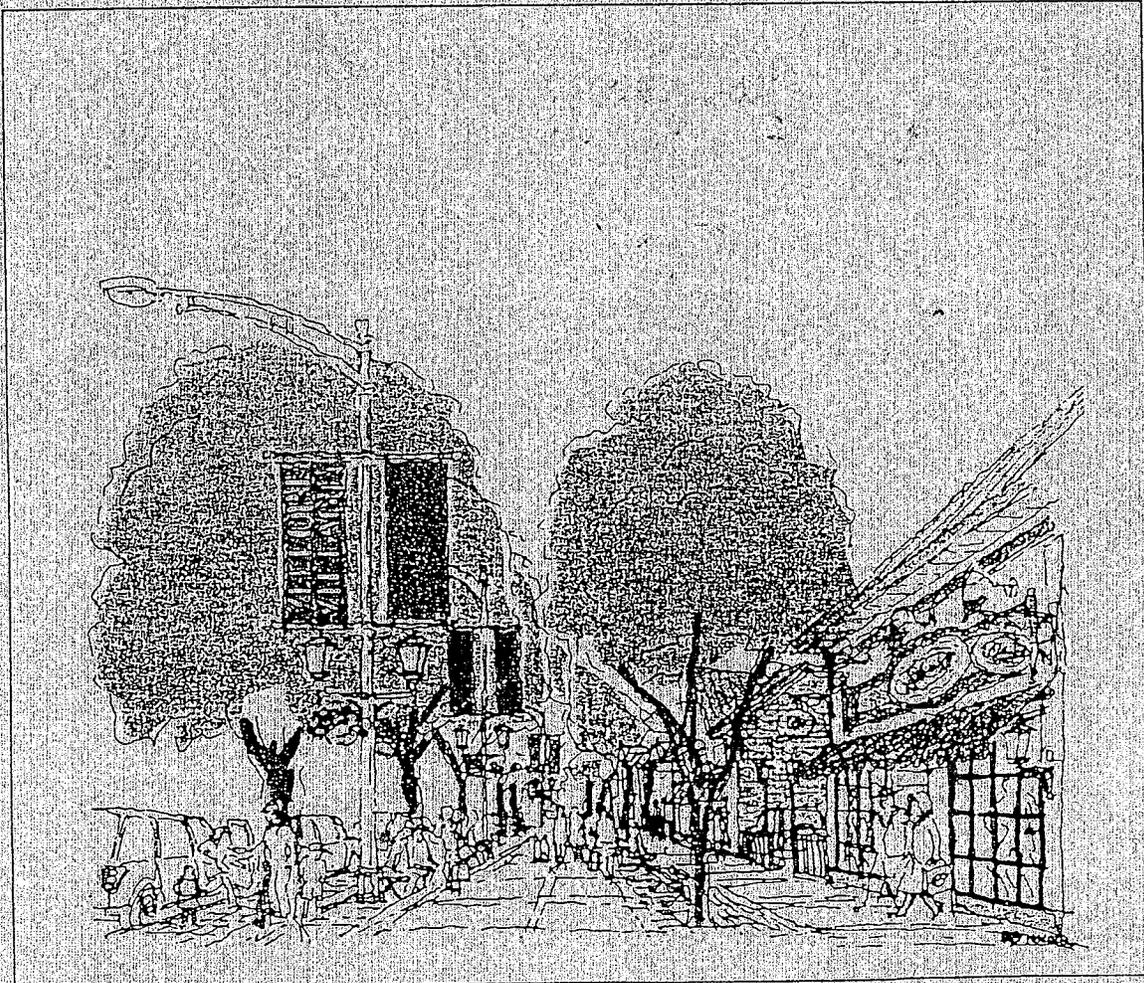


Passed the 25th day of August, 2003

Official Plan Amendment (OPA) 650

Vellore Village District Centre

City of Vaughan Community Planning Department





AMENDMENT NUMBER 650

TO THE OFFICIAL PLAN OF THE

VAUGHAN PLANNING AREA

The following text and Schedule A, including Part B, entitled The Official Plan, constitute Amendment Number 650 to the Official Plan of the Vaughan Planning Area as adopted by Council on August 25, 2003 and approved by the Regional Municipality of York on XXX XX, 2003.

