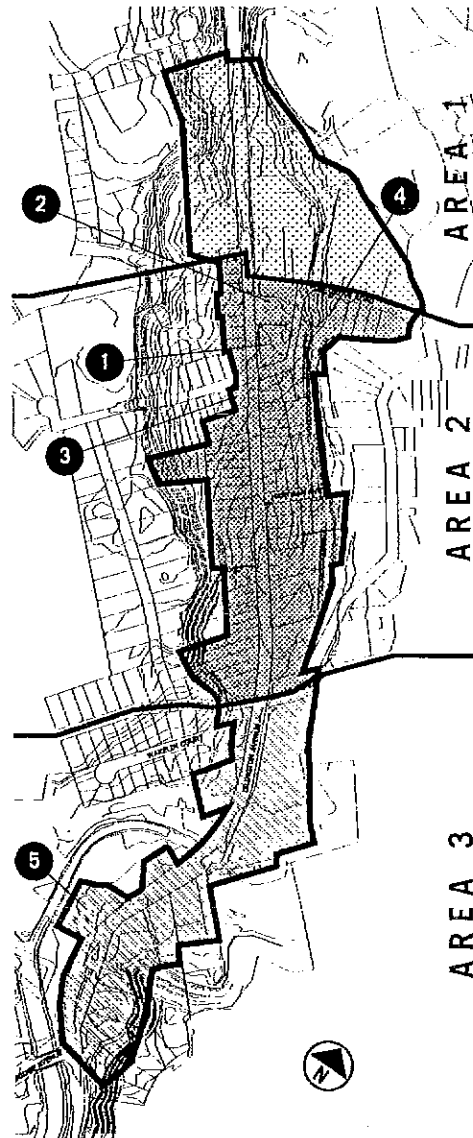
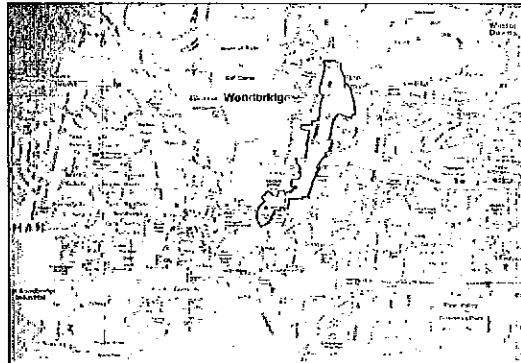


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1. ISLINGTON AVENUE LAND USE STUDY AREA

The Islington Avenue Study Area is approximately two kilometres in length, extending from Woodbridge Avenue at the south to Langstaff Road at the north.



In the northern section (Area 1), from Langstaff Road to where Hayhoe Lane intersects with Islington Avenue, the community consists of a mixture of larger single family detached homes, and a number of church properties with large lots and generous setbacks. This section of Islington Avenue typically has generous natural landscape character, and a "rural" setting. The architectural character is varied and diverse, as is the natural topography both east and west of the road.



In the central section (Area 2), from Hayhoe



ISLINGTON AVENUE LAND USE STUDY

Urban Design Guidelines

Lane south to Willis Road, the community consists of a diverse mixture of uses including single family homes, both old and new, churches, a Montessori School, a seniors' nursing home, a condominium apartment building, a service station and convenience commercial development. On the block east of Islington Avenue, off Pine Grove Road,

exists the Hayhoe Mill, an industrial use.

Although not a dominant building as seen from the street, the mill is visible from Islington Avenue. The overall

character of this intersection is diverse, and there is no one dominant theme, architectural style or character.

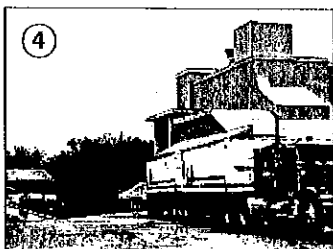
Further south, Hartman Avenue is a smaller street with a T-intersection, which extends only to the east of Islington Avenue. There, the lots are defined by the Humber River on the east. The front yard setbacks are generous, often with mature trees in the front yard.

The built form and architectural character is varied and includes older cottage-type dwellings and more modern brick and stone dwellings.

In the southern section (Area 3), from Willis Road south to Woodbridge Avenue, there is a predominance of natural landscape, open space, and mature trees. Where the East Humber River crosses Islington Avenue, there is a sense of entrance into the "village" and a sense of departure from the scale of the Woodbridge Core.

Within this area the land uses include open

space, commercial, convenience retail, institutional (both modern and historic churches) and residential. The built form varies greatly, from townhouse clusters and single family homes to a large office building located just north of where Islington meets the Woodbridge Core.

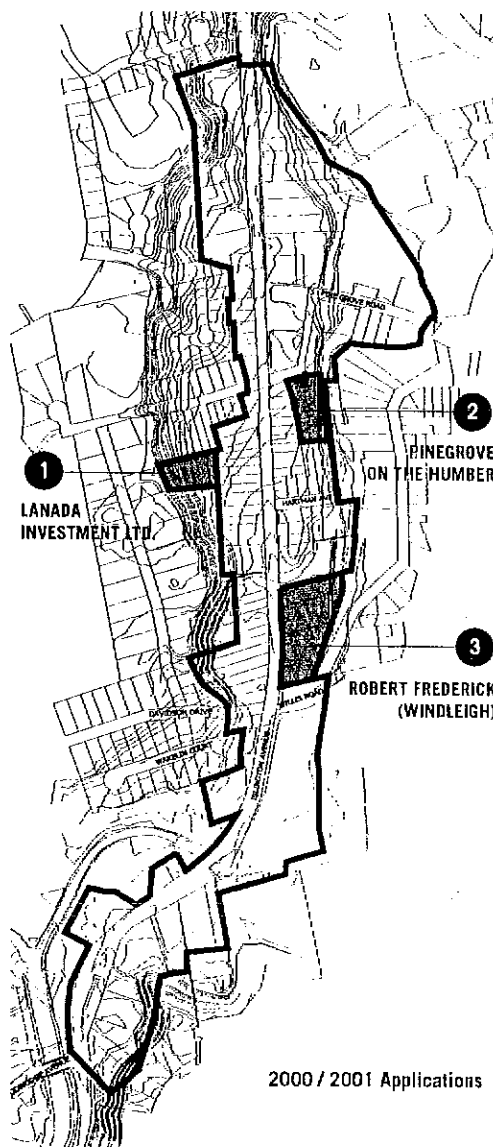


2. BACKGROUND

2.1 Overview

In 2000 and 2001, the City of Vaughan received three separate applications for high-density residential developments within the Study Area, which raised considerable concern from the residents within the area. Aside from traffic and strain on existing infrastructure, the concerns included Urban Design and Built Form issues, including height, visual impact and compatibility with existing built form.

On October 15, 2001 a Special Committee of the Whole Meeting was held to deal with the applications and Council adopted recommendations to carry out a Comprehensive Land Use Study of the Islington Avenue Corridor.



2000 / 2001 Applications

It should be noted that in the case of the three applications, which were later appealed to the Board, the Board decisions and site specific OPAs will dictate to what extent these Design Guidelines apply to each of the three land parcels.



In December 2001, the City of Vaughan released an RFP and the study was awarded to IBI Group in February 2002 in association with Gartner Lee Ltd. After an extensive public consultation process and series of meetings, public presentations and open houses, the Islington Avenue Land Use Study – Final Report was submitted to the City and its recommendations adopted on October 15, 2002.

The Study recommendations addressed Implementation, Public Connections, Land Use, Environment and Transportation. With regard to

Urban Design, it was recommended that a series of Urban Design Principles be incorporated into a set of Urban Design Guidelines to be adopted under new Official Plan Amendments for the Study Area. IBI Group was retained to prepare these Guidelines.

3. ROLE OF THE GUIDELINES TO DIRECT PUBLIC AND PRIVATE DEVELOPMENT

The role of Urban Design Guidelines within the Islington Avenue Corridor is to provide direction on how the Community evolves as development applications are made.

Within the road right-of-way, the guidelines prescribe the character of the road improvements,

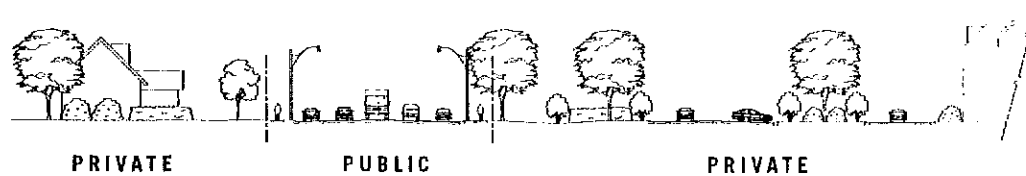
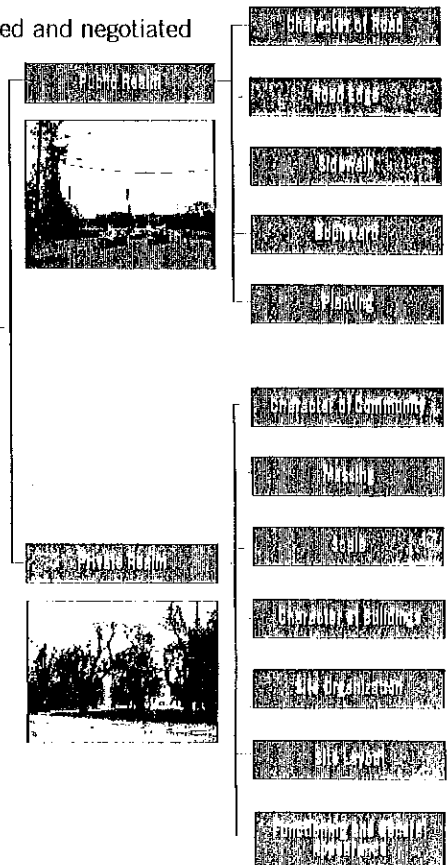
the road edge, the sidewalk, the boulevard, any planting within the road right-of-way and any special features that make the streetscape special and unique from other roadways.

