

## 11.2 Carrville Centre Secondary Plan

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 2, 2013



### 11.2.1 General Intent

The lands within the Carrville Centre shall become 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 Carrville 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 Carrville 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 Carrville Centre encompass approximately 57.0 hectares. 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 this Secondary Plan 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 Secondary Plan establishes appropriate planning policy for the Carrville Centre. This Secondary Plan 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 by this Secondary Plan. 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, recognizing that interim forms of development, in accordance with the policies of this Plan, will be permitted in this area in the initial stages of development. It is expected that these forms of development will evolve as the Centre develops to fully capture the ultimate vision of this Plan.

To maintain long-term flexibility and ensure that this Secondary Plan 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, Maps 11.2.A, 11.2.B and 11.2.C identify the development blocks and, subsequently, the comprehensive street pattern. The City may consider variations to this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of this Secondary Plan.

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. This Secondary Plan is based on a Demonstration Plan (Appendix A) providing for development solutions that are comprehensive and integrate key planning and urban design considerations and requirements. Urban design requirements will be implemented through the policies of this Plan, 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.

### **11.2.2 Community Structure and Urban Form**

11.2.2.1. The Carrville Centre is intended to be the focus of the highest intensity land use within the Carrville community. Carrville 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.

### **11.2.3 Population and Employment**

11.2.3.1. 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.

### **11.2.4 Development Principles And Objectives**

Development of the Carrville Centre 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 Carrville Centre:

#### **Compact Urban Form**

11.2.4.1. 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.

### **Urban Design**

11.2.4.2. The Centre will be developed in a manner that reflects the urban design policies of this Plan 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 streetscape;
- c. To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the Centre 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; and,
- 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. Ensure that development adjacent to the Main Street and Urban Square is designed to establish a comfortable, human-scale environment for pedestrians;
- ii. 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;
- iii. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;
- iv. 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;
- v. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking; and,
- vi. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm.

## **Ecosystem**

- 11.2.4.3. Development shall occur in a manner consistent with Chapter 3 of the Official Plan and in conformity with the policies of 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.

### **Range of Housing Types**

- 11.2.4.4. Development of a broad range of housing forms and types will be provided 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, mid-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.

### **Range of Commercial Uses**

- 11.2.4.5. 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 provide 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 promote the development of a mixed-use residential and commercial shopping district focused on the Main Street and Urban Square identified on Map 11.2.A. It is expected that development adjacent to Main Street and Urban Square will create an attractive shopping precinct at a human scale;
  - b. To establish the mixed-use residential and commercial shopping district 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;
  - c. To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Centre;
  - d. To discourage large format, single storey retail uses from locating within the Centre, while allowing for limited small to medium sized, single- and mixed-use buildings to locate within the Centre in the initial phase of development as interim uses in accordance with this Plan; and,
  - e. To ensure that the Centre develops in a manner consistent with its 'planned function' in the City's hierarchy of retail commercial centres.

## **Parks and Open Space**

- 11.2.4.6. Parks and open space will be developed to satisfy the passive and active recreational needs of District Centre residents, to enhance the aesthetic appeal of the District 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 parks 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.

## **Institutional Opportunities**

- 11.2.4.7. 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 the Plan;
  - 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.

### **Efficient Transportation**

- 11.2.4.8. 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 Plan;
  - 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 Carrville 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 and the Main Street 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 Secondary Plan; and,
  - j. To support the provision of transit priority measures for transit services on Dufferin Street and Rutherford Road.

## Anticipate the Growth

- 11.2.4.9. 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 Plan, 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 Plan, 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 Carrville 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 Map 11.2.B;
    - iii. Lay-by parking on the Arterial Roads and Main Street, and on-street parking on primary and local roads in the Centre;
    - iv. A pedestrian promenade with a high-quality streetscape treatment along the Main Street and Urban Square identified on Maps 11.2.A and 11.2.B; and,
    - v. A system of enhanced urban squares for passive and active recreation;
  - 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 Carrville Centre, in concert with market demand; and,
  - e. 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 Secondary Plan; and,
- v. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.

### 11.2.5 General Land Use Policies

The Carrville 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 Carrville Centre will promote forms of development that are transit supportive and pedestrian friendly. New development will be designed to utilize and interface efficiently with the existing and future transit services available in the surrounding community. The policies of this Section of the Secondary Plan refer to Map 11.2.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.

- 11.2.5.1. Map 11.2.A illustrates the precise physical boundaries of the Carrville Centre. Map 11.2.A also identifies the location and distribution of the following land use designations:
  - a. High-Rise Mixed-Use;
  - b. Mid-Rise Mixed-Use;
  - c. Low-Rise Mixed-Use;
  - d. High-Rise Residential;
  - e. Park;
  - f. Natural Areas; and
  - g. Infrastructure and Utility (Stormwater Management Area).
- 11.2.5.2. It is intended that the Carrville 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 Secondary Plan.
- 11.2.5.3. It is the intent of this Secondary Plan to encourage mixed-use development throughout as much of the Carrville Centre as possible. Generally, for the purposes of this Secondary Plan, mixed-use development refers to development that includes a mix of commercial and residential uses. It is intended that the mixed-use nature of the Centre will be achieved by establishing a combination of mixed uses within a

block of development and/or mixed uses within individual buildings. Where it is determined that a mix of uses is not feasible in an individual building, urban design strategies will be required to achieve the goal of an animated, pedestrian friendly street frontage.

