

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER 138-2013

A By-law to adopt Amendment Number 740 to the Official Plan of the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number 740 to the Official Plan of the Vaughan Planning Area, consisting of the attached text and Schedule(s) “1”, “2”, “3”, “4”, “5”, “6” and “7” is hereby adopted.
2. AND THAT this By-law shall come into force and take effect the day after the last day for filing a notice of appeal.

Enacted by City of Vaughan Council this 8th day of October, 2013.

Hon. Maurizio Bevilacqua, Mayor

Jeffrey A. Abrams, City Clerk

Authorized by Item No. 37 of Report No. 32
of the Committee of the Whole
Adopted by Vaughan City Council on
June 25, 2013

AMENDMENT NUMBER 740
TO THE OFFICIAL PLAN
OF THE VAUGHAN PLANNING AREA

The following text to Amendment Number 740 to the Official Plan of the Vaughan Planning Area and Schedules "1", "2", "3", "4", "5", "6", and "7" constitute Amendment Number 740.

Also attached hereto, but not constituting part of the Amendment, are Appendices "I" and "II".

I PURPOSE

The purpose of this Amendment to the Official Plan is to amend the provisions of the Official Plan of the Vaughan Planning Area respecting Amendment No. 600, as amended by Amendment Number 651 (Carrville District Centre Plan).

The subject Amendment will provide site-specific policies on the Subject Lands shown as “Area Subject to Amendment No. 740” on Schedule “1” attached hereto. The purpose of this Amendment is to delete the Subject Lands from Amendment Number 651, and:

- i) delete Schedule “A” – Land Use in OPA No. 651 and substitute therefor Schedule “A” – Land Use as shown on Schedule “2” attached hereto, to redesignate the Subject Lands from “Mixed Use 1”, “High Density Residential”, “Medium Density Residential”, “Parks”, and “Valleylands/Woodlots” to “Low-Rise Mixed-Use”, “High-Rise Mixed-Use”, “High-Rise Residential”, “Parks”, and “Natural Areas”;
- ii) delete Schedule “B” – Heights in OPA No. 651 and substitute therefor Schedule “B” – Heights as shown on Schedule “3” attached hereto, to modify the maximum permitted building height in each land use designation in OPA #651;
- iii) delete Schedule “C” – Floor Space Index in OPA No. 651 and substitute therefor Schedule “C” – Floor Space Index as shown on Schedule “4” attached hereto, to modify the maximum permitted density in each land use designation in OPA #651;
- iv) delete Schedule “D” – Road Network in OPA No. 651 and substitute therefor Schedule “D” – Road Network as shown on Schedule “5” attached hereto, to reconfigure the approved road network in OPA #651;
- v) include policies that require sustainable community objectives be implemented through site designs that support cycling and walking, ensures connectivity to the broader community, and provide transit opportunities, water and energy efficiencies, energy alternatives, and green building design and site development; and,
- vi) include policies to facilitate a 10 metre wide ecological buffer abutting the natural features for dedication of said Blocks to the Toronto and Region Conservation Authority (TRCA), subject to the Owner entering into a Management Agreement with the TRCA, to the satisfaction of the TRCA.

II LOCATION

The lands subject to this Amendment (hereinafter referred to as "Subject Lands", are shown on Schedule "1" attached hereto as "Area Subject to Amendment No. 740". The lands are bound by Dufferin Street, Rutherford Road, Crimson Forrest Drive, and the MacMillan Reserve located north of Marc Santi Boulevard, in Lot Part of Lot 16 and 17, Concession 2, within Planning Block 11, City of Vaughan.

III BASIS

The decision to amend the Official Plan to re-designate the Subject Lands from "Mixed Use 1", "High Density Residential", "Medium Density Residential", "Parks", and "Valleylands/Woodlots" to "Low-Rise Mixed-Use", "High-Rise Mixed-Use", High-Rise Residential", "Parks", and "Natural Areas", reconfigure the approved road network, and provide site-specific policies are based on the following considerations:

1. The Provincial Policy Statement (PPS) includes policies that: encourage the focus of new growth within urban areas; direct new development to occur adjacent to the existing built up area; and require that new development shall have a compact form, and a mix of uses and densities that allow for the efficient use of the land, infrastructure and public service facilities. The Subject Lands are vacant lands within the serviced urban area of the City of Vaughan. The proposal for a development within the Carrville District Centre, which is planned for a mix of residential densities including townhouses, high-rise residential and high-rise mixed-use development meets the intent of the PPS with respect to the efficient use of land and infrastructure and will promote efficient land use and development patterns to support a livable and healthy community. The proposed development will also make efficient use of the existing facilities within the surrounding area. This Amendment will facilitate development that conforms to the goals, objectives and policies of the PPS.
2. The policies of the Provincial Growth Plan – Places to Grow (Growth Plan) guide the development of the Greater Golden Horseshoe area, and contribute to creating complete communities by encouraging compact built form that supports walking, cycling, street configurations which provide for transit supportive communities, diverse land uses and densities which allow for efficient use of land, and a range and mix of housing types, and directs growth to "Settlement Areas" serviced with existing municipal water and wastewater systems. Opportunities for the optimal use of land and infrastructure are provided for by the Growth Plan by directing new growth to existing urban areas. The Growth Plan encourages new development within designated growth areas to occur adjacent to the existing built up areas, be of compact form, and incorporate a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The Subject Lands are a vacant greenfield area, which is planned and designated for these uses, and

located adjacent to a built up area. The Carrville Area is supported by existing municipal water and sewer systems and existing public transit. The proposed development conforms to the policies of the Growth Plan, will implement development as planned for by the City of Vaughan in its Official Plan and will contribute to creating a complete community. The proposed development provides for townhouse and apartment dwellings, with an opportunity for a mixed-use development on a portion of the site near Dufferin Street. The proposed development is consistent with the goals of the Growth Plan. The proposal will provide linked public open space systems connecting planned parks and natural areas, provide a mix of land uses and densities, and provide for a vibrant neighbourhood which supports walking, cycling and transit.

3. The Region of York Official Plan designates the subject lands “Urban Area”, which permits a wide range of residential, commercial, industrial and institutional uses. The Regional Official Plan encourages a broad range of housing types within efficient and mixed-use compact communities at an overall transit supportive density. The “Carrville District Centre” is a local centre that has been planned to contain a broad mix of uses, be compact, pedestrian oriented and accessible. The proposal provides for townhouses and apartment dwellings for a variety of housing forms to meet the needs of different households, which is consistent with the Region of York’s policy to provide a variety of housing types. Most of the community surrounding the “Carrville District Centre” is developed with detached residential dwellings. The amendment to the Vaughan Official Plan is consistent with the Regional Official Plan policies that direct development to the existing built-up portions of urban areas, and consistent with the Region’s policy to provide a variety of housing types.

The Subject Lands are located adjacent to Rutherford Road which is identified in the Regional Official Plan as a Regional Transit Priority Network. The Regional Official Plan encourages pedestrian-scale development, safety, comfort and mobility, and the enrichment of the existing area with attractive buildings, landscaping and streetscapes. The Regional Official Plan recognizes the relationship between transportation and urban form. The proposed townhouse and apartment residential uses represent, compact urban form, and encourages and supports a higher level of public transit services as these housing forms, are within walking distance of Rutherford Road and existing transit. The Subject Lands are also located within walking distance of an existing commercial plaza located on the southwest corner of Dufferin Street and Rutherford Road. The proximity of the Subject Lands to facilities and services within the existing community reduces the overall parking demand and the length of trips to destinations for work, shopping and school. Large areas of the Subject Lands are designated for parks and natural areas to provide for a quality open space amenity for residents, and also the configuration of the proposed development will preserve and protect these features within the community. This Amendment will facilitate development that is consistent with the Regional Official Plan policies.

4. The Subject Lands are located within the Urban Village 2 - Carrville District of OPA #600, which provides the policy framework for the development of the urban communities in Blocks 10, 11, 17 and 18. OPA #600 identifies the area where the 4 quadrants of these blocks meet, as the "Carrville District Centre", being an area envisioned for more intense forms of urban development and required the approval of a Secondary Plan to provide the framework for future development.

The proposed development does not conform to the in-effect Official Plan policies of OPA #600, as amended by OPA #651, the Carrville District Centre Plan. However, the policies of the Carrville District Centre Plan respecting the general intent of the Plan, anticipated changes to the original layout of the land use lots/blocks and the road pattern through the planning approval process, and the general intent of the policies indicate that there is inherent flexibility in the Plan and in the design process for comparable arrangements, provided it is demonstrated (by the Owner) that the intent of the Plan is maintained, and that Vaughan Council may consider revisions and amendments to implement more detailed planning and design with proper justification.

The intent, objectives and policies of the Carrville District Centre Plan are maintained and that development proposal achieves the overall vision for the Carrville District Centre. The development facilitated by this Amendment is supported by Provincial and Regional policies that encourage intensification of existing built-up areas, as well as the more efficient use of land and infrastructure.

