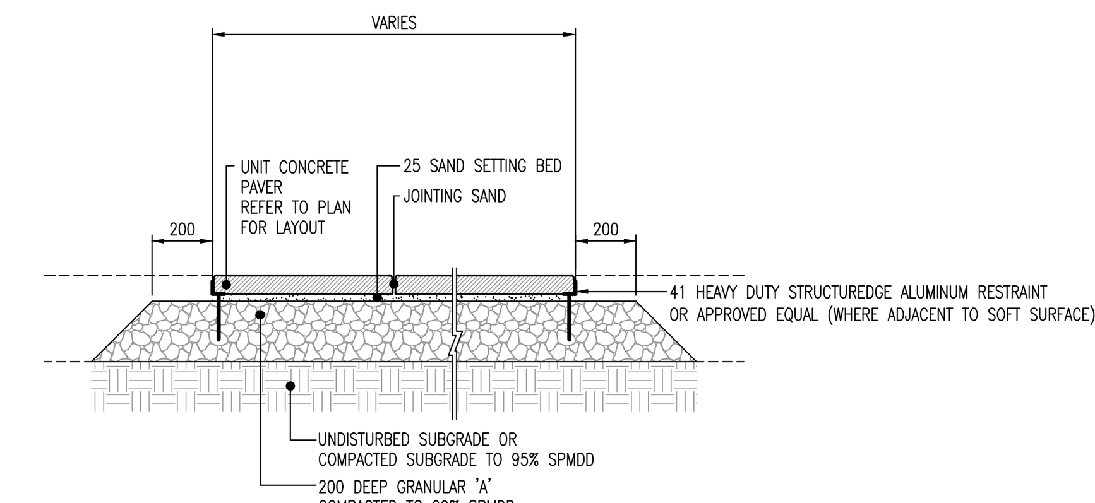


ELEVATION

1. ALL MATERIAL COMPONENTS AND WORKMANSHIP TO CONFORM TO LOCAL BY-LAWS.
2. ALL FENCING TO BE BLACK IN COLOUR.
3. POST, RAILS & PICKETS – EXTRUDED MARINE ALUMINUM CHROMATE CONVERSION COATING ELECTROSTATICALLY APPLIED THERMALLY BONDED POLYESTER POWDER COATING MINIMUM FILM THICKNESS 2.5 mm
4. FITTINGS – 12 GAUGE STAMPED MARINE ALUMINUM FACTORY FINISH AS ABOVE
5. WELDS – ALUMINUM
6. WARRANTY – 5 YEAR MAINTENANCE FREE
7. PREFERRED MANUFACTURER/SUPPLIER:
IRON EAGLE INDUSTRIES
1256 CARDIFF BLVD.
MISSISSAUGA, ONTARIO L5S 1R1
PHONE: (905) 670–2515 FAX: (905) 670–2841
www.ironeagle.com