- 11.2.5.4. 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.
- 11.2.5.5. Commercial Development, including retail and office uses, may be distributed among the High-Rise Mixed-Use and Mid-Rise Mixed-Use designations, subject to the following:
- a. Notwithstanding Policy 9.2.2.7.b.i of Volume 1 of this Plan, there shall be no limit on the Gross Leasable Floor Area for office commercial development;
  - b. Notwithstanding policy 9.2.2.7.c, of Volume 1 of this Plan, 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; and,
  - d. Mixed-Use buildings that include a retail component are permitted in the High-Rise Mixed-Use and Mid-Rise Mixed-Use designations, as shown in Map 11.2.A.
- 11.2.5.6. A strong pedestrian presence is an important component of the success of an urban centre. As such, grade level spaces within portions of buildings that front directly onto either Main Street or the Urban Square shall contain commercial uses in order to support the pedestrian focus of the area while adding variety and interest to Main Street. The upper floors of these buildings that directly front onto Main Street or the Urban Square may contain residential, offices, retail or service commercial uses or some combination thereof.
- 11.2.5.7. The Carrville Centre shall also be designed to be transit-supportive by utilizing and efficiently interfacing new development with existing and future transit service and operations. The City will work with York Region Transit and the affected landowners to implement development that is transit supportive and that provides efficient and optimal access for pedestrians to the regional transit system.

- 11.2.5.8. The Carrville 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.

### 11.2.6 High-Rise Mixed-Use

- 11.2.6.1. Notwithstanding policy 9.2.1.1, the following policies apply in the areas identified as High-Rise Mixed-Use on Map 11.2.A.
- 11.2.6.2. The High-Rise Mixed-Use designation represents the primary retail development areas within the Carrville Centre. It is the intent of this Secondary Plan to establish a lively and active mixed-use shopping district at these locations.
- 11.2.6.3. 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.
- 11.2.6.4. 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.
- 11.2.6.5. Within the High-Rise Mixed-Use designation, development is planned to generally provide for a mix of uses within each block in accordance with Policy 11.2.5.3. and, in the case of buildings fronting onto Main Street and the Urban Square, for a mix of uses within each building in accordance with Policy 11.2.5.6. 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.

11.2.6.6. The following building types are permitted in the High-Rise Mixed-Use designation, pursuant to Section 9.2.3:

- a. Townhouses;
- b. Stacked Townhouses;
- c. Low-Rise buildings;
- d. Mid-Rise buildings;
- e. High-Rise buildings; and,
- f. Public and Private Institutional buildings.

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

- a. Notwithstanding policy 9.2.1.6, mixed-use buildings shall be permitted to have a maximum Floor Space Index identified on Map 11.2.A;
- b. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the High-Rise Mixed-Use designation shall be as identified on Map 11.2.A;
- c. Stand-alone, single storey commercial buildings are not permitted within the High-Rise Mixed-Use designation, except as permitted in Policy 11.2.6.8.
- d. All buildings shall be sited close to the street right-of-way and create an attractive and interesting public realm;
- e. Map 11.2.B identifies a Main Street and Urban Square. It is the intent of the City that this Main Street and Urban Square be developed with a combination of small-scale retail facilities, as well as higher density residential and office commercial uses. On the Main Street and Urban Square the High-Rise Mixed-Use designation also permits the following uses:

- i. First and second storey retail, including office commercial on the second storey, located in the same building; and
  - ii. Live/work units;
- f. It is anticipated that this Main Street and Urban Square will be anchored by the permitted commercial complex identified in Policy 11.2.6.8.a;
- g. To create the desired character and environment on lots abutting Main Street and the Urban Square, buildings, and their main public pedestrian entrances, shall face the Main Street and Urban Square and shall be located close to the front lot line as specified in policy 11.2.14.13 of this Secondary Plan. All buildings on lots abutting the Main Street and Urban Square shall provide commercial uses at grade. All individual retail uses in buildings on lots abutting the Main Street and Urban Square shall be limited in size to a maximum of 2,500 square metres of Gross Floor Area with the exception of the commercial complex identified in Policy 11.2.6.8.a. At grade spaces within the portions of those buildings that do not front directly onto the Main Street and Urban Square and that do not contain commercial uses should still be designed so as to animate and add visual interest to these frontages to the greatest extent possible;
- h. 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 Plan and any additional urban design guidelines approved by the City; and,
- i. 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.
- 11.2.6.8. The following exceptions to the permitted uses and policies of the High-Rise Mixed-Use designation are permitted:
- a. Notwithstanding Policy 11.2.6.5, a large complex containing commercial uses is anticipated to be developed as the major focus for Main Street and the Carrville Centre in the first phase of development, at the location identified by \*1 on Map 11.2.B. The complex will function as an important commercial anchor for the Centre and assist with creating stronger Main Street retail uses by bringing a larger number of people into the area and by acting as a catalyst to attract further developments. The commercial complex will be developed in accordance with the permitted heights and densities identified on Map 11.2.A, subject to the following policies:
    - i. The complex may contain a combination of commercial uses, including retail, services, offices, recreational or entertainment uses;

