

COMMITTEE OF THE WHOLE JUNE 7, 2004

OFFICIAL PLAN AMENDMENT FILE 15.80.4 CARRVILLE DISTRICT CENTRE (OFFICIAL PLAN AMENDMENT #651)

Recommendation

The Commissioner of Planning recommends:

“THAT Official Plan Amendment #651 (Carrville District Centre) resulting from the Carrville District Centre Study, be forwarded to Council for adoption.

Purpose

To submit the tertiary plan for the Carrville District Centre (OPA #651), for Council consideration for adoption.

Background - Analysis and Options

Location

The Carrville District Centre is generally located at the four corners of Rutherford Road and Dufferin Street, as well as adjacent lands in Blocks 10, 11, 17, and 18, in Carrville-Urban Village 2. The boundaries of the Plan are identified on Attachment #3. Attachment #2 shows Schedule 'C' of OPA #600, which conceptually identifies Carrville District Centre at the intersection of Rutherford and Dufferin. Attachment #1 shows the Study Area identified for the purpose of carrying out the tertiary planning exercise.

Land Use Status

Existing Uses

The Carrville District Centre is largely agricultural land, with the exception of a treed valleyland, some small wooded tableland areas, and a watercourse east of Dufferin Street, both north and south of Rutherford Road. The balance of the District Centre is currently vacant or used for agricultural purposes, with the exception of a few scattered houses and a temporary sales pavilion on the northwest corner of the Dufferin/Rutherford Rd. intersection.

Official Plan/Zoning

OPA # 600 provides a policy framework for designated District Centres in the new communities of Vellore and Carrville. The District Centres are envisioned as the focus of each community, with a concentration of commercial uses, medium and high density residential development, preferably in the form of mixed use development, and supporting community facilities. They are expected to be pedestrian-friendly and transit-supportive. OPA #600 requires that development within each District Centre proceed based upon a tertiary plan which refines the District Centre vision at a high level of detail in terms of land uses, development densities and urban design. The District Centre is expected to become the major focus of human activity/social interaction and community identity for the more than 60,000 residents to live in Carrville.

The lands are zoned A Agriculture by By-law 1-88.

Background

1. Terms of Reference

Council approved the Terms of Reference for the Carrville District Centre Study on August 26, 2002. The consulting team, "The Planning Partnership", was retained to complete the study, which was required to address key planning considerations, including land use, urban design, environmental and transportation, and to produce a tertiary plan in keeping with the provisions of OPA #600. The Terms of Reference required a public consultation process in the form of a series of meetings/workshops with a Stakeholder Consultation Group (SCG), to provide a forum for communication and to build consensus among stakeholders.

2. Public Consultation Process

The SCG was formed following an Open House in December 2002, and consisted of approximately 39 people; including landowners their representatives, residents, York Region Staff, Toronto Region Conservation Authority Staff, and City Staff. Four workshops were scheduled with the SCG to develop the tertiary plan, between January and March 2003:

- The first workshop session established a common understanding of the issues, generated the fundamental design principles, and assisted in preparing the land use programs.
- The second workshop generated four draft land use options and descriptive axonometric drawings incorporating land use, transportation, and urban design objectives.
- The third workshop established the evaluation criteria to be used to define the preferred concept plan. The stakeholders group undertook a comparative evaluation of the four concepts and identified certain components of each of the four options as being preferred.
- The fourth workshop further refined the conceptual land use plan, incorporating the comments from the previous workshop and a demonstration plan was presented to the SCG for comment.

At the conclusion of the fourth workshop, the SCG members indicated that they were generally pleased with the process and the preferred plan resulting from their joint efforts.

In May, at the request of residents from the Maple community, a fifth workshop was held to provide further opportunity to review and comment on the preferred plan developed in consultation with the SCG. At this workshop, they identified concerns with respect to proposed residential densities, building heights, and traffic generation. The Plan has been revised in response to these concerns, as outlined later in this report.

On January 13, 2004, the Draft Carrville District Centre Report and Official Plan Amendment for the tertiary plan were presented to a Committee of the Whole (Working) Session for information and comment. The Plan was generally well received, with one issue raised respecting the potential for the infiltration of traffic into the Block 18 residential lands, west of the District Centre. It was suggested that, to minimize traffic infiltration into the residential area, two east/west local roads north of Rutherford Road should be terminated west of the north/south primary road which now forms the westerly boundary of the plan. This suggestion has been incorporated into the draft plan of subdivision for the lands to the west, which are now outside the District Centre plan.

On February 12, 2004, a final meeting of the Stakeholder Consultation Group took place to present the draft Official Plan and Planning Report for the District Centre. The SCG expressed their strong support for the Plan as presented in this report.

On February 5, 2004 a notice of public hearing was placed in the Vaughan Citizen, and a separate notice of public hearing was mailed to the Stakeholder Consultation Group members. The public hearing was held on March 1, 2004, and no letters of objection were received respecting the proposed Official Plan amendment (OPA #651). Council received the public hearing for File: 15.80.4 and adopted the recommendation that any issues identified by the public and Council be addressed in a comprehensive report to Committee of the Whole.

Recent Revisions to the Plan

Since the Public Hearing, a number of modifications have been made to the Draft OPA #651 to refine the District Centre vision. These modifications include:

- an increase in the permitted maximum ground floor plate for a foodstore in Block 18, from 5,750 sq.m to 8,000 sq.m to permit a foodstore of upto 100,000 sq.ft GFA;
- the elimination of alternative parkland dedication standards and condo amenity space credits against required parkland dedication;
- the refinement of the District Centre boundary in Block 18 to exclude lands west of the most westerly north/south primary road;
- the introduction of additional permitted uses and policies pertaining to the proposed "Community Amenity" use; and
- the introduction of a requirement for mixed use development within the Mixed Use 1 designation, with exceptions for three large, stand-alone, single use retail buildings.

Nine Ten West Limited

Nine-Ten West, the major landowner for the Carrville District Centre lands, and member of the Stakeholder Consultation Group, has been actively involved in discussions with City Staff and the City's Planning Consultants. Nine-Ten West owns approximately 65% of the developable land in the District Centre, including most of the northeast and northwest quadrants. The landowner has raised a number of issues which have included a request for a large food store use, gas bar, broader list of permitted uses for the Community Amenity site, and the re-location of a stormwater management pond west of the District Center boundary.