Beyond the road right-of-way, in the private realm, the Guidelines prescribe the character of the community as private applications are made to change properties within the community. These Guidelines give guidance to the location, massing, scale and character of buildings, to site organization, and to the general appearance.

The work which will be undertaken in the public realm, including various streetscape improvements, will occur over time as funds

are made available. Portions of the work may be undertaken by the public sector or by various grant programs as they become available. Other improvements may be undertaken by private developers on both private and public

lands, as required and negotiated through Site Plan agreements.



4. ENFORCEMENT OF THE GUIDELINES

The Design Guidelines will be enforced through a site-specific Zoning By-law that applies to the lands that fall within the Study Area. Although traditionally single family and semi-detached homes do not require Site Plan approval, it is recommended that in this case, all new development within the Study Area should be subject to Site Plan Review.

The implementation of the Islington Avenue Secondary Plan is through site-specific Zoning By-law Amendments. As such, the intent of the Design Guidelines will be enforced through the site-specific Zoning By-law Amendments for all lands that fall within the Islington Avenue Secondary Planning Area. Further, the detailed review and implementation of the Design Guidelines will be through the appropriate Site Plan Approval process.

The City of Vaughan Urban Design and Community Planning Departments shall be

the reviewing authority for the enforcement of these Guidelines. Should a dispute occur regarding the compliance to these Guidelines between an applicant and these Departments, the Commissioner of Planning for the City of Vaughan shall be the final authority to determine compliance of the Guidelines.

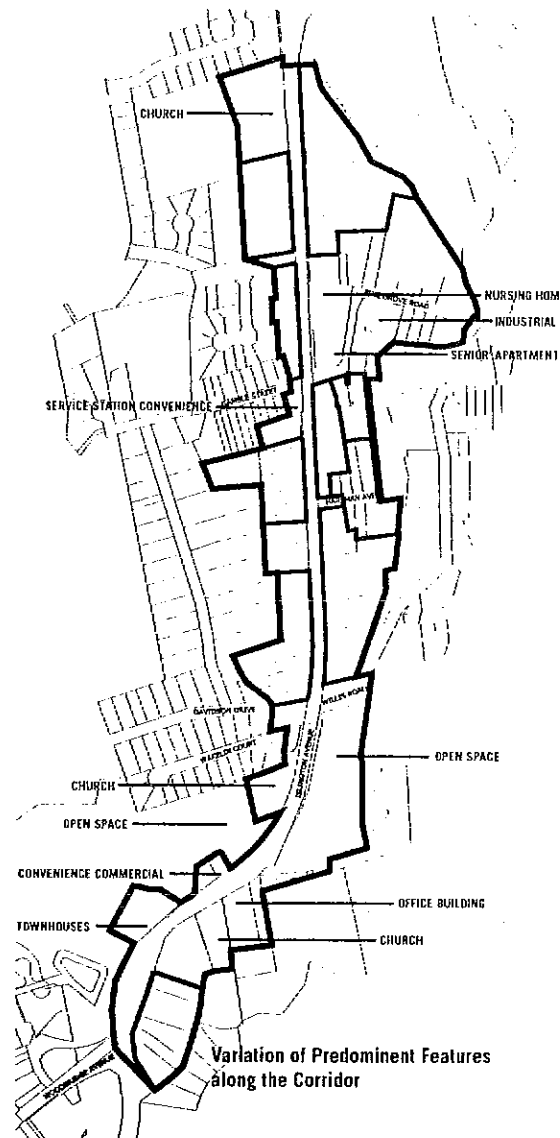
The Toronto and Region Conservation Authority (TRCA) and York Region are also responsible for certain approvals as noted within this document; where applicable, these agencies will be required to sign off on issues falling within their jurisdiction.

5. GENERAL URBAN DESIGN PRINCIPLES AND OBJECTIVES

5.1 Community Wide Urban Design Principles

There are a number of general urban design principles which apply at a "community" level to all sites within the Study Area. These have been established through the public consultation process, and reflect the uniqueness of this Study Area. The overall character is unique as compared to most arterial corridors because of the predominance of the natural environment, the established built form, some of which dates back to the turn of the century, the topography and the presence of mature trees that give this an "old village" or "hamlet" character. It is the intent of these Guidelines to attempt to preserve those characteristics.

The East Humber River is a major natural feature which runs parallel to Islington Avenue along the east edge of the Study Area. It cre-



ates a natural boundary to the lots fronting onto the east side of Islington Avenue from Langstaff Road south to Pine Grove and further south to where it crosses Willis Road. Further south, the River bends to the west and crosses Islington Avenue where the flood



plain's natural beauty stretches across both sides of the road.

Over the past few years, the area has been undergoing change, including the introduction of new developments that are beginning to change the built form and the overall character of the corridor.

The character of the corridor will also change with the reconstruction of the road from its



current width to a three to five lane cross-section to address current traffic problems. The challenge will be to improve the road network for the residents and the regional neighbours, without losing the character and appeal of what exists today.

The following principles should be followed at a community-wide level to retain the character of the village that exists today.

5.1.1 Respect and protect the existing scale and character of the Islington Avenue Corridor that exists today.

Criteria required to achieve the principle:

- A. Respect and preserve the predominant built form of the single family neighbourhood that exists today;
- B. Allow intensification of development in pockets where the visual and physical impact can be minimized through coordinated design solutions consistent with the intent of this report;
- C. Respect and maintain existing height and setback requirements along the Islington Avenue frontage, except where lots have been identified for intensification of built form.

5.1.2 Protect the existing landscape character of the Islington



Avenue Corridor.

Criteria required to achieve the principle:

- A. Respect and preserve the setbacks that exist along Islington Avenue today;
- B. Protect and preserve existing trees along the corridor;
- C. Limit the site coverage requirements and restrict front yard parking along the corridor;
- D. Coordinate driveway connections and curb cuts to minimize pedestrian / vehicular conflict;
- E. Replace trees that must be removed with large caliper trees at a higher replacement ratio, as defined by the York Regional



Forestry Department or the City of Vaughan.

Depending on the caliper, species, age and character of the tree, at a minimum, the minimum tree-replacement ratio would be 3:1. This should be subject to the approval of York Regional Forestry.

5.1.3 Enhance the pedestrian environment along Islington Avenue

Criteria required to achieve the principle:

- A. Coordinate driveway connections and curb cuts to minimize pedestrian/vehicular conflict;
- B. Prepare a planting plan to create a continuous overhead canopy along the sides of Islington Avenue, with a variety of complementary street trees;
- C. Encourage additional planting of street trees and private front yard trees and a coordinated sidewalk and street furniture program;

- D. Discourage front yard parking and prohibit garages that protrude beyond the front line of the house;
- E. Apply and enforce application of principles from the City of Vaughan Design Standards Review, where lot sizes are applicable. Where the Islington Avenue Design Guidelines are more exacting, these Guidelines will prevail.

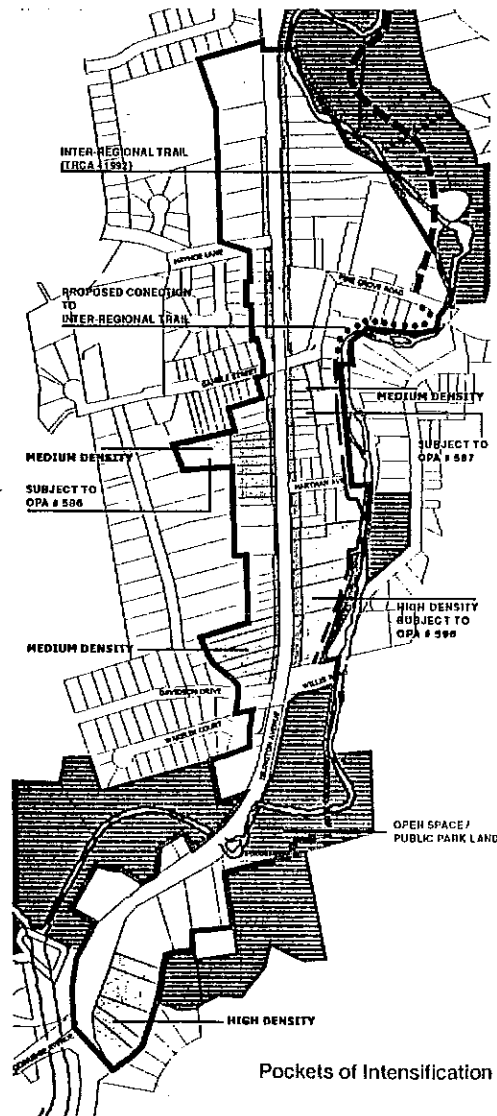
5.1.4 Provide a Comprehensive Streetscape and Linear Park System with Linkages to the Adjacent Open Space System

Criteria required to achieve the principle:



- A. Identify open space linkage opportunities in both the public and private ownership and work towards providing public access to that system;
- B. Identify park dedication opportunities in locations where they will most benefit the public realm;
- C. Identify setbacks within private ownership that visually contribute to the open space system;
- D. Promote links to special feature areas including the Woodbridge Core, heritage buildings, churches and open spaces.