5. Having received a statutory Public Hearing held on November 6, 2012, on June 25, 2013, Vaughan Council approved Official Plan Amendment Application File OP.12.015 to re-designate the Subject Lands from "Mixed Use 1", "High Density Residential", "Medium Density Residential", "Parks", and "Valleylands/Woodlots" to "Low-Rise Mixed-Use", "High-Rise Mixed-Use", "High-Rise Residential", "Parks", and "Natural Areas", reconfigure the approved road network, and provide site-specific policies, under Amendment No. 740.

IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Amendment No.651 (Carrville District Centre Plan) to the Official Plan of the Vaughan Planning Area is hereby amended by:

1. Deleting Schedule "A" – Land Use in OPA No. 651 and substitute therefor Schedule "A" – Land Use as shown on Schedule "2" attached hereto;
2. Deleting Schedule "B" – Heights in OPA No. 651 and substitute therefor Schedule "B" – Heights as shown on Schedule "3" attached hereto;

3. Deleting Schedule “C” – Floor Space Index in OPA No. 651 and substitute therefor Schedule “C” – Floor Space Index as shown on Schedule “4” attached hereto;
4. Deleting Schedule “D” – Road Network in OPA No. 651 and substitute therefor Schedule “D” – Road Network as shown on Schedule “5” attached hereto;
5. Deleting in its entirety Paragraph 3.2 d) iv);
6. Adding the following Paragraphs:

“(740) **CARRVILLE CENTRE SECONDARY PLAN (NORTH EAST QUADRANT)**

1.0 GENERAL INTENT

The lands within the Carrville Centre including the north east quadrant is part of the overall Carrville Centre (“the Centre”) and shall become part of the focus for higher order land uses within the community of Carrville. The Centre shall evolve to be an urban centre, with a physical form that is compact, human in scale, and designed to be ‘pedestrian-friendly’ and transit-supportive. The Centre shall provide opportunities for community scale commercial facilities, along with more intense residential forms of development, and encourage mixed-use development. A strong ‘live/work’ relationship is a key objective, wherein residents in the Centre and surrounding community have opportunities to work and shop within the Centre, rather than commuting to jobs or services elsewhere.

The lands within the Centre encompass approximately 57.0 hectares, including the north east quadrant of approximately 17.8ha. The Centre has been planned at the intersection of two Regional Arterial Roads, Rutherford Road and Dufferin Street. In keeping with the Regional Official Plan, the achievement of the vision of the Carrville Centre requires a modification to the image and function of these Regional roads within the Centre, from that of primarily high-speed vehicle routes to multi-purpose urban streets that are corridors for traffic, transit and pedestrians.

This Amendment establishes appropriate planning policy for the north east quadrant, which is consistent with the overall Carrville Centre. This Amendment recognizes that the Centre will have some initial phases of development that will begin to capture the ultimate vision for the Centre in terms of scale and mix of uses. All development should support the long-term goals and built-form objectives envisioned for the Centre; and, it is critical that a pedestrian-oriented ‘Main Street and Urban Square’ be developed at the outset and through incorporation into the initial stages of construction.

To maintain long-term flexibility and ensure that this Amendment can be implemented as envisioned, establishment of the road and block pattern in the first phases of development is crucial. Appropriate provision for the planned road network shall be a requirement of any approved development. As such, Schedules A and B identify the development blocks and, subsequently, the comprehensive street pattern.

Development throughout the Carrville Centre will be characterized by high quality urban design. The visual attractiveness and image of the Centre is of prime importance. Development related and scaled to the pedestrian is required on all lands within the Centre. Urban design requirements will be implemented through the policies of this Amendment, the zoning by-law and through site plan control. A Community Improvement Plan may also be prepared to focus on the details of design for the public realm components of this Plan, as well as to establish a comprehensive financial incentives program that will assist private developers to achieve all of the City's objectives for the Carrville Centre.

1.2 Community Structure and Urban Form

The Centre, including the north east quadrant, is intended to be the focus of the highest intensity land use within the Carrville community. The Centre is generally located at the intersection of Rutherford Road and Dufferin Street, in order to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Carrville community. However, given that the four quadrants are not equal in size and have dramatically different environmental and existing development contexts, the northwest quadrant will be the primary focus of the Carrville Centre.

1.3 Population and Employment

The Carrville Centre is planned for, and shall be developed based on, a proposed development of approximately 5,400 residential units, in anticipation of a future population of approximately 11,000 to 12,000 residents. It is an objective of this Plan that up to 4,000 persons be employed in the Centre when it is fully developed.

1.4 Development Principles and Objectives

Development of the Centre, including the north east quadrant, will implement the City's planned urban structure by establishing the Centre as the focal point of residential, commercial and business activity within the Carrville community, and by integrating the Centre with the surrounding Carrville community, contributing to its health and vitality.

The following principles express the fundamental premises for development within the north east quadrant of the Carrville Centre:

1.4.1 Compact Urban Form

Development shall reflect a compact urban form, with a mix of residential, commercial, institutional, parks and open space, environmental and employment uses, concentrated and arranged in a manner, which encourages travel on foot and by other modal alternatives to the car, and which fosters and facilitates public transit ridership. The objectives associated with this principle are:

- a. To provide a focus and sense of identification for the residential communities located primarily in the east part of the Vaughan urban area;
- b. To facilitate the development and redevelopment of the Carrville Centre in a comprehensive manner;
- c. To promote the evolution and growth of the Carrville Centre as a focal point of development according to Vaughan's existing and planned urban structure;
- d. To provide opportunities for multi-use institutional and community facilities;
- e. To promote and encourage convenient pedestrian accessibility throughout the Centre, and to parks and public facilities in particular; and,
- f. To develop a pedestrian and bicycle network throughout the Centre, connecting parks, public buildings, stormwater management areas, utility and storm sewer easements and, where appropriate, local streets, within and adjacent to the Centre.

1.4.2 Urban Design

The north east quadrant of the Centre will be developed in a manner that reflects the urban design policies of this Amendment as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly environment. The objectives associated with this principle are:

- a. To promote high quality design within the area including streetscapes, open spaces, public buildings and infrastructure, and private buildings, in order to create a comfortable, usable, understandable and memorable neighbourhood / community;

- b. To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes;
- c. To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the north east quadrant and the lower density community outside the Centre;
- d. To ensure that neighbouring developments within the Centre and adjoining it are physically compatible and complementary;
- e. To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances;
- f. To ensure that the retail commercial development is planned to support a street-related, pedestrian-friendly environment;
- g. To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian-oriented and transit-supportive development;
- h. To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings, streetscapes and other public areas, based on application of the following principles:
 - i. Encourage pedestrian travel throughout the community through establishment of a grid network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and the commercial uses;
 - ii. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;
 - iii. Ensure that all public and private areas are designed in a manner which is safe, secure and subject to informal surveillance, including walkways, building entrances and parking areas;
 - iv. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking, where provided; and,
 - v. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the

public realm.

1.4.3 Ecosystem

Development shall occur in a manner consistent with the Oak Ridges Moraine Conservation Plan, which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:

- a. To protect the ecological health and integrity of the Oak Ridges Moraine, existing woodlots, and valley and stream corridors located within the Centre;
- b. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Centre from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff;
- c. To ensure that environmental impacts are addressed in an ecologically responsible manner, consistent with the City's environmental policies;
- d. To encourage environmental remediation measures within new developments, where appropriate;
- e. To encourage the use of passive and active renewable energy sources;
- f. To encourage the use of 'green' technologies in the design of new buildings and infrastructure; and,
- g. To reduce vehicular dependency by encouraging residents to both live and work in the vicinity, and by providing easy access to public transit.

1.4.4 Range of Housing Types

Development of a broad range of housing forms and types will be provided for in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities. The objectives associated with this principle are:

- a. To create an adequate supply of housing, including a variety of low-rise, high-rise and mixed-use housing options, unit types and sizes; and,
- b. To encourage opportunities for residents to live and work in the

Carrville community, through encouragement of appropriate commercial development within the Centre, and enabling home-based employment.

1.4.5 Range of Commercial Uses

Development of a broad range of retail and office commercial uses will be encouraged in keeping with the Centre's function in the City's hierarchy of centres. This commercial development will contribute to increased opportunities for business competition, and provide a wide variety of commercial goods and services at competitive costs and prices to meet the needs of Centre residents and the residents of the surrounding Carrville community. The objectives associated with this principle are:

- a. To establish the mixed-use residential as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the surrounding community;
- b. To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Centre;
- c. To discourage large format, single storey retail uses from locating within the Centre; and,
- d. To ensure that the Centre develops in a manner consistent with its 'planned function' in the City's hierarchy of retail commercial centres.