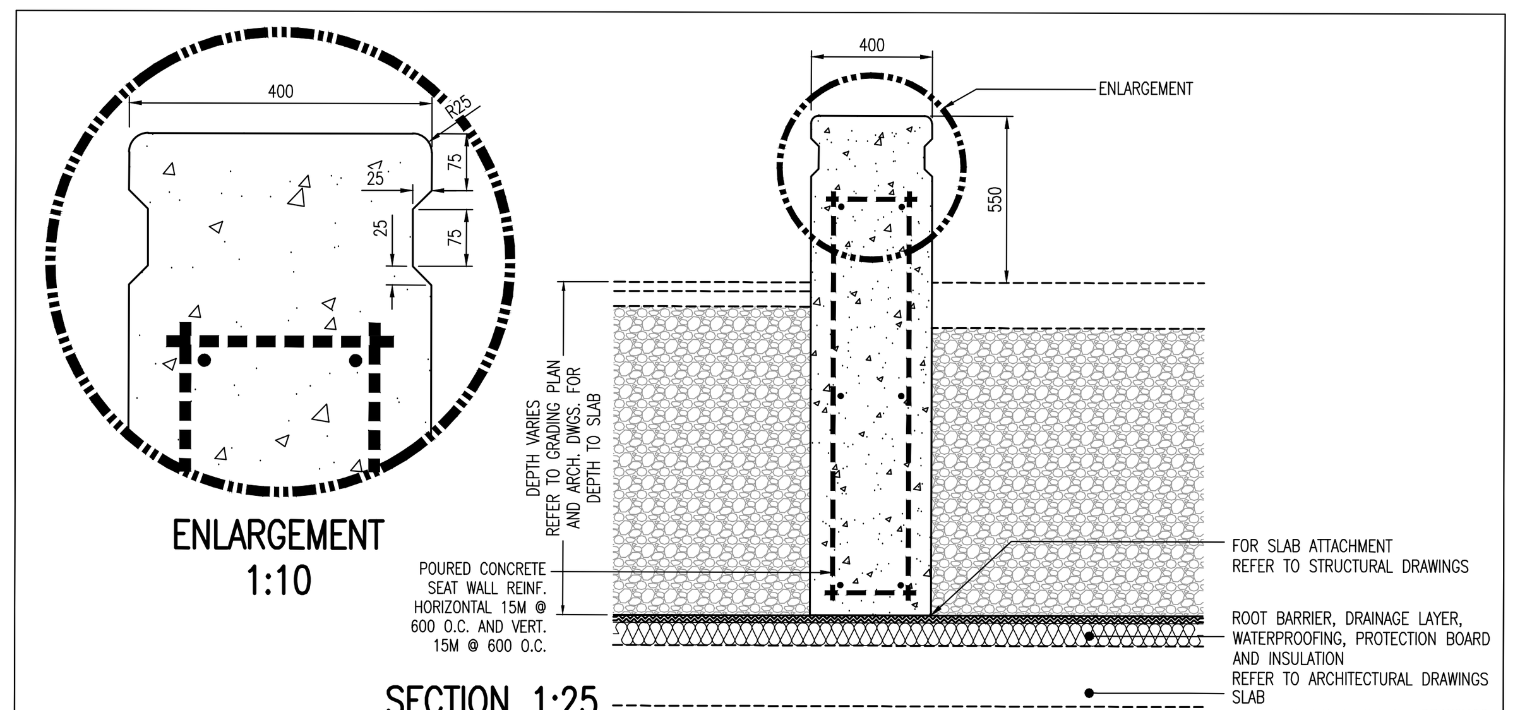
DECORATIVE METAL GUARD (1/LD1)
ON TOP OF RETIANING WALL

cosburn nauboris LTD landscape architects — DATE 24.11.01 — SCALE 1:25 — PROJECT 2436



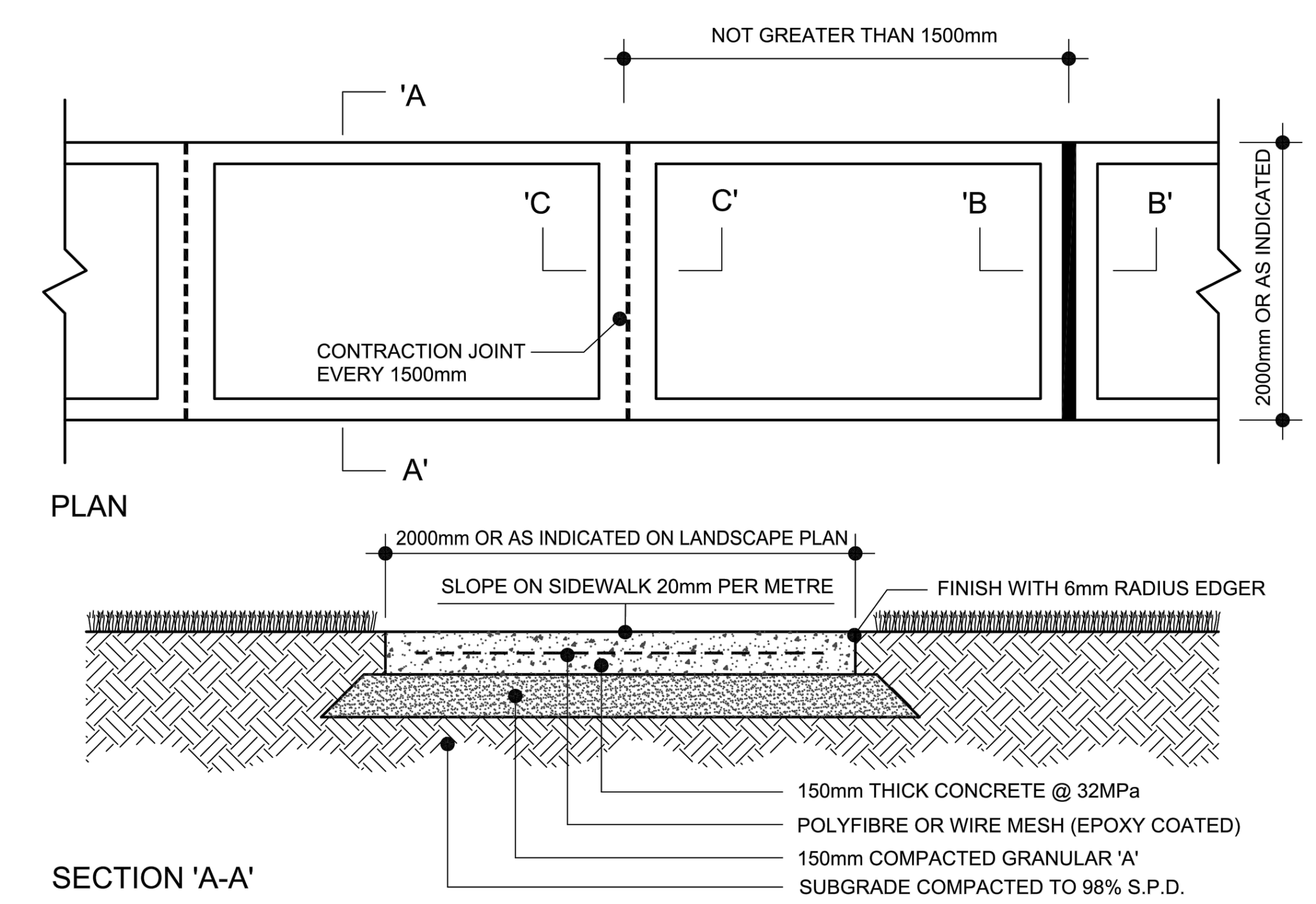
UNIT CONCRETE PAVING (2/LD1)

