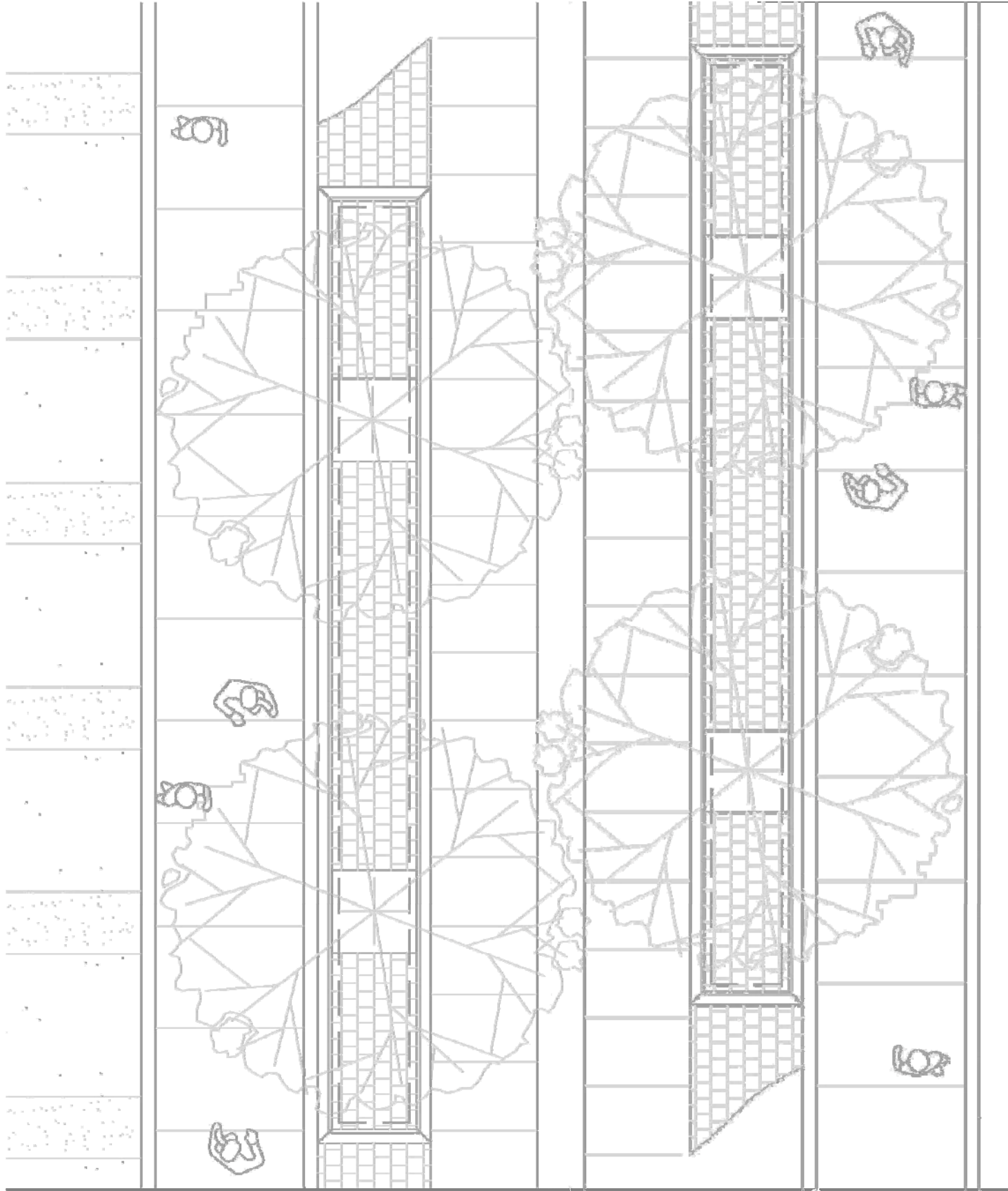


2.0 VISION AND COMMUNITY STRUCTURE



2.1 Vision

The Carrville District Centre is envisioned to have a strong sense of place and establish a new Carrville identity via higher order land uses within diverse neighbourhoods. This area will evolve to become an urban centre within the district with a compact physical form that is human in scale, pedestrian friendly and transit supportive. Streets are generally a modified grid system with pedestrian friendly sidewalks and street trees. Development throughout the Centre will be characterized by high quality urban design scaled to the pedestrian. Traditional urban elements such as urban squares, main streets and parks are employed to embrace the future in the articulation of these enduring spaces. The District Centre is projected to contain approximately 5,400 housing units accommodating approximately 11,000 to 12,000 residents, and employing approximately 4,000 people when fully developed.

It is this vision for Carrville District Centre that will be realized through the following development objectives:

- A new focal point of commercial, residential and business activity within the Carrville community;
- A “hybrid” urban character District distinct from the surrounding community, but also linked to its surroundings;
- One district identity with three unique sub-characters;
- Create neighbourhoods of small blocks with a pedestrian emphasis;
- Develop Parks and Open Space within a five minute walk of all neighbourhoods:
 - Leverage the natural resources of the site to establish a cohesive park and open space network that highlights a distinctive district identity;
 - Integrate pedestrian and bicycle links to park and open space areas;
- Urban public space is a key ingredient:
 - A “Main Street” spine that creates a variety of urban experiences;
 - The “Urban Square” magnetically collects public activities and offers a place to gather – an urban social hub defined by edges of mixed-use and porous landscape elements;

- People friendly streetscapes;
- Open Space to relieve the urban density of Carrville with a variety of natural pockets that encompass neighbourhood parks, natural areas, woodlots and green ways;
- Sustainable Development:
 - Complete and connected neighbourhoods with mixed use and compact urban form, active streets, a diversity of housing types, sizes and affordability, a connected network of streets, minimize the impacts due to parking and strong pedestrian and bicycle networks;
 - Streetscapes and development (density, land use and urban design) that supports public transit;
 - Incorporate site-level stormwater management techniques (i.e. curb extensions to absorb street runoff, planting strips, grass swales, bioretention areas, rain gardens) in addition to regional stormwater ponds, to prevent, treat and store runoff and associated pollutants;
 - Resource efficiency: integrate “green” technologies and the use of passive and active renewable energy sources into the design of new buildings and infrastructure; and
 - Environmental preservation: protect and restore native habitats, protect natural resources and features (woodlots, valleylands and watercourses).