1.4.6 Parks and Open Space

Parks and open space will be developed to satisfy the passive and active recreational needs of the Carrville Centre residents, to enhance the aesthetic appeal of the Centre, to soften the transition between areas of lower intensity uses, and to connect to the parks and open space system in the surrounding community. The objectives associated with this principle are:

- a. To establish a park and open space network where appropriate passive and active recreation opportunities are available to address the needs of the anticipated resident and worker population within the Carrville Centre;
- b. To plan and design open space linkages that facilitate continuous, uninterrupted pedestrian and cycling movement within the Carrville Centre, and to adjacent communities;

- c. To plan and design parks that provide central common green spaces within the Carrville Centre to address the recreational needs of residents, employees and visitors; and,
- d. To establish a hierarchy of parks to meet the varying social and recreational needs typical of an urban mixed-use centre. Their location and programming shall be determined by the City.

1.4.7 Institutional Opportunities

The opportunity for a range of institutional services and facilities will be provided within Carrville Centre to address the needs of its residents and the surrounding Carrville community. The objectives associated with this principle are:

- a. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, educational, government, health care and religious needs;
- b. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of the urban design and streetscape objectives of this Amendment;
- c. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network;
- d. To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services; and,
- e. To encourage establishment of social services, parks, public facilities and public transit services in locations that are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children and the physically challenged.

1.4.8 Efficient Transportation

An efficient transportation network will be developed to serve the Carrville Centre and the surrounding Carrville community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:

- a. To develop a grid network of continuous and interconnected arterial, primary and local streets and laneways, and clearly defined development blocks, complemented by a public transit network, facilitating efficient movement by all modes of transportation;
- b. To develop a walkable, pedestrian-friendly environment, with neighbourhoods that are well connected to public facilities, parks and commercial areas. To encourage walking through a contiguous, street-oriented central area that is safe, attractive, and human in scale in keeping with the urban design and streetscaping objectives of this Amendment;
- c. To encourage a significant increase in public transit ridership to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system;
- d. To encourage development to become increasingly transit supportive in terms of land use, density and urban design as the Centre evolves over time;
- e. To provide on street parking on primary and local roads in the Centre and lay-by parking on the arterial roads to support street-related building entrances, and retail uses that are accessible to both pedestrians and drivers;
- f. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets connected to parks, public facilities and the commercial area;
- g. To design streets to enhance public safety and reduce traffic speeds;
- h. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home;
- i. To acquire and protect road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads and support the urban design and streetscaping policies of this Amendment; and,
- j. To support the provision of transit priority measures for transit services on Dufferin Street and Rutherford Road.

1.4.9 Anticipate the Growth

Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle are:

- a. Where a development proposal does not achieve all of the development potential afforded by this Amendment, the City shall require the preparation of a Development Concept Report and Phasing Plan that provides for the logical progression of development from its initial phase to a mature state reflecting the urban form envisioned by this Amendment, and achieving certain minimum development objectives;
- b. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed and built at a scale which ensures that the forecast population and employment growth resulting from this Plan can be accommodated;
- c. To ensure that the municipality promotes and participates in the early development of the key public sector elements needed to achieve the vision for the Centre, including the establishment of:
 - i. Public transit services, and associated infrastructure and facilities;
 - ii. A grid network of public road rights-of-way, as identified on Schedule B;
 - iii. Lay-by parking on the Arterial Roads and on-street parking on primary and local roads in the Centre;
- d. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Centre, in concert with market demand;
- f. To provide high quality development within the Centre by:
 - i. Encouraging and attracting a wide range of private investment within the Carrville Centre;
 - ii. Adding value to private lands served by the enhanced public realm;
 - iii. Encouraging a range and mix of residential and employment generating land uses, including a substantial retail focus;
 - iv. Establishing simple development rules in order to encourage, rather than discourage, development that meets the objectives of this Amendment; and,
 - v. To ensure that the costs of private development are fully

borne by, shared equitably among, and recovered from benefiting landowners.

2.0 LAND USE DESIGNATIONS

The Centre is intended to become a centre of commercial and residential activities within the Carrville Community. It is intended to become a highly desirable mixed-use area, focused on commercial and residential land uses. The policies of this Section of this Amendment refer to Schedule A, which identifies the applicable land use designations. The following outlines the requirements and planning parameters for housing, commercial, retail, social, open space/environmental and community facilities, which will meet the needs of the population.

Schedule A illustrates the precise physical boundaries of the north east quadrant of the Carrville Centre. Schedule A also identifies the location and distribution of the following land use designations:

- a. High-Rise Residential;
- b. High-Rise Mixed-Use;
- c. Low-Rise Mixed-Use;
- d. Parks; and,
- e. Natural Areas.

It is intended that the Centre will, upon full build out, accommodate approximately 11,000 to 12,000 people. It is expected, however, that the maximum residential development potential of this Centre may not be achieved until beyond the 20 year time horizon of this Plan.

It is the intent of this Amendment to encourage mixed-use development throughout the Carrville Centre. Generally, for the purposes of this Amendment, mixed-use development refers to buildings that include retail uses at grade, with residential and/or office uses above.

It is intended that the density of development within the Carrville Centre will be controlled through the use of a Floor Space Index. A Floor Space Index is a ratio of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot. Buffer areas associated with valley and stream corridors and conveyed to the TRCA, may also be included for the purpose of calculating permitted development density (FSI) on adjacent lots.

Commercial Development, including retail and office uses, may be distributed among the 'High-Rise Mixed-Use' and 'Low-Rise Mixed-Use' designations, subject to the following:

- a. There shall be no limit on the Gross Leasable Floor Area for office commercial development.
- b. Retail commercial development in stand-alone, single use retail buildings shall not exceed 26,000 square metres of Gross Leasable Floor Area within the Carrville Centre.
- c. Notwithstanding those limitations on stand-alone retail facilities, any retail commercial space that is built as an integrated and ancillary component of a mixed-use residential/retail, office/retail or office/residential/retail building shall not contribute toward the retail space cap that has been established for the Carrville Centre.
- d. Mixed-use buildings that include a retail component are permitted in the 'High-Rise Mixed-Use' and 'Low-Rise Mixed-Use' designations, as shown in Schedule A.

The Centre includes the tributaries of the Upper East Don River, woodlots, ravines and an array of open space features.

The Centre also includes parks, urban squares, gateways and smaller open space linkages. These features collectively form the linked greenway system within the District Centre.

2.1 High-Rise Mixed-Use

The following policies apply in the areas identified as 'High-Rise Mixed-Use' on Schedule A.

The 'High-Rise Mixed-Use' designation represents the primary retail development areas within the Centre. It is the intent of this Amendment to establish a lively and active mixed-use shopping district at these locations.

Development in these areas includes mixed-use developments characterized by high quality design standards. The visual attractiveness and consistent image of these areas is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.

The amount of development potential within the 'High-Rise Mixed-Use' designation

provides the opportunity for the achievement of a substantive urban centre with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this area that will set it apart from other areas in Vaughan.

Within the 'High-Rise Mixed-Use' designation, development is planned to be mixed-use with commercial (retail and/or office) and residential / office uses in the same building, and with primarily retail uses, including eating establishments, located at grade. The following uses shall be permitted as part of mixed-use buildings:

- a. Residential units;
- b. A broad variety of retail and service commercial activities, excluding:
 - i. individual retail uses in buildings with ground floor plates in excess of 5,750 square metres in size;
 - ii. drive-through facilities and/or gas bars/service station either stand alone or, associated with any permitted use; and/or,
 - iii. retail uses that require outdoor storage, with the exception of a seasonal garden centre ancillary to another permitted retail use;
- c. Offices;
- d. Public and institutional uses, public health facilities, libraries, places of worship and all types of special needs housing;
- e. Cultural, entertainment and social facilities;
- f. Non-profit clubs and organizations;
- g. Community facilities such as day care facilities, public parking facilities, parks, squares and open space linkages; and,
- h. Public utilities and public transit facilities.

The following building types are permitted in the 'High-Rise Mixed-Use' designation:

- a. Townhouses appropriately integrated with the podium level of a high-rise building;
- b. Mid-Rise buildings;
- c. High-Rise buildings; and,
- d. Public and Private Institutional buildings.

The following policies apply within the 'High-Rise Mixed-Use' designation:

- a. Mixed-use buildings shall be permitted to have a maximum Floor Space Index identified on Schedule A;
- b. The minimum and maximum heights for any building within the 'High-Rise Mixed-Use' designation shall be as identified on Schedule A;

- c. Stand-alone, single use buildings are not permitted within the 'High-Rise Mixed-Use' designation;
- d. All buildings shall be sited close to the street right-of-way and create an attractive and interesting public realm;
- e. The City may consider a variety of development incentives. Qualification for any incentive (or incentives package) for any individual development shall be tied to the achievement of below grade parking, and conformity with the urban design policies of this Amendment and any additional urban design guidelines approved by the City;
- f. In reviewing any application proposing retail commercial development, that would result in more than the identified 40,000 square metre maximum Gross Leasable Floor Area within the District Centre, the City may require the submission of a market study or other form of analysis, prior to further consideration of the application. Such study or analysis shall be of a methodology satisfactory to the City;

The following exception to the permitted uses and policies of the 'High-Rise Mixed-Use' designation is permitted:

- a. on the development block identified by *4 on Schedule A, one stand-alone; single-use retail building may be permitted. Further, the ground floor plate of that retail building shall be a maximum of 5,750 square metres in size. In addition, the minimum height of this building shall be 2 storeys or 6.7 metres.