Also attached hereto, but not constituting part of the Amendment is Part A, entitled Preamble to the Plan, and Appendix A which contains statistical information.

Table of Contents

Part A - Preamble

1.0 Introduction

Page 7

- 1.1 Organization of the Document
- 1.2 Location
- 1.3 Purpose of the Secondary Plan

2.0 Background

Page 9

- 2.1 Policy Context
- 2.2 Existing Land Uses

3.0 The Planning Process

Page 10

- 3.1. An Integrated And Interactive Process

4.0 The Structural Framework of the Secondary Plan

Page 11

- 4.1 Defines the boundaries
- 4.2 Establishes the grid of roads and general block pattern
- 4.3 Promotes a main street urban form
- 4.4 Provides support for transit
- 4.5 Encourages a mix of land uses

Part B – The Official Plan

1.0 The Amendment

Page 15

- 1.0 The Amendment
- 1.1 General Intent
- 1.2 Community Structure and Urban Form
- 1.3 Population and Employment

2.0 Development Principles and Objectives

Page 16

- 2.1 Compact Urban Form
- 2.2 An Urban Design Plan
- 2.3 Ecosystem Based
- 2.4 Range of Housing Types
- 2.5 Range of Commercial Uses
- 2.6 District Centre Parks
- 2.7 Institutional Opportunities
- 2.8 Efficient Transportation
- 2.9 Anticipate the Growth

3.0 Land Use Designations

Page 22

- 3.1 General
- 3.2 Permitted Uses and Policies
 - 3.2.1 Village Core
 - 3.2.2 Village Core Policies
 - 3.2.3 Low-rise Residential
 - 3.2.4 Low-Rise Residential Policies
 - 3.2.5 Parks
 - 3.2.6 Greenway
 - 3.2.7 Library

4.0 Urban Design Policies

Page 29

- 4.1. Urban Design Plan
- 4.2. Built Form
 - 4.2.1. Street Wall: Heights, Setbacks and Build-to lines, Building Coverage
 - 4.2.2. Building Massing
- 4.3. Pedestrian Realm
 - 4.3.1. Weather Protection
 - 4.3.2. Courtyards
 - 4.3.3. Grade-related Uses
 - 4.3.4. Mid-Block Connections
 - 4.3.5. Pedestrian, Parking and Service Entrances
- 4.4. Road Allowances and Streetscaping

5.0 Servicing Policies

Page 37

- 5.1. Water, Wastewater and Stormwater Management Services

6.0 Transportation Policies

Page 38

- 6.1. General
- 6.2. Road Network
 - 6.2.1. Primary and Local Road Network
 - 6.2.2. Regional Road Network
- 6.3. Transit
- 6.4. Pedestrian and Bicycle System
- 6.5. Parking
- 6.6. Traffic Demand Management
- 6.7. Transportation Improvements
 - 6.7.1. General
 - 6.7.2. Monitoring

7.0 Administration

Page 44

- 7.1 Application
- 7.2 Status of Uses Permitted Under Previous Amendments to the Official Plan

8.0 Implementation

Page 45

- 8.1 General
- 8.2 Development Concept Report And Phasing Plan
- 8.3 Zoning By-law
- 8.4 Subdivision Control
- 8.5 Site Plan Control
- 8.6 Development Agreements

9.0 Interpretation

Page 49

Schedule A

Appendix A

Part A - Preamble

1.0 INTRODUCTION

1.1 ORGANIZATION OF THE DOCUMENT

Part A introduces Official Plan Amendment 650, the Secondary Plan for the Vellore Village District Centre. It explains the policy rationale for the Secondary Plan, and is divided into the following sections:

- Section 1.0 is the introduction that describes the organization of this document, the location of the Vellore Village District Centre and the purpose of this Secondary Plan.
- Section 2.0 describes some of the background information such as the existing planning policy context, site conditions, current land use and the status of development applications and approvals.
- Section 3.0 discusses the planning process that has been employed in the preparation of this Secondary Plan and discusses the rationale behind some of the key decisions.
- Section 4.0 describes the structural framework of this Secondary Plan.

Part B presents the policy framework that comprises the Vellore Village District Centre Secondary Plan, as outlined below:

- Section 1.0 discusses the technical details of the Official Plan Amendment;
- Section 2.0 expresses the fundamental principles and goals of the Secondary Plan;
- Section 3.0 describes the land use designations and associated policy framework for development within the Secondary Plan;
- Section 4.0 presents the urban design policies of the Plan;
- Section 5.0 expresses the infrastructure policies including water and sanitary sewer services, and stormwater management facilities;
- Section 6.0 presents the transportation, transit and parking policies of the Plan;
- Section 7.0 outlines the phasing policies of the Plan;
- Section 8.0 presents the administration policies of the Plan;
- Section 9.0 includes the implementation policies of the Plan; and,
- Section 10.0 includes the interpretation policies of the Plan.

Schedule A is the land use schedule for the Vellore Village District Centre.

Appendix A includes Table A and is the estimated distribution of commercial space, housing units, employment, and population.

1.2 LOCATION

The Vellore Village District Centre is located at the intersection of Weston Road and Major Mackenzie Drive, west of the Major Mackenzie Drive interchange with Highway 400, in the community of Vellore-Urban Village 1.

The lands subject to this Secondary Plan are conceptually identified and designated as District Centre by OPA 600, and encompass a total area of approximately 58 hectares on the four quadrants of the Weston/Major Mackenzie intersection.

In completing the background work to OPA 650, the boundaries of the Vellore Village District Centre have been more precisely defined to include the lands east and west of Weston Road to the first continuous primary roads crossing Major Mackenzie Drive, and north and south of Major Mackenzie Drive to the first continuous primary roads crossing Weston Road. The boundaries as shown on Schedule A were identified to:

- Accommodate a transition in land uses from the surrounding area and within the District Centre; and,
- Establish a pedestrian and road network and pattern that supports the District Centre.

1.3 PURPOSE OF THE SECONDARY PLAN

The purpose of this Secondary Plan is to establish policies that will guide the City of Vaughan in its consideration of development applications within the Vellore Village District Centre, in keeping with the policies of the Official Plan, as amended. More specifically, this Secondary Plan is intended to provide additional policy direction to address the District Centre planning objectives identified in OPA 600, Section 4.2.1.5 viii), including:

- to assist in defining a vision for the District Centre;
- to provide Council and the public with a fuller understanding of the nature of the proposed development;
- to provide a basis for the preparation of implementing draft plans of subdivision, zoning by-laws and site plan agreements;
- to provide for a variety of housing opportunities;
- to encourage a mixing of uses while ensuring that land uses and development forms within the District Centre are compatible;
- to ensure that compatibility is maintained between the District Centre development and uses in adjacent designations;
- to create a functional, pedestrian friendly District Centre;
- to ensure that opportunities for future intensification or redevelopment are not compromised; and,
- to create an attractive focus for the Urban Village.

2.0 BACKGROUND

2.1 POLICY CONTEXT

The Vellore Village District Centre has an important function in the urban structure established by the City's Official Plan. OPA 600, Section 4.2.1.5 i) states:

"District Centres are intended to provide the community focus for Vellore - Urban Village 1 and Carrville - Urban Village 2. These areas will provide opportunities for community scale retail and commercial facilities and supportive medium and higher density residential forms of development. Given the function of the District Centres, high quality urban design is a prerequisite."