- ii. The complex will provide at grade commercial uses that will support the pedestrian focus of the area and add to the variety and interest of Main Street;
  - iii. The complex will establish an urban feel resulting from its built form and the primary pedestrian access, orientation and frontage of uses onto Main Street, with no parking or vehicular circulation space between the building face and the public street;
  - iv. The extent and amount of any interim surface parking associated with the commercial complex will be evaluated through the consideration of the implementing zoning by-law; and,
  - v. There shall be no specific requirement for residential uses within this complex.
- b. Notwithstanding Policy 11.2.6.7, single-use commercial buildings may be permitted in the initial phase of development, as interim uses, in the High-Rise Mixed-Use development block identified by \*2 on Map 11.2.B.
  - c. Notwithstanding Policy 11.2.6.7, single-use commercial buildings with a minimum height of one storey and a maximum Gross Floor Area of 2,500 square metres may be permitted in the initial phase of development, as interim uses, at the locations identified by \*3 on Map 11.2.B, provided that there is no parking or vehicular circulation space between the building face and the public street. The interim building at the northwest corner of Main Street and Rutherford Road shall have a minimum height of 10 metres, which may contain one storey plus an above grade mezzanine as an alternative to a two-storey building.
  - d. Notwithstanding Policy 11.2.6.7, in addition to the above exception, for the area fronting Rutherford Road, east of the Main Street and west of Grand Trunk Avenue, identified on Map 11.2.B, the following policies shall apply:
    - i. The maximum building height for the western half of this area shall be 15 storeys; and,
    - ii. The maximum building height for the eastern half of this area shall be 20 storeys.
  - e. Notwithstanding the policies of Section 11.2.6 of this Secondary Plan, on the development block identified by \*4 on Map 11.2.A, one stand-alone; single-use building may be permitted. Further, the ground floor plate of that 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;
  - f. Notwithstanding the policies of Section 11.2.6 of this Plan, on the development block identified by \*5 on Map 11.2.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.



- g. Notwithstanding the policies of Section 11.2.6 of this Plan, on the development block identified by \*6 on Schedule A, one stand-alone drive through bank facility may be permitted, subject to design criteria and the requirement that the facilities for the drive-through component shall not face a public road. The bank building shall not be subject to a minimum building height on Map 11.2.A. Further, one additional stand-alone building will be permitted at the north-east corner of the subject property, and this building shall not be subject to the minimum building height on Map 11.2.A, save and except that a minimum two storey building with a minimum 600 square metres GFA, shall be provided at the immediate corner of Dufferin Street and Rutherford Road. This corner building shall be constructed in the first phase of development.
- h. Notwithstanding the policies of Section 11.2.11 of this Plan, on the development block identified by \*6 on Map 11.2.A, an ecological buffer shall be provided inland from the physical top of bank and gratuitously conveyed to the City of TRCA free of any cost of encumbrances. The ecological buffer shall be zoned in an appropriate open space category to ensure its long term protection. The size of the ecological buffer shall be a minimum of 5.0 metres, and equal to or greater than an area calculated at a constant 10 metres over the full length of the buffer. This buffer area is located along the northern and south eastern edges of the parcel at the northeast corner of Rutherford Road and Dufferin Street.

### **11.2.7 Mid-Rise Mixed-Use Designation**

- 11.2.7.1. Notwithstanding policy 9.2.1.1, the following policies apply in the areas identified as Mid-Rise Mixed-Use on Map 11.2.A.
- 11.2.7.2. The Mid-Rise Mixed-Use designation represents a lower scale, mixed-use area within the Carrville Centre. It is the intent of this Plan to establish the opportunity for live-work units and medium density house forms within this designation.
- 11.2.7.3. Development in this area includes single use residential buildings and mixed-use/live-work developments characterized by high design standards. The visual attractiveness and consistent image of the area is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.
- 11.2.7.4. The Mid-Rise Mixed-Use designation is intended as a buffer between the larger scale uses of the High-Rise Mixed-Use designation and the adjacent residential neighbourhoods.
- 11.2.7.5. The Mid-Rise Mixed-Use designation permits:
  - a. Residential and live-work units;
  - b. Small scale commercial uses, including individual retail establishments with less than 2,500 square metres of Gross Leasable Floor Area that are a contiguous

component of a mixed-use building. All forms of drive-through facilities and uses requiring outdoor storage are specifically excluded from this designation;

- c. Small scale office uses, that are a contiguous component of a mixed-use building;
- d. Public and institutional uses, public health facilities, and places of worship, and all types of special needs housing;
- e. Cultural and social facilities;
- f. Community facilities such as day care facilities, parks and urban squares; and,
- g. Public utilities.