2.2 High-Rise Residential Designation

Selected sites within the Centre are designated for 'High-Rise Residential' uses. It is the intention of this Amendment that this area shall be developed with high quality and a consistent level of urban design for the public and private realm.

The 'High-Rise Residential' designation permits:

- a. Residential units;
- b. Places of worship;
- c. all types of special needs housing;
- d. Community facilities such as day care facilities, parks and urban squares;
and,
- e. Public utilities.

The following building types are permitted in the High-Rise Residential designation:

- a. Townhouses appropriately integrated with the podium level of a high-rise

- building;
- b. Mid-Rise buildings;
- c. High-Rise buildings; and,
- d. Public and Private Institutional buildings.

All residential uses may be developed up to a maximum Floor Space Index, as identified on Schedule A.

The minimum and maximum heights for any building within the 'High-Rise Residential' designation shall be as identified on Schedule A.

Structured parking garages are required within the 'High-Rise Residential' designation. 90 percent of the required parking shall be provided in structures. A maximum of 10 percent of the required parking for any development may be provided at grade, subject to approval by the City.

Within the 'High-Rise Residential' designation, abutting Rutherford Road, east of Dufferin Street, a landscaped greenway, 6.0 metres in width, shall be provided adjacent to the road allowance, providing a connection between two areas of valleylands/woodlots.

2.3 Low-Rise Mixed-Use Designation

Medium density forms of housing are used in the Centre to provide an appropriate transition from the low density neighbourhoods surrounding the Centre to the higher intensity uses within it. It is the intention of this Amendment that the medium density housing shall be high in quality, and supportive of the urban design objectives of the Carrville Centre Plan.

The 'Low-Rise Mixed-Use' designation permits:

- a. Residential units;
- b. Places of Worship;
- c. Cultural and social facilities;
- d. Community facilities; and,
- e. Public utilities.

The following building types are permitted in the Low-Rise Mixed-Use designation:

- a. Townhouses; and,
- b. Public and Private Institutional buildings.

Street, block and stacked townhouse units may be developed up to a maximum Floor Space Index of 2.0, as identified on Schedule A.

The minimum and maximum heights for any building within the 'Low-Rise Mixed-Use' designation shall be as identified on Schedule A.

Access to parking garages from public laneways is preferred. Developments that provide access to garages facing a Primary Road shall not be permitted. Developments that provide garages facing a local road shall be discouraged.

2.4 Parks Designation

The 'Park' designation includes a variety of public park features connecting to the broader greenway, pedestrian and bicycle systems of the City. An urban centre is different than suburban neighbourhoods. It typically requires smaller parks, distributed strategically throughout the centre to enhance adjacent development. It is the intention of this Amendment to promote parks as key aesthetic and functional components to complement the anticipated higher intensity forms of development.

The following policies apply to areas designated as 'Park' on Schedule A.

The 'Park' designation permits:

- a. Indoor and outdoor recreational facilities;
- b. Cultural uses; and,
- c. Public utilities, where required.

In recognition that the Centre is, by its intended urban character, different than adjacent suburban neighbourhoods, and the fact that traditional standards and requirements for parks and recreation planning may not be met within the Centre, the following policies apply within the 'Park' designation:

- a. The City may acquire lands anywhere within the Centre for the purposes of establishing parkland. The parkland designated by this Amendment shall be shown on Draft Plans of Subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process;
- b. There may be some minor adjustments to location and configuration of parks at the Draft Plan of Subdivision/Site Plan stage, subject to City approval;
- c. Lands utilized for stormwater management facilities shall generally not be considered as any part of the parkland dedication requirement provided via the Planning Act;
- d. All development applications should include a potential location for an urban

square. Where the City has determined that the parkland dedication is not required on an individual development site, cash-in-lieu of parkland may be accepted by the City;

- e. The functional design of each park component identified on Schedule A will be appropriate for the nature and character of adjacent development;
- f. A percentage (to be identified in the zoning by-law) of the required Amenity Space will be provided outdoors and on the ground level, to complement the public parks and open space system;
- g. Urban squares are intended as formal spaces for passive recreation, in support of the adjacent higher density, mixed-use development. Urban squares should address the following design guidelines:
 - i. urban squares are to be planned as focal points throughout the Centre;
 - ii. streetscapes that abut an urban square should be designed to reinforce a high quality formalized relationship between the open space and its adjacent land use;
 - iii. buildings should front onto an urban square to create built form edges to the public space;
 - iv. the landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
 - v. entry and access points should be located conveniently and incorporate civic design themes; and,
 - vi. hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

2.5 Natural Areas Designation

It is intended that lands designated 'Natural Areas' serve to protect and enhance the natural ecosystem and to maintain biological diversity within Vaughan. Furthermore, most of the Centre is identified as a 'Settlement Area' within the Oak Ridges Moraine Conservation Plan, and shall be developed in a manner consistent with applicable Provincial legislation.

'Natural Areas', identified on Schedule A shall be subject to the following policies.

The 'Natural Areas' designation shall contain one or more of the following natural features:

- a. Watercourses;

- b. Valleylands;
- c. Floodplains; and,
- d. Woodlots.

The 'Natural Areas' designation permits:

- a. Conservation areas;
- b. Wildlife and fisheries management areas;
- c. Essential public works including transportation, utility, watershed management and flood and erosion control facilities (but not stormwater management ponds), to the satisfaction of Toronto Region Conservation Authority;
- d. Trails, walkways, and bicycle paths;
- e. Natural interpretive centres;
- f. Tableland woodlots; and,
- g. Buildings accessory to other permitted uses.

Public works shall be located outside 'Natural Areas', unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan.

New or expanded permitted uses which are not subject to the Environmental Assessment Act, shall be permitted provided that, as a condition of development approval:

- a. An Environmental Impact Statement (EIS) is undertaken;
- b. the use will not significantly impact any of the natural features or functions contained within the 'Natural Areas' designation; and alternative methods and measures for minimizing impacts have been considered; and,

Natural features classified as areas where no development is permitted shall be designated as 'Natural Areas'.

Development shall not be permitted on lands adjacent to a 'Natural Areas' designation, or a natural feature described in this section, if it significantly impacts the integrity of the feature or the ecological functions for which the feature is identified.

The specific boundaries and appropriate buffers of a natural feature shall be identified through an Environmental Impact Statement, a natural features study or a

Subwatershed Plan.

Notwithstanding any other policy in this Amendment, a 10 metre ecological buffer shall be provided adjacent to valley and stream corridors. This buffer shall be located outside of the development block or lot; it shall be zoned an appropriate open space zone to prohibit the placement of buildings or structures; and shall form part of the public open space system. It shall be conveyed to the City or the TRCA with the adjoining valley and stream corridor. The buffer shall be 10 metre inland from the greater of the physical top-of-bank; the predicted long term stable slope line; the regulatory floodplain or the meander belt of the watercourse where there is no floodplain; or the drip line of significant vegetation contiguous to a valley and stream corridor.

The City shall cooperate with York Region, the Conservation Authority, local interest groups, and neighbouring municipalities in the creation of a continuous, interconnected trail system within the 'Natural Areas', 'Stormwater Management Area' and 'Parks' designations.

The City shall cooperate with York Region and the Conservation Authority to identify, designate, protect, conserve and remediate newly identified and already identified natural features.

The limits of all designated natural features should be staked and surveyed in the field in consultation with the TRCA and City of Vaughan. The establishment of the development constraint line should also take into account the buffer requirements and any special edge management measures necessary to protect the feature.

To maintain and enhance (where feasible) the existing groundwater regime, an appropriate level of hydrogeological investigation should be completed. This work should be completed in conjunction with stormwater management plans. Given the higher density development that is proposed within the Centre and the potential for groundwater interference, the hydrogeological investigation should identify appropriate mitigation measures to protect groundwater conditions and flow patterns. Measures to offset a reduction in groundwater recharge within higher density areas should also be addressed. Where soil conditions permit, recharge of clean runoff should be maximized to the extent feasible with the Centre. Various at-source, conveyance and end-of-pipe infiltration measures should be considered to achieve this objective.

A 5.0 to 10.0 metre edge management and grading adjustment zone should be established adjacent to all natural features. A 10.0 metre buffer shall be provided for valley and stream corridors. The purpose of this zone is to provide flexibility to achieve the following:

- a. match grading at staked development limits;
- b. pedestrian walkways;
- c. edge restoration/enhancement plantings;
- d. edge/hazard tree management; and,
- e. groundwater/stormwater management measures.

Suitable uses within buffer areas include passive open space amenity areas, the boulevard portion of street right-of-ways, stormwater/groundwater management facilities, pedestrian trails, and naturalized landscaping. The buffer area shall form part of the Open Space System and shall be zoned as Open Space.