Through the course of discussions with the landowner, modifications have been made to the Carrville District Centre Plan to address these concerns, including:

- (i) providing an exception in the MU1 designation in the northwest quadrant of the District Centre (District Centre blocks 17 or 18, See Attachment #4), increasing the permitted maximum ground floor plate for a foodstore from 5,750 sq.m to 8,000 sq.m to accommodate a typical foodstore format with up to 100,000 sq.ft of retail GFA.
- (ii) Providing an exception to permit a stand alone single-use retail building with a maximum floor plate of 5,750 sq.m within the MU1 designation in Concession Block 11.
- (iii) modifying the road network within the medium and high residential density areas to minimize the costs and lands allocated to public roads;
- (iv) broadening the permitted uses on the Community Amenity site to include retail commercial, office and residential uses (provided they are developed in consultation with the City respecting inclusion of public uses on the site);

- (v) permitting an additional two storeys in height on the Community Amenity site (if privately developed) in exchange for the provision of space for a library and other public uses at nominal cost to the City; and,
- (vi) relocating the stormwater management pond from the southwest corner of the District Centre east of the north/south primary road to immediately west of the primary road outside the District Centre. The designation on the parcel within the District Centre has been changed to MU2, providing additional developable land.

The District Centre plan now provides for a substantial amount of development on the Nine-Ten West lands, including:

- (i) 67% of the District Centre's permitted retail space in single use format;
- (ii) the opportunity to more than double this amount of retail space by developing some lands in a mixed use format (with offices or residential units above retail uses at grade);
- (iii) 100% of the permitted High Density Residential development;
- (iv) 50% of the permitted Medium Density Residential development; and
- (v) the only permitted gas bar site in the District Centre.

Notwithstanding the changes which have been made to accommodate a large foodstore, the landowner continues to express concern in this regard as expressed in a letter dated May 27, 2004 (Attachment #7).

Overview of the Carrville District Centre Plan (OPA #651)

OPA #651 provides for a mix of residential, commercial, mixed use and community facilities within the Carrville District Centre. At build-out the District Centre will house approximately 3,300-4,000 residents, with employment of 3,000-4,000. The most intense development is proposed for the northwest quadrant, which is least constrained by neighbouring land uses and topography. The major focus of commercial development is located in the northwest quadrant. OPA #600 permits the District Centre up to 40,000 sq.m of retail GLA. This has been allocated to the north-west quadrant (27,000 sq.m), the south-west quadrant (7,000 sq.m) and the north-east quadrant (6,000 sq.m). In addition, as an incentive, retail space provided as part of a mixed use building will not be counted against the permitted maximum retail allocation in each block. Commercial development will be concentrated in a "Main Street" form along the first north/south local road west of Dufferin Street.

A major food store and Community Amenity building/transit terminal are expected to be the anchors for Main Street, which will be the focus of commercial activity, and be built in a human-scale, pedestrian-friendly form. Two parks are also located in this quadrant to encourage pedestrian activity in the core. Mixed-use development is expected on Main Street, and encouraged elsewhere throughout much of the District Centre. The concentration of residential and commercial uses in close proximity affords the opportunity for residents to work close to home. This compact form of development will also help to make the District Centre an urban place with many services and activities within convenient walking distance of home.

The road network defines the pattern of development blocks, and thereby establishes the physical framework for future development. Particularly in the northwest quadrant where development will be most concentrated, the blocks have been deliberately sized to accommodate the desired range of uses, achieve land use efficiencies, and minimize walking distances. Except for a single, larger site for a major foodstore, the blocks are sized to discourage the 'big box' retail uses which

are more appropriately located in a 'power centre', rather than in the heart of a community where creating a comfortable pedestrian environment is key.

High density residential development is limited to the northeast quadrant of the District Centre, east of Dufferin Street, where the land slopes significantly from west to east. As such, the existing valley/woodlot and steeper grades will visually screen and separate the high density development from the residential area south of Rutherford Road. Medium Density Residential areas are generally located at the perimeter of the District Centre, to the north and west in Block 18, and to the east in Block 11. These areas provide an appropriate transition between the District Centre's commercial core and the planned or existing Low Density Residential neighbourhoods surrounding the District Centre.

The southern quadrants of the District Centre are far more limited in size, but will be important in defining the roads' streetscape character and providing additional mixed use development opportunities which will contribute to the character and vitality of the District Centre.

Land Use/Commercial Designations

Land Use Designations

The Plan provides eight land use designations, including:

- Mixed Use 1
- Mixed Use 2
- High Density Residential
- Medium Density Residential
- Community Amenity
- Park
- Valleylands/Woodlots
- Stormwater Management Area

The key policies applicable to each designation are outlined as follows:

'Mixed Use 1' – MU1

Development will proceed in a mixed use format, with retail uses at grade, and offices and/or residential uses (stacked townhouses and apartments) above grade in the same building. Also permitted are public and institutional uses, special needs housing, places of worship, community, cultural, entertainment and social facilities, and public utilities. The maximum building height is 6 storeys (or 21 metres, whichever is less), with a maximum FSI of 3.0. One gas bar is also permitted in the northwest quadrant. The proposed heights and densities of buildings within this designation are consistent with OPA #600 policies.

A broad variety of retail and service commercial activities are encouraged in this designation, but the following are specifically excluded:

- (i) individual retail uses in buildings with ground floor area in excess of 5,750 sq.m;
- (ii) drive-through retail facilities; and
- (iii) retail uses that require outdoor storage.

Stand-alone, single use buildings are generally not permitted, with the exception of:

- One stand-alone, single use building in Block 18 with a maximum floor plate of 8,000 sq.m.

- One stand-alone, single use building in Block 11 with a maximum floor plate of 5,750 sq.m.
- One stand-alone, single use building in Block 17 with a maximum floor plate of 5,750 sq.m.

To create the desired character and pedestrian environment on lots abutting Main Street, buildings and their main public pedestrian entrances will face Main Street. Individual retail uses on lots abutting Main Street will be limited to a maximum of 2,500 sq. m. GFA.

Two components of the Plan which are critical to its success are the Community Amenity site, and the major foodstore, both to be located in the northwest quadrant of the District Centre. The Community Amenity has a separate designation, and is discussed in detail later in this report.