11.2.7.6. The following building types are permitted in the Mid-Rise Mixed-Use designation, pursuant to Section 9.2.3:

- a. Townhouses;
- b. Stacked Townhouses;
- c. Low-Rise buildings;
- d. Mid-Rise buildings;
- e. High-Rise buildings; and,
- f. Public and Private Institutional buildings.

11.2.7.7. Notwithstanding policy 9.2.1.6, stand-alone residential or mixed-use residential/retail or residential/office developments shall be permitted to have a maximum Floor Space Index as identified on Map 11.2.A.

11.2.7.8. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the Mid-Rise Mixed-Use designation shall be as identified on Map 11.2.A.

11.2.7.9. The City may consider a variety of development incentives. Qualification for any incentive (or incentive package) for any individual development shall be tied to the achievement of below grade parking and conformity with the urban design policies of this Plan, and any additional urban design guidelines approved by the City.

## **11.2.8 High-Rise Residential Designation**

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

- 11.2.8.2. Notwithstanding policy 9.2.1.1, 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.
- 11.2.8.3. The following building types are permitted in the High-Rise Residential designation, pursuant to Section 9.2.3:
- a. Townhouses;
  - b. Stacked Townhouses;
  - c. Low-Rise buildings;
  - d. Mid-Rise buildings;
  - e. High-Rise buildings; and,
  - f. Public and Private Institutional buildings.
- 11.2.8.4. Notwithstanding policy 9.2.1.6, all residential uses may be developed up to a maximum Floor Space Index, as identified on Map 11.2.A.
- 11.2.8.5. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the High-Rise Residential designation shall be as identified on Map 11.2.A.
- 11.2.8.6. 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.
- 11.2.8.7. 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.

### **11.2.9 Low-Rise Mixed-Use Designation**

- 11.2.9.1. Medium density forms of housing are used in the Carrville 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 Secondary Plan that the

medium density housing shall be high in quality, and supportive of the urban design objectives of the Carrville Centre Plan.

- 11.2.9.2. Notwithstanding policy 9.2.1.1 the Low-Rise Mixed-Use designation permits:
- a. Residential units;
  - b. Places of worship;
  - c. All types of special needs housing;
  - d. Cultural and social facilities;
  - e. Community facilities; and,
  - f. Public utilities.
- 11.2.9.3. The following building types are permitted in the Low-Rise Mixed-Use designation, pursuant to Section 9.2.3:
- a. Townhouses;
  - b. Stacked Townhouses; and,
  - c. Public and Private Institutional buildings.
- 11.2.9.4. Street, block and stacked townhouse units may be developed up to a maximum Floor Space Index of 2.0, as identified on Map 11.2.A.
- 11.2.9.5. The minimum and maximum heights for any building within the Low-Rise Mixed-Use designation shall be as identified on Map 11.2.A.
- 11.2.9.6. 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.

### **11.2.10 Park Designation**

11.2.10.1. 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 Plan to promote Parks as key aesthetic and functional components to complement the anticipated higher intensity forms of development.

11.2.10.2. Notwithstanding policy 9.2.1.1, the following policies apply to areas designated as Park on Map 11.2.A.

- 11.2.10.3. In recognition that the Carrville 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 Carrville Centre for the purposes of establishing parkland. The parkland designated by this Secondary Plan shall be shown on draft plans of subdivision. It is the goal of this plan to develop a minimum of 5 hectares of parkland in the Carrville Centre, as generally shown on Map 11.2.A. 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 Staff 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 Map 11.2.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; and,
  - 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 District 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.

### 11.2.11 Natural Areas Designation

- 11.2.11.1. 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 and in conformity with the policies of Chapter 3 of the Official Plan.
- 11.2.11.2. Notwithstanding policy 9.2.1.1, Natural Areas, identified on Map 11.2.A shall be subject to the following policies.
- 11.2.11.3. The Natural Areas designation shall contain one or more of the following natural features:
  - a. Watercourses;
  - b. Valleylands;
  - c. Floodplains; and,
  - d. Woodlots.
- 11.2.11.4. 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.

- 11.2.11.5. 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.
- 11.2.11.6. 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; and,
  - 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.
- 11.2.11.7. Natural features classified as areas where no development is permitted shall be designated as Natural Areas.
- 11.2.11.8. 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.
- 11.2.11.9. 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.
- 11.2.11.10. Notwithstanding any other policy in this Secondary Plan, 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 metres 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.
- 11.2.11.11. 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.
- 11.2.11.12. 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.

- 11.2.11.13. 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.
- 11.2.11.14. 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.
- 11.2.11.15. 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.
- 11.2.11.16. 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.

