

---

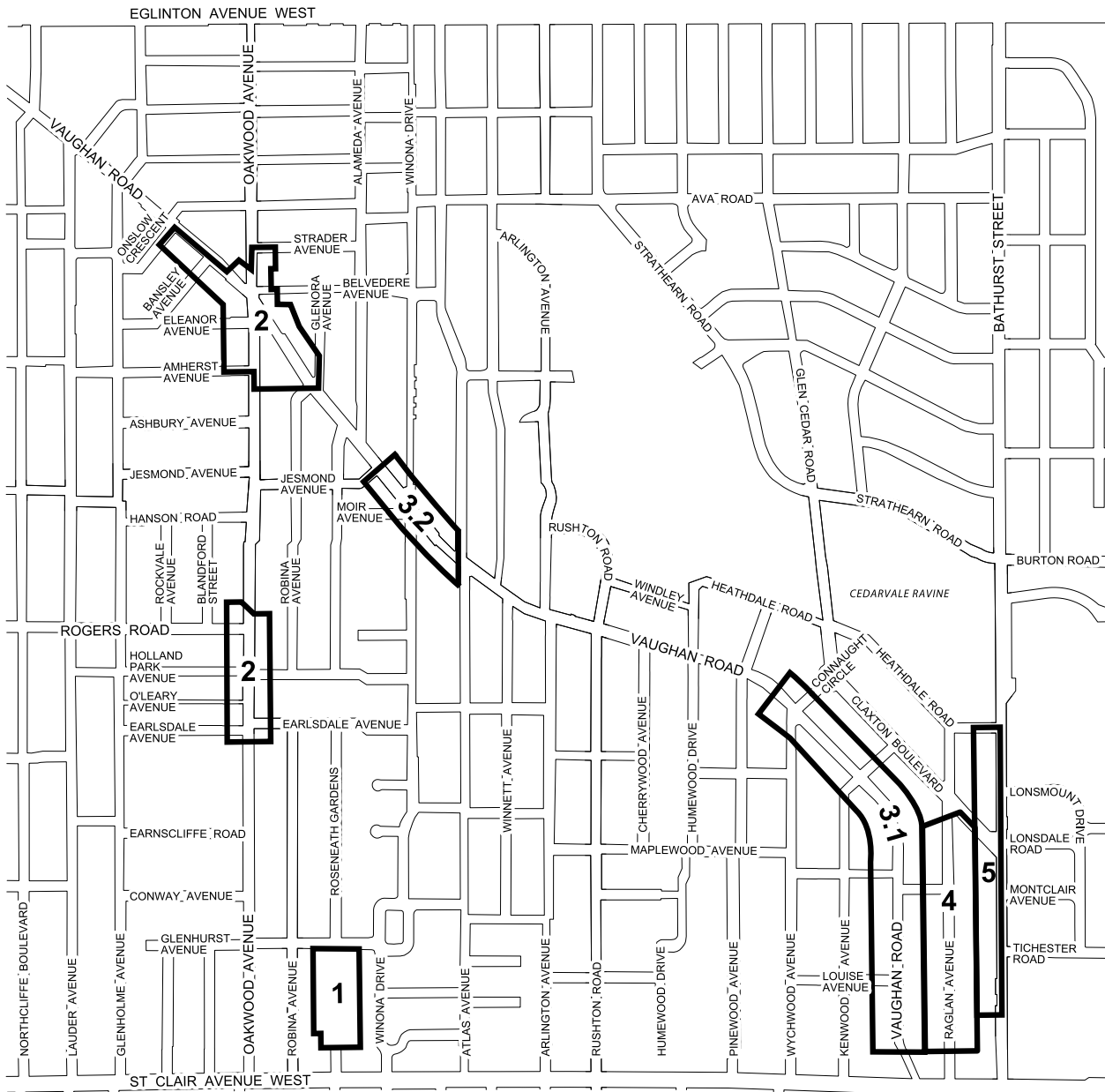
## OAKWOOD-VAUGHAN

Development in the following five areas within the Oakwood-Vaughan Area will be consistent with the following urban design guidelines. The guidelines are to be read in conjunction with the urban design policies in the Official Plan.

### **LOCATION:**

The guidelines apply to specific areas within the area bounded by St. Clair Avenue West, Oakwood Avenue, Eglinton Avenue and Bathurst Street.

# OAKWOOD-VAUGHAN



## Key Map

MAP A

- |  |                          |
|--|--------------------------|
| <b>1</b> Glenhurst/Robina Area         | <b>4</b> Raglan Avenue   |
| <b>2</b> Oakwood at Rogers and Vaughan | <b>5</b> Bathurst Street |
| <b>3.1</b> Vaughan Road South          |                          |
| <b>3.2</b> Vaughan Road at Winona      |                          |



Not to Scale  
04-03

## GUIDELINES

### **1. SOUTH SIDE OF GLENHURST AVENUE BETWEEN ROBINA AVENUE AND WINONA DRIVE, FORMERLY THE MANULIFE SITE**

Redevelopment of the site along the south side of Glenhurst Avenue between Robina Avenue and Winona Drive, will consider the following urban design guidelines. They are to be read in conjunction with Site Specific Policy #36 in Chapter 7 of the Official Plan.