Specific opportunities for place making / building identity include:

- Regional arterials treated as high quality streetscapes;
- Higher densities on key sites;
- Urban public space as a key ingredient;
- East-west greenway on the north side of the woodlot linking dedicated neighbourhood parks east of Dufferin Street;
- North-south main street linking dedicated neighbourhood parks west of Dufferin Street; and,
- Linking the east and west sides of Dufferin Street and the north and south sides of Rutherford Road.



Main Street



Urban Square





Urban Neighbourhood Parks

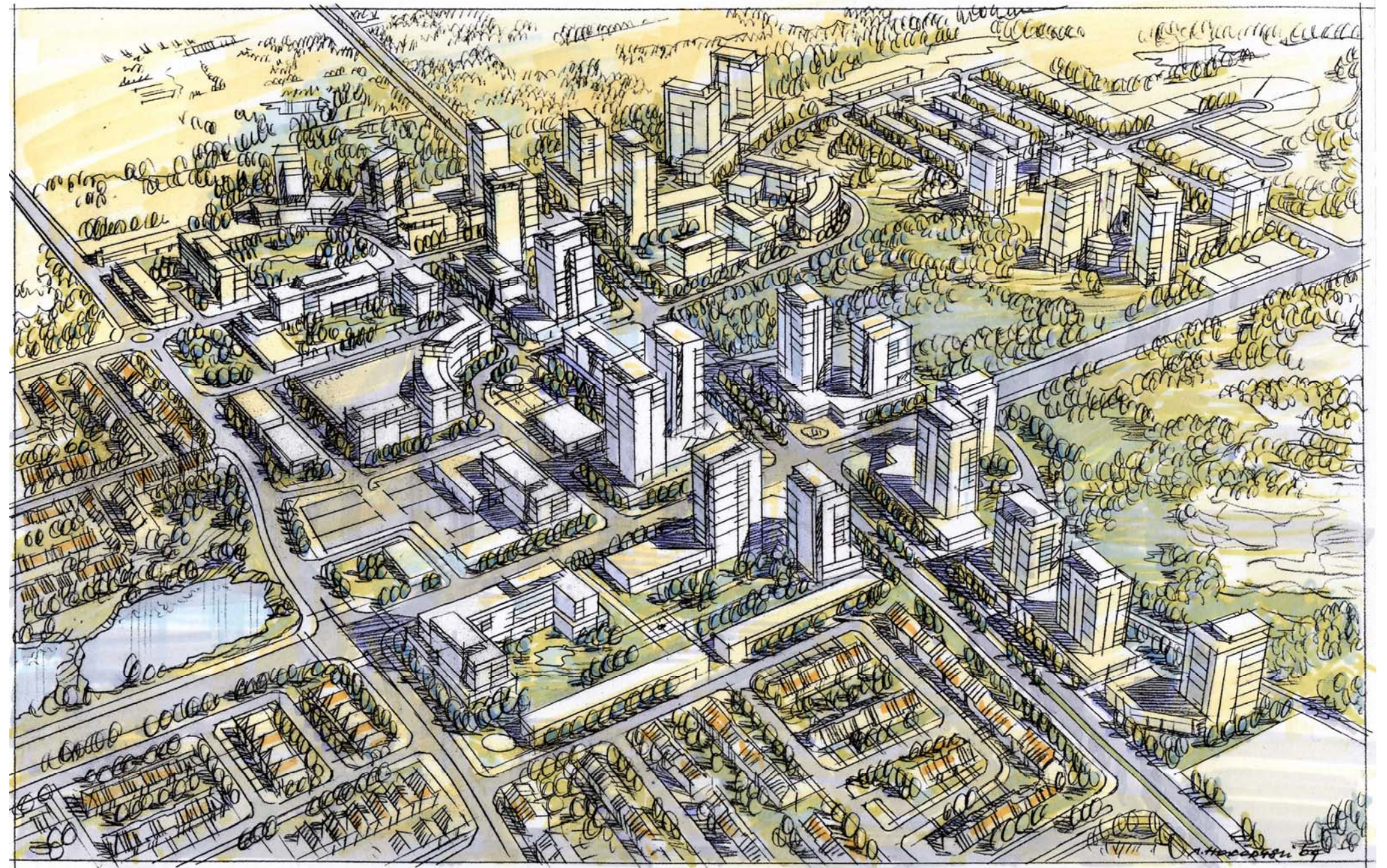


Figure 7: Proposed Master Plan - Aerial View

2.2 Community Structure Components

2.2.1 Proposed Enhancements to OPA 651

This Master Plan Study builds upon and enhances the principles established in Official Plan Amendment 651. After a thorough analysis of the site and relevant background information several proposed enhancements were established to create a more urban and distinct District Centre area. The vision established for the Carrville District Centre will enhance the OPA in a way that will only make the community design stronger and more cohesive.

The enhancements that have been proposed to strengthen the vision of the OPA are important to the development of the District Centre for it to become a great place to live, work and play. These enhancements are as follows:

- Modification to the street pattern to create a more permeable urban fabric with access from all surrounding streets, ensuring that the circulation within the District Centre is strong to create a vibrant core area.
- Changing the character and location of the proposed park on Rutherford Road west of Dufferin Street is important for the development of the District Centre. The OPA situates this open space with frontage onto Rutherford Road, a major arterial road. It is recommended to relocate the park to become more embedded in the community and to create an urban square fronting onto Main Street. The size of this open space was reduced somewhat to create an appropriately sized urban square area. However, an additional small parkette was added to the area northwest of the urban square in order to provide adequate open space to satisfy the parkland dedication requirement.
- Creating a concentration of retail and commercial uses on Main Street will ensure a vibrant community centre with a strong link between the urban square and the Urban Neighbourhood Park located at the north end of Main Street (see Page 13 for location).