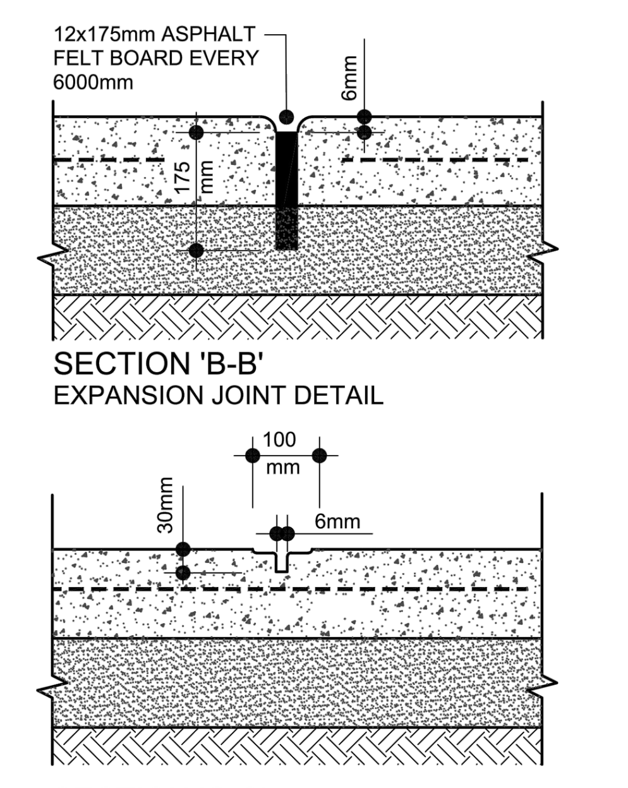
cosburn nauboris LTD landscape architects — DATE 20.08.11 — SCALE 1:25 — DETAIL NAME 2293



ON SLAB – FREESTANDING – POURED CONCRETE SEAT WALL (3/LD1)

cosburn nauboris LTD landscape architects — DATE 24.12.20 — SCALE AS SHOWN — PROJECT 2430





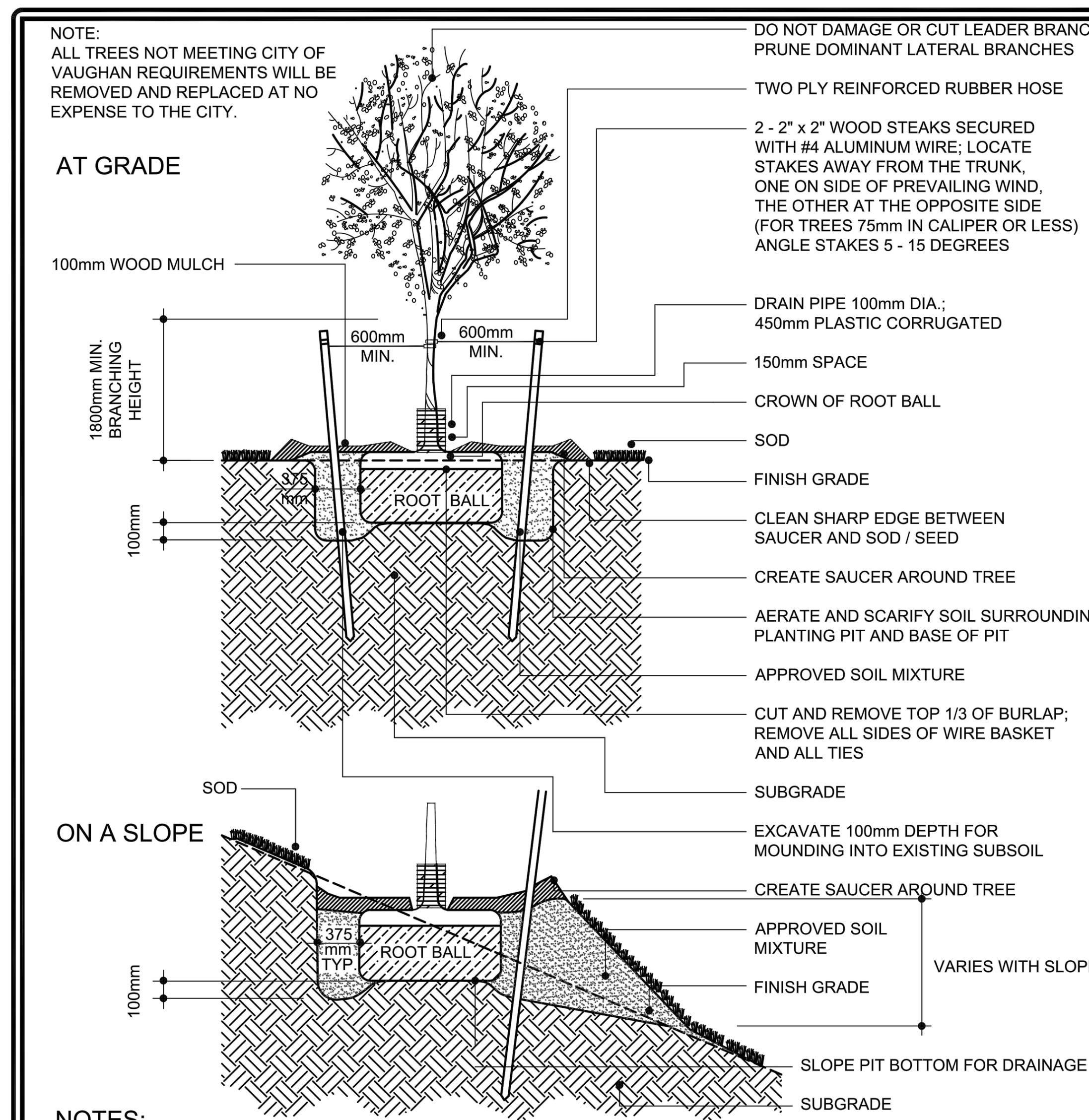
NOTES:
1. 32MPa Class 'A' concrete max. cement/water ratio 0.5 @ 28 days with 6% air entrainment.
2. Concrete to have broom finish.
3. Expansion joints to be located every 6m and where concrete paving abuts other structures or buildings.
4. Contraction joints to be located at minimum intervals of 1.5m. To be formed with a double edger in fresh concrete, then saw cut to a depth of 30mm.
5. Concrete to be sprayed with white pigment curing compound immediately after finishing.
6. All dimensions are in millimetres.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

POURED-IN-PLACE CONCRETE PAVING IN URBAN AREAS DETAIL (4/LD1)

DRAWN & DESIGNED: URBAN DESIGN — NOT TO SCALE — DATE: 03 / 01 / 2011 — STD. DWG. NO. ULA 301

NOTE:
ALL TREES NOT MEETING CITY OF VAUGHAN REQUIREMENTS WILL BE REMOVED AND REPLACED AT NO EXPENSE TO THE CITY.