The major foodstore will be developed in the Mixed Use 1 designation.

The Major Food Store

The majority landowner (Nine-Ten West) of lands within the Carrville District Centre has proposed that a large foodstore use be permitted within the Carrville District Centre. A foodstore provides an important anchor helping to attract other retailers who benefit from their proximity to the business generated by the foodstore. Given the Plan's intention to ensure that the north-west quadrant of the District Centre becomes the main focus of commercial development, it is imperative that the major foodstore is located there to maximize the synergies with other retail uses. For this reason, an exception has been provided to the maximum permitted floorplate for retail uses to enable a major foodstore to locate there.

This foodstore will be permitted as an exception within this designation because of its larger size and single use built form. It can be located on either of the two MU1 blocks located between Main Street and Dufferin Street. Both blocks are large enough to accommodate a foodstore of 100,000 square feet GFA, including associated parking and landscaping requirements. The foodstore will be located at grade with a ground floor plate of up to 8,000 square metres (85,000 sq.ft), and a 1,400 sq.m (15,000 sq.ft) second floor mezzanine. This is a standard format for a large foodstore, examples of which have recently been built elsewhere in the GTA and in Ottawa. Staff can support an exception for a single foodstore of up to this maximum floorplate, as it can be accommodated without compromising the planned road and block network.

The layout of the foodstore will also be important given its proximity to Main Street. To create the appropriate shopping and pedestrian environment on Main Street, the foodstore will locate its ancillary retail uses along the Main Street frontage, with store entrances oriented to the street, to complement other retail uses on Main Street.

'Mixed Use 2' – MU2

Mixed use development is preferred, but stand-alone, single use, street, block and stacked townhouses, low rise residential apartments and live-work units are also permitted with a residential density of 35 – 40 uph. The height limit is four storeys or 14 metres, whichever is less. The maximum FSI permitted within this designation is 2.0. The proposed height and density maximum here are actually lower than those permitted in OPA #600.

Small scale service commercial uses (less than 2,500 sq.m of Gross Leasable Floor Area) and small scale office uses are also permitted, provided that they are components of a mixed use development. This designation also permits public and institutional uses, places of worship, community, cultural and social facilities, and public utilities.

This designation provides a lower scale, mixed use area in the District Centre where live/work units and medium density housing forms can be provided. This area also provides a buffer

between the more concentrated development in the MU1 designations, and the medium density residential areas in the District Centre.

'High Density Residential'

Permitted uses include street, block and stacked townhouses and apartment buildings with a density range of 50 - 150 uph. The maximum height is 8 storeys or 28 metres whichever is less. The maximum FSI within this designation is 3.0.

While the proposed maximum density conforms to the Official Plan, the proposed height is 2 storeys greater than stated in OPA 600. The increased height is considered appropriate as the designation is confined to one area of the Plan (in the northeast quadrant) where steep grades, a valley and a designated woodlot abutting it to the west and south, provide a visual buffer from the arterial road and residential development to the south. This pocket of high density residential will help to achieve the concentration of development needed to support the District Centre's transit services, amenities, and retail activity objectives.

Medium Density Residential – Permitted uses include street, block and stacked townhouses, with a density range of 35 – 40 uph. The height limit is 4 storeys or 14 metres. The maximum FSI within this designation is 2.0. The proposed height and density maximum in this designation are lower than those permitted in OPA #600.

The medium density designations primarily occur on the perimeter of the District Centre where they will provide an appropriate transition in scale and form between the Centre and the predominantly low density neighbourhoods surrounding the District Centre.

Community Amenity Site and Transit Hub

The Community Amenity site is located on the north side of an urban square immediately adjacent to Rutherford Road, and will be readily visible from Rutherford. The one hectare site is proposed to accommodate one or two prominent "landmark, quality buildings" up to six storeys in height, providing a presence and physical identity for the District Centre. If privately developed, an additional two storeys would be permitted as a bonus in exchange for provision of space for the library and other public uses at nominal cost to the City.

The buildings would accommodate a Community Library and a Transit Hub, and could also include space for meeting rooms, and other public uses such as daycare, social, cultural, and seniors' facilities. The designation also permits retail commercial, office and residential uses, which can be developed in conjunction with public uses on the site. The Community Amenity site's location on the west side of Main Street will enable it to help establish the desired retailing environment there, through the inclusion of at-grade retail uses (cafes, restaurants, specialty boutiques). The Plan obliges the private landowner to "investigate with the City, the incorporation of public facilities within any proposed building", including joint venture financing and/or lease arrangements with private partners.

The Transit Hub will be designed in co-ordination with other uses on the Community Amenity site. Local transit routes serving the Carrville community will converge at the Transit Hub, making it and the balance of the District Centre, conveniently accessible from all parts of the Carrville community. The central location should help to achieve higher levels of transit ridership. York Regional Transit has indicated its support for the Transit Hub at this location – see YRT letter (Attachment #6).

The Community Amenity site and major foodstore are the two land uses most important to the success of the District Centre. These uses will generate synergies attracting other complementary uses and result in high levels of human activity supportive of the retail sector and

public transit service. The quality of design and landscaping associated with the Community Amenity site will set the standard for development throughout the District Centre.

There are no immediate financial implications for the City in designating this site in the District Centre plan. The Development Charges By-law provides funding toward acquisition of a site for the Community Library. The Vaughan Library Board has indicated its support in principle for the library in this location – see VLB letter (Attachment #5). There are a range of alternatives for financing and operating such a development. Staff have begun to explore the business case for such options, anticipating that construction of the library might be warranted in the 5 to 10 year time frame. The involvement of the private sector could be very helpful in assisting with financing, and in providing a broader range of uses to enliven the District Centre.

Parkland

Parkland in the District Centre is composed of three parks/urban squares of varying sizes, one being a larger square providing an attractive feature, fronting on the north side of Rutherford Road, directly in front of the Community Amenity site. Two other urban squares, one in the north portion of the northwest quadrant, and one in the northeast quadrant in the midst of high density residential development, are also provided. These urban squares will be secured via parkland dedication. The urban squares will be designed for passive recreation to serve both residents and employees located in the District Centre. The planned densities will yield sufficient parkland dedication to provide for the identified parks, as well as cash-in-lieu of parkland to enable the City to acquire additional parkland in the future. Parkland dedication will be calculated based on the City's current policies pursuant to the provisions of the Planning Act.