3.0 URBAN DESIGN POLICIES

This Amendment is based on a Planning and Urban Design Study approved by Council. The study addressed land use and urban design considerations in a manner that enables the objectives of this Amendment to be addressed through comprehensive, integrated planning solutions.

This Amendment shall form the basis for subsequent submissions of implementing Development Concept Reports, draft plans of subdivision, zoning and site development applications. The City may also adopt a zoning by-law and urban design guidelines that further clarify the direction and intent of policies in this Amendment.

To provide flexibility in the design process, other comparable design arrangements, which achieve the principles and objectives of this Amendment satisfactory to the City, may be utilized without amendment. Furthermore, the Owner shall be required to provide sustainable community objectives through site designs that support cycling and walking, ensures connectivity to the broader community, and provide transit opportunities, water and energy efficiencies, energy alternatives, and green building design and site development.

3.1 Built Form

The following policies apply to built form throughout the Centre:

Buildings shall be sited and organized to create a street space scaled to the

pedestrian, and organized to present an appropriate façade to all adjacent streets to provide interest and comfort at ground level for pedestrians.

Commercial uses and their main entrances shall, wherever possible, be oriented toward an adjacent public street to provide convenient access to pedestrians and public transit; buildings, and their main public entrances, shall be located close to the front property line, on-street parking, and public sidewalk.

This Amendment and the zoning by-law shall establish build-within zones and will identify the minimum proportion of frontage within each block face, which shall be occupied by buildings.

Buildings shall be sited to ensure adequate sunlight, sky views, and wind conditions in streets, parks and open spaces.

Buildings shall be sited and organized so that streets and parks are overlooked by active building faces.

Buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a consistent building face lining the street.

The area between the building wall and the street serves as the transition zone between the public and private realms, and constitutes an important social and visual element of the street image.

In the case of residential development, this semi-public space creates a “buffer zone” between the public and the private domains, which enhances the visual appearance of the street edge and provides outdoor spaces for casual social interaction. Planted and constructed elements in the semi-public space, low hedges, trees, masonry and decorative metal fences and gates, should be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences.

For commercial and mixed-use developments, connections to the street by proximity, by the location of windows and entranceways and the level of architectural detail are fundamental to the animation of the streets and in achieving the desired

urban character. As such, buildings shall address the street, through the provision of active façades that include windows, entry features and, where appropriate, outdoor cafés and restaurants.

In addition to providing a 'connecting link', a relatively consistent building edge is important to provide spatial definition and containment to the street. Build-within zones are recommended for all properties within the Centre, requiring buildings to locate their front and exterior side walls within a defined zone on the lot. The build-within zones essentially set both a minimum and maximum setback.

All buildings, with the exception of Townhouse units, that are permitted within the Centre shall be developed with a substantial portion of their front and exterior side facades generally between 1.0 and 3.0 metres of the front lot line and the exterior side lot line.

It is understood that where a lot has three sides abutting a public road, the 1.0 to 3.0 metre setback may not be achieved on the third side.

Townhouses shall be built within 4.0 and 4.5 metres of the front property line, where front garages are not proposed, and shall be built to within 6.0 and 8.0 metres of the front property line where a front garage is proposed. In all cases, the exterior side build-within zone for street townhouses shall be between 3.5 and 4.5 metres.

To reflect the importance of corner properties and reduce the distance between buildings for pedestrians along Rutherford Road and Dufferin Street, the build-within zone abutting the regional road sight triangle will be between 0.6 and 2.0 metres.

A street wall or part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. A minimum amount of building wall located within the build-within zone shall be required, as follows:

- a. On all lands adjacent to Primary Roads or Local Roads that generally run north-south within the District Centre, the minimum built frontage shall be 75 percent of the block face of each block;
- b. On all lands adjacent to Primary Roads or Local Roads that generally run east-west within the District Centre, the minimum built frontage shall be 50 percent of the block face of each block; and,
- c. On all lands adjacent to Rutherford Road or Dufferin Street, the minimum built frontage shall be 50 percent of the block face to accommodate larger buildings and the potential for larger parking areas between buildings.

In order that appropriate spacing is achieved between buildings on the same block, light, view and privacy setbacks may be used to provide the appropriate relationship between building facing conditions.

The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious buildings, or by buildings of community status. In the Carrville Centre, corner sites will play a particularly significant role in defining landmarks. It is therefore important that the treatment of the corner sites be consistent throughout the Secondary Plan. The following policies apply to corner sites:

- a. Corner building designs shall articulate, define and enhance the intersection at which it is located by enhancing the building's presence at each corner;
- b. Corner buildings should not be lower than 2 storeys;
- c. Buildings should 'turn' the corner, i.e. they should have primary, articulated facades towards both streets and should be visually different from adjacent development; and,
- d. Corner buildings should have the highest level of architectural detailing and a distinct architectural appearance.

Architectural variety is crucial in creating a visually stimulating urban environment. Street walls composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in projecting an image of architectural richness, variety, and building articulation. The following policies shall apply throughout the Carrville Centre:

- a. Large areas and continuous streets of monotonous and repetitive facades shall be avoided. A more textured architectural quality can be achieved by introducing variation in certain elements of the façade treatment;
- b. Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances and the articulation of the building mass, shall be used to create a dynamic façade.
- c. An interesting architectural feature/treatment shall be added to all rooftops of High-Density Residential buildings to prevent typical box shaped building forms;
- d. Variation and articulation in the building mass including horizontal and vertical setbacks, such as setbacks at the upper storeys, shall be established in the implementing zoning by-law; and,
- e. Site Development applications in the Carrville Centre will be reviewed taking into consideration matters relating to exterior design, including the character, scale, appearance and design features of buildings and their sustainable design.

3.2 Pedestrian Realm

A grid of arterial, primary and local streets and associated public open spaces shall provide the organizing framework for the development of the Centre.

Pedestrian sidewalks shall be required on both sides of all streets and shall form a connected system of optional routes within the District Centre, and connect to pedestrian systems in surrounding communities.

A pedestrian and bicycle path system shall be developed in conjunction with the Streetscape and Master Landscape Plan.

Parking facilities, service access points and any visible mechanical equipment are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are encouraged to provide for these functions.

To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:

- a. Well-designed, coordinated streetscapes with sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways and setbacks adjacent to the public sidewalks that promote access, orientation and confidence of personal safety;
- b. Appropriate landscape treatments shall be provided, including trees and pedestrian lighting throughout parking lots and along their edges. This is intended to improve their appearance and to contribute to the visual continuity of the street edge, while encouraging the safe use of these spaces;
- c. High quality usable open spaces that are physically and visually linked to streets, parks and mid-block pedestrian routes;
- d. A pedestrian weather protection system including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian streets or edges throughout the Centre, and adjacent to the urban squares and at entrances to buildings;
- e. Buildings with primary windows and signage facing onto the street;
- f. Barrier free design of buildings, streets and publicly accessible open spaces;
- g. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Centre and to visually and thematically distinguish the streets from one another;
- h. Transformers and other above ground utilities, should be located within the building, or on private property located away from public view and appropriately screened subject to the satisfaction of the City;
- i. Open space links should be planned and designed to facilitate continuous, uninterrupted movement through, and enhance the use of the open space systems within the Centre. These open space links should also be connected to the adjacent communities and may include but not be limited to: utility easements, greenway corridors, woodlots, parks, courtyards, valleys, storm ponds and expanded boulevards within the road right-of-way;
- j. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality ambiance suitable for a Centre. The design of lighting, as an urban design feature, helps to define the sense of place and pedestrian scale of the Centre. In addition, accent lighting is required to emphasize built form and landscape elements. Pedestrian scale lighting

should be provided adjacent to streets, walkways, public squares, pedestrian routes and in parks and courtyards;

- k. Lighting guidelines will be required as part of the urban design/landscape master plan. The draft City of Vaughan Lighting Standards and Guidelines Study, Phase I, November 4, 2004, or any subsequent lighting document approved by Council, shall be referenced in the preparation of the lighting plan; and,
- l. Signage in the Centre will conform to signage guidelines, developed prior to the approval of a Plan of Subdivision, which address the amount and type of illumination, size, materials, typography and design. Guidelines shall ensure that signage is incorporated into the building.

In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances need to be carefully considered and coordinated with the locations for pedestrian entrances.

- a. Parking and servicing should have the least possible impact on the streetscape and public open spaces;
- b. Parking is encouraged to be provided below grade but, alternatively, may be provided in above grade structures faced with active uses, or in landscaped surface lots to the rear or side of buildings;
- c. On-street parking spaces provided on either the local, primary, or arterial roads within the Centre may be credited towards the parking provided on-site;
- d. Entrances to below grade or structured parking and service areas should occur within the building;
- e. Large surface parking areas are generally discouraged and, in the long term, parking is encouraged to be located below grade. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks, and significant landscaping including: pavement treatments, low walls or decorative fencing, landscape materials, trees and lighting throughout parking lots and along the edges;
- f. Surface parking lots or spaces should be set back 3.0 metres from the property line. The setback should be substantially landscaped with decorative fencing and coniferous and deciduous planting providing seasonal interest in order to continue to define the street edge and provide an enhanced environment for pedestrians and drivers alike; and,
- g. Access to parking and servicing areas should occur off local streets or service lanes and to the side or rear of buildings.

Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City. The location of loading areas will be controlled in the zoning by-law.

No outdoor storage is permitted within the Centre, with the exception of seasonal garden centres established in conjunction with a permitted retail use.

Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their primary role will be to provide on-site, at-grade open space amenity for occupants of that block. The functional and spatial characteristics of the courtyard vary depending on building typology and size of the block. Residences with generous private yards might require less semi-private open space while multi-dwelling buildings would benefit from more ample courtyard spaces. The following policies apply throughout the Centre:

- a. During subsequent site plan review, development applications will be expected to present coordinated design concepts for courtyards that provide appropriate grading, pedestrian and landscape facilities, coordinated servicing and automobile access to maximize usable landscaped open space; and,
- b. To be most effective, courtyards should have a unified landscape design that ensures that gardens and play areas, on individual sites, can be shared with those living or working on the block as a whole.

In the Centre, the provision of community services, restaurants, cafés, stores and display windows at grade provides visual interest, encourages the use of sidewalks, promotes retail continuity and viability, and contributes to a safer and more vibrant pedestrian environment.

- a. Buildings shall, to the greatest extent possible, front onto public streets, be flush with grade and provide an active use at grade in order to promote pedestrian activity;
- b. Within the 'High-Rise Mixed-Use' and 'Mid-Rise Mixed-Use' designations, ground floor uses will change over time to adapt to a variety of community needs. As a result, the floor-to-ceiling height of ground floors for all buildings should be 3.3 to 4.0 metres to be sufficient to adapt to all permitted uses;
- c. Principal pedestrian entrances shall provide direct access to the public sidewalk; and,
- d. The City shall consider introducing provision in the zoning by-law to permit

the operation of outdoor cafés.

The provision of publicly accessible, privately-owned, mid-block urban squares is encouraged on individual sites in order to complement the public open space system. These will be provided on an incremental basis as development occurs. Mid-block pedestrian connections should:

- a. Be provided within larger development parcels. These are intended to be designed as pedestrian landscaped mews and should be lit, landscaped and maintained for public use;
- b. Provide a fine grain of pedestrian circulation and an important connection between two streets;
- c. Lead to public destinations such as schools, parks and public transit; and,
- d. Provide an address to individual residential or business frontages along their lengths.

3.3 Road Allowance and Streetscaping

The arterial, primary and local roads in the Centre identified in Schedule B shall form a connected system to serve all parts of the Centre and allow for multiple choices of routes for both pedestrians and motorists.

Within the Centre, Rutherford Road and Dufferin Street shall be modified to reflect their role and function as multi-purpose urban streets that are both transportation corridors and pedestrian oriented places. They shall be designed to accommodate a wide range of uses and users. The potential treatment of the road allowance is illustrated in Figure 1. The City of Vaughan will work with York Region towards the implementation of these enhanced streetscapes as the Carrville Centre develops over time.

The Primary Roads connect the District to the adjacent residential neighbourhoods. They shall be designed to accommodate a wide range of uses and users. Individual access points from a Primary Road shall be restricted.

Local Roads shall be designed to provide high levels of pedestrian amenity while providing adequate accommodating for cars and service vehicles.

4.0 SERVICING POLICIES

4.1 Water, Wastewater and Stormwater Management Services

Development within the Centre shall be on the basis of full urban water, wastewater

and stormwater management facilities.

A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by proponents to the satisfaction of the City and the Region as a condition of approval of development applications.

The need for a variety of stormwater management ponds has been identified throughout the Centre. The precise operation, dimensions and design of the facilities will be determined and addressed as part of the Master Servicing Strategy. The design and function of the ponds will be in accordance with City policies. Every effort will be made to reduce the size of these ponds within the Centre.

Appropriate stormwater management practices shall be followed to the satisfaction of the City and the Toronto and Region Conservation Authority. Development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls) will also be considered as an option for the treatment of stormwater within the Centre.

New infrastructure or improvements to existing infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electricity supplies, required to serve proposed development shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

5.0 TRANSPORTATION POLICIES

The intent of the transportation system is to provide an integrated, multi-modal transportation network for all residents and businesses that are safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts.

5.1 Road Network

Primary and Local Road and Laneway Network - The road network includes primary roads, local roads and laneways. Schedule B identifies the road network. The right-of-way widths for the various roads are generally 23.0 metres for Primary Roads, 17.5 to 20.0 metres for Local Roads and 7.5 metres for Laneways. The following policies apply to the Road Network:

- a. The road allowance widths identified in this Amendment are approximate. In

- certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements. Final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications;
- b. Local road right-of-ways will range from 17.5 to 20.0 metres. Generally, local roads that serve primarily residential development shall be 17.5 metres;
 - c. One road is identified as a 'Special Character Street' on Schedule B. This road is an important pedestrian connection to open spaces and/or environmental features. It shall be designed to incorporate enhanced landscape features signifying their important contribution to the overall open space system. The enhanced landscape treatment may be incorporated within the boulevard or within a centre median, subject to the requirements of the City;
 - d. It is a requirement of this Amendment that all roads identified within the Centre shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Centre;
 - e. The road network illustrated on Schedule B is fundamental to the efficient functioning of the Centre transportation network; laneways and local and primary road rights-of-way shall be identified in all approved plans within the Centre, and shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, and at the time of plan registration. Alternatively, the City may in the subdivision agreement permit private roads designed and built to City standards with a public easement that conveys the road to the City at no cost at any time in the future that the City deems necessary;
 - f. No plan shall be approved which permits the establishment of any structure on a local or primary road rights-of-way identified on Schedule D. Local road allowances conveyed to the municipality may be used privately on a temporary or permanent basis for parking aisle purposes at the sole discretion of Council;
 - g. The road network within the Centre shall recognize natural and built constraints and shall form a continuous and interconnected modified grid pattern, integrated with the road network planned or in place on surrounding lands bounding the Centre;
 - h. Round-a-bouts, cul-de-sacs, hammerheads or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and/or the Region of functional, operational and financial issues

associated with their use;

- i. Two round-a-bouts shall be incorporated into the Centre to facilitate traffic movement at the intersections of the two north south primary roads and the northern most east-west primary road;
- i. Streetscape design for Arterial Roads, Primary Roads, and Local Roads shall be subject to the City's urban design requirements and policies articulated in this Amendment;
- j. Individual direct access to any arterial road shall be discouraged. Building setbacks from arterial roads will be minimized and parking areas shall be directed to areas less visible from the street; and,

The Regional road structure (the Arterial Roads) of Rutherford Road and Dufferin Street will play an important role in the success of the Centre. A key component of making street related retail uses work, adjacent to the Arterial Roads, is the provision of lay-by parking. The City will work with York Region regarding the construction and detailed implementation of this feature in conjunction with the other streetscape improvements being recommended for the Arterial Roads. The detailed design of the Arterial Roads shall consider the incorporation of lay-by parking facilities.

5.2 Transit

It is a major objective of the City to increase transit ridership. To achieve this objective, the transit network within the Centre is encouraged to be integrated with local, regional and inter-regional transit routes and services, including:

- a. Connections to the local transit system along Arterial and Primary Roads;
- b. Connections to the TTC Subway system via the Regional Road 7 corridor, Vaughan Corporate Centre (Spadina line) and Finch station (Yonge line); and,
- c. Connections to the Maple and Rutherford GO rail stations at Major Mackenzie Drive and Rutherford Road and connections to commuter parking lots and GO bus operations along the Highway 400 corridor.

The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.

The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.

The City shall encourage the increased use of public transit by requiring transit supportive urban design as well utilizing and efficiently interfacing new development with the existing public transit network. Improvements to the public transit network, based on the existing system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds.

Local transit routes serving the surrounding community should connect with the Centre and transit stops and shall be established at appropriate locations within the Centre to serve new development and provide pedestrians with efficient links to the existing and future system.

5.3 Pedestrian and Bicycle System

The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.

A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way) shall be required in the Centre and integrated with the City's Pedestrian and Bicycle System Master Plan. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.

An adequate supply of secure bicycle parking shall be provided near bus stops, in high activity areas and park areas.

5.4 Parking

Sharing of parking in mixed-use developments will be encouraged within the Centre, subject to evaluation by the City.

On-street parking shall be permitted on all streets fronting commercial development in the Centre with the exception of Rutherford Road and Dufferin Street. Parking underground and in structures shall also be encouraged.