### **11.2.12 Infrastructure and Utilities Designation**

- 11.2.12.1. The Infrastructure and Utilities designation represents general locations for stormwater management facilities within the Carrville Centre.
- 11.2.12.2. Notwithstanding policy 9.2.1.1 of Volume 1 of , the following policies apply to lands designated as Infrastructure and Utilities on Map 11.2.A.
- 11.2.12.3. The Infrastructure and Utilities designation permits:



- a. Stormwater management facilities and other essential public works including transportation, utility, watershed management and flood and erosion control facilities;
  - b. Wildlife and fisheries management areas;
  - c. Trails, walkways, and bicycle paths; and,
  - d. Buildings accessory to other permitted uses.
- 11.2.12.4. Notwithstanding the location and configuration of the lands designated Infrastructure and Utilities, stormwater management facilities shall be permitted in all land use designations on Map 11.2.A and shall be integrated with the open space and trail system.
- 11.2.12.5. The location and configuration of the stormwater management facilities shall be further refined through the Stormwater Management Plans for Blocks 11 and 18 and when plans of subdivision are prepared. Stormwater management facilities can be relocated without an Amendment to this Plan, subject to the agreement of the City and the Toronto and Region Conservation Authority, provided that alternative sites are consistent with the objectives and policies of this Plan and the Stormwater Management Plans for Block 11 and 18. Where identified pond blocks are relocated, resulting in land becoming available for development, such land may be redesignated for urban development without the need for an Amendment to this Plan, subject to the City's interpretation of the policies and objectives of this Plan.
- 11.2.12.6. In accordance with established policy, the stormwater drainage system will be designed to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, the Ministry of Natural Resources and the Ministry of the Environment and Energy.
- 11.2.12.7. Stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment if feasible.
- 11.2.12.8. Stormwater facilities will be designed, wherever possible, as attractive community amenities and to provide for a functioning wildlife habitat.

### **11.2.13 Urban Design Plan**

- 11.2.13.1. This Secondary Plan 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 Secondary Plan to be addressed through comprehensive, integrated planning solutions.
- 11.2.13.2. This Secondary Plan 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 Secondary Plan.

- 11.2.13.3. To provide flexibility in the design process, other comparable design arrangements, which achieve the principles and objectives of this Secondary Plan satisfactory to the City, may be utilized without amendment to this Secondary Plan.

#### **11.2.14 Built Form**

- 11.2.14.1. The following policies apply to built form throughout the Carrville Centre:
- 11.2.14.2. 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.
- 11.2.14.3. 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.
- 11.2.14.4. This Secondary Plan 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.
- 11.2.14.5. Buildings shall be sited to ensure adequate sunlight, sky views, and wind conditions in streets, parks and open spaces.
- 11.2.14.6. Buildings shall be sited and organized so that streets and parks are overlooked by active building faces.
- 11.2.14.7. 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.
- 11.2.14.8. 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.
- 11.2.14.9. 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.

- 11.2.14.10. 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.
- 11.2.14.11. 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 District 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.
- 11.2.14.12. 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.
- 11.2.14.13. 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.
- 11.2.14.14. Notwithstanding policy 9.2.3.2 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.
- 11.2.14.15. 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.
- 11.2.14.16. 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. This is critically important along the pedestrian oriented Main Street and Urban Square identified on Map 11.2.A. A minimum amount of building wall located within the build-within zone shall be achieved by the time the Centre is fully built-out, as follows:
- a. On all lands adjacent to the Main Street and the Urban Square identified on Map 11.2.A, including interim uses identified in Policy 11.2.6.8, 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 north-south within the District Centre, the minimum built frontage shall be 75 percent of the block face of each block;

- c. 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,
  - d. 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.
- 11.2.14.17. 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.
- 11.2.14.18. 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.
- 11.2.14.19. 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 Plan 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.

### 11.2.15 Pedestrian Realm

- 11.2.15.1. A grid of arterial, primary and local streets and associated public open spaces shall provide the organizing framework for the development of the District Centre.
- 11.2.15.2. 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.
- 11.2.15.3. A pedestrian and bicycle path system shall be developed in conjunction with the Streetscape and Master Landscape Plan.
- 11.2.15.4. 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.
- 11.2.15.5. 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 District 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 Carrville 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 Carrville 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 District Centre. The design of lighting, as an urban design feature, helps to define the sense of place and pedestrian scale of the Carrville 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 District 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.
- 11.2.15.6. 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 District 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; and,
  - 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.
  - g. Access to parking and servicing areas should occur off local streets or service lanes and to the side or rear of buildings.
- 11.2.15.7. 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.
- 11.2.15.8. No outdoor storage is permitted within the Centre, with the exception of seasonal garden centres established in conjunction with a permitted retail use.
- 11.2.15.9. 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.
- 11.2.15.10. 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.
- 11.2.15.11. The provision of publicly accessible, privately-owned, mid-block urban squares are 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.

### **11.2.16 Road Allowance and Streetscaping**

- 11.2.16.1. The arterial, primary and local roads in the District Centre identified in Map 11.2.B shall form a connected system to serve all parts of the District Centre and allow for multiple choices of routes for both pedestrians and motorists.
- 11.2.16.2. Within the District 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 11.2.A. The City of Vaughan will work with York Region towards the implementation of these enhanced streetscapes as the Carrville Centre develops over time.