- The amount of road was reduced on the east side of Dufferin Street in order to create a larger, more continuous open space. This includes a green pedestrian link connecting residential areas with the commercial centre on the west side.
- The Region of York standard of 36 metre right-of-way for arterial roads was maintained in order to accommodate anticipated levels of traffic as well as higher order transit facilities that may be necessary in the future.
- The demonstration plans in the OPA showing densities have been modified and configured in such a way that increases the height of some buildings (from 16 storeys to 25 storeys) but maintains the proposed densities. This enhancement will reduce the “wall effect” that would have occurred otherwise with more continuous 16-storey perimeter buildings along many of the streets. These taller buildings will have a 2 to 6-storey podium base with retail, commercial and office opportunities that relate to and articulate the street level. A residential tower rises above and behind the podium possessing a slimmer, more elegant profile, allowing for a smaller shadow effect on adjacent land uses.
- A clear streetscape hierarchy was established in order to ensure compatibility with adjacent land uses.
- A clear open space structure and hierarchy was established as a framework for pedestrian linkages and connections to surrounding open space and communities.



THIS: Point tower on podium



NOT THIS: Continuous street wall



Figure 8: Proposed Land Use Diagram

NOTE: Blocks 9, 17, 33, 34A and 34B are above the maximum FSI of 2.5.

2.2.2 Road Network

The successful achievement of the vision for the Carrville District Centre requires a modification to the image and function of the Regional roads (Dufferin Street and Rutherford Road) within the District Centre, from primarily high-speed vehicular routes to multi-purpose urban streets that are places for vehicles, transit and pedestrians.

The planned road network establishes a hierarchy of road functions and uses based upon connections to the broader arterial road system, responding to the needs of the District Centre, the residential neighbourhoods and the employment areas within Carrville.

Integrated with this road network is a pedestrian and bicycle network, established by the City of Vaughan and the Region of York. These routes are incorporated into the proposed road and open space networks for Carrville District Centre.

Multiple and continuous primary and local road connections support direct travel and reduce the reliance on individual road intersections. Dispersing traffic throughout the road network and keeping it flowing at a steady rate, through the implementation of round-a-bouts, will enable traffic volumes on the majority of roads in the community to potentially decrease.

The road network is based on a modified grid pattern, recognizing natural and built features as well as the site constraints. It allows for proper integration with the planned and built road network on surrounding lands bounding the District Centre.

Parking within the District Centre is intended to be primarily on-street where possible and underground or above-grade structured parking lots. However, surface parking may be required in the short or long term. These surface lots shall incorporate sustainable design principles to encourage the infiltration of stormwater, reduce the urban heat island effect and minimize potable water consumption for landscape irrigation.