#### **Description**

The site lies approximately one and a half storeys below the existing grade of the abutting properties, and does not have direct frontage onto St. Clair Avenue. Access is from Alberta Avenue. (Map A, Sub-area 1)

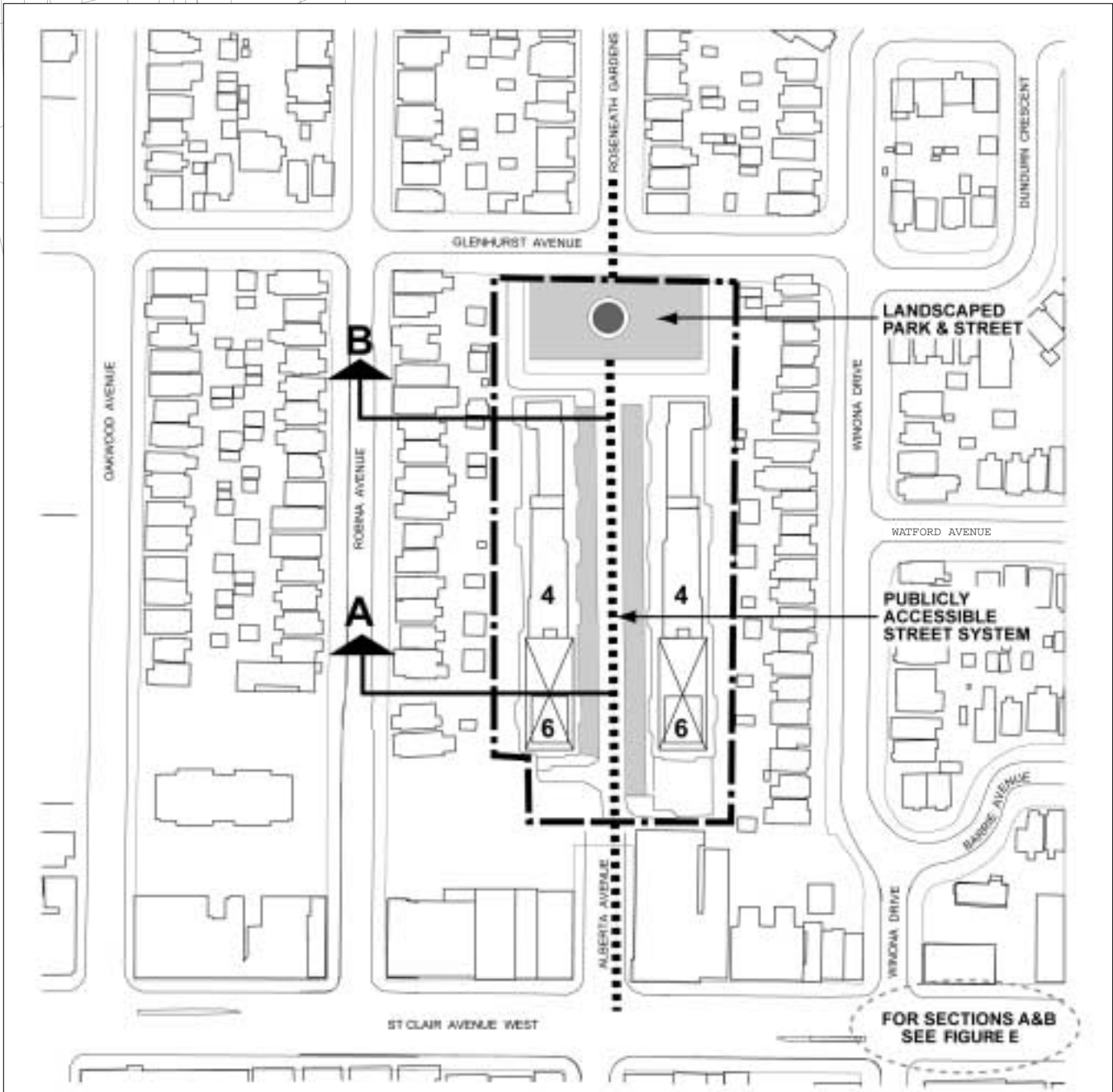
#### **Objectives**

To provide for the development of the site for a mix of residential, institutional, recreational and commercial uses in a low to medium rise form (generally 3 to 6 storeys) in a manner which is compatible with and complements the existing uses and building forms in the adjacent neighbourhood.

To provide for additional public open space and community recreation opportunities within the site.

#### **Streetscape and Open Space**

- A publicly accessible street system will be established on the site to provide a similarly scaled extension of the City's existing pattern of lots and blocks (Figure B).
- A publicly accessible pedestrian link will be established through the site connecting St. Clair Avenue to the residential neighbourhood to the north (Figure C).
- Subject to satisfactory soils and environmental analysis, additional parkland which extends the existing landscaped road allowance into a small parkette will be provided along the northerly limit of the site, adjacent to Glenhurst Avenue. This parkland will be clearly visible and easily accessible (Figure C).



Publicly Accessible Street System

FIGURE B



Not to Scale  
04-03



Publicity Accessible Pedestrian Link

figure C

### Built Form

- Building heights will step, with the lowest heights along the northerly, westerly and easterly limits of the site, and the highest building heights located towards the center and the southerly limit of the site (Figure D, F).
- Building design will emphasize detail and the articulation of principal facades to create interest. In this regard, particular attention will be given to the styles, massing and materials of the surrounding residential neighbourhood. Untreated materials such as concrete block, not used for architectural reasons, will not be visible from the street.