- 11.2.16.3. 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.
- 11.2.16.4. Local Roads shall be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars and service vehicles. Map 11.2.B identifies a Main Street and Urban Square. It is intended that this road be the focus of the District Centre. This Main Street and Urban Square is planned as a 23.0 metre right-of-way to accommodate traffic, including the opportunity for bus access and on-street parking, where technically feasible.

## 11.2.17 Servicing

### **Water, Wastewater and Stormwater Management Services**

- 11.2.17.1. Development within the District Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- 11.2.17.2. 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.
- 11.2.17.3. 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.
- 11.2.17.4. 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 District Centre.
- 11.2.17.5. 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.

## 11.2.18 Transportation

### General

- 11.2.18.1. 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.

### Road Network

- 11.2.18.2. The road network includes primary roads, local roads and laneways. Map 11.2.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 8 metres for Laneways. The following policies apply to the Road Network:
- a. The road allowance widths identified in this Plan 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. Notwithstanding 12.1.14.8.b above, the north-south road identified as “Main Street” and the east-west road providing a connection between Dufferin Street and the Urban Square shall have a 23.0 metre right-of-way to accommodate traffic, including the opportunity for bus access and on-street parking, where technically feasible;
  - d. One road is identified as a ‘Special Character Street’ on Map 11.2.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;
  - e. It is a requirement of this Secondary Plan 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;
  - f. The road network illustrated on Map 11.2.B is fundamental to the efficient functioning of the District 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;

- g. No plan shall be approved which permits the establishment of any structure on a local or primary road rights-of-way identified on Map 11.2.B. 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;
  - h. 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;
  - i. Roundabouts, cul-de-sacs, hammerheads, 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;
  - j. Two roundabouts 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;
  - k. 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 Secondary Plan;
  - l. 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,
  - m. The decision to require the first east/west road north of Rutherford Road, in Block 11, will be examined in detail from a traffic and engineering perspective, at the Draft Plan of Subdivision stage, to the satisfaction of the City.
- 11.2.18.3. The Regional road structure (the Arterial Roads) of Rutherford Road and Dufferin Street will play an important role in the success of the Carrville 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.

### **Transit**

- 11.2.18.4. It is a major objective of the City to increase transit ridership. To achieve this objective, the transit network within the District 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 Highway 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.
- 11.2.18.5. 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.
- 11.2.18.6. The primary road network shall be continuous such that it is conducive to the efficient routing of public transit and provides the maximum possible service coverage.
- 11.2.18.7. The City shall encourage the increased use of public transit by requiring transit supportive urban design, as well as utilizing and efficiently interfacing new development with the existing and future 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.
- 11.2.18.8. Local transit routes serving the surrounding community should connect with the District Centre, and transit stops 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.

### **Pedestrian and Bicycle System**

- 11.2.18.9. The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- 11.2.18.10. A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way) shall be required in the District 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.
- 11.2.18.11. An adequate supply of secure bicycle parking shall be provided near bus stops, in high activity areas and Park areas.

### **Parking**

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

- 11.2.18.13. On-street parking shall be permitted on all streets fronting commercial development in the District Centre with the exception of Rutherford Road and Dufferin Street. Parking underground and in structures shall also be encouraged.
- 11.2.18.14. To assist with the reduction in large surface parking areas in the District 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 Carrville 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.
- 11.2.18.15. The City of Vaughan shall investigate the establishment of a public parking authority to provide public parking lots (surface lots and/or structured parking facilities) within the Carrville 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.
- 11.2.18.16. 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.
- 11.2.18.17. 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 District 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.

### **Traffic Demand Management**

- 11.2.18.18. The City will actively work with the Region and with developers, owners and tenants in the District 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.
- 11.2.18.19. Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, and public-parking structures, may also be required.
- 11.2.18.20. 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.
- 11.2.18.21. Development proposals for greater residential densities or for greater retail floor space than permitted by this Plan 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.

### **Transportation Improvements**

- 11.2.18.22. 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 District Centre:
  - i. through the District Centre, construction of the redesigned Rutherford Road and Dufferin Street to include four through lanes;
  - ii. streetscaping improvements to Rutherford Road and Dufferin Street, including centre medians; and,
  - iii. a local transit network and services focused on the Primary Roads and connected to the broader regional and inter-regional transit system.
  
- 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. the Main Street and Urban Square identified on Map 11.2.B;
  - iii. on-street and lay-by parking on all roads within the District Centre where technically feasible, in particular on both sides of the Main Street and Urban Square; and,
  - iv. a pedestrian and bicycle system linking to areas in the rest of the Carrville Community.

11.2.18.23. 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.

11.2.18.24. 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.

11.2.18.25. 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.

11.2.18.26. 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 Secondary Plan.

11.2.18.27. Until such time as the Regional Road improvements identified in this Secondary Plan 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 Secondary Plan, development applications will be required to submit a traffic study to demonstrate that capacity is available.

11.2.18.28. 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 Secondary Plan, 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.