5.1.5 Only allow for Intensification in Pockets Identified in the Land Use Study

Criteria required to achieve the principle:

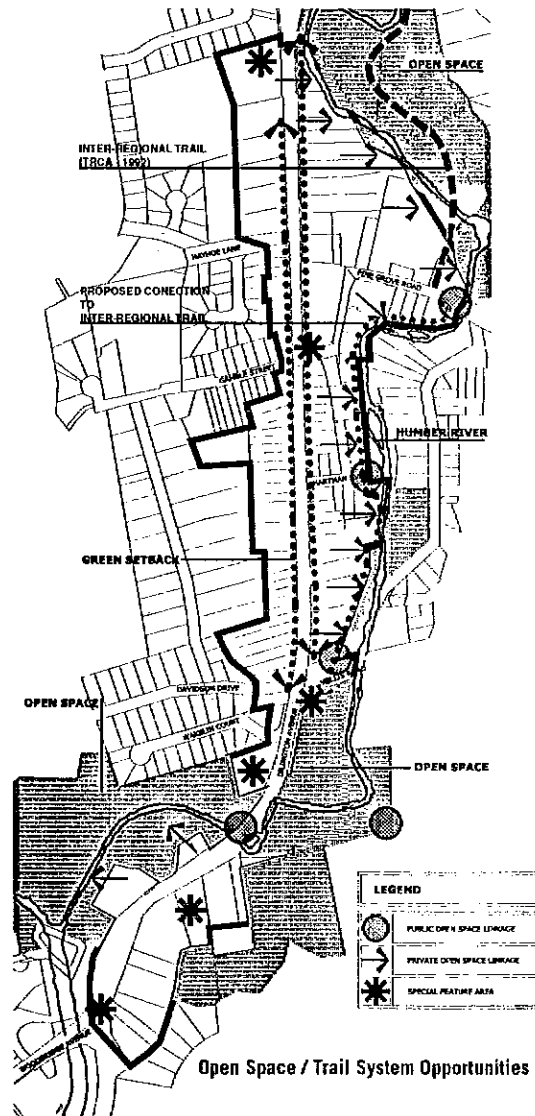
- A. The Land Use Study identifies four pockets of medium-density development and one pocket of high-density development. These five areas are to be examined on a site-specific basis, following the guidelines put forward in the document.
- B. Evaluate applications based on their design merits and the extent to which they enhance the public realm and the natural environment;
- C. Prepare site-specific Zoning for these areas of intensification that are based on built form, compatibility with adjacent properties, and minimal impact to the public realm and the natural environment.

5.2 Community-Wide Urban Design Objectives

Community-wide Urban Design Objectives have been drafted to help guide development along the Islington Avenue Corridor:

- 5.2.1** Public access and visibility to natural areas should be encouraged and preserved through the location of built form. The siting of any new development should have regard for views to the East Humber River, the vegetated valley slope bank located west of Islington Avenue from Gamble Street to Davidson Drive and the mature trees that exist along the corridor;





5.2.2 Any new developments should be sited in a positive orientation to Islington Avenue, with front doors and animated portions of buildings related to the street. In no case should buildings be back-lotted onto Islington Avenue or any major public open space;

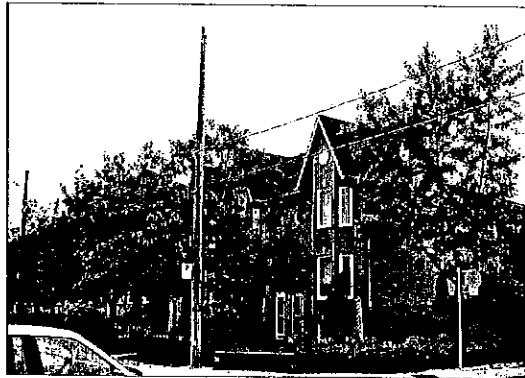
5.2.3 Any new development should contribute to the creation of a pedestrian-friendly environment along Islington Avenue. This should be enhanced through coordinated street tree planting, street paving, sidewalk enhancements, street furniture, signage and lighting;



5.2.4 A variety of dwelling types, characters and setbacks is encouraged to maintain the diversity that exists today. Front yard setbacks are to be established based on where built form exists today, the location of mature trees, and alignment with similarly sized neighbouring properties;

5.2.5 The scale and massing of all new development should be characteristic of the hamlet feel that is predominant within the Islington Avenue Corridor. Where the height of a proposed building exceeds the neighbouring building, the massing should step down to recognize its neighbour and reduce both visual and shadow impact;

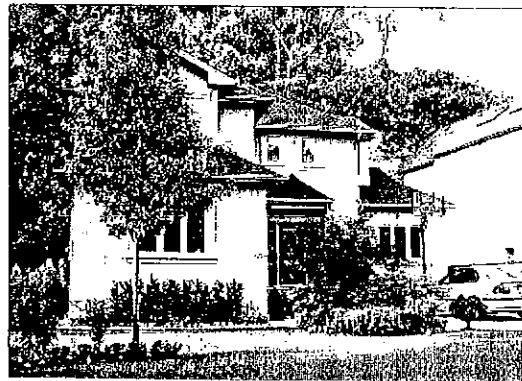
5.2.6 Front porches and/or covered entrances are encouraged in the front yard, in an effort to animate the street, create a positive building edge and provide eyes on the street;



5.2.7 Front yards or side/rear yards fronting onto publicly accessible space should be designed as positive, pedestrian spaces and not used for parking or servicing;

5.2.8 The open space of any new development should be designed to relate to and enhance adjacent open space and should support a range of pedestrian-based activities. This may include both privately owned setbacks along the Humber River land conveyed as parkland to public ownership, or cultural meeting places for seasonal activities such as plays, festivals, arts and craft sales and other special events;

5.2.9 Any new development should have regard for "green" principles of conserving energy, preserving natural resources and minimizing lot coverage. Wherever possible, hard-surfaced areas should be constructed of permeable materials that allow for a higher degree of ground water infiltration.



6. SITE SPECIFIC URBAN DESIGN GUIDELINES

6.1 Site Design

This section refers to the general character of the site, the lot and the landscape. It includes site organization, lot coverage, setbacks, building envelopes, building design and landscape design.



The Land Use Plan and Zoning By-Law identify a number of densities of development. These can be generally characterized as

- Small Lot Residential (low density)
- Large Lot Residential (low density)



- Areas of Intensification (medium and high density)
- Institutional
- Commercial
- Public

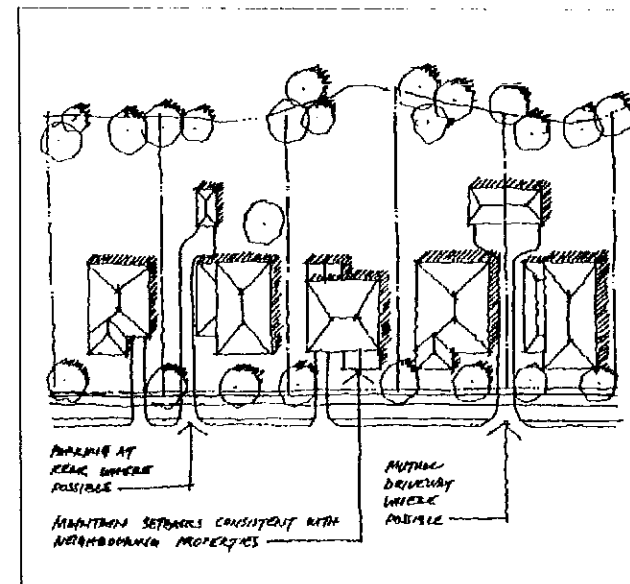
6.1.1 Small Lot Residential Condition (Low Density)

The small lot residential condition is a condition where a single family house is generally located on a lot 15 metres wide or smaller; this includes semi-detached homes. In this condition, the following guidelines apply:

- A. Houses should be setback to a front yard

setback line that is determined to be no less than the average of the two adjacent properties, maintaining the same front yard that exists today;

- B. The front yard should be reserved for landscaping, and not parking; driveways should be designed to access parking areas at the sides and the rear of the houses;
- C. The design and character of housing should vary along the street and avoid repetition on a given portion of street;





D. Houses should be designed to not be dominated by garage and driveway – priority should be given to the positive elements of the house, its scale, its proportions and its overall architectural character.