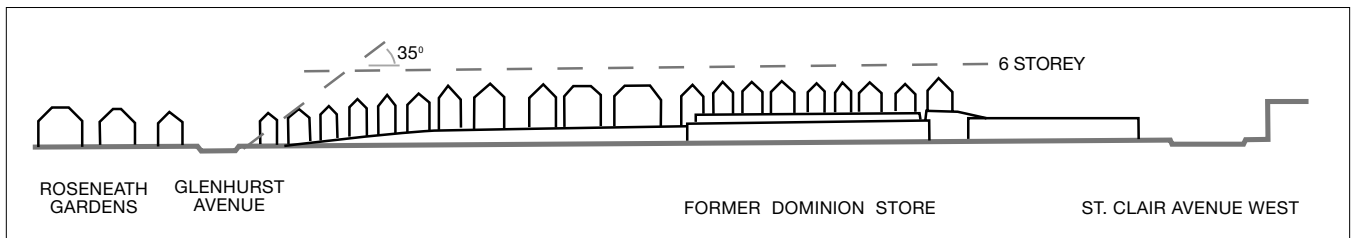
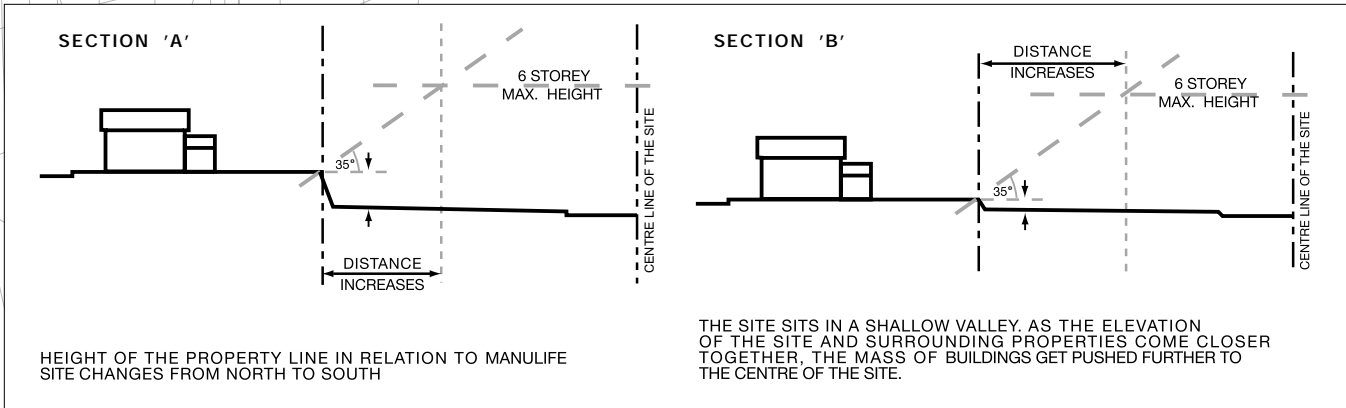