### **11.2.19 Development Concept Report and Phasing Plan**

11.2.19.1. A Development Concept Report will be required for this Secondary Plan Area. In addition to the matters listed in policy 10.1.1.57, the Development Concept Report will discuss the achievement of the pedestrian oriented retail 'Main Street and Urban Square' as identified on Map 11.2.A.



- 11.2.19.2. Within each quadrant of the Carrville Centre Secondary Plan 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.
- 11.2.19.3. Development shall be phased to provide for the orderly development of the Carrville 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.
  - d. Phasing may be addressed through the appropriate use of the holding (H) provisions of this Plan.
- 11.2.19.4. 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.
  - c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners. In some cases, a comprehensive landowner agreement may be required, in accordance with policy 10.1.1.18.

### **11.2.20 Community Improvement Policies**

- 11.2.20.1. The Carrville Centre is undeveloped. It is the intent of the City of Vaughan to facilitate the development of the Carrville Centre in conformity with the policies of this Plan. 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.

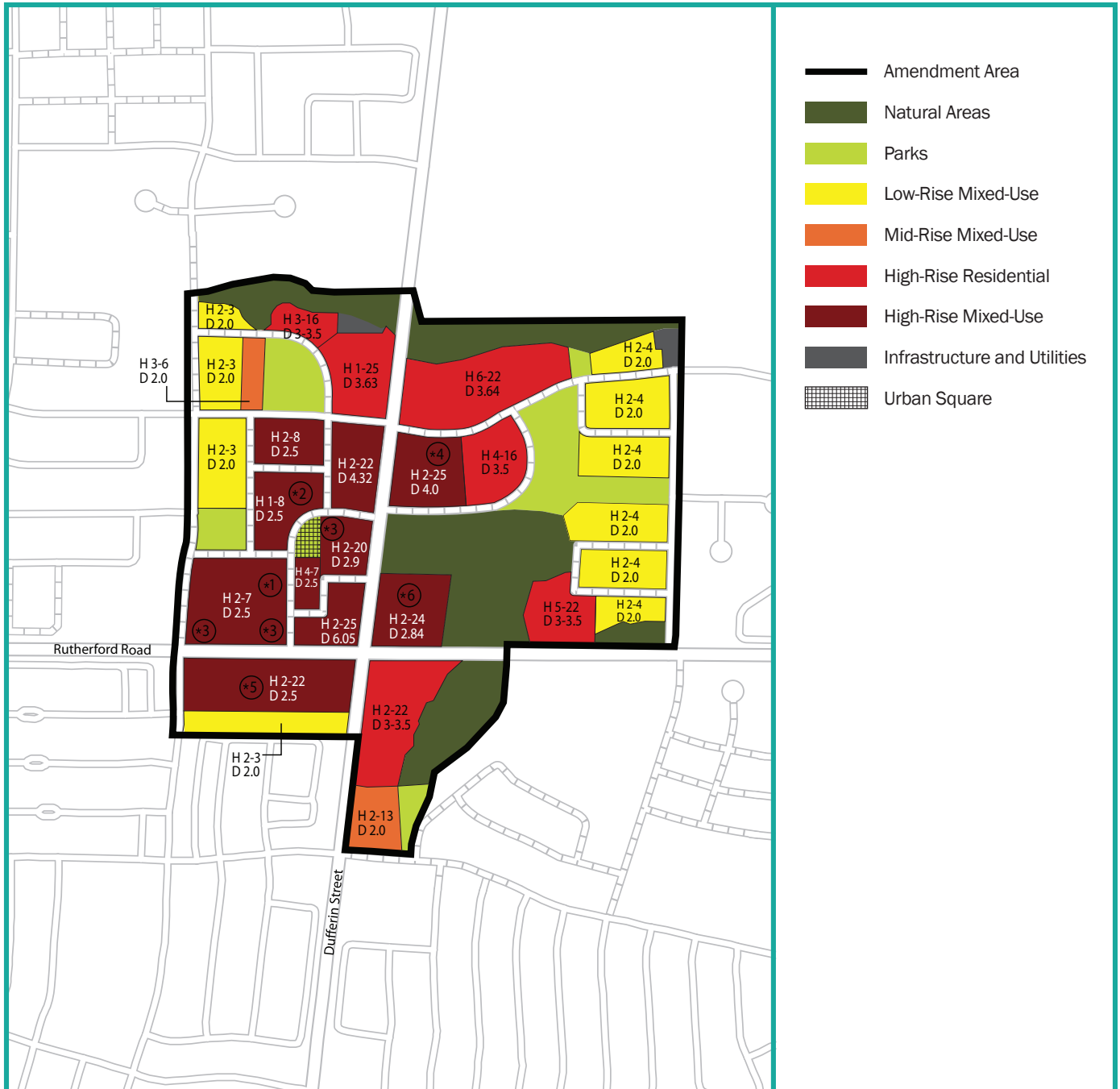
- 11.2.20.2. It is the intent of the City that the entire area of the Carrville Centre, which has been identified as a 'Community Improvement Area', may be further designated in whole or in part, by by-law, as a 'Community Improvement Project Area', for which a detailed Community Improvement Plan will be prepared.