Woodlots and valleylands designated by OPA 600 in both the northeast and northwest quadrants of the District Centre will also play an important role in its success. as part of the Greenway System extending throughout the surrounding community. These natural areas will be linked with the planned squares via a continuous pedestrian trail system, so that all are readily accessible to the residents of the District Centre and Carrville community. Schedule 'A' identifies two 'Special Character Streets' which are integral parts of the pedestrian network, and will be designed with special attention to streetscaping to achieve the desired pedestrian environment.

Valleylands/Woodlots

These designations protect and enhance the natural ecosystem including watercourses, valleylands, floodplains, and woodlots, and are consistent with OPA #600. Permitted uses within these designations are conservation areas, essential public works, passive recreation features, and buildings which are accessory to the permitted uses.

This section of the Plan also addresses the Oak Ridges Moraine Plan conformity requirements defined by OPA #604, and is consistent with OPA #600's environmental policy framework.

The delineation of the "Valleyland/Woodlot" designation at the south limit of Block 11 (along the north side of Rutherford Road), has been questioned by the landowner. The limits of the designation will be reviewed at the Draft Plan of Subdivision stage and modified if necessary at that time.

Stormwater Management Area

The "Stormwater Management Area" designation reflects the preferred sites for the stormwater management facilities within the Carrville District Centre. The policies for this designation provide that the stormwater management facilities should be integrated with the open space and trail system. The ponds will be subject to design requirements which will ensure that they become attractive features of the District Centre.

The Plan now provides two storm ponds in the northwest and northeast quadrant of the Plan. A third pond formerly in the northwest part of the District Centre has been relocated to the west, outside the limits of the Centre, providing additional developable land within the District Centre.

Transportation Plan and Analysis

An integral component of the District Centre plan is the transportation network. Implementation of the grid network of interconnected arterial, primary, and local streets, and defined development blocks, is critical to the success of the District Centre. The Centre is accessible from all parts of the Carrville Community via the major arterials, and the primary roads connecting directly to the District Centre. The grid road network establishes the physical framework for future development and provides a high level of porosity and connectivity between the blocks, which will facilitate all modes of travel and encourage public transit ridership.

In accordance with the general road policies of OPA #600, the Carrville District Centre road network consists of the following road classifications:

- Primary Roads - right-of-way width of 23 m to accommodate two through lanes (one lane in each direction), transit service and on-street parking.
- Main Street - right-of-way width of 23 m recognizing the need to accommodate parking on both sides, provide access for transit buses, and enhanced sidewalks and streetscaping.
- Local Roads - right-of-way width is generally 17.5 to 20.0 m. Local roads are planned to minimize substantial through traffic and accommodate community-oriented transit service where required. Two local roads, Main Street and the east-west road providing access to the Transit Hub, are both planned at 23.0 m to permit bus access.

To enhance the pedestrian environment, landscaping should be encouraged on all roads, but particularly on the Main Street and the two arterial roads. Landscaped medians, and planting within the boulevards, is recommended wherever possible on the arterial roads.

The Plan provides Main Street with a road allowance of 23 m, with an 11.5 m pavement width comprising one travelled lane in each direction, and on-street parking. As the main focus of retailing in the District Centre, the Main Street streetscape will be designed to provide a comfortable, attractive shopping environment to encourage pedestrian use. A 5.75 m boulevard along both sides will accommodate tree planting, street furniture, municipal infrastructure and sidewalks.

The Plan strongly encourages pedestrian and transit modes of travel. The “main street” concept, smaller block sizes, pedestrian walkways/connections, streetscaping and transit services, all support pedestrian activity throughout the District Centre. The “5 minute walk” principle (approximately 400 metres) has been employed as the basis of design, where the distances between residential areas, convenience commercial services and recreational facilities are all within a 5 minute walk.

The convergence of local transit routes at the Transit Hub immediately adjacent to Main Street will be key in encouraging public transit usage. The Transit Hub and Community Amenity site will provide a focus for local transit services within the Carrville community, and should also be integrated with City-wide and inter-regional express transit services. The Transit Hub could accommodate up to five off-street bus bays, as well as ancillary services such as heated passenger waiting areas, ticketing, washrooms, and retail amenities.

The proposed Carrville District Centre transportation network has been tested based on the assumed scale of development recommended for the District Centre (assuming full build-out by 2021 as a worst case traffic scenario). Consistent with the recommended transportation policies,

a transit modal share of 25% has been assumed for the 2021 horizon year, which is considered realistic provided the York Region (YRTP) transit initiatives are implemented. This modal split assumption recognizes that the City and Region have higher transit modal share targets for the longer term. The weekday peak hour transportation analysis also assumed modest growth in background travel for Rutherford Road and Dufferin Street. The road network testing has confirmed that the preferred development scenario can be accommodated by the roads plan for the District Centre (Attachment #3 of this report).

Parking

Parking is a significant challenge when attempting to achieve land use efficiency and create a walkable urban environment. Commercial development, in particular, requires significant parking preferably as close as possible to store entrances. In the suburban context, typical commercial sites provide a sea of parking in front of strip retail shops, creating an environment which adequately provides for auto access but which discourages pedestrians and detracts from the attractiveness of the streetscape.

OPA #651 addresses the need for parking in several ways. When the District Centre achieves a mature state of development in the long term, the objective is to see most parking provided either underground or in structures, in order to maximize development opportunity and create a truly urban, pedestrian environment.

In the meantime, as the District Centre gradually develops, on-street parking is to be provided on all local and primary roads within the main commercial area in the northwest quadrant. By doing so, on-street parking provides merchants with a reason to locate their stores and entrances directly to the public sidewalk. On-street parking also reduces the need to establish large surface parking lots.

OPA #651 establishes a maximum parking standard of 5 spaces per 100 sq.m GFA for commercial development. This is somewhat less than the current City standard which requires 6 spaces per 100 sq.m GFA. This reduction is warranted given the need to reduce the amount of land devoted to parking, and lower levels of parking utilization associated with major commercial development elsewhere. In fact, comparisons with shopping malls and major foodstores in other parts of the GTA shows that the actual observed parking demand at peak periods is typically in the order of 4.0 parking spaces per 100 sq.m GFA, or less. The minimum parking standard will be established in the zoning by-law for the District Centre.