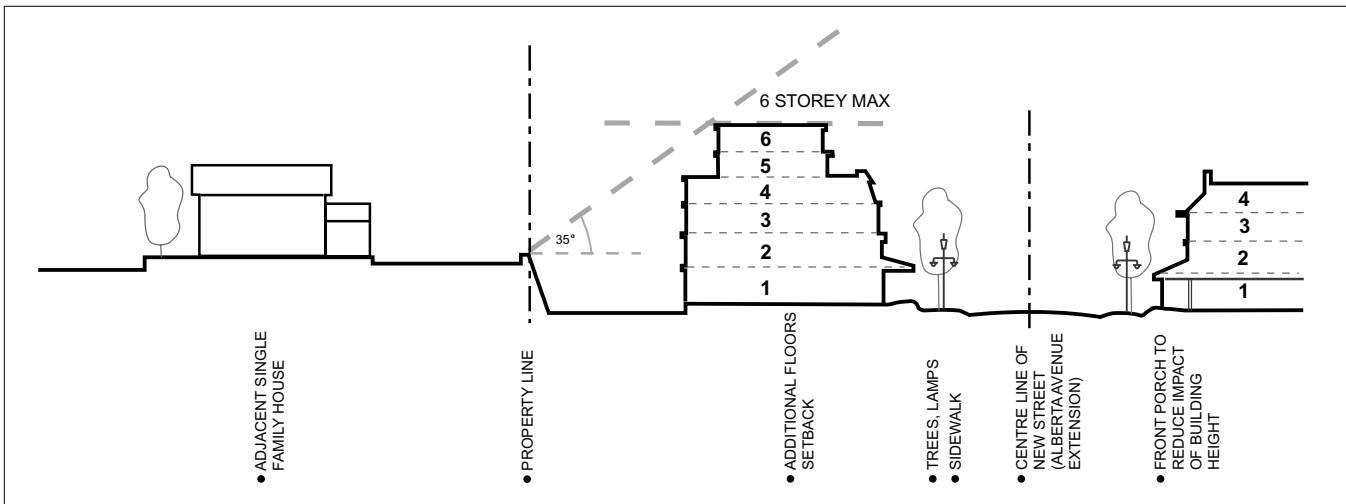
figure D

# OAKWOOD-VAUGHAN



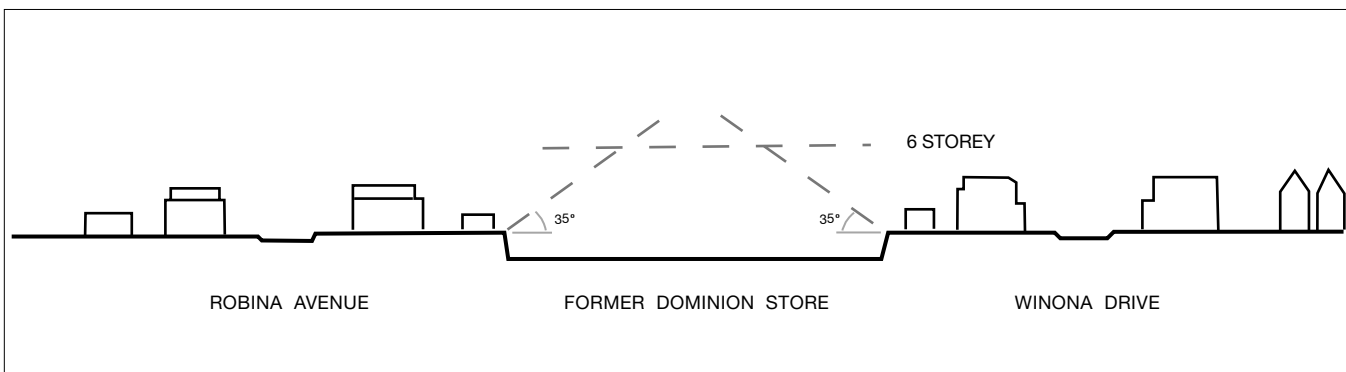
Angular Planes

figure E



Building Heights

figure F



Mid-point Averages

figure G

### **Heights, Setbacks and Angular Planes**

- All buildings will be guided by a 35 degree angular plane measured from the east, west and north property lines of the site. The mid-point average of the intersection of the length and width of roof areas of all buildings shall be within these angular planes (Figures D, E, F and G).
- The maximum building height will be six storeys or 18 metres.

## **2. OAKWOOD AVENUE AT ROGERS ROAD AND OAKWOOD AVENUE AT VAUGHAN ROAD**

Development along Oakwood Avenue from St. Clair Avenue to Vaughan Road will have regard for the following urban design guidelines (Map A, Sub-area 2).

### **Description**

The area in the vicinity of Oakwood Avenue and Rogers Road has developed as a distinctive “village centre”, in part because of the activity generated at the intersection of two much travelled streets, and in part because of the natural landform which dips gently towards the intersection.

The mixed-use area in the vicinity of Oakwood Avenue and Vaughan Road has yet to develop a strong sense of place. In part this is due to the number of public streets which converge on the intersection, and its situation at the top of a hill, and in part because of the low scale nature of the buildings. The redevelopment of the Oakwood Hotel site will introduce a very different built form to the area.

### **Objective**

To strengthen the existing commercial area in order to create an attractive and lively “village centre” serving the surrounding residential neighbourhoods, and to develop a new sense of place to anchor the Vaughan–Oakwood intersection.

### **Streetscape and Open Space**

- The reduction, repositioning and elimination of electrical poles, transformers and overhead wires will be encouraged.
- Distinctive street signs, crosswalk paving and light fixtures will be installed to help distinguish this area as a local “village” on Oakwood Avenue.
- Street tree planting, hanging baskets and street furniture will be encouraged.
- The traffic island at Oakwood Avenue and Vaughan Road will be developed as a significant focal point through the incorporation of such elements as public art, fountains and planting. All transit facilities will form an integral part of all planned improvements. Safety of pedestrian and vehicular movements will be paramount.

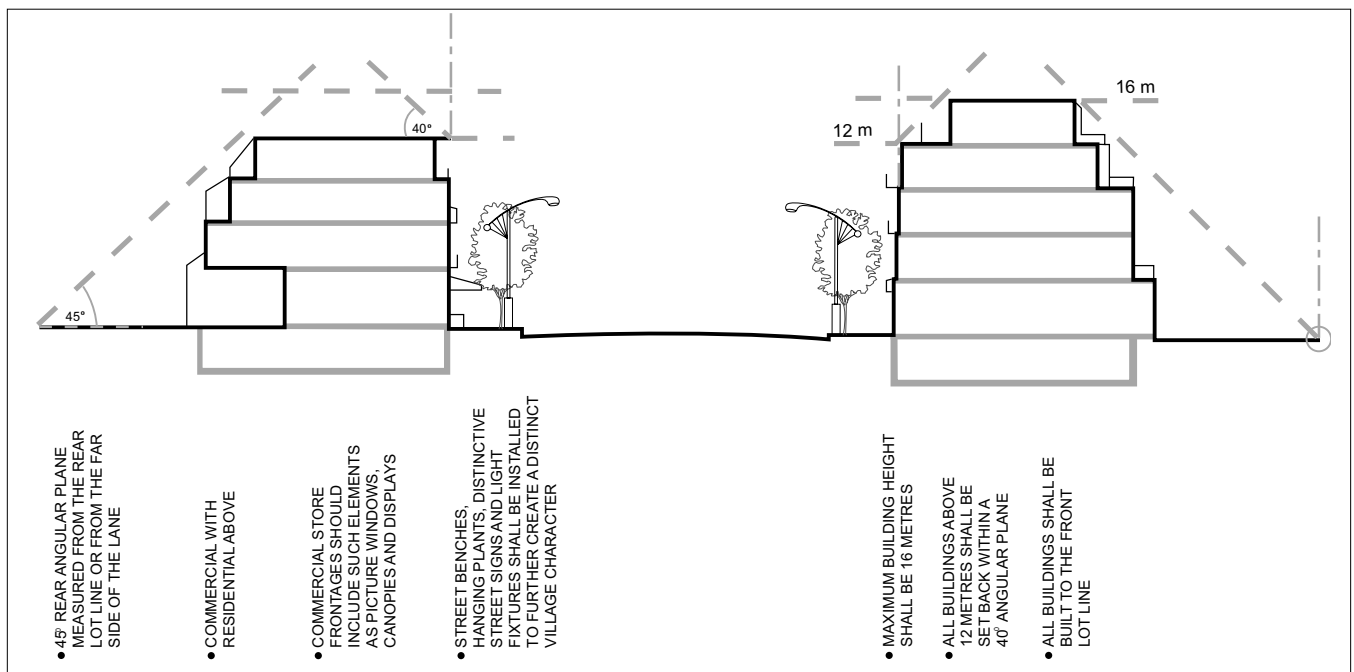


### Built Form

- New buildings on the north-west and south-west corners of Oakwood Avenue and Rogers Road will give architectural articulations to those corners.
- Building design will emphasize detail and the articulation of principal facades to create interest. In this regard, particular attention will be given to cornice lines, roof lines, styles and materials of the surrounding neighbourhood. Untreated materials such as concrete block, not used for architectural reasons, will not be visible from the street.