6.1.2 Large Lot Residential Condition (Low Density)

The large lot residential condition is the condition where a house is located on a lot greater than 15 metres wide. In this condition, the following guidelines apply:

A. Houses should be setback to a front yard setback line that is determined to be no less than the average of the two adjacent

properties, maintaining the same front yard that exists today;

B. The front yard should be reserved for landscaping, and not parking; laneways should be designed to access parking areas at the sides and the rear of the houses;

C. The design and character of housing should vary along the street and avoid repetition on a given portion of street;

D. Wherever possible, the use of laneways designed to provide for public safety, increased parking on private property and

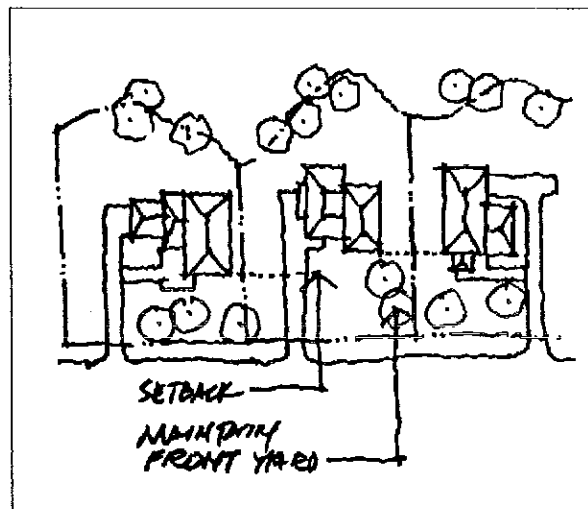
contribute to a positive community benefit should be provided;

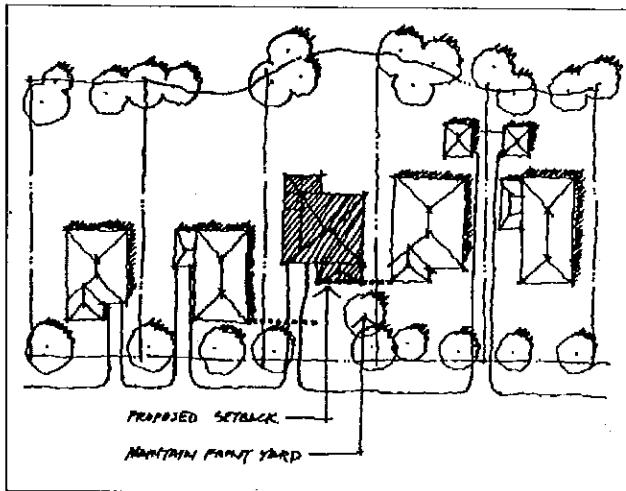
E. Houses should be designed so as not to be dominated by the garage and driveway – priority should be given to the non-garage elements of the house, its scale, its proportions and its overall architectural character.

6.1.3 Areas of Intensification Condition (Medium and High Density)

Areas of Intensification have been identified in the Islington Avenue Land Use Plan. In these areas, where a new development may take the shape of a townhouse or an apartment built form, the following guidelines apply:

A. The built form located closest to the street should be setback to a line that is consistent with where the existing front yard is today, or where there are varying conditions, the setback is determined to





be no less than the average of the two adjacent properties, thereby maintaining approximately the same front yard that exists today;

- B. The built form should be oriented towards Islington Avenue and organized in a manner that creates an animated public frontage;
- C. The front yard setback should be reserved for landscaping, and not parking, driveways or laneways should be designed to access parking areas at the sides and the rear of the development;

- D. Buildings should be sited and designed to minimize the visual impact and overshadowing of adjacent properties;
- E. Wherever possible, the use of driveway should be incorporated to provide access to private property and these driveways should be designed to be a part of the open space system and incorporated into the landscape design of the properties.

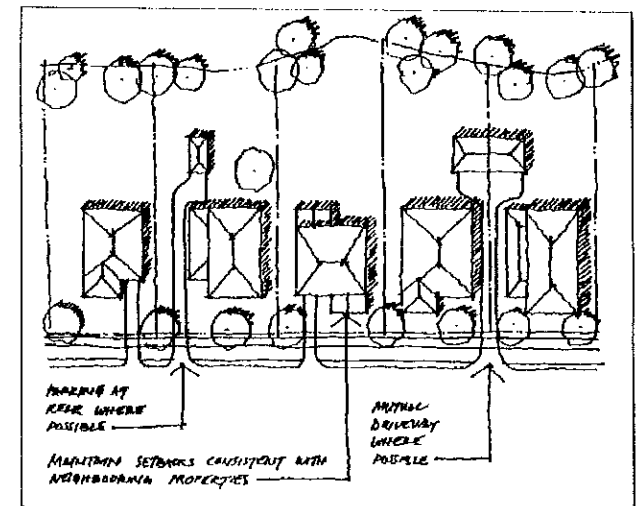
6.1.4 Institutional and Commercial Condition

The institutional and commercial condition includes properties which are currently zoned for institutional and/or commercial uses that provide some form of service to the community. These properties include churches, schools and convenience retail and should be responsible for providing a positive public image and character.

- The front yard should be reserved for landscape improvements which provide for public access and animated uses, such as

plazas or patios which encourage activity and eyes on the street;

- Driveways within the front yard setback should be kept to a minimum and all parking and servicing should be provided to the rear or side of the building and not in the front yard setback.



6.1.5 Public Space Condition

The public space condition includes any publicly owned and/or publicly accessible open space that is physically adjacent to the public realm. This includes lands that are currently under the jurisdiction of the Toronto and Region Conservation Authority (TRCA) and the City of Vaughan. Improvements on these lands should follow the applicable guidelines listed below:

- A. Where the streetscape passes through a public open space, the design of the open space should be an integral part of the design of the streetscape, and should be designed as one space;
- B. The location of sidewalks or pedestrian trails should be designed to be away from the road edge to minimize the impact of traffic on the pedestrian environment, to create a better and safer pedestrian experience, and to integrate the streetscape design into the park and open space system;
- C. Entrances to parks and open spaces

should be celebrated as special places, and the design should include walls, features, planting focus areas and interpretive signage that signify the importance of these areas as "gateways" to park and open space systems. All structures located within the flood-prone areas controlled by the TRCA are subject to final TRCA approvals.

- D. Any above grade services required within the parks should be located so as to minimize their visual impact and should be integrated into the landscape design of the parks or open spaces.

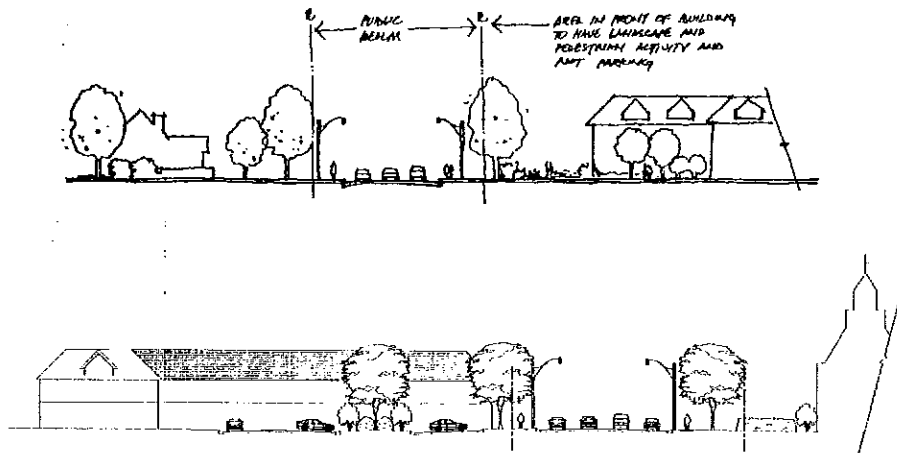


6.2 Built Form and Siting

Built form and siting refers to the size, massing and general appearance of buildings and the way they are located on the site.

6.2.1 Building Siting and Orientation

- A. Site plan submissions should include adjacent developments, all relevant setbacks, top of bank locations, easements and any fill lines that may affect either the siting or the environmental conditions on adjacent sites;
- B. Buildings should be sited to promote positive building-to-street relationships, by providing building frontages, parallel to the street, active facades with primary windows and entrances, and appropriate rhythm and massing.
- C. Reverse lot development will not be permitted along Islington Avenue. Where parking access is located off the street by



way of an internal driveway circulation system, the units should still have a functional primary pedestrian entry that relates to the street;

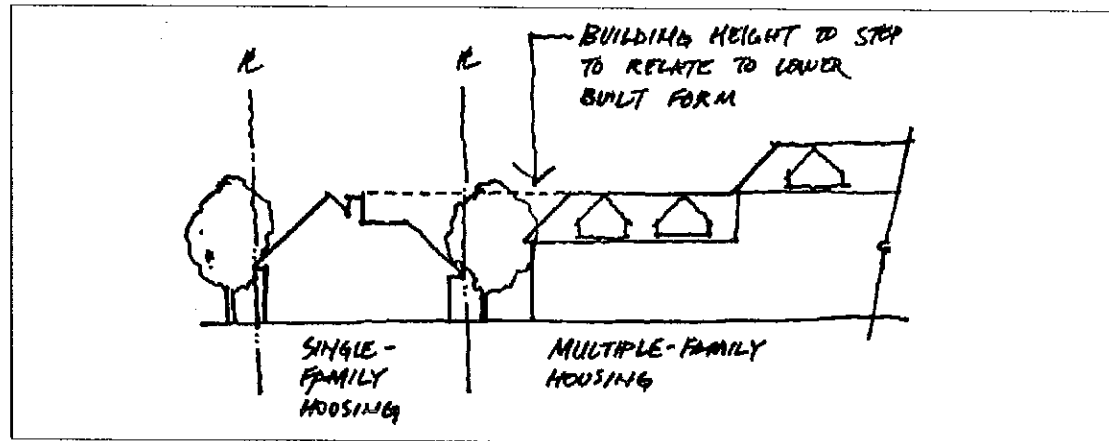
- D. Where zones of either medium or high density development occur, as defined in the Zoning By-Law, which are located adjacent to single family housing or low density development, there must be an appropriate transition in scale and building form. Buildings should be sited to minimize their impact on neighbouring properties and the massing and height should be terraced to

respect the neighbouring condition;