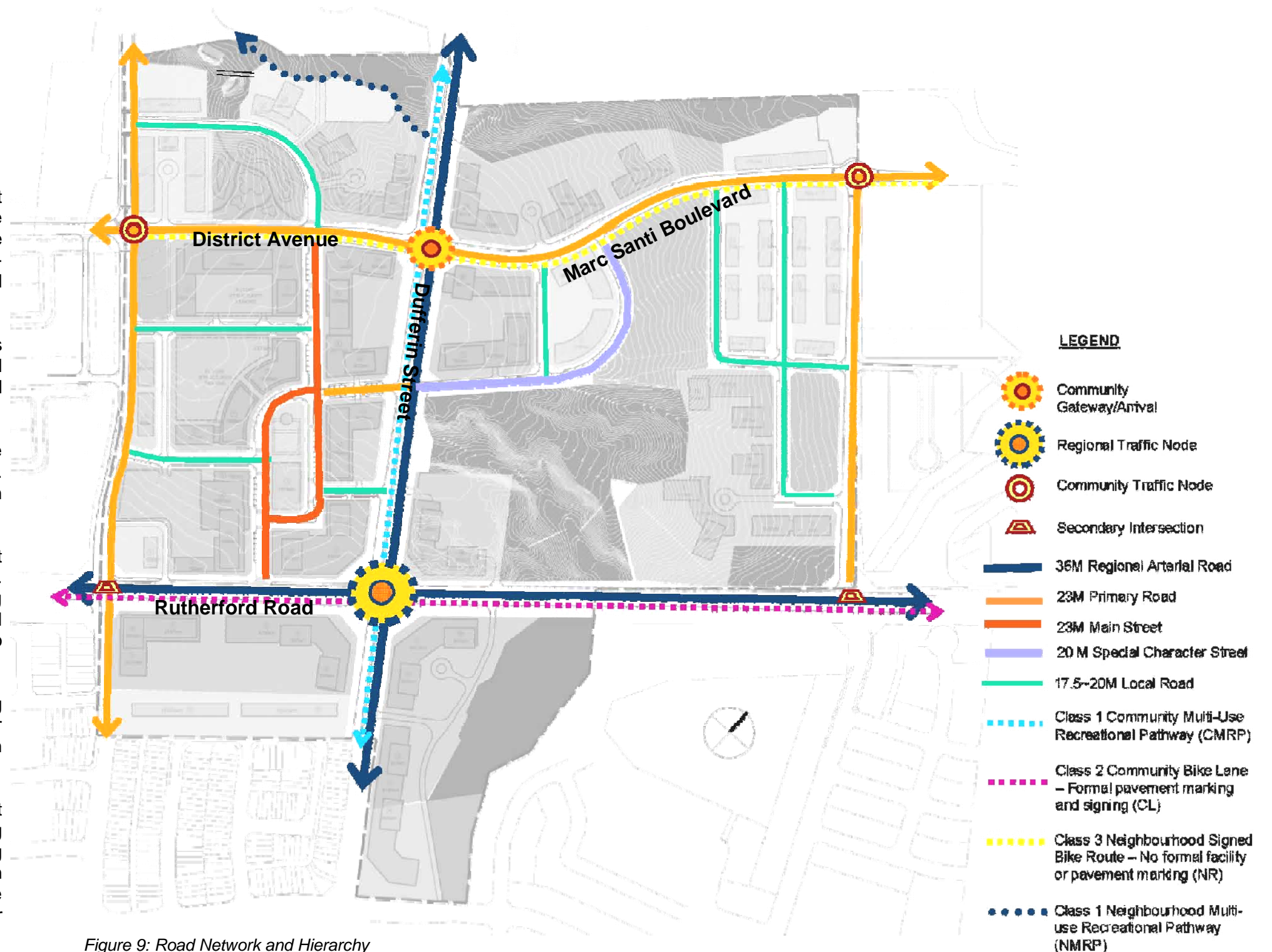


Figure 9: Road Network and Hierarchy

2.2.3 Transit Network

Carrville District Centre is proposed to be of relatively high density; therefore it can be expected that demand for transit in the area will increase. The planned transit network for the District Centre includes existing routes along Dufferin Street and Rutherford Road as well as potential future routes proposed by York Region Transit.

As specified in OPA 651, it is a major objective of the City to increase transit ridership. In order to accomplish this, the transit network within the District Centre should be an integral component of the local system, connecting with regional and inter-regional transit routes. Connecting routes to the local transit system that operates along arterial and primary roads, the TTC subway system and the GO rail system are important linkages that must be made for transit to be successful within the District Centre.

York Region Transit has specified potential YRT service within the Carrville District Centre, assuming full build-out. This service includes YRT Route 86 which travels through the District Centre from the west boundary road (Grand Truck Avenue) and along District Avenue / Marc Santi Boulevard. This potential route would provide adequate service to the District Centre, allowing most residents to have a transit stop located within a 5 minute walk.

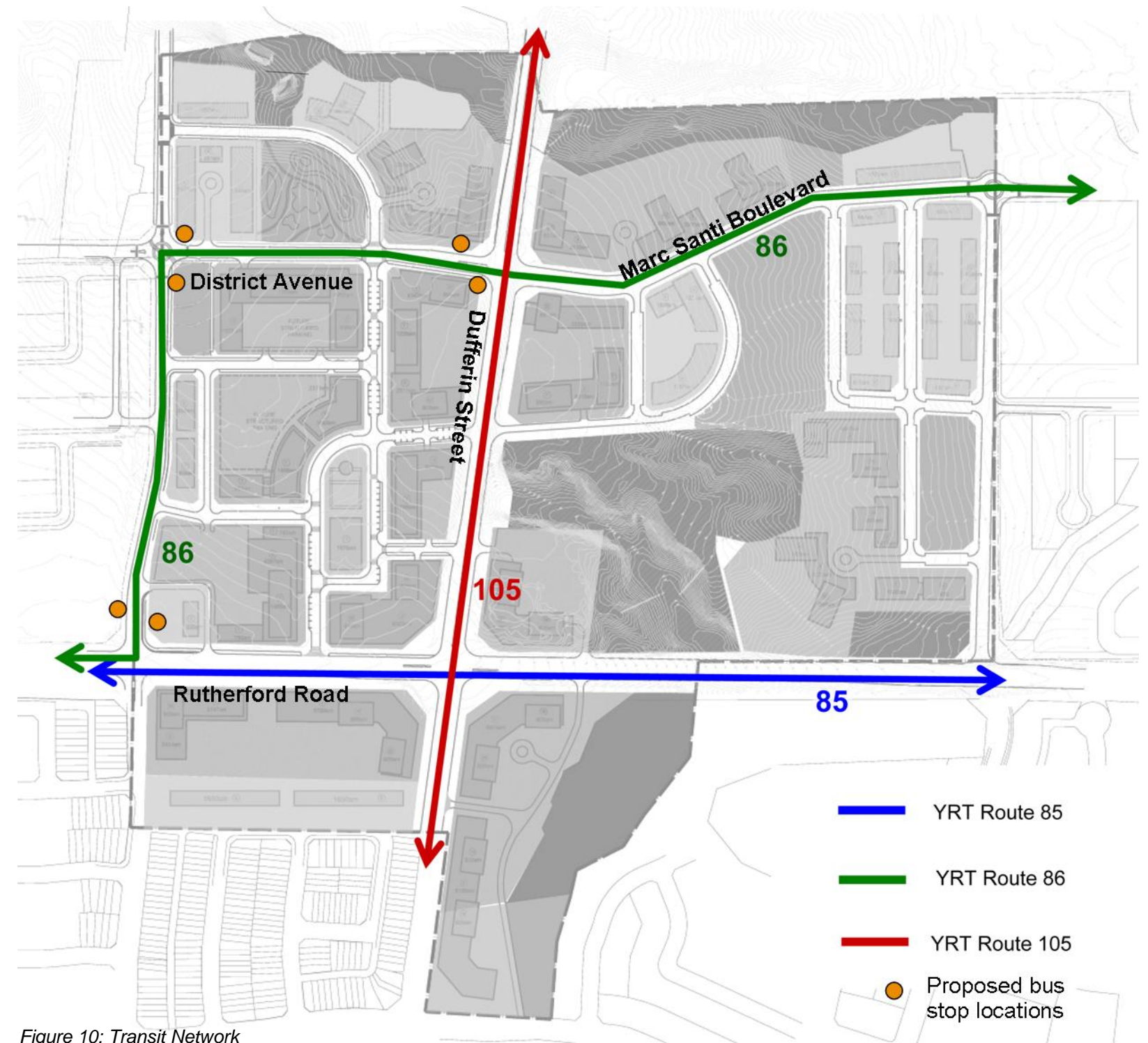


Figure 10: Transit Network

2.2.4 Parks and Open Space Network

The Carrville District Centre Master Plan establishes a hierarchy of parks and open space to respond to the community's passive and active recreational needs typical of an urban mixed-use centre as well as the statutory parkland dedication requirements.