### Heights, Setbacks and Angular Planes

- The maximum building height will be five storeys or 16 metres.
- Those portions of buildings which exceed 12 metres in height will be set back at a 40 degree angular plane measured from the front lot line at a 12 metre elevation (Figure H).
- Where the rear of the property abuts a low density residential area, all buildings will be set back at a 45 degree angular plane measured from the rear lot line where no lane exists, or from the far side of the lane opposite the rear lot line (Figure H).



Setbacks

figure H

### 3. VAUGHAN ROAD

These guidelines correspond to the Site Specific Policies #37 and #54 in Chapter 7 of the Official Plan.

#### 3.1 Vaughan Road South

##### Description

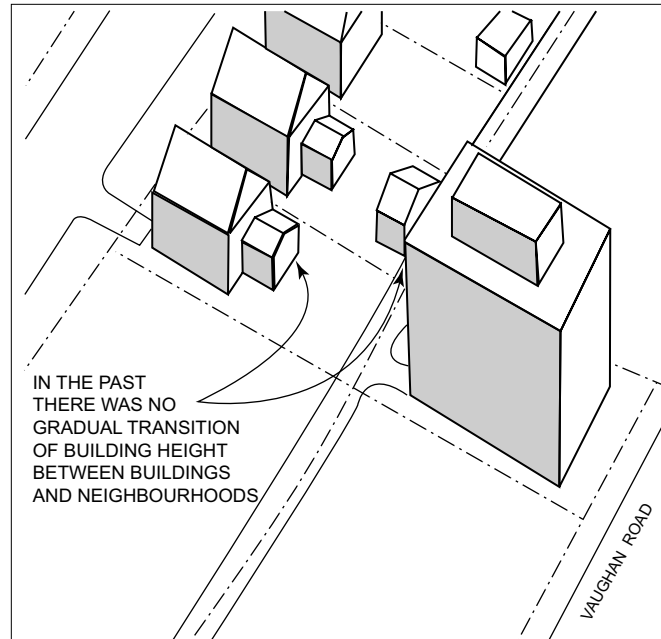
Vaughan Road from St. Clair Avenue to Connaught Circle to the north is a transition between the apartment form buildings and the lower scaled residential areas further north (Map A, Sub-area 3.1).

##### Objectives

- To create an attractive medium and higher density residential area which is compatible with and complements the existing land uses and building forms in the adjacent neighbourhood (Figures K and L).
- To provide for additional public open space and community recreation opportunities within the area, where possible.

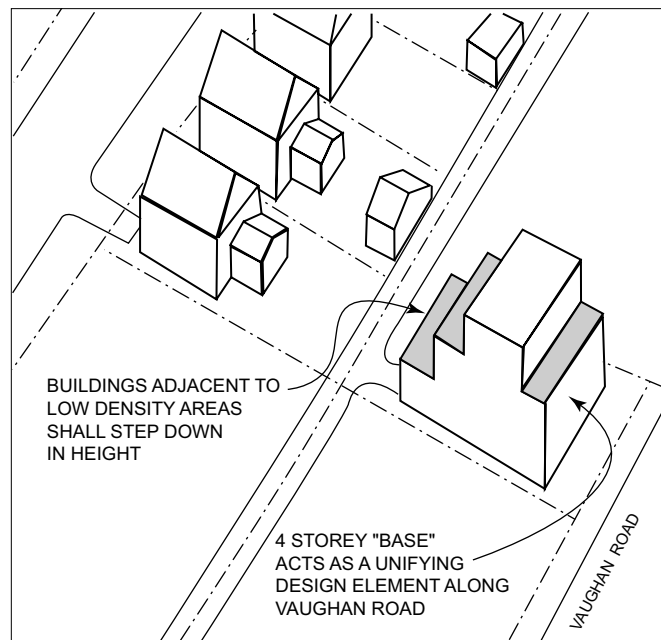
##### Built Form

- Land assembly of properties for redevelopment in this area is appropriate.
- A continuous four storey "base" element will be established in any new buildings in order to provide a unifying design element along Vaughan Road (Figure L).
- Buildings will be oriented to Vaughan Road rather than side streets, and the primary entrances to any new buildings will front that street.



Gradual Transitions

figure K



Unifying Design Elements

figure L

### **Height, Setbacks and Angular Planes**

- The maximum height of all buildings between St. Clair Avenue and Kenwood Avenue on the west side of Vaughan Road will be six storeys or 18 metres.
- The maximum height of all buildings between St. Clair Avenue and Kenwood Avenue on the east side of Vaughan Road will be eight storeys or 24 metres.
- The maximum height of all buildings between Kenwood Avenue and Connaught Circle will be five storeys or 16 metres.
- Subject to the maximum height and angular plane restrictions, all buildings will be set back 5 metres from the front lot line.
- Ramps leading to below grade parking will be setback a minimum of 5 metres from the front lot line.
- Those portions of buildings which exceed 12 metres in height will be set back 7.5 metres from the front lot line at a 12 metre elevation.
- The buildings on the west side of Vaughan Road adjacent to the lower density residential areas will have a 45 degree angular plane measured from the rear lot line where no lane exists, or from the far side of the lane opposite the rear lot line. The mid-point average of the intersection of the length and width of roof areas of all buildings will be within the 45 degree angular plane established. (Figure M).