- E. Where site conditions permit, buildings should be oriented, generally in an east west direction, to avoid the creation of a continuous building wall running parallel to the East Humber River Valley or to Islington Avenue. Where lot sizes or configurations do not allow this to occur, then buildings should be broken with visual breaks between sections of buildings;
- F. The built form along Islington Avenue should include a variety of building types and setbacks, creating a diverse street

edge, dominated by landscaped front yards;

- G. Buildings and building entrances should be oriented towards the street with front doors and living spaces like living rooms, common rooms and kitchens oriented to the street, thereby creating an active building edge and eyes on the street;
- H. Buildings should be sited so the dominant element is not the garage driveway, the garage, or in the case of an apartment building, the access to parking. Wherever possible, garages should be located on the side or rear of the building and not facing the street;
- I. Buildings located on corner lots should be oriented in a positive manner to both streets, with animated uses on both frontages and the driveway and garage on the less dominant frontage;
- J. Commercial and institutional buildings should have a positive relationship to the street and not be separated from the street by either parking or drive aisles;



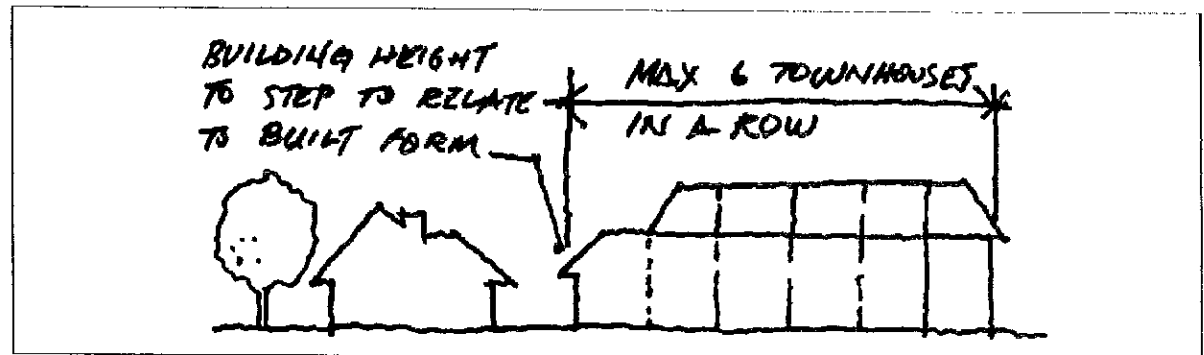
K. Service areas and access to underground parking should be designed to be integrated with the buildings and incorporated into the overall landscape design.

B. Buildings should be massed to minimize their overall impact on neighbouring properties and to encourage views into the East Humber River Valley and the valley wall located west of Islington Avenue;

6.2.2 Building Height and Massing

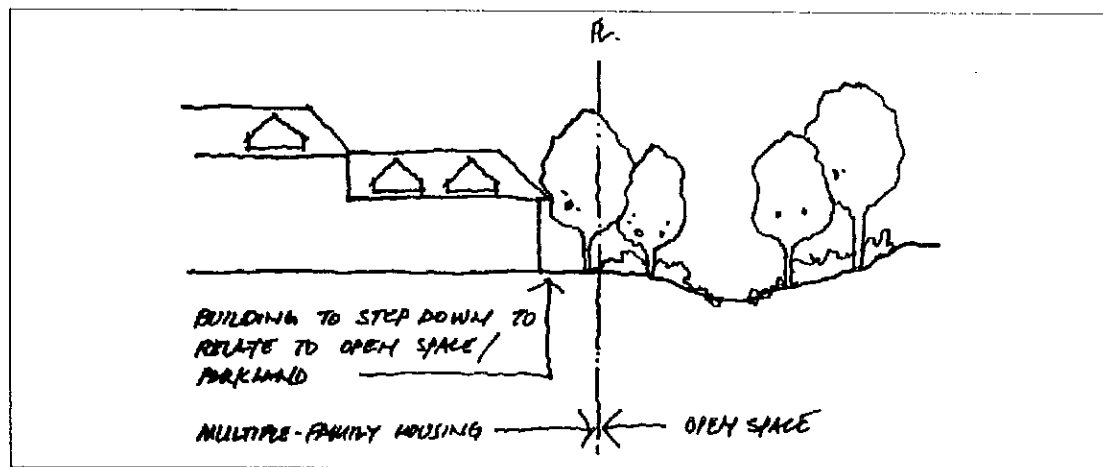
A. The maximum permitted height of buildings in a medium density zone is restricted to 3.5 storeys (11 metres). In a high density zone, the maximum permitted height is restricted to 5 storeys (15 metres). The building height should be measured as defined in the Zoning By-Law;

C. The overall length of an apartment build-



ing should not exceed 60 metres, and it is encouraged that buildings do not exceed 45 metres. In the case of townhouses, the overall length of a block of townhouses should not exceed 6 units as outlined in the Vaughan Design Standards Review;

D. Building massing and volumes should be arranged to create pedestrian-oriented courtyards and shared private open spaces.



- E. The design, massing and character of housing should vary along the street and avoid repetition on a given portion of street. In the case of an apartment form, the building should be articulated to visually break the building down into a townhouse scale;
- F. Building heights should be scaled down through articulated massing and roofline treatments. Sloped roofs with dormers and upper-storey setbacks are encouraged. mansard roofs are discouraged.
- G. The garage presence on the street should be subordinate to the house design;

- H. Where the garage is on the predominant building facade, garage doors should be limited to two single doors, and the face of the garage should be set back a minimum of 0.6 metres from the main front elevation of house. In no case should



more than 2 car garages be located on the same facade;

- I. Where the building is located adjacent to public open space, the massing should step down to recognize a pedestrian scale through the use of lower building elements, wrap-around porches, etc.

6.3 BUILDING DESIGN

Building design refers to the specifics of building design or those attributes that are encouraged to ensure quality architectural design, in all buildings within the Study Area.

6.3.1 Materials (All Zones)

- A. Preferred building materials include brick, stucco, stone and wood siding;
- B. It is recommended that no more than two dominant materials and/or colours should be used on the elevation and that materials on buildings are selected to give a clear design expression;
- C. Glass and steel as dominant building materials are strongly discouraged.

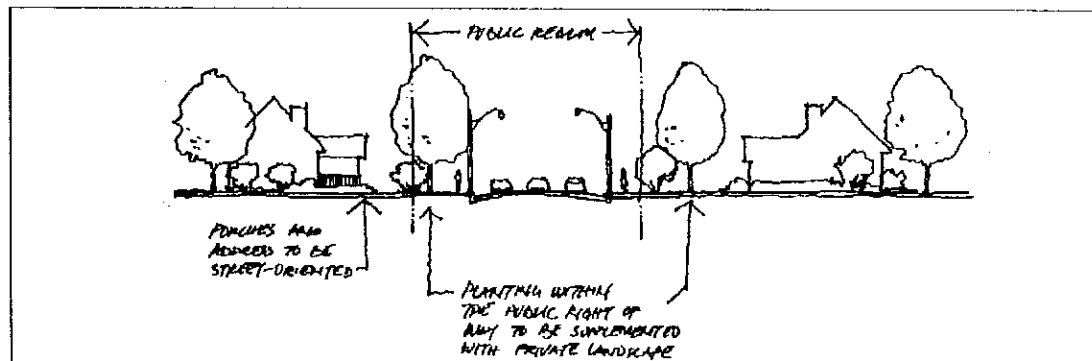
6.3.2 Treatment of Windows, Doors and Entries (All Zones)

- A. Windows, doors and entries are positive design elements and should be well designed to contribute positively to the character of a building and a streetscape. Windows and glazed doors which have a multi-paned pattern are recommended to have true divided lights (or panes). Tape appliqué or clip-in muntin bars are discouraged.

ways to make them well lit, and inviting with generous landings and surrounding plantings that are well integrated with the front yard design.

6.3.3 Use of Colour (All Zones)

- A. Colours of natural earth tones that blend with the natural setting are to be encouraged for predominant building facades;
- B. Complementary colours should be selected



- B. Front porches, wrap-around porches and side-lit front doors are encouraged as special focal points of architectural expression;
- C. Special attention should be paid to door-

for use on trim and door elements including porches, front doors and garage doors, eaves and balconies.



6.3.4 Building Lighting (All Zones)

- A. Building lighting should be integrated with landscape design, and should be provided at a pedestrian level;
- B. Spotlighting or washing of light on special building elements or signs is encouraged and back-lighting of signs is prohibited.

6.3.5 Building Servicing (All Zones)

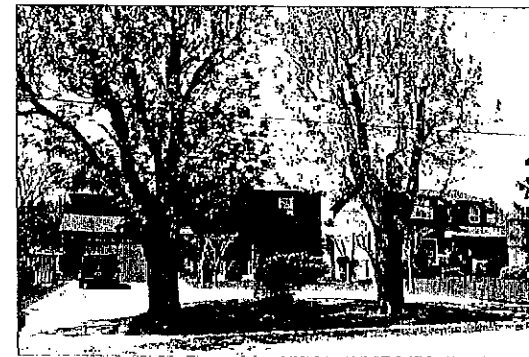
- A. Servicing areas should not be located along Islington Avenue or visible from the street;
- B. Garbage storage on multiple-unit buildings should be internal to the buildings; if

located outside of the building, it must be visually screened and the screens must be designed integrally with the building

- C. Garage entrances and any areas which relate to building servicing should be located discreetly within the side or rear yard setback;
- D. Servicing on multiple-unit buildings should be coordinated and located in the least visible portion of the site and should be integrated into the building/landscape design;
- E. Hard-surface driveways to servicing and parking should be kept to a minimum and located so as to maximize the landscaped frontage of a site.