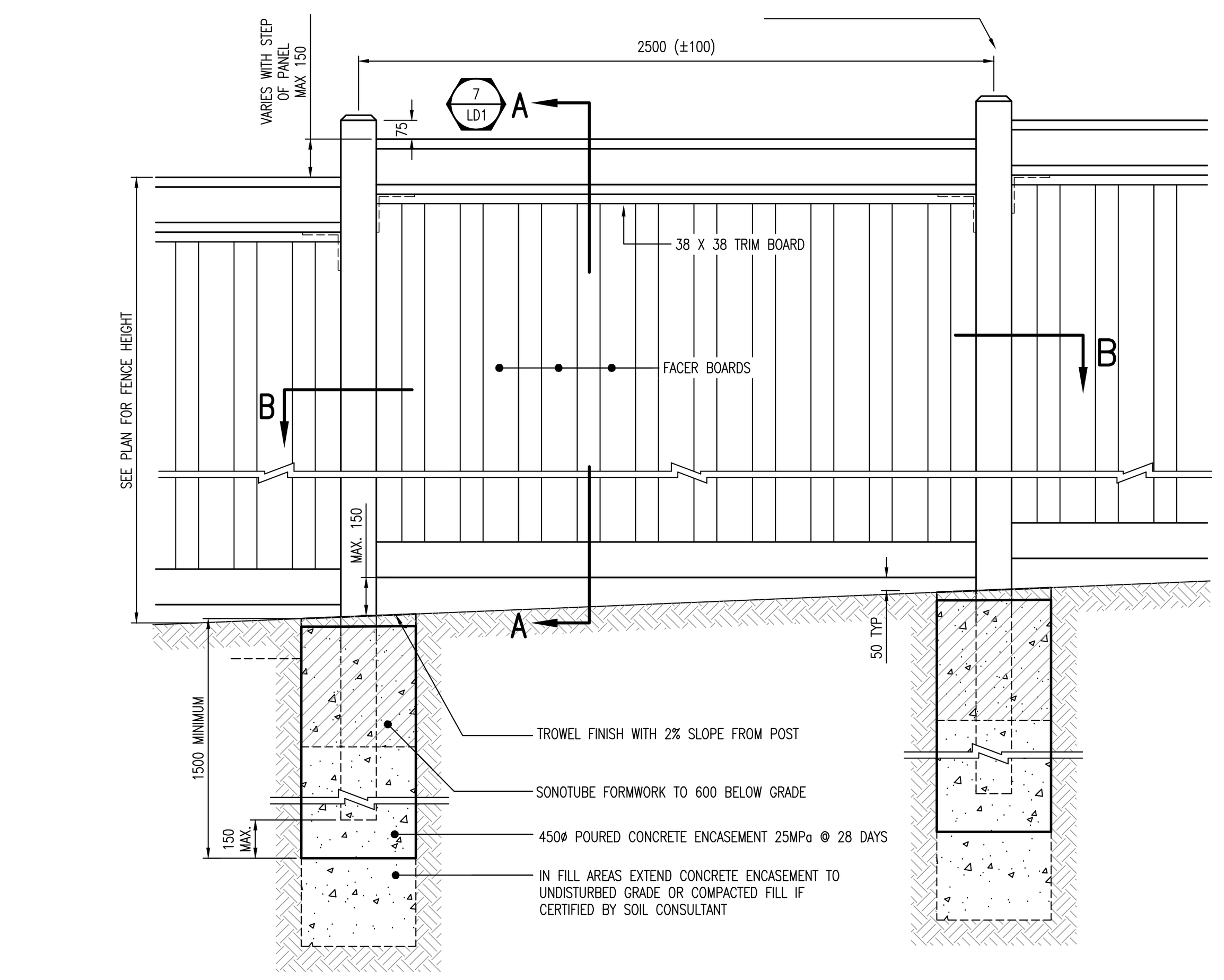


NOTES:
1. Position crown of root ball 50mm above finish grade to allow for settling.
2. Do corrective pruning to retain natural form of tree as directed by City Forestry Supervisor.
3. Water all plant material sufficiently to maintain vigorous, healthy growth from time of delivery/ installation until the end of the specified guarantee period.
4. Stake height shall be a minimum of 1.5 metres above finish grade.
5. For trees planted within planting or shrub beds, delete saucer around base of tree.
6. Remove all tree guards/ stakes 12 months after acceptance/ assumption or as specified.
7. No tree pits shall be left open overnight.
8. Do not allow air pockets when backfilling.
9. All dimensions are in millimeters.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