Section 5.3. of the Regional Official Plan in particular provides policy direction to create a well-designed system of Regional and urban centres to focus residential, institutional and commercial development and associated activity, and to support and encourage establishment and cost-effective operation of public transit systems. These Regional and City policies were developed with regard to policies in Section III of the Provincial Policy Statement for "Developing Strong Communities" through "Efficient, Cost-Effective Development and Land Use Patterns."

The City's current planning policies create a framework intended to encourage the creation of two mixed-use residential/commercial District Centres in Vellore and Carrville, each of which will become a major focal point of human activity within its respective community, and a source of community pride and identity. Each District Centre is to be based on planning and design principles that support transit use, compact urban form and an integration of land uses. These principles are expected to create an attractive live/work community with a strong and clearly identifiable public realm and pedestrian friendly streets. To achieve these principles, OPA 600 also provides specific direction regarding permitted residential and commercial land uses and densities.

OPA 600 requires that, prior to the development of a District Centre or any portion thereof, a tertiary plan in the form of an Official Plan Amendment shall have been adopted by Council and approved. OPA 600 also identifies the objectives of the tertiary plan, what it is specifically to address, and outlines a wide range of urban design elements that are expected to provide the basis for the tertiary plan.

A tertiary plan is also at this time being prepared for the Carrville District Centre located at the intersection of Dufferin St. and Rutherford Rd. This Vellore Village District Centre secondary plan is the tertiary plan required by OPA 600.

The only notable change to the original vision for the District Centres in OPA 600 was a Vaughan Council adopted reduction of the maximum permitted residential density within the Vellore Village District Centre from high density to medium density. In its approval of OPA 600, the Region of York deferred this policy change pending examination of this issue during the course of the Vellore Village District Centre Study. In the course of the extensive consultation held during the District Centre Study there were conflicting perspectives on the appropriate height of buildings to be permitted in the Village Core Area. This plan addresses the height issue by providing for a transition of heights and densities from the Village Core to the residential neighbourhoods outside the Village Centre. The low and medium density residential areas surrounding the Village Centre are protected as stable residential neighbourhoods through the approved policies of OPA 600. Adjacent to these lands, and within the Village Centre, the lands on the outside edge of the Village Centre are designated for low-rise 2 ½ storey residential development. Then, on the inside of the 'ring road' within the Village Core, a mix of higher 3 ½ storey mixed-use residential and commercial uses is permitted as-of-right. In addition, applications for heights above 3 ½ stories and densities greater than 75 units per hectare will be evaluated against a set of criteria in conformity with the principles and policies of this plan and OPA 600. Applications for greater heights and densities will be required to go through a public process that includes a concurrent site plan application and may be permitted in exchange for public benefits such as underground parking and

increased landscaped open space. The applications will also be assessed against a list of urban design criteria and potentially permit up to the 6 stories provided in OPA 600 and 100 units per hectare.

2.2 EXISTING LAND USES

The existing land uses within the Vellore Village District Centre are predominantly agricultural. The main existing non-agricultural use in the District Centre is in the southwest quadrant of the Vellore Village Centre where the Ministry of Transportation operates the "Maple Patrol Yard". The yard is a base for Highway 400 road salting and maintenance operations and contains outside storage of vehicles and equipment, road salt storage, and a telecommunications tower. The property is also being used as a turnaround for the TTC's Weston Road bus service. The City will need to work with the Ontario Realty Corporation to balance the long-term compatibility of the Patrol Yard with the planned uses in OPA 650, and with the need to maintain high maintenance standards for Highway 400. The ultimate and timely relocation of the Patrol Yard is key element in the creation of the Village Core

In the lands adjacent to the District Centre, the agricultural context is rapidly changing, as construction of the surrounding residential community of Vellore proceeds. Low and medium density residential subdivisions are now being built to the south of the District Centre. On the south side of Major Mackenzie Drive to the immediate east of the Village Centre applications for various commercial uses are proceeding through the approval process, and further east the City has built a new Fire Hall. Within the District Centre, at its southwest edge, single detached houses are under also built and have set the street pattern for the District Centre in that quadrant.