6.3.6 Location and Treatment of Surface Parking (Medium and High Density Zones)

- A. Surface parking is prohibited within the front yard setback zone. The driveway width should be no wider than 6 metres and should be designed to incorporate pedestrian access and to minimize the amount of hard-surfacing;
- B. Where surface parking does occur on multiple-family lots, the parking should be visibly screened from the street with a minimum landscape screen of 3.0 metres (appropriate hard and soft landscape elements);
- C. Surface parking should be kept as minimal as possible, with a curb cut not to exceed 4 metres wide at the widest point for single family and 6 metres wide for multiple-family or shared laneways;
- D. Preferred materials for driveways are stone, permeable unit paver, unit paver,

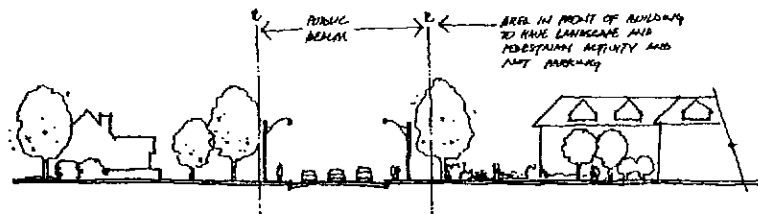


concrete, patterned concrete, asphalt and finally aggregate, in that order;

- E. Continuous sidewalk conditions should occur along the street and at all street intersections giving priority to pedestrian crossing over vehicles. Accent paving should be integrated through the paved portion of the roadway to identify pedestrian crossing and reinforce the significance of these intersections.

6.3.7 Environmental Considerations (All Zones)

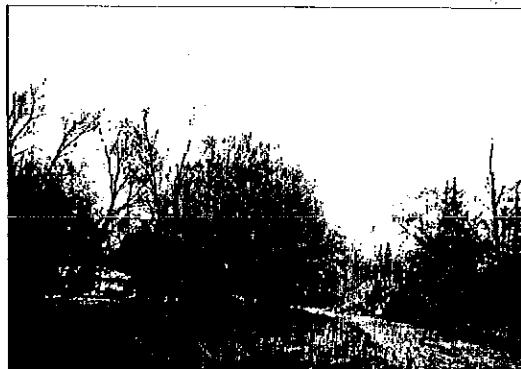
- A. There are areas within the Islington Avenue Study Area which are susceptible



to flooding and fall within a Special Policy Areas (SPA) designation, as defined by the Toronto and Region Conservation Authority. If there are inconsistencies with the objectives of these Guidelines, the flood proofing requirements will prevail with best efforts to meet the intent of the Guidelines.

B. In those areas subject to TRCA Fill Regulation Lines, where grades are being altered, grading plans will require the written approval of the TRCA. The TRCA will issue a permit where filling is required within Fill Regulation areas. All plans will be subject to TRCA Valley and Stream Corridor Policy and TRCA approval.

C. Stormwater management for any new



development should be aimed at maintaining pre-development water balance and ensuring that any clean run-off is redirected back into the groundwater, and ultimately the Humber River. A variety of methods can be used to mitigate runoff, however each of these methods should ensure that groundwater flows to the East Humber River are unimpeded;

D. Sediment and erosion control plans for individual applications should be submitted to the City and the TRCA prior to any regrading or site servicing occurring;

E. Location of driveways, sidewalks, parking areas or buildings, including regrading of sideslopes should have consideration for root systems of existing trees;

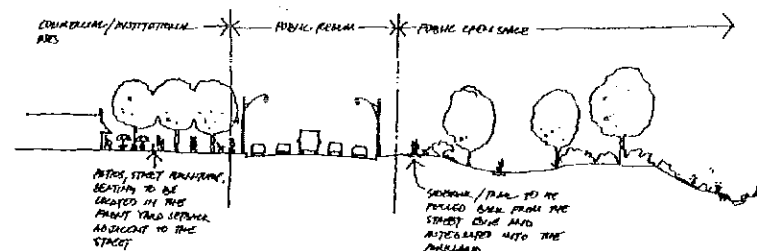
F. Proposed planting should consist of indigenous, non-invasive species which are

selected to stabilize and restore banks, and reduce potential erosion, planting plans should show inventory of size and species of existing trees;

G. Wherever possible, soil bio-engineering techniques in combination with planting should be used as opposed to structural solutions;

H. Wherever possible, given the nature of the surrounding natural environment, green building techniques should be encouraged. These techniques should include re-use of grey water, stormwater management, landscape treatments to assist in micro-climatic elements and the creation of a more comfortable pedestrian environment;

I. Wherever possible, the open space of any new development should be designed to



relate to and enhance adjacent open space which supports a range of pedestrian-based activities. This may vary from a setback beside a trail along the Humber River, to cultural meeting places for seasonal activities such as plays, festivals, arts and craft sales and other special events;

- J. All areas disturbed by construction should be rehabilitated with planting of indigenous trees, shrubs and groundcovers to the satisfaction of the City and the TRCA.
- K. All slopes in excess of 3:1 should be stabilized using a combination of erosion control measures, paving and planting to occur in the same construction season as the actual site work undertaken. A maximum of 3:1 slopes are allowed should area require maintenance.

6.4 PRIVATE SPACE LANDSCAPE DESIGN

Private space landscape design refers to all landscaping located on private property, primarily that which is visible from the public realm.



6.4.1 Guiding Landscape Principles (All Zones)

- A. Preservation of existing trees will be enforced through By-law and/or Site Plan agreements;
- B. Where new construction occurs adjacent to mature trees, the owner / developer shall be held responsible to protect and preserve the trees using acceptable arboricultural practices;



tural practices;

- C. Natural areas that are disturbed by construction are to be repaired and rehabilitated with a mix of trees, shrubs and groundcovers with no invasive species or species prone to disease;
- D. Where private development borders on naturalized areas, there may be a need for an Environmental Impact Study (EIS) as determined by the City and the TRCA, and there should be a buffer edge which remains natural, the size of which shall be determined through the EIS (if required) and be no less than that required by TRCA policy.



6.4.2 Landscape Design / Small & Large Lot Residential

- A. The guiding landscape design principle for small lot residential landscape is to maxi-



minimize the amount of soft landscaping using native and non-invasive plant material;

- B. Plant selection should be based on seasonal colours, planting structure and strong, simple planting design;
- C. Highly ornate structures, fences and formal planting and the use of strong colours, which detract from the natural environment are strongly discouraged;
- D. Hard surfaces, including driveways, front landings, front porches and sitting areas should be designed to blend into the soft landscape and the natural environment using naturalized materials including stone and wood wherever possible;

- E. Landscape design should give priority to pedestrian areas and building entrances and downplay the garage and driveway condition.

6.4.3 Landscape Design / Areas of Intensification

- A. The guiding landscape design principle for large lot residential landscape conditions is



to maintain the rural estate character of landscape by maximizing the character of the neighbouring woodlands through the use of native and non-invasive plant material;

- B. Plant selection should be based on groupings of complementary species, seasonal

colours, planting structure and strong, simple planting design that complements the adjacent East Humber River Valley and the Valley Wall slope to the west of Islington Avenue;

- C. Highly ornate structures, fences and formal planting and the use of strong colours, which detract from the natural environment are strongly discouraged;
- D. Hard surfaces, including plazas, forecourts and terraces should be designed to blend into the soft landscape and the natural environment using naturalized materials including stone and wood wherever possible.

6.4.4 Landscape Design / Institutional and Commercial

- A. The guiding landscape design principle for institutional and commercial landscape conditions is to minimize the amount of hard-surfacing and to maximize the amount of soft landscaping using clusters of hardy, low maintenance, native and non-invasive plant material;

- B. Plant selection should be based on seasonal colours, planting structure and strong, simple planting design. Seating areas and forecourts of buildings visible from the street should include planting of ornamental trees and shrubs that highlight activity areas and encourage pedestrian activity;
- C. Spaces should be designed to be inviting to the public, to be visible from the street, well-lit and of a comfortable pedestrian scale and designed to complement the architecture of the buildings and adjacent neighbourhood;
- D. Highly ornate structures, fences and formal planting and the use of strong colours, which detract from the natural environment are strongly discouraged;
- E. Signage should be floodlit or downlit and be discreet and respectful of the residential neighbourhood within which it resides;
- F. Pylon signs and portable signs are prohibited. At service stations, where pylon signs are permitted, the lower form of pylon sign is strongly encouraged;

- G. Hard surfaces, including plazas, forecourts and terraces should be designed to blend into the soft landscape and the natural environment using naturalized materials including stone and wood wherever possible;
- H. Outdoor eating places and commercial frontages should consist of a combination of hard and soft landscaping and employ high quality architectural elements such as railings, pedestrian lighting and tree grates.