This network will provide central common green spaces within the District Centre that meet the varying social and recreational needs of the residents, employees and visitors. It is planned to act as a greenway linkage open space system that facilitates continuous pedestrian and bicycle connectivity throughout the community and to adjacent communities.

The proposed variety of parkland and open space typologies are discussed in detail in Section Four (4.0) of this report.

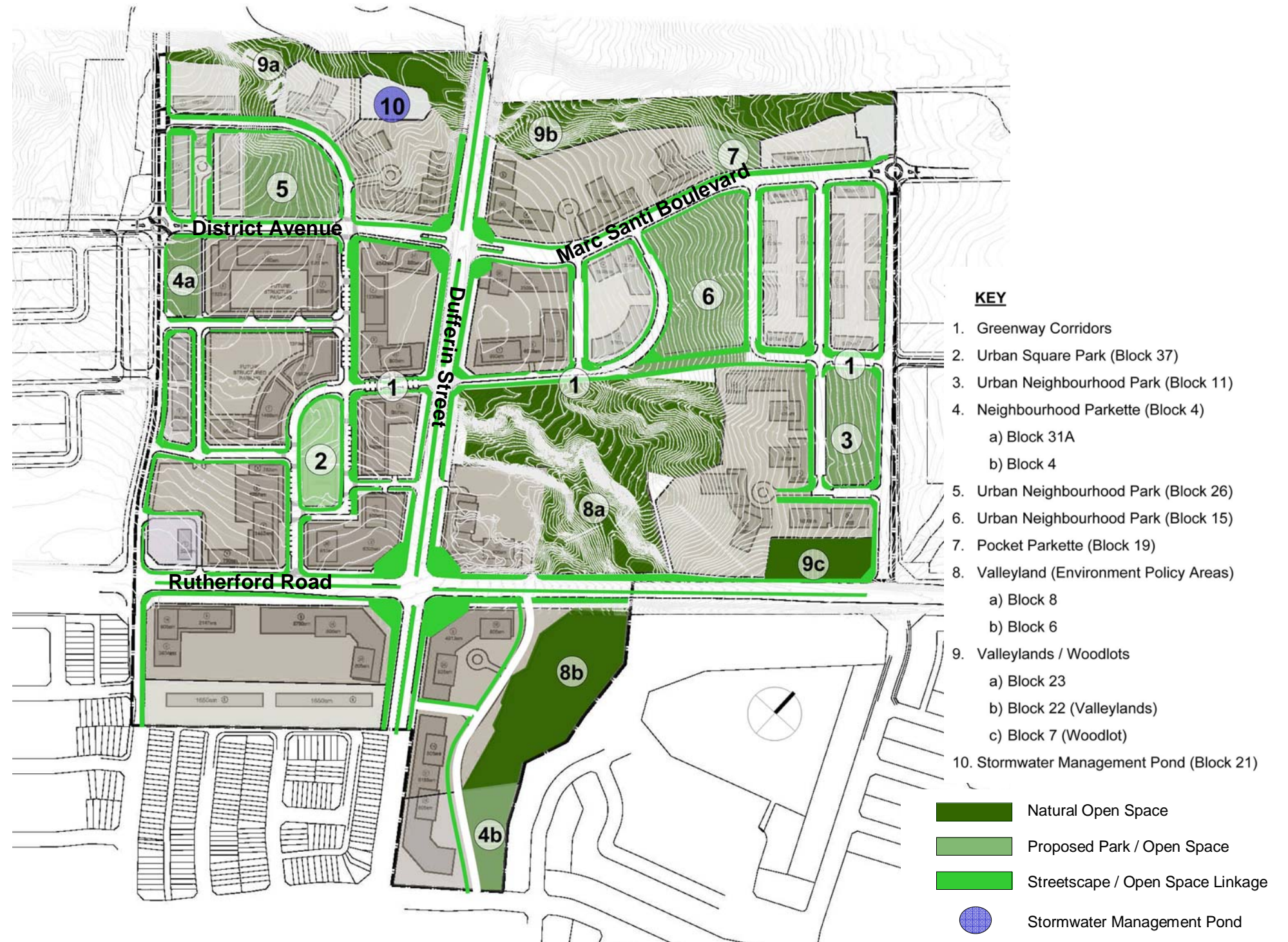


Figure 11: Parks and Open Space Network

2.2.5 Block Structure

The block structure of Carrville District Centre is appropriately scaled not only for efficient phasing of development, but also to create distinct neighbourhoods, defined by their responsive building typology. Each block is specific to its intended character and uniquely creates rich mixed-use, pedestrian experiences within strong urban spaces punctuated by open landscape pockets. Hierarchical urban links connect each block to the pockets of open space, and to each other, to create a strong pedestrian-oriented community fabric. In this way, it is cohesive internally while interconnected with the surrounding neighbourhoods.

Varying densities and building types will create these unique block neighbourhoods defined by distinct urban neighbourhood parks, main streets, urban corners, urban squares, townhouse typologies, tower in the landscape typologies and natural woodlots and valleylands.

The Block Structure Plan illustrated in Figure 12 demonstrates the proposed block configuration for the Carrville District Centre.

The block plan identifies the area (in hectares) of each development block in the District as well as the footprint area (in square metres) of each proposed building block.

Table 1: Block Structure Statistics summarizes the coverage and density information for each block as well as parkland dedication area for the OPA 651 and the proposed development plan.