Staff also are exploring the opportunity to establish lay-by parking, together with center medians, high quality streetscaping and sidewalks, on Rutherford Road and Dufferin Street, in consultation with York Region.

Vaughan's OPA # 604

All the uses proposed by the Tertiary Plan are permitted in the "Settlement Areas", subject to the provisions of the ORMCP.

Most of the District Centre (with the exception of portions of the Centre within Block 10 and 17) falls within the "Settlement Area" designation of OPA # 604 - the City's Official Plan establishing conformity with Provincial legislation. The purpose of the "Settlement Area" designation is to focus and contain urban growth on the less sensitive areas of the moraine, and to promote efficient use of land with transit-supportive densities through intensification and redevelopment within existing urban areas.

Provincial legislation provides that where Planning Act applications were not filed prior to November 16, 2001, properties are subject to the Oak Ridges Moraine Conservation Plan. Within

the District Centre, the southwest quadrant (Morelli), southeast quadrant (M. Baker), and a small portion of the northeast quadrant (Estate of Raffaella Disera), will be subject to the ORMCP.

Region of York Official Plan

The Official Plan Amendment for the District Centre must conform to the goals, objectives, and policies of the Region of York Official Plan. The Regional OP promotes an urban structure based on a hierarchy of urban centres and corridors that are pedestrian-friendly and transit-supportive. The Regional Official Plan identifies regional centres, and provides for a hierarchy of urban and local centres that can act as a focus for public and private sector investment. Centres should include a broad mix of uses, be compact, pedestrian-oriented, safe, and accessible. Further, urban centres should comprise the highest density and mix of uses within urban areas (with the exception of Regional Centres). OPA #651 conforms with the provisions of the Regional Official Plan.

Ontario Municipal Board Appeal – G. Morelli Appeal

The owner of the 8.5 acre parcel comprising the southwest quadrant of the District Centre filed an application to amend By-law 1-88 on August 11, 2000 to rezone the property from A Agricultural Zone to C5 Community Commercial Zone. The applicant also appealed the Interim Control By-law for the area of the District Centre and OPA #550, and filed an application to amend the Official Plan to redesignate the subject lands from "District Centre" to a commercial designation, including a food store use. In June 2003, Council extended the Interim Control Bylaw to permit additional time to complete the Study.

On March 29, 2004, the proposed Official Plan for the Morelli Property (OPA #652) and respective draft Zoning By-laws were presented to a Special Committee of the Whole meeting for their consideration and endorsement. The draft OPA #652 was prepared for the OMB hearing and is consistent with the land use designations and policy framework in the Carrville District Centre Plan (OPA #651).

The northerly portion of the site is designated by draft OPA #652 as "Mixed Use 1" and the southern edge of the site is designated "Medium Density Residential". The landowner has proposed a supermarket and a mixed use, retail/office building in the northern portion and a townhouse development in the southerly part of the property, along Benjamin Hood Crescent.

At the Special Meeting Committee of the Whole meeting Council approved the Planning Staff's recommendation to endorse the draft Official Plan and draft Zoning By-laws for filing with the Ontario Municipal Board, subject to Council's approval of site plan and draft plan of subdivision applications and any required modifications to the zoning By-laws as a result of such approvals.

At the Ontario Municipal Board Hearing of April 13, 2004, both the City's and proponent's solicitors requested that the OMB withhold the order with respect to the draft zoning by-law amendments until such time as the City has advised the OMB that a site plan application has been approved by Council, and any necessary revision to the draft by-laws have been made to reflect the approved site plan.

Achieving The District Centre Vision

The Carrville District Centre is expected to evolve over a number of years before reaching maturity based on the Plan described by OPA #651. To achieve the City's planning objectives, however, implementation of a number of key elements of the Plan from the earliest stages of planning approvals is key to ensuring that it will have the opportunity to ultimately achieve Council's vision. These key elements include:

- the grid network of public roads and development blocks which establish the physical structure for development;
- medium and high density residential development to support the retail commercial uses and public transit services;
- mixed use development in the northwest quadrant, and on Main Street in particular, to foster the desired pedestrian shopping environment;
- the major foodstore serving the Carrville community, and helping to attract other community-based retailers;
- a Community Amenity site including public uses community library, daycare, etc.) and private uses retail, office, residential) in a prominent building which will help to make the District Centre a recognizable place with its own identity;
- a public transit terminal and focus for local transit routes serving the Carrville community and connecting to other parts of Vaughan and the Rutherford Road GO Transit station.

Each of these key components is part of a comprehensive 'package' which together will enable the Carrville District Centre to become a successful urban environment where people will be eager to live and work, and in which Carrville residents can take pride as the heart of their community.

Conclusion

Official Plan Amendment #651 (The Carrville District Centre Plan) has been developed through extensive consultation with the residents, landowners, City and Regional departments and agencies. OPA #651 includes modifications to address concerns expressed through the public consultation process, and in discussions with affected landowners.

This report describes the key components of OPA #651, the tertiary plan for the Carrville District Centre. In Staff's view, the document now fully addresses the requirements of OPA #600 and conforms to the Regional Official Plan. Should Council concur, OPA #651 should be adopted.

Attachments

1. Location Map
2. OPA #600, Schedule C – Carrville Urban Village 2
3. OPA #651, Schedule A - Carrville District Centre
4. OPA #651, Schedule B - Roads Classifications
5. Vaughan Public Library Board letter dated May 21, 2004
6. York Region Transit letter dated May 27, 2004
7. Letter from Nine-Ten West Limited
8. OPA #651 (FOR COUNCILLORS ONLY)
9. Urban Design Plan (FOR COUNCILLORS ONLY)

Report prepared by:

Anna Sicilia, Planner, ext. 8063
Paul Robinson, Senior Planner, Policy, ext. 8410

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning
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WAYNE McEACHERN
Manager of Policy