3.0 THE PLANNING PROCESS - AN INTEGRATED AND INTERACTIVE PROCESS

This Secondary Plan has been developed based on an integrated and interactive approach combining land use planning, transportation and infrastructure planning, urban design, and development economics. An important aspect of this process was the coordination between the current development proposals within the District Centre, within the community surrounding it (ie block plans), the City's longer-term planning objectives for the Vellore Village District Centre, and the over-all planning of the Vellore-Urban Village 1 community .

The planning process has involved landowners, agencies, City staff and members of the public. A workshop was held on November 29, 2001, to inform the public and receive their input on the general principles guiding the planning of the District Centre. These principles were initially articulated in the City's Official Plan Amendment 400, and were reconfirmed by the Official Plan Review that resulted in Official Plan Amendment 600. These principles also provided the basis for defining a set of criteria to assist in the assessment of a range of alternative development scenarios for the District Centre. The workshop was intended to assist in refining and clarifying the approach to planning the Vellore Village District Centre. Approximately 100 persons, including residents, ratepayers, landowners and their representatives, attended the workshop.

During the Fall, 2001, Council established a Task Force to examine the feasibility of locating a new city hall in the vicinity of Major Mackenzie Drive and Weston Road, in conjunction with the ongoing Vellore Village District Centre Study. Five Task Force meetings were held to monitor the work in progress. These meetings were open to the public, and were held from October 2001 through to January 2002.

On April 17, 2002, an open house was held with the public to discuss the evaluation of land use alternatives, and the recommended plan for the District Centre. Approximately eighty people attended the meeting. Public response to the recommended plan was negative, particularly to the proposed scale and height of development, and the traffic problems that were perceived to result. Other associated concerns included possible traffic infiltration into surrounding neighbourhoods, and the amount of retail space being provided. In

response to these concerns Council authorized a series of four meetings with a Stakeholder Consultation Group (SCG), including representatives of ratepayer associations and landowners. A summary of issues that were raised at the SCG meetings and the key recommendations, were subsequently presented to a City of Vaughan Committee of the Whole Working Session on November 12th, 2002. This meeting was followed by a public open house at Vellore Hall on December 12th, 2002 attended by about 40 people. The recommendations at the open house were generally well received by the landowners and the public, and formed the basis for the consulting report "Vellore Village Centre Planning and Urban Design Study" dated January 2003, and for this Official Plan Amendment. Prior to the statutory public hearing an additional final meeting was held with members of the SCG to present the final draft of this Official Plan Amendment.

4.0 THE STRUCTURAL FRAMEWORK OF THE SECONDARY PLAN

The Vellore Village District Centre, because of its central location in the Vellore community, and the excellent accessibility and visibility afforded by its existing and planned transportation infrastructure, is to fulfill the role of a key urban centre in the City of Vaughan. The Vellore Village District Centre is intended to be developed over time as a focus for community scale facilities to serve the entire Vellore Community including a retail and service commercial uses, higher intensity residential uses, offices, parks, and institutional and cultural uses. The commercial uses provided by this District Centre Plan were developed as one component of a City-wide hierarchy of commercial uses, which are provided through a full range of commercial designations that includes Vaughan Corporate Centre, Vaughan Centre, Neighbourhood Commercial Centres, Local Convenience Centres, General Commercial, and Service Stations and Gas Bars. The envisioned development in the District Centre reflects a comprehensively planned and integrated land use pattern in a compact pedestrian-friendly and transit-supportive form, with considerable attention to urban design to ensure the creation of a high quality urban place and focal point for the Vellore community. The Secondary Plan policies will enable the City to review development applications in the context of a comprehensive plan.