6.4.5 Landscape Design / Public Space Including Streetscape and Parks or Open Spaces

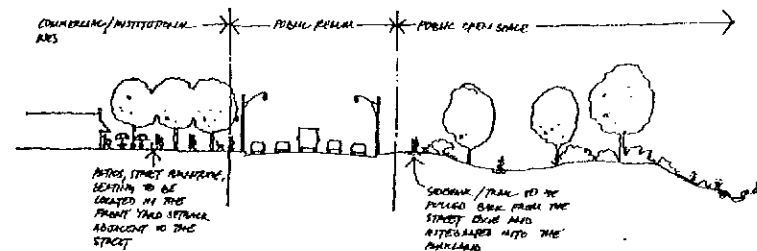
- A. The guiding landscape design principle for the design of public open space, whether owned by the City of Vaughan or the Toronto and Region Conservation Authority (TRCA), is to provide a safe, comfortable

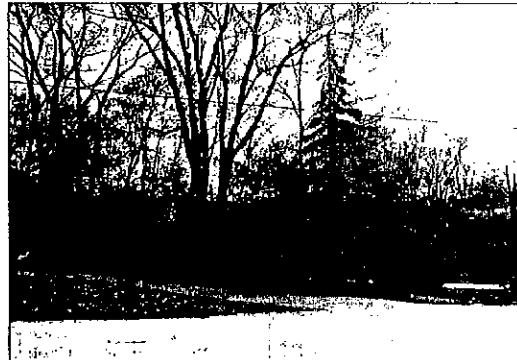
and visually aesthetic pedestrian environment for the use of the community which is made up of street tree planting, park improvements and a coordinated pedestrian realm which includes hardscape and



street furniture;

- B. Special feature areas should be located along the corridor, linked by a common theme, design and selection of detailed materials. These areas should include, but





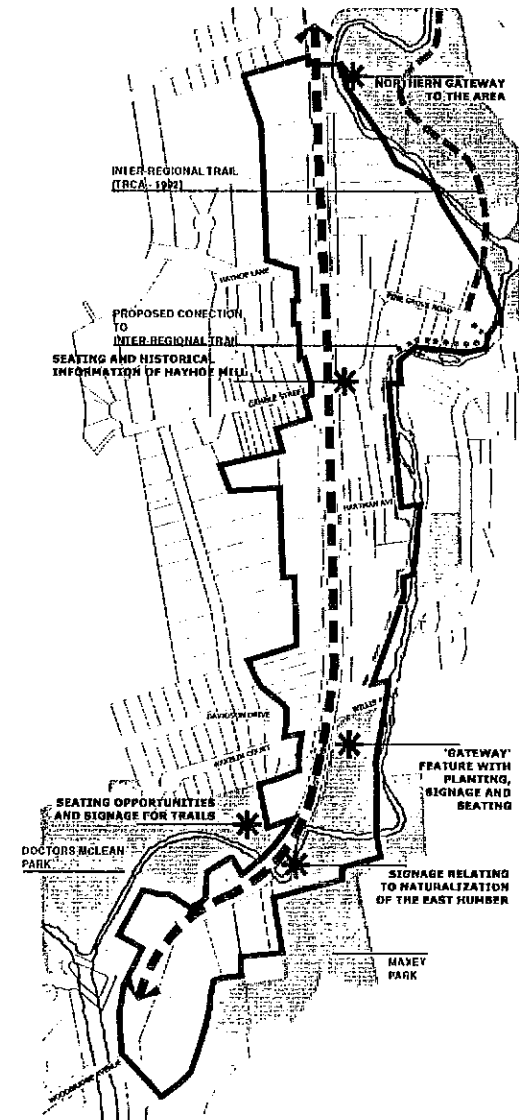
not be limited to the following areas:

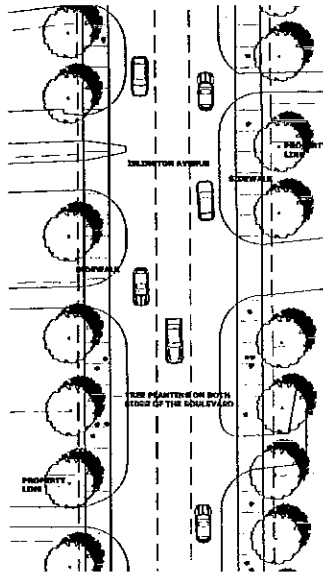
- The west side of Islington Avenue north of the Woodbridge Avenue bridge, where the local trail connects to the Inter-Regional Trail system. This area should include seating opportunities and signage to both local and regional trails;
- The bridge crossing where Islington Avenue crosses the East Humber River is an opportunity to provide interpretive signage relating to naturalization of the East Humber and upstream improvements currently underway;
- The Open Space located at the south-

east corner of Islington and Willis provides an opportunity for a "gateway" feature with planting, signage and seating which defines the "hamlet", its local history, its pre-European settlement by First Nations groups, the Toronto Carrying Place Trail and specifically information regarding Hurricane Hazel;

- The intersection of Gamble Street/ Pine Grove Road is an opportunity to provide for a seating area/resting area, close to the seniors' housing, that recognizes Hayhoe Mill as an important contributor to the community and a historical presence;
- The north end of Islington Avenue, close to where the East Humber River "touches" the east side of Islington Avenue provides an opportunity for a northern "gateway" to the "hamlet" for those travelling southward along Islington Avenue.

C. Whether in public or private ownership,





safe and convenient access is key to the limited parkland that is available within the Study Area;

- I. At a regional level, the Islington Avenue Corridor is a critical link to the Inter-Regional Trail Network that will eventually tie the Martin Goodman Trail along Toronto's waterfront to trails in the Bolton region. Varying from a roadside trail along the west side of Islington adjacent to the Woodbridge Core to a sidewalk, the trail

should be identifiable as a piece of this critical linkage and should be signed appropriately;

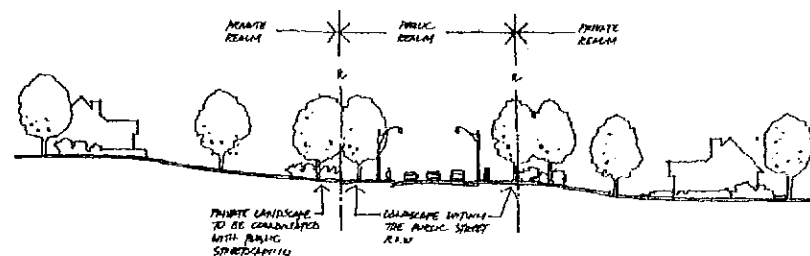
- J. Wherever possible, the trail should be constructed to provide for up to 3.0 metres of hard surfaces for walking, running, cycling or rollerblading. The trail width should never be less than 1.5 metres in width, in the case of smaller trail linkages through environmental areas, alternative trails such as woodchip or limestone screenings are acceptable.
- K. Wherever the sidewalk or trail passes through a park or open space, such as along the east side of Islington Avenue south of Willis Road, the traveling portion of the sidewalk should be pulled back

from the curb edge by 4 to 5 metres to allow for a soft edge along the roadside and to separate the pedestrians from the road edge;

- L. In more urban conditions, where traffic is generally slower and the right-of-way is limited, the planting along this expanded boulevard should occur on both sides of the sidewalk to create a canopy.

6.5 STREETSCAPE DESIGN

Streetscape design refers to all areas within the public road right-of-way along the edges of Islington Avenue and any existing or proposed local roads that extend off Islington Avenue along the corridor. These include walkways, mid-block connections, greenways.

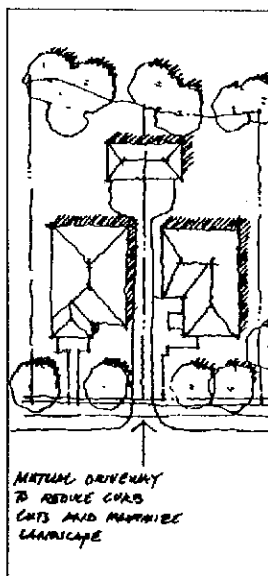


6.5.1 Hamlet Streetscape Identity

A. In all cases, efforts should be made to reduce the amount of paving, the number and size of curb cuts and to increase the amount of soft landscaping along the edge of the right-of-way;

B. Boulevards should be designed to maximize the amount of planting. In more urban conditions, when the boulevard consists of hard surfaces and tree pits, tree pits should be continuous and irrigation and drainage should be incorporated;

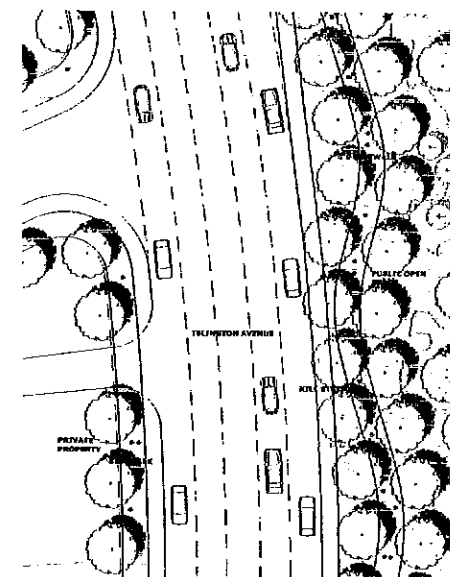
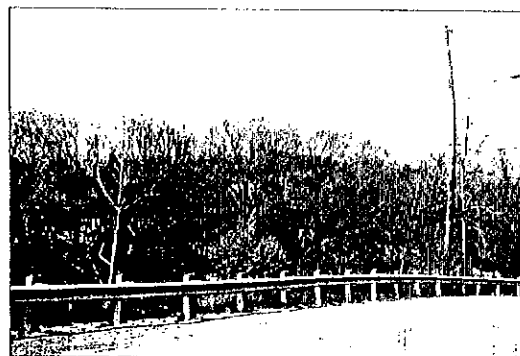
C. The Vaughan City standard allows for a minimum 1.5 metre wide sidewalk, the sidewalk should be located so as to minimize the amount of regad-



ing and possible loss of existing trees;

D. Wherever possible, taking into account location of overhead wires, the planting of street trees along the edge of Islington Avenue should be placed in alignment to provide for a continuous overhead canopy;

E. Trees should be spaced at 8.0 to 10 metre intervals depending on driveway locations and size of trees. Smaller trees, for exam-



ple adjacent to retail, can be spaced more closely to reflect a tighter urban environment;





- F. Due to the traffic volumes along Islington Avenue, all trees should be salt and pollution tolerant and should be selected for seasonal colour and variety;
- G. In places such as along parks or open spaces, where there is an abundance of room for both root and canopy growth, large shade tree species and/or varieties should be used that compliment or extend the existing tree form, texture and colour.