### **11.2.21 Interpretation**

- 11.2.21.1. This Secondary Plan is a statement of policy. It is intended to guide the development of the Carrville Centre Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- 11.2.21.2. The designations identified on Map 11.2.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 to the Plan, 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 Plan.
- 11.2.21.3. 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.
- 11.2.21.4. Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained. Minor variations, in this Secondary Plan, shall mean a maximum of 5 percent variation from the identified numerical requirement.



▼ Map 11.2.A:  
Carrville Centre Secondary Plan - Land Use



0 250 500 1,000  
Meters



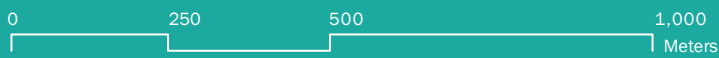
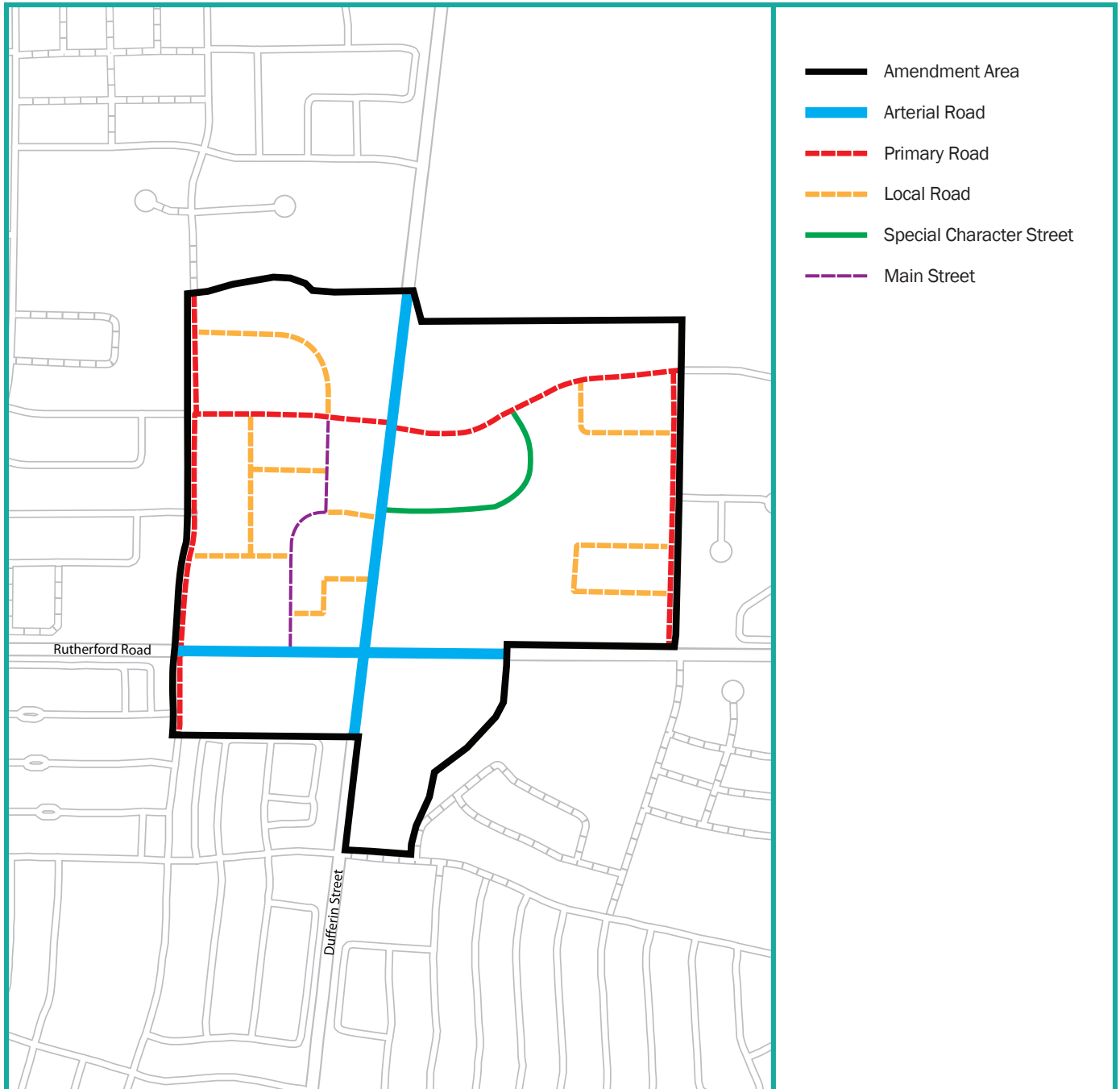
▼ Map 11.2.B:  
Carrville Centre Secondary Plan - Interim Uses



0 60 120 240  
Meters



▼ Map 11.2.C:  
Carrville Centre Secondary Plan - Road Network



▼ Figure 11.2.A  
Arterial Road