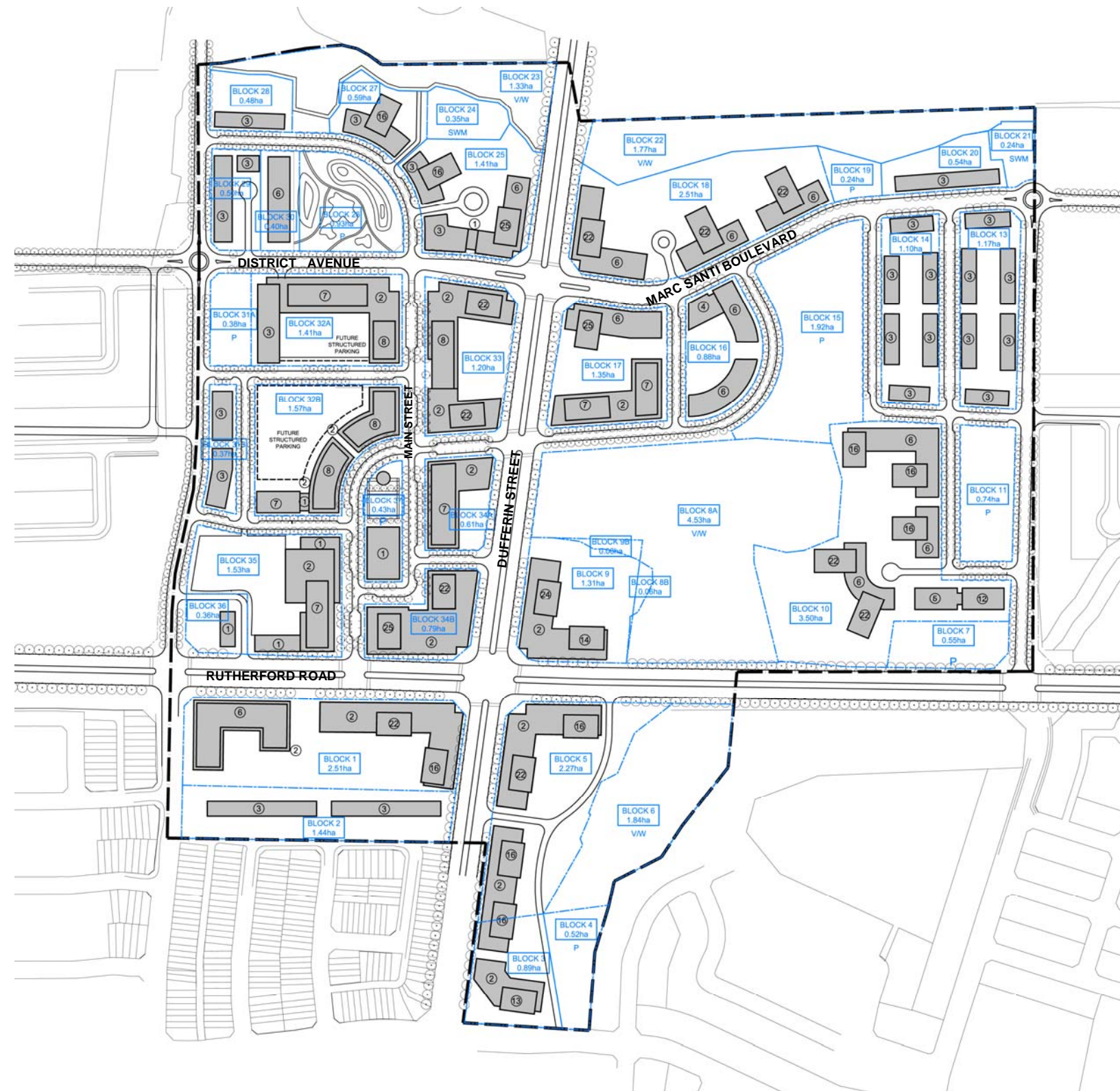


Figure 12: Block Structure Plan

2.2.6 Development Density Calculations

Key Map: Land Ownership



CARRVILLE DISTRICT CENTRE CONCEPT PLAN STATISTICS

OPA (All figures taken from OPA No. 651, May 16, 2006)					
LAND OWNERSHIP	DEVELOPMENT BLOCK NO.	BLOCK NO.	AREA (ha)	MAX DENSITY (FSI)	GFA (m ²)
H&R	10	3	0.78	2.00	15,600
		4	0.50	P	
		5	1.89	3.50	66,150
		6	1.77	V/W	
SUBTOTAL			4.94	1.65	81,750
NORSTAR	11	9	1.48	2.50	37,000
SUBTOTAL			1.48	2.50	37,000
REMINGTON	11	7	0.63	V/W	
		8	5.22	V/W	
		10	2.13	3.50	74,550
		11	0.67	3.50	23,450
		12	0.67	P	
		13	1.22	2.00	24,400
		14	1.15	2.00	23,000
		15	1.64	P	
		16	0.81	2.00	16,200
		17	1.29	2.50	32,250
		18	2.45	3.50	85,750
		19	0.24	P	
		20	0.65	2.00	13,000
		21	0.26	SWM	
	22	1.91	V/W		
	18	31	0.70	2.00	14,000
		32	2.91	2.50	72,750
		33	1.59	2.50	39,750
		34	1.84	2.50	46,000
		35	1.05	3.00	31,500
		36	0.91	2.50	22,750
		37	1.04	P	
SUBTOTAL			30.98	1.68	519,350
MUZICH	18	23	1.73	V/W	
		24	0.45	SWM	
		25	1.35	3.50	47,250
		26	0.93	P	
		27	0.34	2.00	6,800
		28	0.15	2.00	3,000
		29	0.88	2.00	17,600
30	0.33	2.00	6,600		
SUBTOTAL			6.16	1.32	81,250
N/A	17	1	2.45	2.50	61,250
		2	1.16	2.00	23,200
SUBTOTAL			3.61	2.34	84,450
TOTAL			47.17	1.70	803,800

Table 1: Block Structure Statistics

giannone petricone associates + EDA Collaborative Inc.