To assist with the reduction in large surface parking areas in the Centre, a reduction to the current parking standards and maximum parking standards shall be applied to all surface and/or structured parking provided. The following parking standards will be used in calculating the required parking spaces for each development within the Centre:

- a. For all retail commercial uses -a maximum of 4.25 spaces/100 square metres of Gross Floor Area;
- b. For all office uses -a maximum of 3.0 spaces/100 square metres of Gross Floor Area;
- c. For all condominium-based residential uses – a maximum of 1.75 spaces per unit, inclusive of visitor parking; and,
- d. For all freehold residential uses – 2.0 spaces per unit are required.

The City of Vaughan may investigate the establishment of a public parking authority to provide public parking lots (surface lots and/or structured parking facilities) within the Centre. Should public parking be provided, the parking standards identified above shall be further reduced to balance the overall supply of parking with the permitted levels of development.

Cash-in-lieu of parking may be considered by the City. If considered, the minimum parking requirement shall be the benchmark for the calculation of required parking.

Parking requirements for any individual development do not necessarily need to be provided on the same lot, or on a lot contiguous to the development. Required parking for any development within the Centre may be provided on any lot within 500 metres of the development that is being served by the parking facility, subject to approval by the City.

5.5 Traffic Demand Management

The City will actively work with the Region and with developers, Owners and tenants in the Centre to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, while reducing the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:

- a. Promoting the use of public transit by employees;
- b. Promoting measures to foster higher vehicle occupancy;
- c. Assisting in organizing and promoting carpooling;
- d. Giving priority parking space assignments and/or reduced rates for car pools;
- e. Varying hours of work to reduce peak hour loads;
- f. Participating in a Transportation Management Association; and,
- g. Giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to

the general market; and/or, other measures that may be identified.

Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, and public-parking structures, may also be required.

Transportation Impact Studies submitted in support of development applications shall identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies shall include the implementation of a travel demand management program for the proposed development.

Development proposals for greater residential densities or for greater retail floor space than permitted by this Amendment shall be required to provide a Traffic Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:

- a. The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties;
- b. The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for District Centre residents and nearby residential communities;
- c. The project provides an appropriate level of parking and encourages the use of public transit, walking and cycling as alternatives to automobile use; and,
- d. The traffic resulting from the proposed development does not significantly contribute to reducing the level of service of arterial roads and primary roads and their intersections to below a generally acceptable level.

5.6 Transportation Improvements

The full achievement of the development proposed by the Carrville Centre Plan requires the following improvements to the transportation system servicing the Centre:

- a. The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the Centre:
 - i. through the District Centre, construction of the redesigned Rutherford Road and Dufferin Street to include four through lanes; and,
 - ii. streetscaping improvements to Rutherford Road and Dufferin

Street, including centre medians.

- b. The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the District Centre:
 - i. the Primary and Local Road and Laneway network;
 - ii. on-street and lay-by parking on all roads within the Centre; and,
 - iii. a pedestrian and bicycle system linking to areas in the rest of the Carrville Community.

It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights-of-way for the widening of Arterial Roads and the provision of public transit services through the development approval process.

Where lands have been identified as required for the construction of the road network within the Centre, and where such lands are the subject of a development application, it is the policy of Council to require the dedication of such lands before permitting the development of the site.

From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the Centre. It is Council's intention that the funds for such acquisition of land and for the construction of planned road or transit improvements be provided to the greatest extent practical through a charge against development in the Centre and/or the City and/or the Region under the provisions of the Development Charges Act, or by other means available to the City.

It is Council's intention that the development of the Centre proceed as expeditiously as possible, and that the planned transportation improvements should, therefore, be reflected in the capital works forecasts and any Development Charges By-law in such a fashion as to permit development without delay. As such, the City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in this Amendment.

Until such time as the Regional Road improvements identified in this Amendment have been undertaken, Council may phase development in the Centre until the required road capacity is available. Where the Arterial Roads have not been widened to the width set out in this Amendment, development applications will be required to submit a traffic study to demonstrate that capacity is available.

The City, in partnership with the Region, shall establish a formal program to monitor the level of development and associated traffic conditions. The Monitoring Program will address:

- a. Traffic volumes on key routes and at key intersections, based on periodic traffic counts in the Centre area;
- b. The amount of existing and proposed floor space for which subdivision, zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
- c. Travel characteristics and modal split;
- d. Population and employment generated by existing development and projected for approved, but not yet occupied, development;
- e. Evaluation of traffic volumes and transit ridership in the context of available capacity;
- f. Evaluation of existing, planned and proposed development phases in order to allow for identification and planning of transportation improvements or to

- allow time for steps to be taken to control the pace of development; and,
- g. The regular monitoring program will take place, as part of the periodic review of this Amendment, at intervals of five years. Council will review the results of each cycle of the Monitoring Program at a public meeting. Sufficient detail will be made available to the public to enable the verification of results and conclusions.

6.0 ADMINISTRATION

6.1 Application

The policies contained in this Amendment shall apply to the lands shown on Schedules A and B. This Amendment is an urban design-based plan that is a refinement and more detailed tertiary plan as required by OPA 600. Except as otherwise provided herein, the policies of this Amendment shall supersede the policies of any other area or site-specific Official Plan Amendment which is in force in the City on the date of the approval of this Amendment.

6.2 Status of Uses Permitted Under Previous Amendments to the Official Plan

Existing land uses throughout the Centre are expected to continue to exist in the short to mid-term. Therefore, existing uses approved under previously approved amendments shall be deemed to comply with this Amendment.

Minor extensions or expansions of such uses shall be permitted without amendment, provided that the intent of this Amendment is not compromised and the tests prescribed below are met:

- a. That the road pattern, transit routes and parkland network envisioned by this Amendment are not compromised or precluded in the long-term;
- b. That the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existing use, especially in regard to the requirements of the zoning by-law;
- c. That the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, parking, and traffic generation;
- d. That the neighbouring uses will be protected where necessary by the provisions for area landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for the alleviation of adverse effects caused by outside storage, lighting or advertising signs. Such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be

extended to the existing use in order to improve its compatibility with the surrounding area; and,

- e. That in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.

7.0 IMPLEMENTATION

This Amendment constitutes the Carrville Centre and shall be implemented using some or all of the following:

- a. The approval of individual Draft Plans of Subdivision/Condominium submitted pursuant to Section 51 of the Planning Act, and Part Lot Control exemptions pursuant to Section 50 of the Planning Act;
- b. The enactment of zoning by-laws pursuant to Section 34 of the Planning Act;
- c. The registration of the site development agreement or execution of the site plan letter of undertaking pursuant to Section 41 of the Planning Act;
- d. The use of the Holding Zone provisions of the Planning Act, in accordance with Amendment No. 200 to the Vaughan Official Plan;
- e. The dedication of parkland or cash-in-lieu of parkland, in accordance with the provisions of this Amendment; and,
- f. The execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.

7.1 Development Concept Report and Phasing Plan

To provide a context for coordinated development, and to demonstrate conformity with the policies of this Amendment, each development application shall include a Development Concept Report. This report will provide a detailed description of the proposed development, and the manner in which it addresses the policies of this Plan, and its urban design requirements in particular. The Development Concept Report will discuss the following matters:

- a. Phasing of development from initial construction to 'mature state' as envisioned by this Amendment;
- b. How the development is integrated with other sites in the quadrant to achieve the planning and design principles of this Amendment;
- c. Height and massing of buildings;
- d. Distribution of land uses, lot sizes and densities;

- e. Relationship between streets and buildings, including how the proposed development and subsequent phases address the policies in this Amendment with respect to build-within zones;
- f. How the street-related commercial uses are being provided in the application in accordance with the phasing policies of this Amendment;
- g. Integration of development with transit services;
- h. Pedestrian, bicycle and vehicular circulation networks, and integration with the City's Pedestrian and Bicycle Master Plan;
- i. Parks and Open Space system;
- j. Location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
- k. General location, size and treatment of surface parking facilities and vehicular access points, including the potential for shared parking and access and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes;
- l. Location of street-related uses and principal pedestrian entrances to buildings and the relationship to street frontages, and how the role of the public street and pedestrian movement along the street are supported.
- m. Micro-climatic conditions;
- n. Signage, streetscape amenity elements, lighting and site furnishings;
- o. Protection and enhancement of significant views and landscape focal points;
- p. Cultural heritage resources, and proposed measures to conserve them;
and,
- q. Proposed measures to remediate and restore significant natural features and conditions, and to address other environmental matters, consistent with the City's Environmental Management Guideline.

In evaluating development applications throughout the Centre, the City shall consider:

- a. The adequacy of proposed parking areas and access points;
- b. The traffic impacts on adjacent existing and/or approved land uses and the impact of the proposed use on the operation of the regional and local road network;
- c. The impact of the proposed use on the operation of the local, regional and inter-regional transit network, in both the short and long-term;
- d. The availability of water and sewer services;
- e. The suitability of the proposed stormwater management facilities;

- f. The degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,
- g. The compatibility of the proposal with the urban design policies and principles described in this Amendment and the zoning by-law.