### 3.2 Vaughan Road at Winona Drive

#### Objective

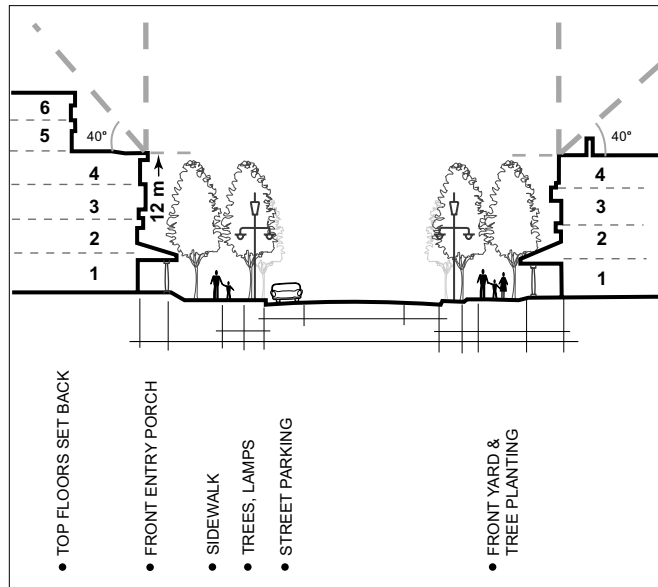
To maintain the neighbourhood character on Vaughan Road at Winona Drive in a low rise form (3-6 storeys), in a manner which is compatible with forms on the adjacent lands. (Map A, Sub-area 3.2)

#### Built Form

- Buildings will be oriented to Vaughan Road and the primary entrances to any new buildings will be from that street.
- Building size, setbacks and proportions will be compatible with the low density residential areas (Figure N).

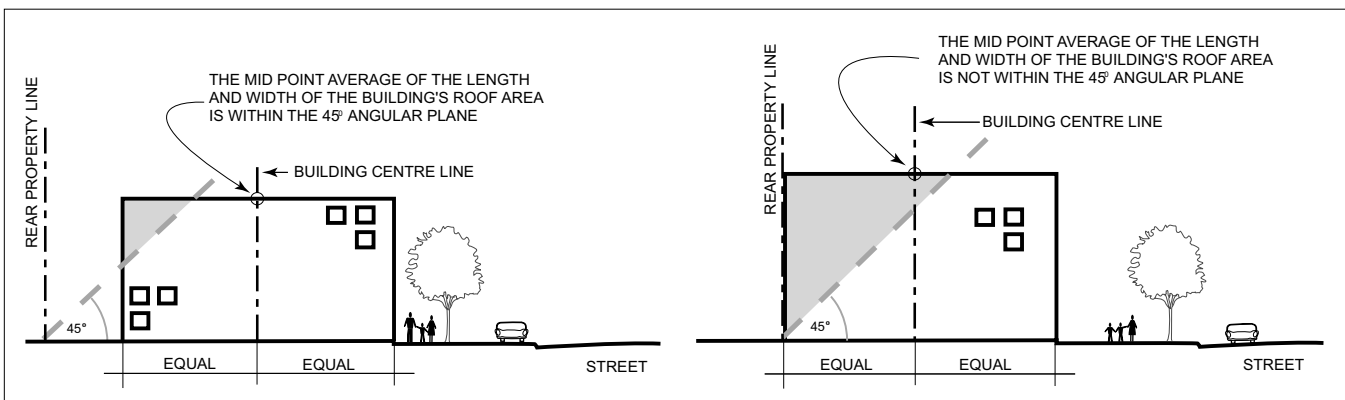
#### Height, Setbacks and Angular Planes

- The maximum building height will be six storeys or 18 metres.
- All buildings will be set back a minimum of five metres from the front lot line.
- Those portions of buildings which exceed 12 metres in height will be set back at a 40 degree angular plane measured from the front set back line at a 12 metre elevation (Figure N).
- All buildings will be guided by a 45 degree angular plane measured from the rear lot line where no lane exists, or from the far side of the lane opposite the rear lot line, where the rear of the lot abuts a low density residential area. The mid-point average of the intersection of the length and width of roof areas of all buildings shall be within the 45 degree angular plane (Figure M).



Complimentary Built Form

figure N



Rear yard angular planes

figure M

**4 RAGLAN AVENUE SOUTH**

These guidelines correspond to the Site Specific Policy #38 in Chapter 7 of the Official Plan (Map A, Sub-area 4).