Attachment

FILE No.:
15.80.4

Not to Scale
June 7, 2004

City of Vaughan

Community Planning Department

Location Map

Part of Lot 15 & 16,
Concession 2 & 3

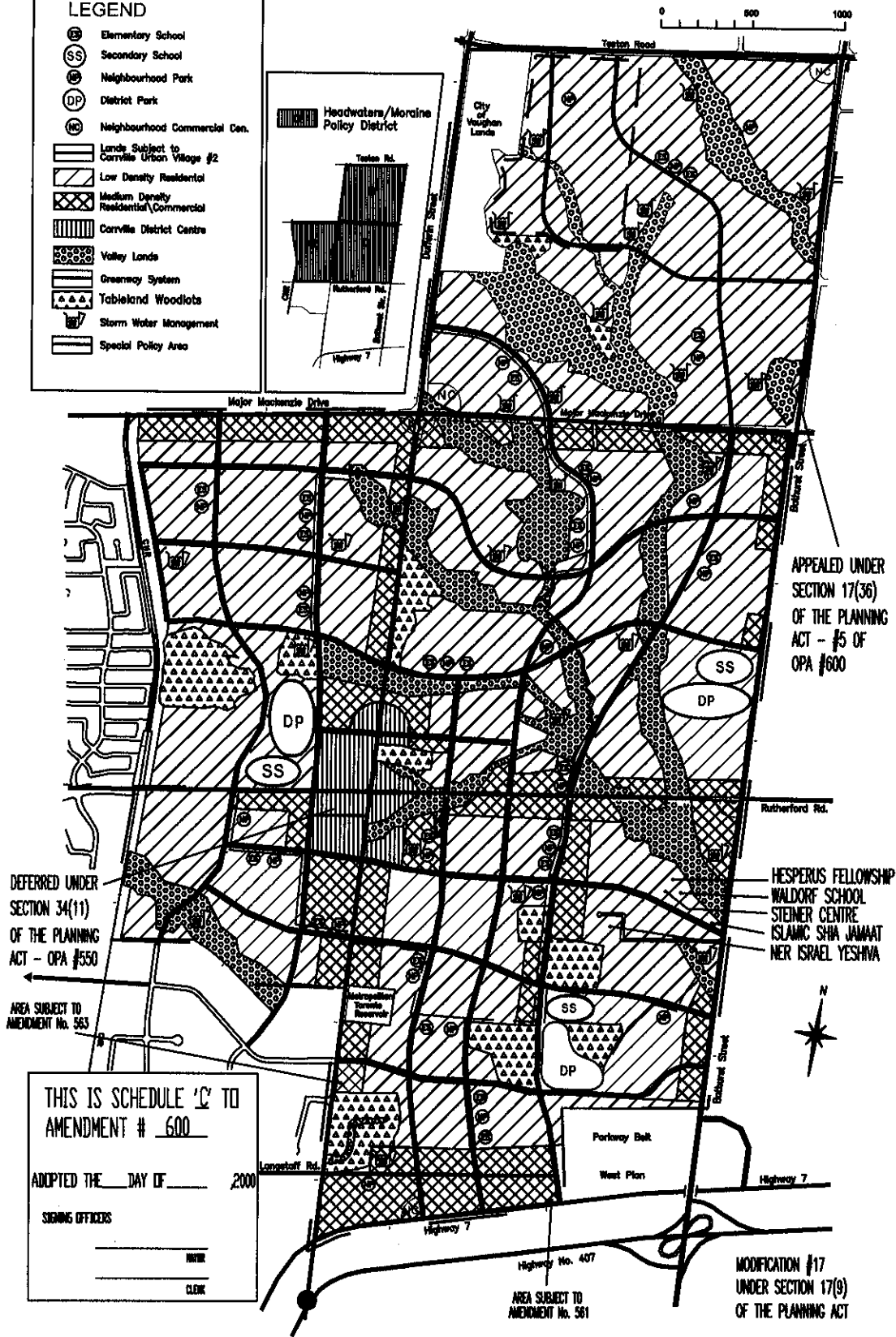
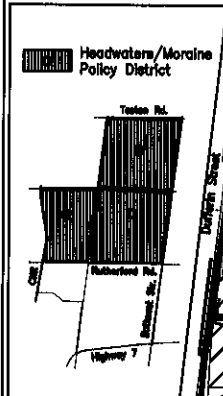
APPLICANT:
CITY OF VAUGHAN

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CARRVILLE - URBAN VILLAGE 2

LEGEND

- Elementary School
- Secondary School
- Neighbourhood Park
- District Park
- Neighbourhood Commercial Cen.
- Lands Subject to Carrville Urban Village #2
- Low Density Residential
- Medium Density Residential/Commercial
- Carrville District Centre
- Valley Lands
- Greenway System
- Tableland Woodlots
- Storm Water Management
- Special Policy Area