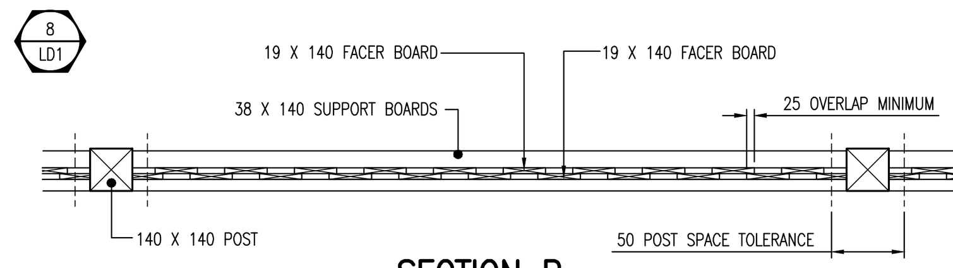
DECIDUOUS TREE PLANTING DETAIL FOR TREES UNDER 90mm IN CALIPER (5/LD1)

DRAWN & DESIGNED: URBAN DESIGN — NOT TO SCALE — DATE: 03 / 01 / 2011 — STD. DWG. NO. ULA 101



ELEVATION (STREET SIDE)

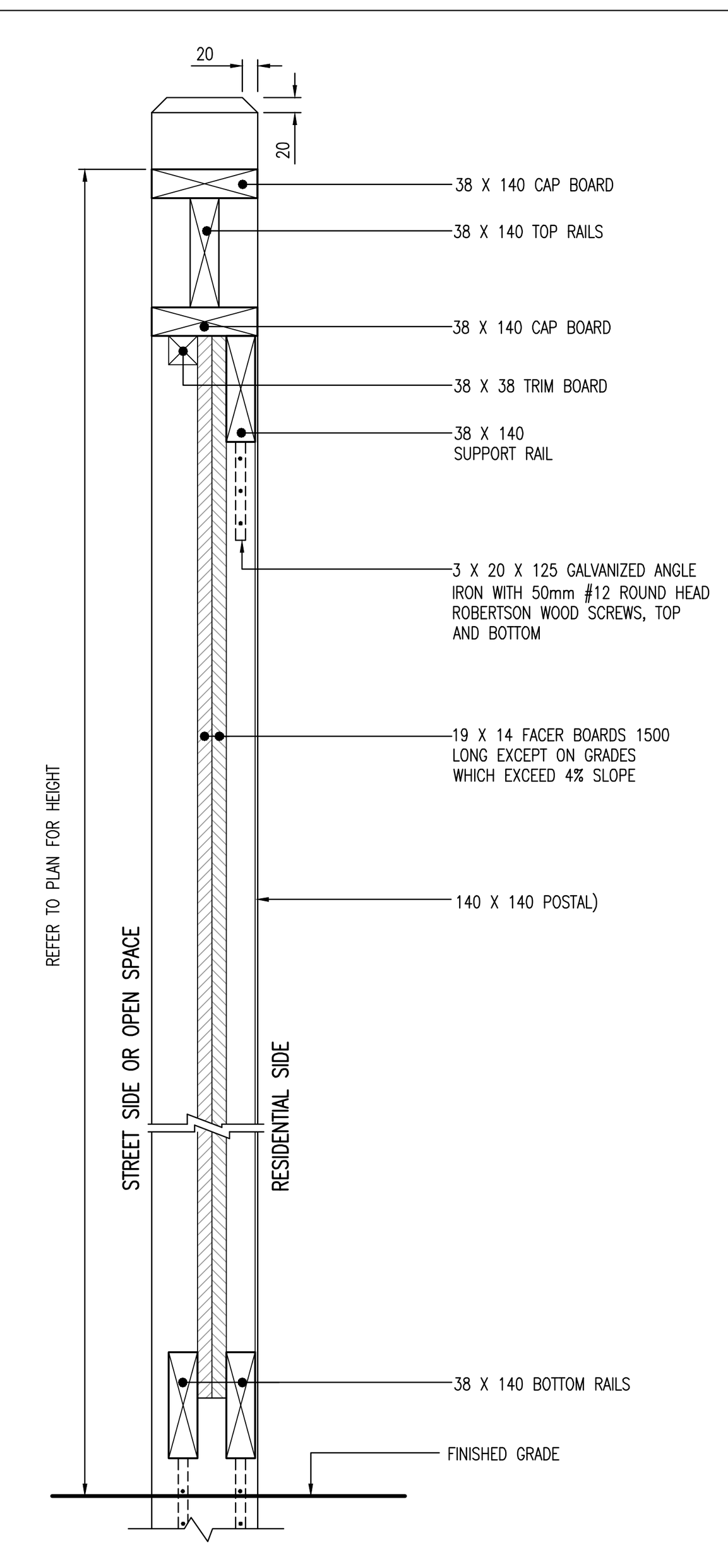
NOTE:
1) REFER TO FENCING NOTES (9/LD1)
2) FOR RESIDENTIAL SIDE SEE DETAIL (8/LD1)
3) 19x140 BOARD WIDTHS MAY VARY SLIGHTLY – ADJUST GAPS BETWEEN ADJACENT BOARDS TO ENSURE OVERLAP REMAINS CONSISTENT ALONG FACE OF FENCE PANEL.