This Plan creates a structural framework within which development can proceed in a logical manner. This structural framework includes the following 5 main elements:

4.1. Defines the boundaries of the Vellore Village District Centre.

The Vellore Village District Centre will be a product of the centralization of residential, commercial, and cultural functions. One of the key attributes of a successful urban centre is a significant cluster of buildings and variety of functions that identify the area as an urban centre. The massing of built form will attain its highest level on the blocks located around the intersection of Weston Road and Major Mackenzie Drive. This concentration of development is critical to establishing a physical presence at this central location within the District Centre that is pedestrian friendly and transit supportive. It is the location of all of these uses in one small area that creates a critical mass and that will establish a physical and recognizable identity for the District Centre.

The District Centre boundaries will:

- provide a central focus to land use activity in the community of Vellore - Urban Village 1;
- define the limits within which a range of commercial, residential, parks and institutional uses will be contained;
- be of a size suitable to create a visually significant mass of buildings and functions; and,
- achieve a desirable urban form.

4.2. Establishes the grid of roads and the general block pattern.

The grid of arterial, primary and local roads will create the basic form of the Vellore Village District Centre. It will define the pattern of development and the distribution of development blocks. The layout of the roads will influence pedestrian and vehicular movement and will provide an identifiable and supportable structure to the Vellore Village District Centre.

It is an objective of this Secondary Plan to establish the grid of roads as early in the development process as possible in order to provide maximum long-term flexibility to the municipality. As such, development approvals will require that all identified road rights-of-way are dedicated to the City. Key amongst these is the ring road which surrounds three quadrants of the Village Core.

Within the Vellore Village District Centre, local, primary and arterial roads will adhere to the layout identified in this Secondary Plan.

The local road network within the Vellore Village District Centre will:

- enhance the primary road grid network and provide appropriate connections to the primary and arterial network serving the Vellore Community;
- minimize traffic infiltration into surrounding residential neighbourhoods;
- take pressure off of the Weston Road/ Major Mackenzie Drive intersection;
- conform to the policies of this Secondary Plan.

4.3. Promotes a main street urban form and streetscape that creates a pedestrian friendly mainstreet environment.

The urban form promoted by this Secondary Plan is based on establishing a pedestrian friendly environment. Generally, and throughout the Secondary Plan Area, this Plan promotes the development of:

- a variety of urban squares and parks for passive and/or low intensity recreation;
- a compact form; and,
- streetscapes at a human scale.

The long-term development of the Vellore Village District Centre will be based on the main street model rather than shopping centre model of an urban centre. The main street model typically has a finely textured mix of uses that allows for continual change and intensification along the central streets and intersections. Mixed use building forms combining residential and retail or office uses are encouraged, particularly on the blocks at the Major Mackenzie/Weston intersection and along the frontages of these arterials. Weston Road in particular is expected to evolve into the 'main street' of the community, with a pedestrian-friendly shopping promenade. In the short-term, single use commercial development may be permitted provided that it is not prejudicial to achieving the District Centre vision and objectives.

A successful main street centre, as envisioned for the Vellore Village District Centre, typically has:

- a network of streets that encourage pedestrian use, and at the same time supports high-traffic commercial uses;

- a concentration of commercial and retail uses at major intersections, linked to transit stops or along major roads in the centre;
- a well developed system of pedestrian and vehicular circulation linkages between the main street and the adjacent residential areas;
- a usable and clearly identifiable network of public parks and open space linking the major community spaces;
- buildings that meet the street in a manner which provides physical human comfort and appropriate scale;
- a transition of density and land use from the Village Core to surrounding low density residential neighborhoods; and,
- a mix of land uses and building types, including a variety of housing types and tenure.