Carrville - Urban Village 2

Part of Lot 15 & 16, Concession 2 & 3

APPLICANT:
CITY OF VAUGHAN



Community Planning Department

Attachment

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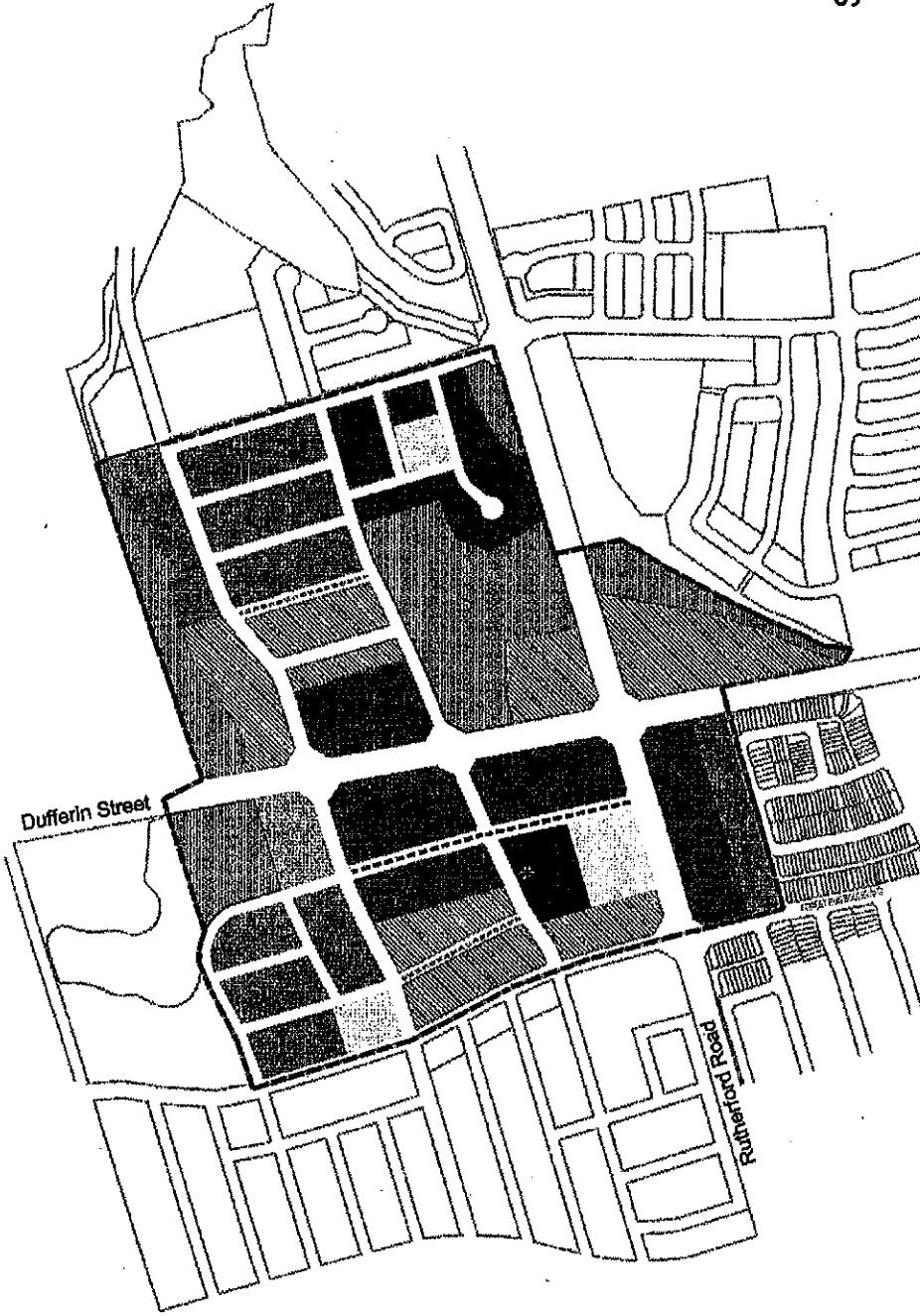
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SCHEDULE "A"



- | | | | | | | | |
|--|----------------------------|--|-----------------------|--|--------------------------|--|----------------------------|
| | Mixed Use 1 | | Stormwater Management | | Study Area | | Potential Gas Bar Location |
| | Mixed Use 2 | | Community Amenity | | Main Street | | |
| | High Density Residential | | Parks | | Special Character Street | | |
| | Medium Density Residential | | Valleylands/Woodlots | | Transit Hub | | |

Secondary Plan for Carrville District Centre

Part of Lot 15 & 16,
Concession 2 & 3
APPLICANT:
CITY OF VAUGHAN



Community Planning Department

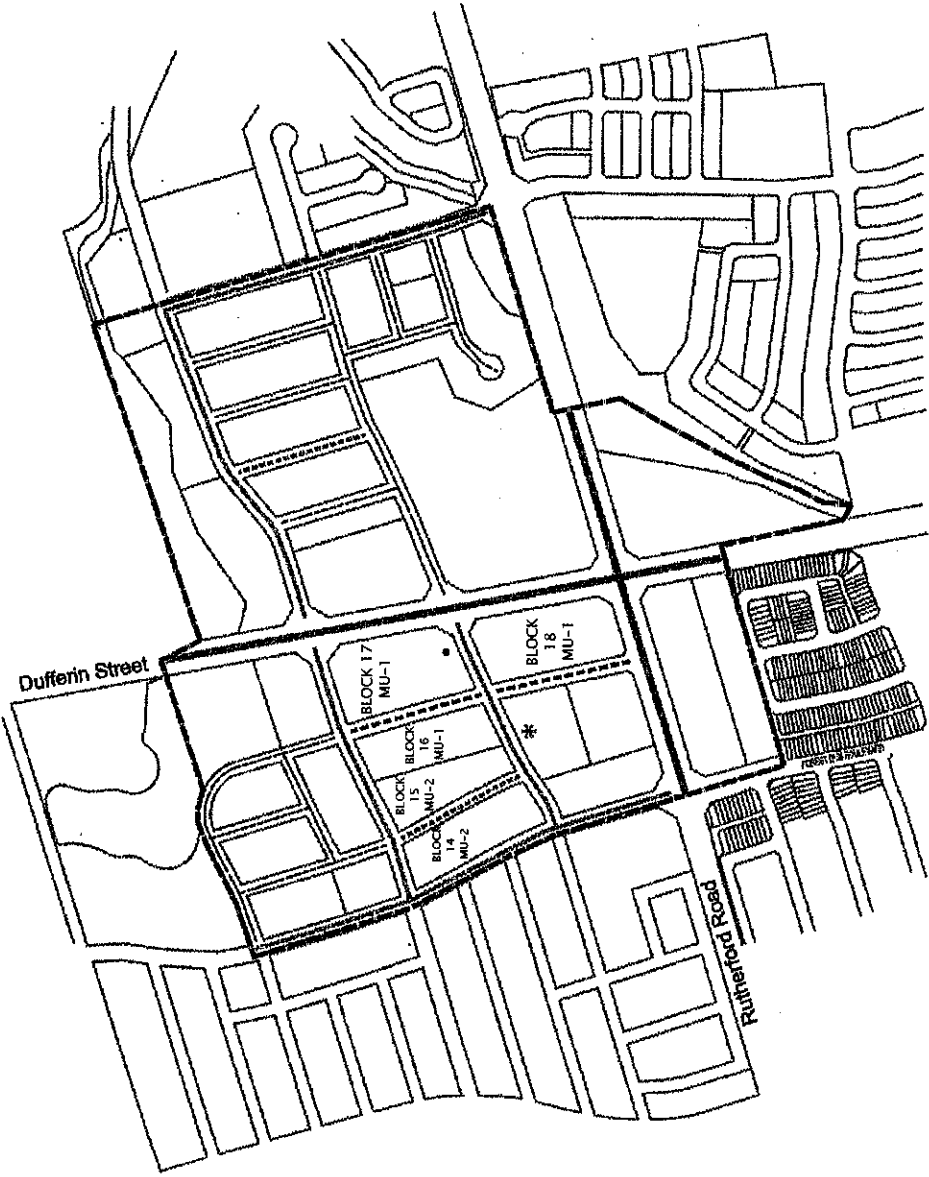
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June 7, 2004