SECTION B

PRIVACY WOOD FENCE (6/LD1)

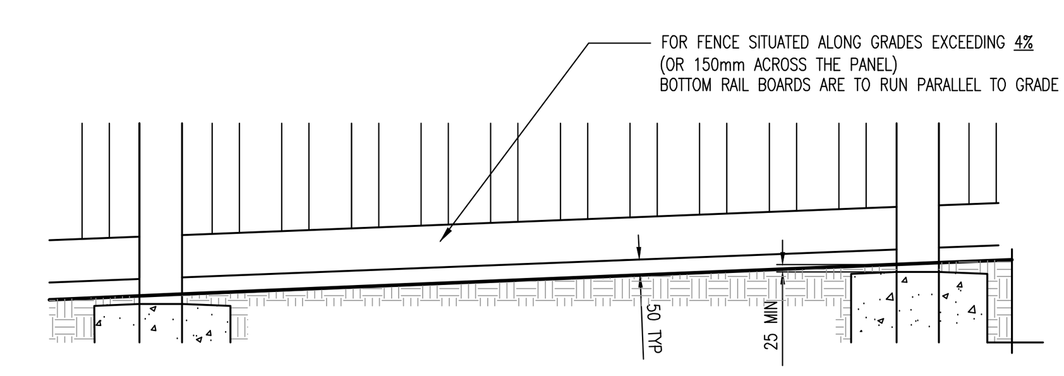
cosburn nauboris LTD landscape architects — DATE 24.12.20 — SCALE 1:25 — DETAIL NAME 2430



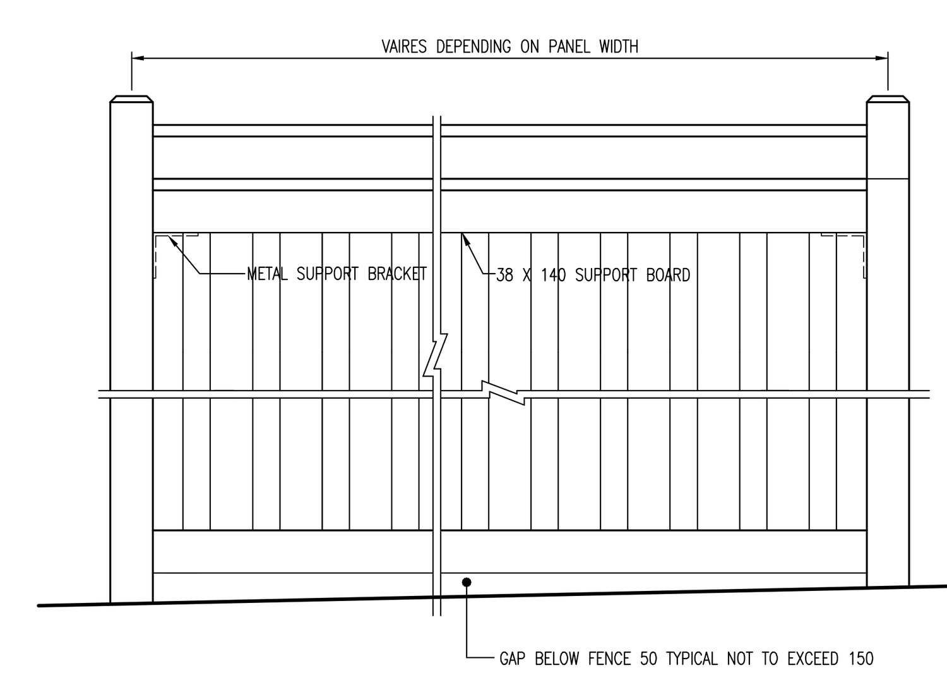
SECTION A
(PRIVACY WOOD FENCE) (6/LD1)

PRIVACY WOOD FENCE (7/LD1)
SECTION

cosburn nauboris LTD landscape architects — DATE 24.12.20 — SCALE 1:10 — PROJECT 2430



DETAIL 2 – FOR GRADES EXCEEDING 4%



RESIDENTIAL SIDE

NOTE:
1) REFER TO FENCING NOTES (9/LD1)
3) 19x140 BOARD WIDTHS MAY VARY SLIGHTLY – ADJUST GAPS BETWEEN ADJACENT BOARDS TO ENSURE OVERLAP REMAINS CONSISTENT ALONG FACE OF FENCE PANEL.

PRIVACY WOOD FENCE (8/LD1)
RESIDENTIAL SIDE

cosburn nauboris LTD landscape architects — DATE 24.12.20 — SCALE 1:25 — PROJECT 2430

1. ALL MATERIALS, COMPONENTS AND WORKMANSHIP TO CONFORM TO LOCAL BY–LAWS.
2. CONSTRUCT FENCING IN ACCORDANCE WITH CAN3–086.1–94 EXCEPT WHERE SPECIFIED.
3. WOOD FENCING TO NLGA STANDARD GRADING RULES FOR CANADIAN LUMBER 2003 EFFECTIVE DECEMBER 1, 2005.
4. ALL TIMBER CUTS SHALL BE STRAIGHT AND PLUMB.
5. ALL WOOD SHALL BE DRESSED FOUR SIDES.
6. ALL WOOD SHALL BE PRESSURE TREATED (NOT SPRUCE OR HEMLOCK), SELECTED MAINLY FOR GOOD APPEARANCE AND FREE OF WANE AND BARK POCKETS. ALL TORN GRAIN SHALL BE FREE, ELIMINATED BY SANDING AND PLANING. MEMBERS EXHIBITING MODERATE TO HEAVY KNOTS SHALL BE WELL DISTRIBUTED THROUGHOUT THE INSTALLATION. WARPED OR CUPPED BOARDS ARE NOT ACCEPTABLE.
7. ALL ACOUSTIC AND PRIVACY POSTS SHALL BE "No. 1 STRUCTURAL" (NLGA 131b). ALL FACER BOARDS SHALL CONFORM TO NLGA 204a "SELECT KNOTTY".
8. ACOUSTIC FENCE POST SIZES