P = Park V/W = Valleylands / Woodlots SWM = Stormwater Management

PROPOSED (All figures are approximations based on available survey info)						
LAND OWNERSHIP	DEVELOPMENT BLOCK NO.	BLOCK NO.	AREA (ha)	PROPOSED DENSITY (FSI)	BLDG FTPRINT (m ²)	GFA (m ²)
H&R	10	3	0.89	1.54	2,417	13,689
		4	0.52	P		
		5	2.27	3.00	9,060	68,030
		6	1.84	V/W		
SUBTOTAL			5.52	1.48	11,477	81,719
NORSTAR	11	9A	1.31	2.84	4,849	37,068
		9B	0.08	0.00	0	0
SUBTOTAL			1.38	2.68	4,849	37,068
REMINGTON	11	7	0.55	V/W		
		8A	4.53	V/W		
		8B	0.06			
		10	3.50	3.20	11,030	111,900
		11	0.74	P		
		12	N/A	P		
		13	1.17	1.20	4,689	14,067
		14	1.10	1.18	4,318	12,954
		15	1.92	P		
		16	0.88	2.52	3,961	22,154
		17	1.35	3.90	7,092	52,664
		18	2.51	3.64	7,823	91,434
		19	0.24	P		
		20	0.50	0.94	1,575	4,725
	21	0.24	SWM			
	22	1.77	V/W			
	18	31A	0.38	P		
		31B	0.37	1.79	2,189	6,567
		32A	1.41	2.17	7,539	30,642
		32B	1.56	2.08	5,596	32,424
		33	1.29	4.32	7,287	55,804
		34A	0.61	2.90	3,748	17,701
34B		0.79	6.05	6,610	47,950	
35	1.53	1.14	5,798	17,490		
36	0.36	0.14	525	525		
37	0.17	1.01	1,712	1,712		
		0.26	P			
SUBTOTAL			29.79	1.75	81,492	620,713
MUZICH	18	23	1.33	V/W		
		24	0.35	SWM		
		25	1.41	3.63	5,650	51,204
		26	0.93	P		
		27	0.59	2.94	2,069	17,270
		28	0.48	0.67	1,057	3,171
		29	0.50	1.16	1,928	5,784
30	0.40	2.87	1,895	11,370		
SUBTOTAL			5.99	1.48	12,599	88,799
N/A	17	1	2.51	2.48	10,171	62,301
		2	1.43	0.92	3,300	13,200
SUBTOTAL			3.94	1.92	13,471	75,501
TOTAL			46.62	1.72	123,888	803,800

* total areas do not include ROW areas

2.3 Demonstration Plan

2.3.1 3-D View

A Demonstration Plan was prepared as part of the study process in order to conceptualize potential building heights and densities within the Carrville District Centre. The demonstration plan realizes and illustrates the principles and overall objectives that have been established in the vision. The demonstration plan reflects areas of proposed mixed use, high density residential and open space land uses and maintains the densities contemplated in OPA 651. While this demonstration achieves these objectives, it represents only one way to deploy the densities and recognizes that other interpretations may be possible. Phasing of development will also create opportunities to fine-tune the plan in the future.