Prior to the approval of any development application, the City may require the preparation of any or all of the following studies, the specific requirements for which shall be established with development proponents. The costs associated with the conduct of these studies shall be the responsibility of the landowners and the costs shall be shared equitably among benefiting landowners on a pro-rata basis.

- a. Traffic and transit impact study;
- b. Stormwater management plan;
- c. Master servicing study;
- d. Development concept report and phasing plan;
- e. Open Space and Streetscape Master Plan and Implementation plan;
- f. Urban design and architectural control guidelines;
- g. Preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway or Arterial Road; and,
- h. Archaeological survey of the lands.

Within each quadrant of the Centre, development applications should co-ordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands shall be shown conceptually in the Development Concept Report and Phasing Plan.

Development shall be phased to provide for the orderly development of the Centre and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:

- a. The development contributes to, or can be appropriately integrated within, the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
- b. The development satisfies all requirements regarding the provision of parkland and other facilities;
- c. Traffic from the proposed development can be accommodated on the existing arterial road network; and,
- d. Phasing may be addressed through the appropriate use of the Holding (H) provisions of this Amendment.

As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:

- a. Describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
- b. Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction; and,
- c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

7.2 Zoning By-law

To implement all new development in the Centre, Council shall enact a By-law providing zoning categories and standards specific to this Amendment.

The City may, when enacting implementing zoning by-laws, designate a holding zone with the prefix H and specify the future uses of these lands that, at present time, are considered premature or inappropriate for development for any one or more of the following reasons:

- a. The Development Concept Report, submitted in support of a development application has not been finalized to the City's satisfaction;
- b. Community services and facilities such as sanitary sewers, stormwater management facilities, water supply, transit, parks and schools are insufficient to serve the proposed development;
- c. Transportation facilities are inadequate or inappropriate based on existing road capacities and anticipated traffic;
- d. The number and location of access points to the site are inadequate to function safely and efficiently;

- e. Where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development agreement, to ensure the orderly development of the project, and/or secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, parks, services, or outstanding application processing fees;
- f. A site plan agreement or site plan letter of undertaking is required; and,
- g. Supporting studies are required on matters related to traffic, soils, and protection of any site features, environmental constraints or design features.

7.3 Subdivision Control

Subdivision Control encompasses Draft Plan of Subdivision/Condominium, consents and part lot control exemptions.

All new development in the Centre shall, as part of its initial development application process, proceed by way of the subdivision approval process that includes the full extent of property ownership to secure the related infrastructure improvements required. Plans of Subdivision/Condominium shall only be draft approved which:

- a. Conform to the policies and designation of this Amendment;
- b. Can be provided with adequate services and facilities as required by the policies of this Amendment;
- c. Comply with the urban design policies articulated in this Amendment; and,
- d. Are not premature and are in the best interest of the municipality.

7.4 Site Plan Control

The Centre is subject to site plan control in accordance with OPA No. 200 and the City's Site Plan Control By-law.

7.5 Development Agreements

Development Agreements based on this Amendment and the findings of any supporting studies may be required by the City as a condition of the approval of development applications.

Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land, without adverse impact on the City's financial capability. This may require front-ending agreements to advance the timing for the required infrastructure and to address any acceleration

in associated costs. Items which shall be addressed in the Development Agreements include:

- a. Parks, open space and environmental features;
- b. Streetscape features as identified through a comprehensive Streetscape Master Plan;
- c. Water, wastewater collection and storm water management;
- d. Transit and road infrastructure and widening; and,
- e. Other utilities.

Cost sharing – The city encourages property owners to contribute their proportionate share towards provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property Owner(s) within the Amendment Area will be required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of the costs of the lands and community facilities.

7.6 Community Improvement Policies

The Centre is undeveloped. It is the intent of the City of Vaughan to facilitate the development of the Centre in conformity with the policies of this Amendment. In order to achieve the planned function and intended image of the area as one of the primary urban centres of the City, it may be necessary for the City to implement a comprehensive public realm improvement strategy and/or to provide a financial incentive package to the private sector.

The legislative framework that permits the City to offer incentive programs is provided under Section 28 of the Planning Act. Within the Centre, the City may engage in the following activities:

- a. Acquire, hold, clear, grade or otherwise prepare land for community improvement activities;
- b. Construct buildings on land acquired or held by it in conformity with the Community Improvement Plan;
- c. Sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the Community Improvement Plan; and,
- d. Make grants or loans to the registered Owners or the assessed Owners to pay for the whole or any part of the cost of rehabilitating such lands and buildings in conformity with the Community Improvement Plan and the policies of this Amendment.

The strategy for the application of any financial or other incentives provided by the municipality shall be tied to conformity with the policies of this Amendment.

It is the intent of the City that the entire area of the Centre, which has been identified as a 'Community Improvement Area', may be further designated in whole or in part, by by-law, as a 'Community Improvement Project Area', for which a detailed Community Improvement Plan will be prepared. The City will identify and delineate a 'Community Improvement Project Area' in areas that display any or all of the following criteria:

- a. Inadequate municipal infrastructure, including piped services, roads and streetscapes, public parking facilities and/or stormwater management facilities;
- b. Inadequate community services such as public recreational/cultural facilities, public open space and/or social services;
- c. Building and/or property deterioration to the extent that it negatively affects the overall image of the Carrville Centre; and,
- d. Development at densities that is too low to support planned transit facilities.

In the preparation of a Community Improvement Plan, the City will solicit the input of affected residents, property owners and other interested stakeholders. Community Improvement Plans and subsequent amendments thereto, will be adopted by Council.

When the City is satisfied that the intent of a Community Improvement Plan has been carried out, Council may, by by-law, dissolve the Community Improvement Project Area.

6.0 INTERPRETATION

This Amendment is a statement of policy. It is intended to guide the development of the Carrville District Centre Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Amendment are maintained.

The designations identified on Schedule A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without Amendment, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically

stated to be fixed in the policies of this Amendment.

Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.

Minor variations from numerical requirements in this Amendment may be permitted without an Official Plan Amendment provided that the general intent of the Amendment is maintained. Minor variations, in this Amendment, shall mean a maximum of 5 percent variation from the identified numerical requirement. (740)"

6. Adding Schedule "A" attached hereto as Schedule "6".

7. Adding Schedule "B" attached hereto as Schedule "7".

V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands will be implemented by way of an amendment to the Vaughan Zoning By-law and Draft Plan of Subdivision, pursuant to the Planning Act.

VI INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

APPENDIX I

The Subject Lands are bounded by Dufferin Street, Rutherford Road, Crimson Forrest Drive, and the MacMillan Reserve located north of Marc Santi Boulevard, in Lots 16 and 17, Concession 2, within Planning Block 11, City of Vaughan.

On June 25, 2013, Vaughan Council considered applications to amend the Official Plan (OP.12.015), Zoning By-law (File Z.12.035), and for Draft Plan of Subdivision (19T-12V009) approval, and resolved the following (in part), with respect to the Official Plan Amendment application:

“The Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Official Plan Amendment File OP.12.015 (Nine-Ten West Limited) BE APPROVED, specifically to amend OPA #600, as amended by OPA #651 (Carrville District Centre Plan), for the subject lands shown on Attachments #2 and #3, as follows:
 - a) to redesignate the subject lands from “Mixed Use 1”, “High Density Residential”, “Medium Density Residential”, “Parks”, and “Valleylands/Woodlots” to “Low-Rise Mixed-Use”, “High-Rise Mixed-Use”, “High-Rise Residential”, “Parks”, and “Natural Areas” in the manner shown on Attachment #5, thereby reconfiguring the land use designations approved through OPA #651 (Attachment #4) and re-naming the land use designations to be consistent with those used in Vaughan Official Plan 2010;
 - b) to modify the maximum permitted building height and density (Floor Space Index) in each land use designation in OPA #651 as shown on Attachment #4 to the maximum building heights and densities shown on Attachment #5, thereby permitting maximum building heights and densities that are more consistent with those approved for this area in Vaughan Official Plan 2010 (Attachment #7);
 - c) to reconfigure the approved road network shown on Attachment #4, in the manner shown on Attachment #6;
 - d) to require that the Open Space Greenway (Block 11) as shown on Attachment #9 located along Rutherford Road be conveyed to the Toronto and Region Conservation Authority (TRCA) free of all costs and encumbrances and that the said Open Space Greenway shall not form part of the parkland dedication to the satisfaction of the City;
 - e) to include policies that require sustainable community objectives be implemented through site designs that support cycling and walking, ensures connectivity to the broader community, and provide transit opportunities, water and energy efficiencies, energy alternatives, and green building design and site development; and,
 - f) to include policies for Blocks 15, 16a, 16b, 17 and 18 as shown on Attachment #9, to facilitate a 10 metre wide ecological buffer abutting the natural features in Blocks 8, 9a, 9b and 10, for dedication of said Blocks to the Toronto and Region Conservation Authority (TRCA), subject to the Owner entering into a Management Agreement with the TRCA, to the satisfaction of the TRCA.”