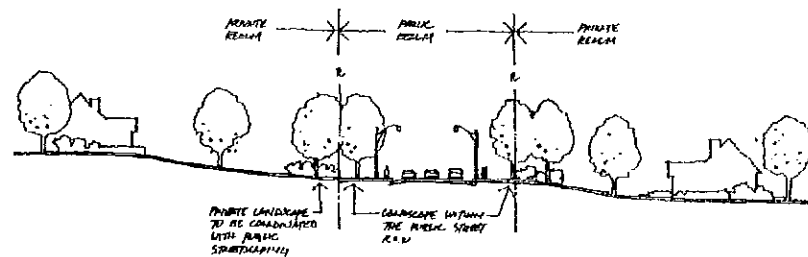
6.5.2 Street Tree Planting

- A. Whereas the Region of York will have street tree planting within the public right-of-way, planting within the private property should enhance the streetscape improvements;

- B. Specific locations of street trees relative to the public right-of-way are subject to the approval of the City of Vaughan and York Region;
- C. Street trees should be selected based on no more than 6 trees of the same species in a row, and no less than 3 species per street. Species selection should preferably be indigenous species and should have regard for fall colour, form, complement adjacent trees and overall form as well as location of overhead wires;
- D. In areas where street trees occur adjacent to the Humber River Valley, trees should be indigenous and if space permits, enhanced plantings which restore and contribute to the natural environment should be encouraged. These areas include

stream crossings and river banks.

- E. It is preferable that all street trees be indigenous, specifically in areas adjacent to existing natural areas; non-native or invasive species will not be acceptable. Plant selection should be made with regard to general hardiness, and resistance to pollution and salt.
- F. Plant material species should have regard for low moisture conditions typical of road-side planting. Tree pits in hard landscaped boulevards should be continuous, irrigated and drained. Where appropriate, other plantings should include irrigation and drainage;
- G. Plant selection is to have regard for other environmental stresses including resist-



ance to disease and insects; and the plant selection on individual sites should comply to the overall design intent of this document;

- H. The optimal planting environment for street trees is in a location where root development has room to grow, soil compaction and disturbances are minimized, and the trees are back far enough from the curb lines and adjacent traffic so as to give trees a chance to become established;
- I. Balances and trade-offs will need to be made in some instances, where space within the right-of-way is limited;
- J. Depending on species characteristics, trees should be spaced on average between 8 and 10 metres on centre, as evenly spaced as possible on each individual stretch of Islington Avenue;
- K. Where space is limited, due to existing conditions, tree spacing can be spaced even tighter to increase the pedestrian canopy, but should not be reduced to less

than 6 metres;

- L. All landscape designs that include planting within the Regional right-of-way should be submitted to Regional Forestry staff for their subsequent review and approval;
- M. Recommended street trees include the following:
 - Silver Maple
 - Sugar Maple
 - Red Maple
 - White Ash
 - Green Ash
- Recommended Small Trees include the following:
 - Serviceberry
 - Virginian Witch Hazel
 - Common Ninebark
 - Choke Cherry
 - Hop Hornbeam

- Recommended shrubs include the following:
 - Serviceberry
 - Sumac
 - Pasture Rose

6.5.3 Streetscape Paving

The current construction plans for the Islington Avenue reconstruction have included a 1.0 metre (varies) asphalt strip on the back face of curb to assist in the protection of trees and sod from salt sprayed from the roadway; and the plant selection has been made to be relatively maintenance free.

The use of a special paving pattern along the edge of the road to highlight and coordinate a themed character for Islington Avenue is recommended. This can occur on both public and private property and should be applied as follows:

- A. A standard soldier course banding should occur along the edge of any paved areas

- either within or adjacent to the sidewalk;
- B. The standard paver should be a 100 x 200 precast paver running perpendicular to the curb, with 200 x 200 precast unit pavers within the field;
- C. The selected colour should be distinct to this stretch of Islington Avenue and should include a blend of colours which can be used to give variation along the roadway (to be specified by the City);
- D. For special feature areas, such as pedestrian crossings and intersections, a combination of patterns can be selected and/or mixed, providing the standard soldier course runs through as a constant pattern;
- E. All pavers should be set on a properly prepared sub-base to industry standards or on a concrete base, to avoid differential settlement. Concrete bases are preferred due to ongoing maintenance concerns;
- F. Special interpretive areas such as beside the bridge or along the creek crossing, are areas for public information and sponsor-

ship. In these areas, embedded plaques, stone or metal inserts can be laid into the paving pattern to offer interpretive value (i.e. Hurricane Hazel);

- G. Crosswalks at major intersections should be accented with unit paver crosswalks to recognize and enhance the pedestrian arrival.

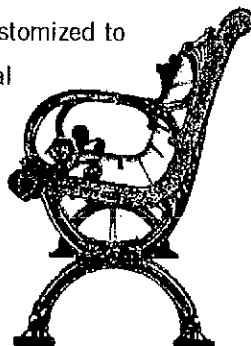
6.5.4 Streetscape Furniture

- A. The fine grain of a well-detailed pedestrian environment along the road edge serves several purposes:
- First, it gives a common theme, language and identity to the corridor or community and thereby creates a sense of place and a sense of unity.
 - Second, it allows for special feature areas or "gateways" that create a sense of arrival along the corridor;
 - Third, it defines the pedestrian realm and identifies a place for walking along the edge of the roadway.

- B. All streetscape furniture is subject to the approval of the City of Vaughan.
Guidelines may be updated from time to time.

Benches

- A. The standard bench is to be the comfort bench (716) by Toronto Fabricating or the Trystan Model TCT-1 bench which is used by the City of Vaughan;
- B. This bench has been selected by the City for its durability, attractive design and low maintenance – the same bench could be used, but could be customized to include a special metal frame colour, unique to the Islington Avenue streetscape;
- C. The bench could also include a customized logo and colour for the "Hamlet";
- D. Where this bench is located in the front yard setback, and is visible from the street, even on private property, it is encouraged that the same bench standard be used.

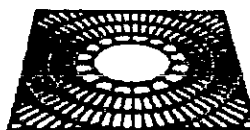


Trash Containers

- A. The standard trash container should be the City of Vaughan standard, Trystan TU-3a with flip top lid (colour to be black).
- B. The trash containers could also include a customized logo and colour for the "Hamlet".

Tree Guards

- A. There may be locations in front yard plazas, in front of churches or commercial areas, where streets trees are located surrounded by hard-surfaced paving. In these locations, standard tree guards are to be TG-7 by Trystan (colour to be black).



- B. The tree guards could also include a customized logo and colour for the "Hamlet".

Tree Grates Urban

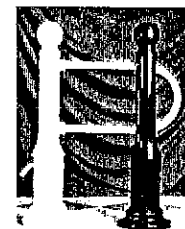
- A. There may be locations in front yard

plazas, in front of churches or convenience retail, where street trees are located surrounded by hard-surfaced paving. In these locations, standard tree guards and grates should be used as follows:

- B. Tree grates should be Model Number TP-48, by Trystan (colour to be black).

Bollards

- A. Bollards to be set at the roadside or to prevent vehicular/pedestrian conflicts should be organized to define pedestrian spaces adjacent to the sidewalk Bollards to be by Trystan (colour to be black).



Pedestrian Scale Lighting

- A. The lighting that is currently being implemented along the Islington Avenue corridor, as part of the improvements, is a wooden pole with a cobra-head lighting fixture;

B. At a pedestrian scale, lighting fixtures should be implemented to improve the pedestrian scale environment, between the existing wooden poles. This will result in a safer and more well defined pedestrian zone beneath the tree canopy;

C. All future lighting poles should be spun concrete standards as supplied by King Luminaire, with a dark "Eclipse S-11" polished finish;



D. All poles should have two banner arms aligned opposite one another, perpendicular to the traffic flow;

E. Pedestrian scale poles should be 15 foot (4.6 metre) poles, with a top mounted light as per City of Vaughan standards.

sents the character, special attributes and the identity of the area. The logo should be reproducible in black and white and colour, should be simple and distinct and should be recognizable at a distance;

B. This logo should be used on banners, signage and in special paving;

C. All street furniture should be adorned with the logo.

Note:

From time to time, the City of Vaughan will update its pedestrian Streetscape Standards; these Urban Design Guidelines may be subject to change depending on availability of products.

Community Logo

A. The Islington Avenue ratepayers groups should hold a Design Competition to design a Community Logo which repre-