**Objective**

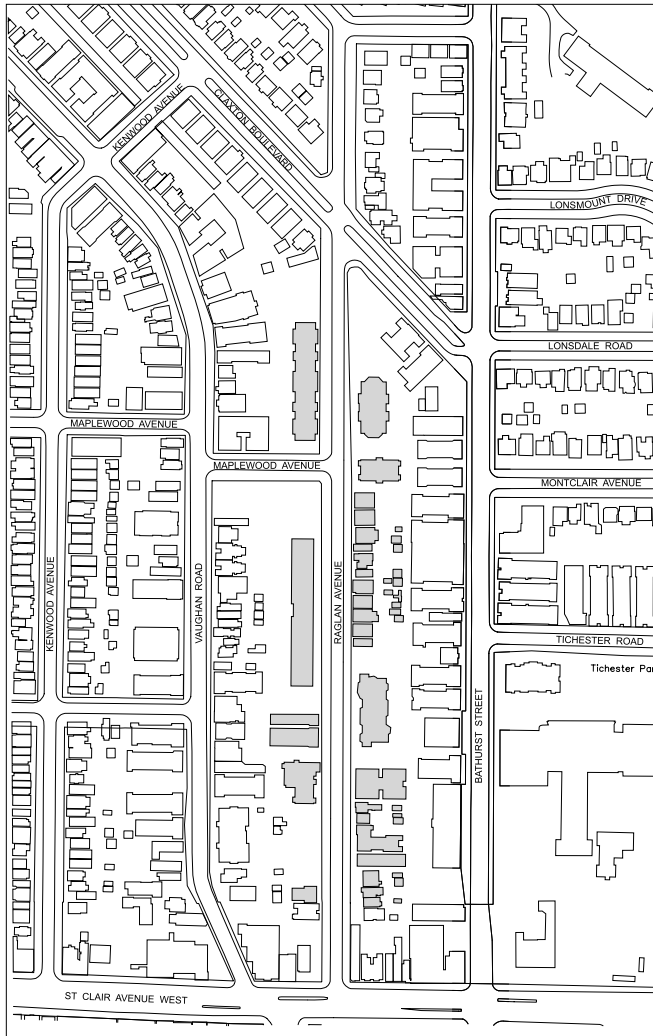
To create an attractive higher density residential street which is designed to respect the established pattern of adjacent higher density uses on Bathurst Street and Vaughan Road (Map O).

**Built Form**

- Land assembly of properties for redevelopment is appropriate.
- Buildings will be aligned to front Raglan Avenue with the primary access from that street.

**Height, Setbacks and Angular Plane**

- The maximum heights of all buildings will be ten storeys or 30 metres.
- All buildings will be set back a minimum of five metres from the front lot line.
- All buildings will be set back within a 45 degree angular plane measured from the street line opposite and parallel to the front lot line (Figure P).
- The minimum rear yard setback will be a minimum of eight metres.



Raglan Avenue South Map O

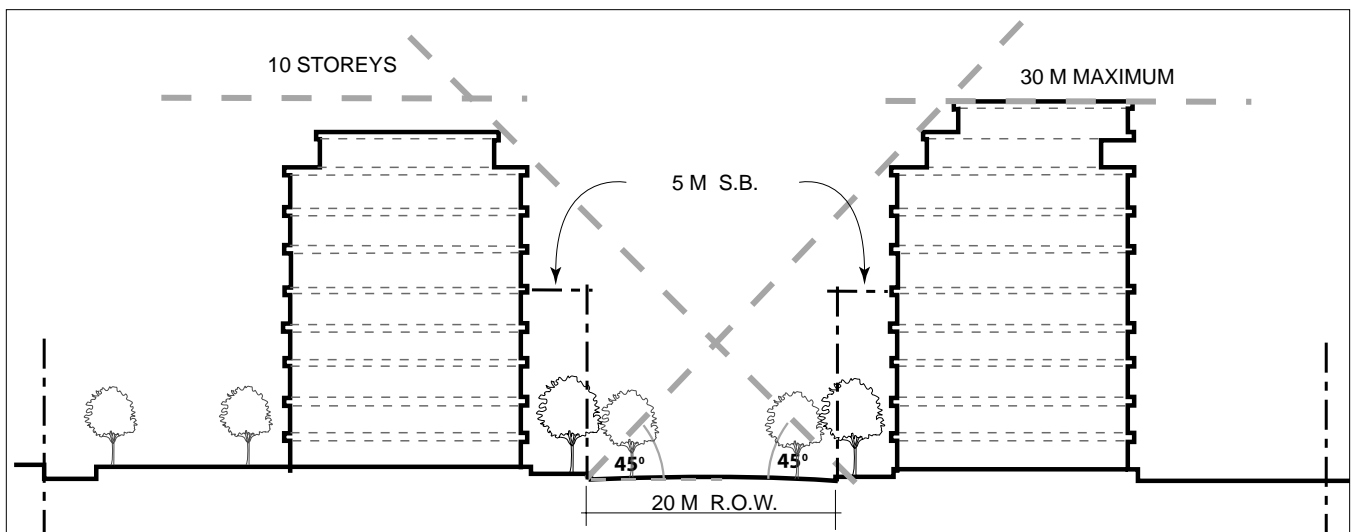
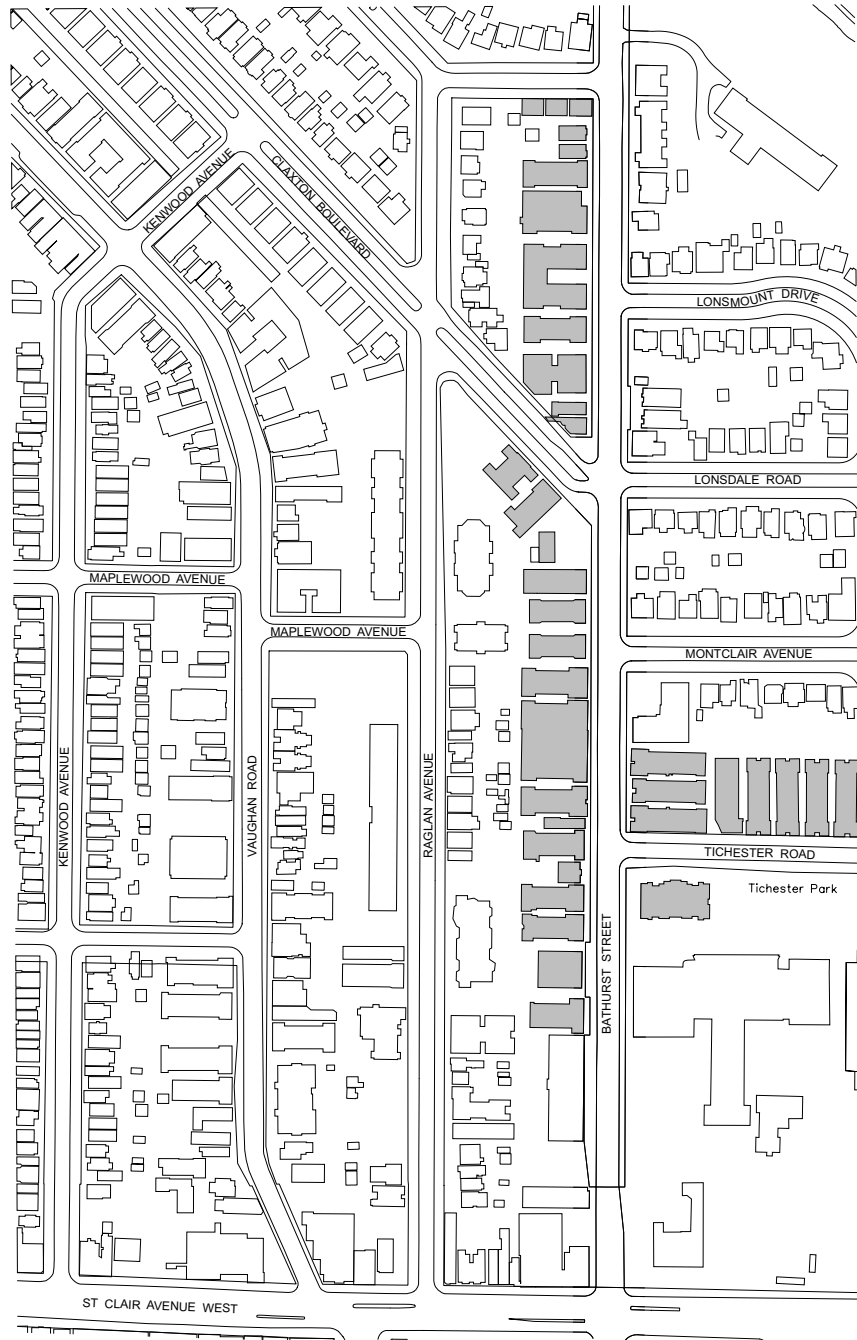