   140 X 140 FOR FENCE HEIGHT ≤2200
   140 X 184 FOR FENCE HEIGHT >2200 AND ≤2600
9. ACOUSTIC FENCE FOOTINGS – NOT APPLICABLE TO BERMS (450 DIA. 2500 WIDE POST SPACING MAX)
   1500 FOR FENCE HEIGHTS ≤2000
   1800 FOR FENCE HEIGHTS >2000 AND ≤2400
   2000 FOR FENCE HEIGHTS >2400 AND ≤2600
10. FENCES CONSTRUCTED ON BERMS:
   (A) EXTEND FOOTING 300MM INTO UNDISTURBED SUB–GRADE.
   (B) COMPACT BERMS TO A MINIMUM OF 100% STANDARD PROCTOR DENSITY.
   (C) CONSTRUCT BERMS WITH A 1000MM FLAT TOP AND SIDE SLOPE NO STEEPER THAN 3;1.
11. FOR ACOUSTIC FENCES USING PRESSURE TREATED LUMBER (NOT SPRUCE OR HEMLOCK). MINIMUM PANEL THICKNESS WILL BE 45MM (THIS IS EQUIVALENT TO 20kg/m FACE DENSITY).
12. ALL LUMBER SIZES ARE ACTUAL SIZES RATHER THAN NOMINAL SIZES.
13. ACOUSTIC FENCE SHALL BE FREE OF ALL HOLES, GAPS AND CRACKS.
14. WHEN USING CONSTRUCTION METHOD OPTION B CONTRACTOR MAY PROVIDE ALTERNATIVE FACER BOARD THICKNESS TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
15. LAG SCREWS, BOLTS, FASTENERS, AND BRACKETS SHALL BE GALVANIZED AND CONFORM TO ASTM A307.
16. ALL GALVANIZING TO BE HOT DIPPED IN CONFORMANCE TO CSA STANDARD 6164.
17. COUNTERSINK ALL LAG SCREWS AND BOLTS AND DRIVE ALL NAIL HEADS BELOW SURFACE OF WOOD.
18. CONCRETE TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 25 MPa AT 28 DAYS WITH 5–7% AIR ENTRAINMENT.

FENCING NOTES (9/LD1)

No	Revision	By	Yr Mo Da
3	Issued for ZBA	SKC	24 12 20
2	Issued for ZBA	FC	24 09 18
1	Issued for ZBA	MB	23 06 16

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

Invalid Unless Signed Original

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landscape architects
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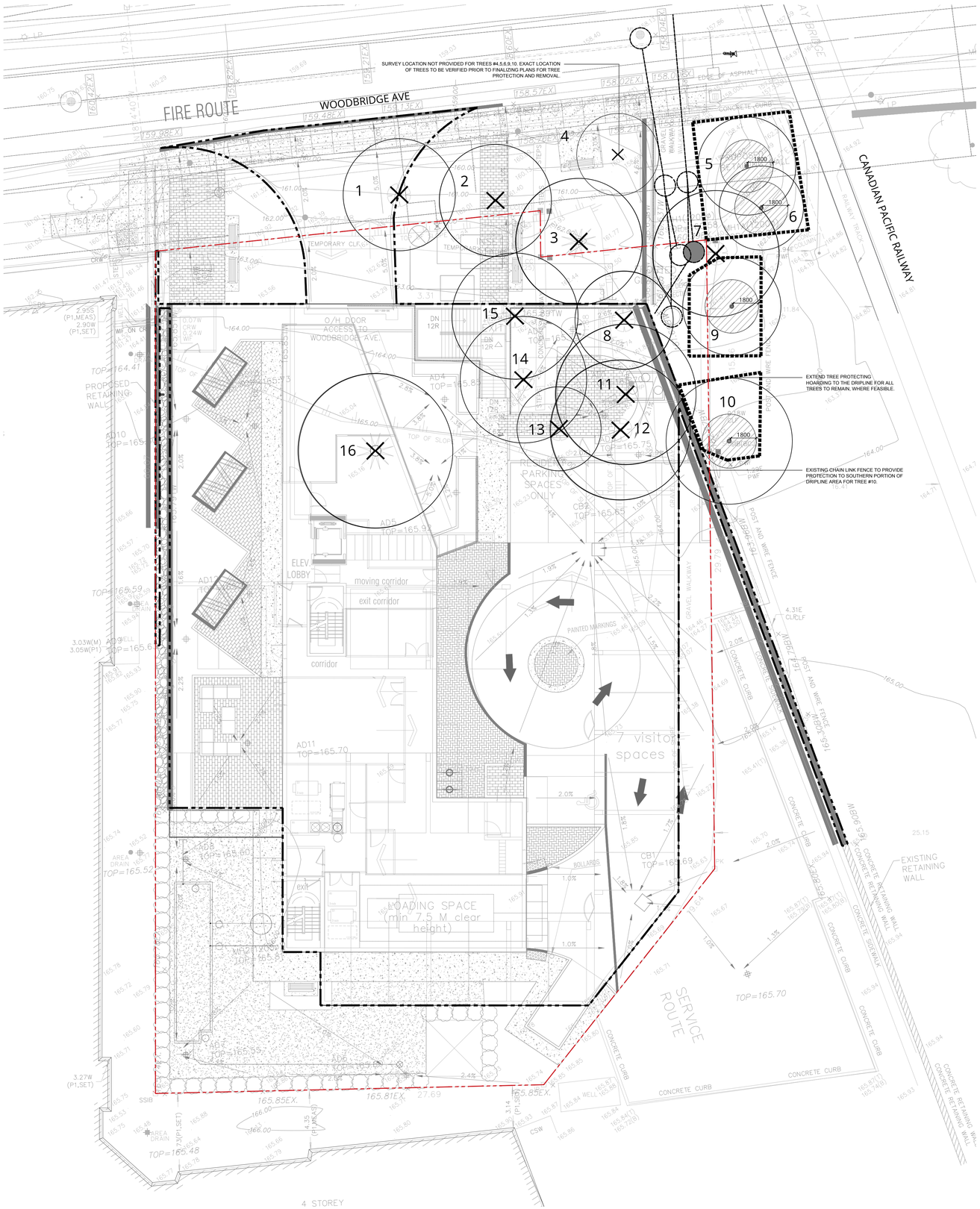
markham, on l3r 9x9
t 905 940 4443
cosburnnauboris.ca