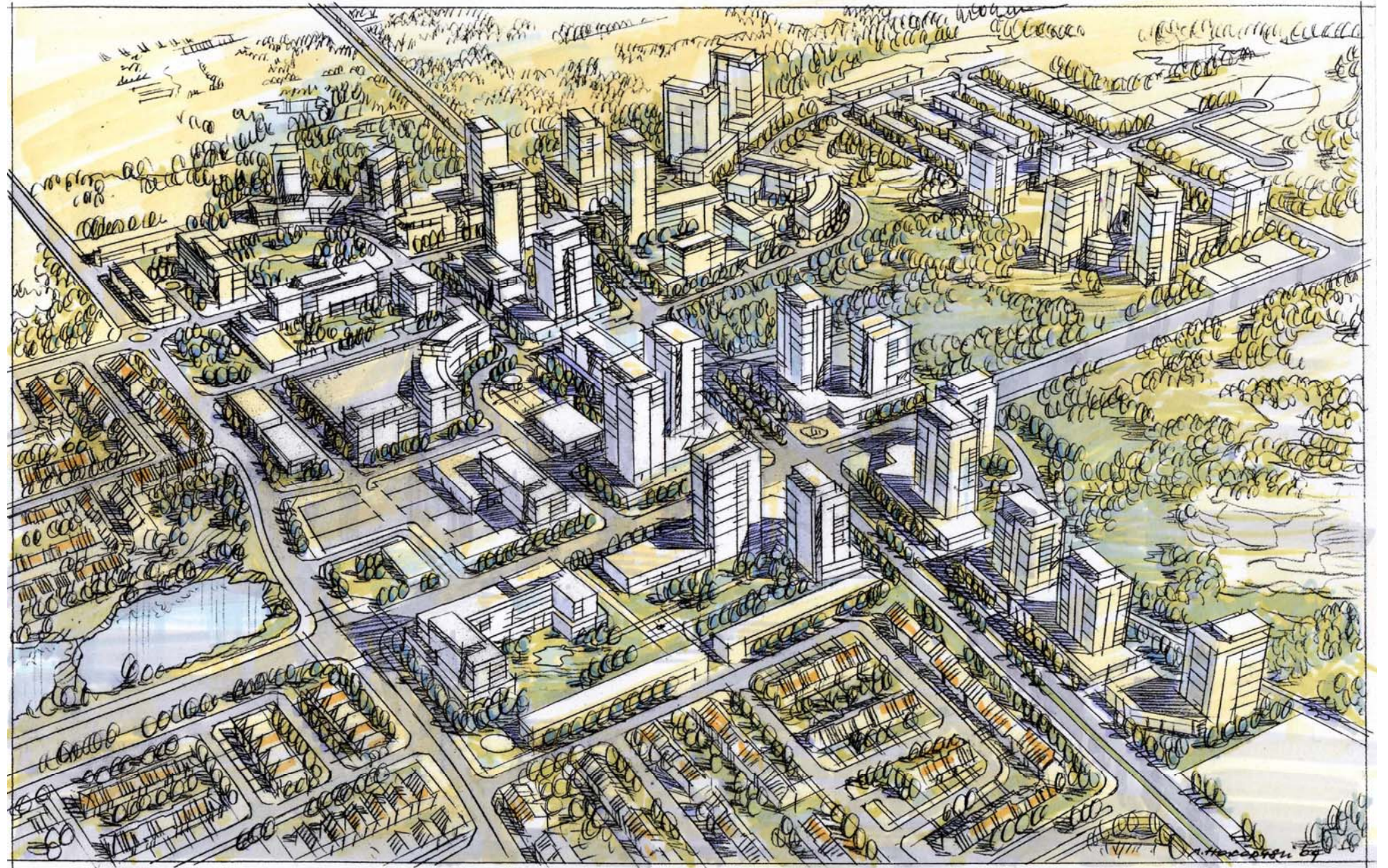


Figure 13: 3-D View of Carrville District Centre

2.3.2 Conceptual Landscape Plan

The Conceptual Landscape Plan assists in visualizing the parks, open space and streetscape systems which will provide overall landscape structure for the District Centre and surrounding land uses.

The Plan illustrates the locations of natural woodlots and valleylands as continuous open spaces, neighbourhood parks, landscape treatments on development sites and conceptual streetscape hierarchies as they relate to the various road types. Areas of special urban treatments are also identified at major and minor intersections, along Main Street and the District Square as well as pedestrian crossings and parking areas.

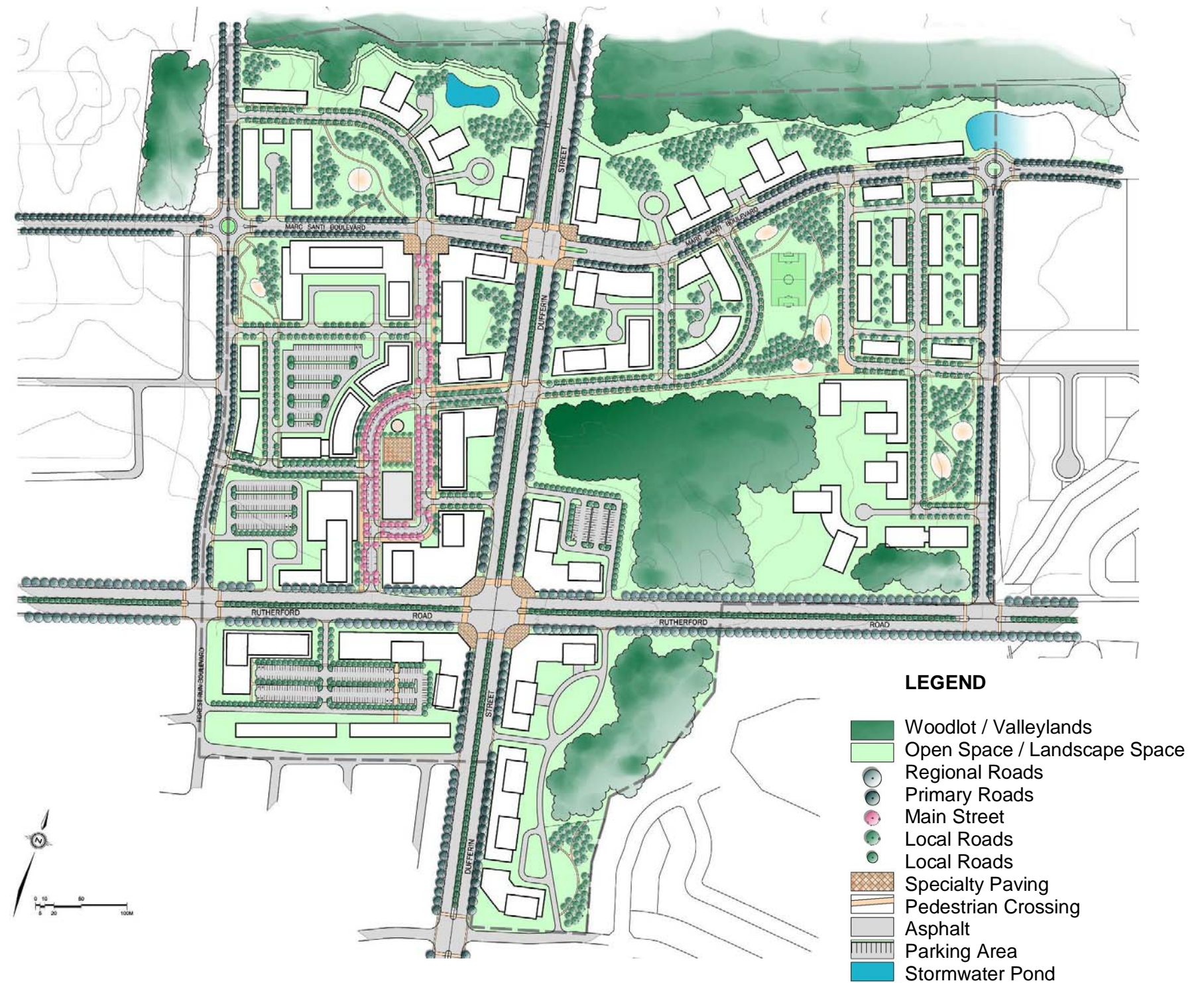


Figure 14: Conceptual Landscape Plan

*Note: Street Trees are related to road types