figure P



Bathurst Street

MAP Q



Not to Scale  
04-03

## 5. BATHURST STREET

Development along Bathurst Street from St. Clair Avenue to Heathdale Road will have regard for the following urban design guidelines (Map A, Sub-area 5).

### Description

Bathurst Street, shows a remarkable uniformity in building type and building heights. Although there are some taller buildings south of Tichester, the majority of the street is comprised of four storey, "I" shaped apartments which are placed perpendicular to the street. As on Vaughan Road, these buildings help to provide a reasonable transition between the apartment area and the adjacent Neighbourhood areas.

Some of these buildings back onto the Raglan Avenue apartment area, and others back onto stable low scale neighbourhoods, and this distinction affects future development opportunities.

### Objective

To maintain the low rise (4-5 storeys) residential character of the existing street (Map Q).

### Streetscape and Open Space

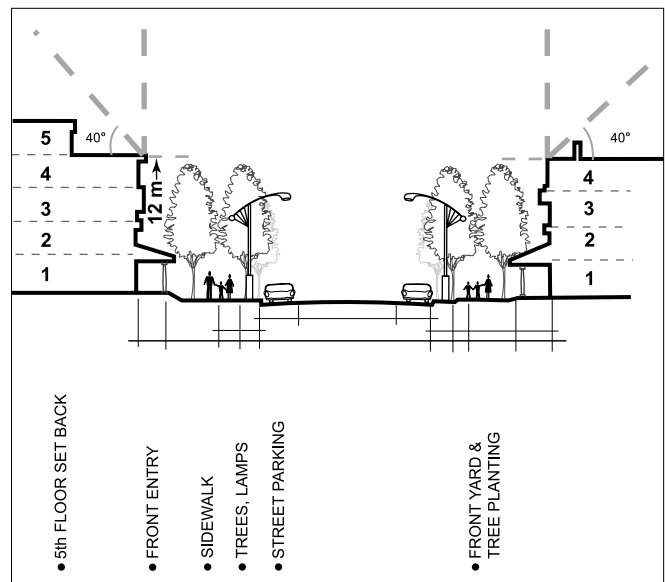
Wherever possible landscaped side yards will be maintained or provided in order to maximize the light and improve views for residents of the existing buildings.

### Built Form

Where new development is proposed it will reflect the character of existing buildings in terms of height (4-5 storeys) and proportions.

### Height, Setbacks and Angular Planes

- The maximum height of all buildings will be five storeys or 15 metres.
- All buildings will be set back a minimum of five metres from the front lot line.
- Those portions of buildings which exceed 12 metres in height will be set back at a 40 degree angular plane measured from the front setback line at a 12 metre elevation. (Figure R)
- All buildings will be guided by a 45 degree angular plane measured from the rear lot line where no lane exists, or from the far side of the lane opposite the rear lot line, when the rear of the lot abuts a low density residential area. The mid-point average of the intersection of the length and width of roof areas of all buildings shall be within the 45 degree angular plane. (Figure M)



Buildings which exceed 12 metres in height

figure R