VAUGHAN
DEVELOPMENT PLANNING DEPARTMENT–URBAN DESIGN SECTION

239 - 251 WOODBRIDGE AVENUE
CITY OF VAUGHAN

DETAILS

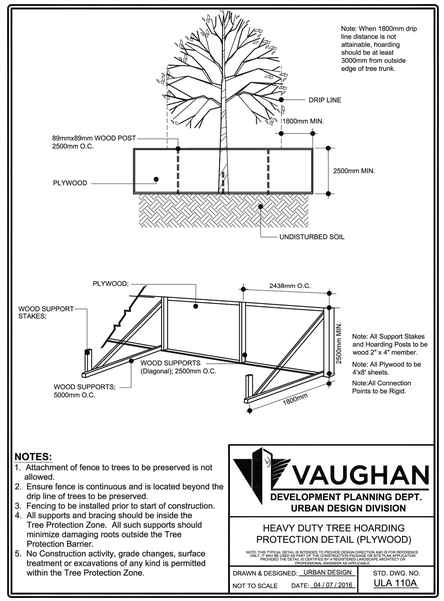
Drawn by	FC	Scale	AS SHOWN	LD1
Checked by	HN	Plot Date	2024–12–20	
Approved by	HN	Project	2430	Drawing No.



Attachment 8

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 LDD moth egg 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 cal)	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 healed trunk wound at base extending ~2m up trunk	native	Remove	NA



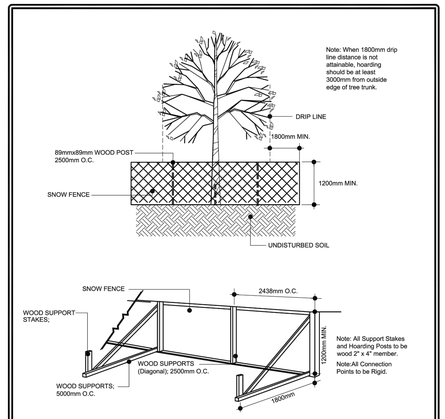
NOTES:
1. Attachment of fence to trees to be preserved is not allowed.
2. Ensure fence is continuous and is located beyond the drip line of trees to be preserved.
3. Fencing to be installed prior to start of construction.
4. All supports and bracing should be inside the Tree Protection Zone. All such 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.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

HEAVY DUTY TREE HOARDING PROTECTION DETAIL (PLYWOOD)

MODEL TYPE PHYSICAL DETAIL IS INTENDED TO PROVIDE DESIGN DIRECTION AND IS FOR REFERENCE ONLY. IT MAY BE USED AS PART OF THE CONSTRUCTION PACKAGE OR SITE PLAN APPLICATION PROVIDED THE DETAIL IS IDENTIFIED BY A REGISTERED LANDSCAPE ARCHITECT OR PROFESSIONAL ENGINEER AS APPLICABLE

DRAWN & DESIGNED: URBAN DESIGN | STD. DWG. NO.
NOT TO SCALE | DATE: 04 / 07 / 2016 | ULA 110A



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.

VAUGHAN
DEVELOPMENT PLANNING DEPT.
URBAN DESIGN DIVISION

LIGHT DUTY TREE HOARDING PROTECTION DETAIL (SNOW FENCE)

MODEL TYPE PHYSICAL DETAIL IS INTENDED TO PROVIDE DESIGN DIRECTION AND IS FOR REFERENCE ONLY. IT MAY BE USED AS PART OF THE CONSTRUCTION PACKAGE OR SITE PLAN APPLICATION PROVIDED THE DETAIL IS IDENTIFIED BY A REGISTERED LANDSCAPE ARCHITECT OR PROFESSIONAL ENGINEER AS APPLICABLE

DRAWN & DESIGNED: URBAN DESIGN | STD. DWG. NO.
NOT TO SCALE | DATE: 04 / 07 / 2016 | ULA 110B

thincdesign
TOCHER HEYBLOM DESIGN INC
171 EAST LIBERTY STREET
UNIT 266
Toronto ON M6K QP6
p: t 416 236 3335 | f: t 866 496 0039 | studio@thincdesign.ca

CLIENT
WESTON CONSULTING VAUGHAN

TEAM
ARCHITECT:
STRUCTURAL:
MECHANICAL:
CIVIL:
ELECTRICAL:
TRANSPORTATION:
IRRIGATION:

GENERAL NOTES

LEGEND

- EXISTING TREE TO REMAIN AND PROTECT
- RECOMMENDED TREE REMOVAL
- MINIMUM TREE PROTECTION ZONE (TPZ)
- TREE HOARDING (PER CITY OF VAUGHAN STANDARD)
- PROPERTY LINE
- EXTENT OF UNDERGROUND PARKING, RETAINING WALLS AND DRIVEWAY
- PROPOSED SERVICING WITHIN TREE DRIPLINE AREA

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

NO.	REVISIONS	DATE
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

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**

DRAWING NO.
L1.0