SCHEDULE "B"



- | | | | |
|---|--------------------------|--|----------------------------|
|  | Arterial Roads |  | Main Street |
|  | Primary Roads |  | Study Area |
|  | Local Roads |  | Transit Hub |
|  | Special Character Street |  | Potential Gas Bar Location |

**Secondary Plan for
Carrville District Centre**

Part of Lot 15 & 16,
Concession 2 & 3
APPLICANT:
CITY OF VAUGHAN



Community Planning Department

Attachment
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June 7, 2004

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ATTACHMENT NO. 5
VAUGHAN PUBLIC
LIBRARY BOARD

900 Clark Avenue West, Vaughan, Ontario L4J 8C1
Tel. (905) 653-7323 * Fax (905) 709-1530 * Web Site <http://www.vaughanpl.info>

Vaughan Public Libraries serve the information, cultural, learning and leisure needs of a growing multicultural community. We offer every member of our community full access to all our services.

May 21, 2004

Mr. Paul A. Robinson
Senior Planner - Policy
City of Vaughan
2141 Major MacKenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Robinson:

Re: Community Library in Carrville District Centre

Your letter dated May 14, 2004, in which you requested the Board's support in principle of building a community library in the Carrville District Centre, was received by the Vaughan Public Library Board at its Regular Meeting on May 19, 2004.

The Board discussed the proposed plan and approved the following motion:

"THAT the Board respond to Mr. Paul Robinson in writing, acknowledging its support in principle of building a community library in the Carrville District Centre."

Yours truly,

Eileen Burrell

Eileen Burrell
Chair
Vaughan Public Library Board

Library/Carrville District Centre Library py

cc: Vaughan Public Library Board Trustees
Rosemary Bonanno, Chief Executive Officer, Vaughan Public Libraries
John Zipay, Commissioner of Planning, City of Vaughan

MEMORANDUM

Date: 27 May 2004

To: Paul Robinson, Senior Planner - Community Planning
City of Vaughan

From: Robert Di Profio
York Region Transit, Service Planning

RE: **Follow-up Comments: Carrville District Centre Plan – OPA 651
Draft - February 2004**

Further to YRT's comments dated March 26, 2004, we would provide these supplementary comments for the purpose of clarification regarding the February 2004 Draft District Centre Plan:

1. YRT recommends that the concept of the proposed "Transit Hub" be reconsidered to focus on more locally-oriented transit services, community bus routes, and possibly "GO Shuttle" services (as opposed to being the intended convergence of core-level arterial routes). Although YRT would initially not focus core/arterial transit routes to operate into the facility, we recognize that provision should be made to anticipate demand as the community matures. If demand warrants, YRT would consider servicing the facility with core routes.
2. YRT supports the idea of creating a transit focus in this district centre. The role and function of the proposed "Transit Hub" should support the "Main Street" concept by facilitating good, easy access to public transit services. Easier access would be accomplished through the provision of, for example, enhanced customer amenities and facilities, upgraded bus-stops and waiting areas, and pedestrian-friendly streetscapes.
3. From an operational perspective, in order for the "Transit Hub" to provide the greatest benefit, the final location of the transit focus would require further study, and will have to consider both operational considerations and opportunities to maximize transit ridership. As well, the need to implement local transit-priority measures, especially to/from the nearby arterial roads, should be emphasized. This would help to ensure that travel times are kept to a minimum, thereby providing greater incentive for increased transit usage.
4. The Plan should identify the importance of future mid-block connectivity toward the east, likely via a future extension of Weldrick Road (i.e. from Bathurst Street) to further reinforce and justify the role of the proposed "Transit Hub".

I trust these follow-up comments are of assistance. Thank you for your cooperation. If you have any questions or concerns, please contact me at 905-762-1282, x5630.

Regards,

Robert Di Profio
YRT Service Planning

C. Irene McNeil – Manager, YRT Service Planning
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NINE-TEN WEST LIMITED

May 27, 2004

Mr. Paul Robinson, Senior Planner
The City of Vaughan
Community Planning Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Robinson:

**RE: Draft Carrville District Centre Plan
City of Vaughan OPA Number 651**

This letter is further to our May 20th, 2004 correspondence whereby Nine-Ten West agreed they would further review the block configurations and alternative locations for the proposed food store, as well as the proposed policy change for mixed-use developments fronting along Main Street. We offer the following comments.

As noted in our previous comments, we have had numerous discussions with you and your consultants regarding both the size of the food store and the development block that we would like to work with in this regard. These discussions have been ongoing for over a year, and have included the presentation of a number of site plan concepts as input into this process.

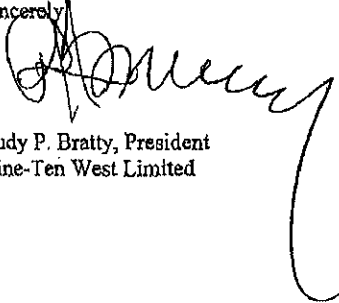
At your request we have once again revisited this matter. We have concluded that the only viable solution is to combine Blocks 14, 15 and 16 and eliminate the local road as previously proposed. This would provide a single parcel approximately 3.5 hectares in size which would accommodate a food store ground floor plate of up to 9,500 m². Parking could be accommodated within the Block and/or partly shared with Block 17 if necessary.

This would eliminate the possibility of achieving a mixed-use development along this particular section of Main Street in the first phase of development. However, we have always been of the understanding that this was not a requirement of the Carrville Plan, but rather a goal which would be compensated through incentives. Regardless, we would be amenable to achieving the mixed-use vision in the first phase of development for the balance of the lands fronting along Main Street provided we can come to a mutually satisfactory resolution regarding the food store.

We appreciate your timing constraints in wanting to report on this item; however we feel strongly that these issues should be resolved to our mutual satisfaction prior to moving forward with the Carrville Plan.

Please feel free to call either myself or Luch Ognibene should further discussion and/or clarification be warranted.

Sincerely,



Rudy P. Bratty, President
Nine-Ten West Limited

Part of Lot 15 & 16,
Concession 2 & 3

APPLICANT:
CITY OF VAUGHAN

City of
Vaughan

Community Planning Department

Attachment

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June 7, 2004

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