4.4. Provides support for transit

A crucial element in the establishment of the Vellore Village District Centre and its long-term success, will be its establishment as a hub for local transit facilities serving the Vellore community, and linked to inter-regional and regional transit services. It is the intent of this Secondary Plan to promote a development pattern that makes transit more efficient, more convenient and more attractive to the potential transit user thereby encouraging an increasing level of transit ridership in the future. Some of the major principles of transit oriented urban design include:

- a grid network of streets;
- pedestrian oriented land uses adjacent to transit routes;
- a mix of higher order residential and commercial forms of development.

In order for the Vellore Village District Centre to develop as a hub for transit services, a transit supportive development pattern and a concentration of development density is essential. In addition, the key elements of the transit system, including transit routes and supporting transit infrastructure need to be planned and established at an early stage of development to ensure that the transit system can be efficiently and cost-effectively implemented in the future.

4.5. Encourages a mix of land uses that can evolve over time as the market dictates, while establishing the urban design elements at the outset.

No planning document can make development happen. Municipal planning policies are defined by the legislation, and contingent on the nature of the land development industry and the marketplace. Without market demand, nothing will happen.

At the same time, the City of Vaughan policies envision a new centre of activity. The Vellore Village District Centre is in a highly desirable location, at the centre of a community of more than 50,000 residents (at full development), and accessible by regional arterial roads and a major Provincial highway. In order to achieve the Region's and the City's objectives for the Vellore Village District Centre, and given these characteristics, this Secondary Plan has taken a policy approach that:

- encourages development by allowing a wide variety of uses;
- provides flexibility to achieve the desired form, scale and intensity of development over time, in keeping with the needs of the market and the residents of the Vellore community;
- secures at the initial stage of development, the required road rights-of-way and parkland needed to accommodate the future needs of the District Centre as envisioned in this Plan;
- allows for phased development that fully achieves the desired urban character of the District Centre; and,
- establishes elements of the urban design character at the initial stages of the Plan by providing street-related uses.

Part B – The Official Plan

1.0 THE AMENDMENT

The Official Plan of the City of Vaughan Planning Area is hereby amended by:

- a) Adopting the Vellore Village District Centre Plan.
- b) Amending OPA 600 by:
 - i. Insert in OPA 600 4.2.1.5.i. at the end of this section: "In the case of the Vellore – Urban Village 1, the policies of this plan have been further refined through OPA 650 – the Vellore Village District Centre Plan."
 - ii. deleting Section 4.2.1.5.iii. third paragraph in its entirety and replacing with "Notwithstanding the above, the specific treatment of residential densities for the Vellore Village Centre are provided through the policies in the Vellore Village Centre Plan - OPA 650."
 - iii. Delete in 4.2.1.5.vi. the sentence "However, townhouse units shall not constitute more than 20% of the total number of residential units developed in each of the District Centres."
 - iv. Inserting at the end of Section 4.2.2.3.2.i. "In the case of the Vellore Village Centre Plan-OPA 650, the area for the District Centre accommodates a transition to the surrounding land uses and supporting road network, resulting in the commercial component of the Centre occupying approximately 30% of the area of the entire District Centre Plan."

1.1 GENERAL INTENT

The lands within the Vellore Village District Centre Secondary Plan shall become the focus for higher order land uses within the community of Vellore-Urban Village 1. The District 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 District 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 District Centre and surrounding community have opportunities to work and shop within the District Centre, rather than commuting to jobs or services elsewhere.

The lands within the Vellore Village District Centre encompass approximately 58 hectares. The Centre has been planned at the intersection of two Regional arterial roads, Weston Road and Major Mackenzie Drive. 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 District 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 recognizes that the District Centre will have some initial phases of development that will begin to capture the ultimate vision for the District Centre in terms of scale and mix of uses. All development should support the long-term goals and built-form objectives envisioned by this Plan; and, it is critical that a pedestrian oriented main street be developed at the outset and through incorporation into the initial stages of construction.

To maintain long-term flexibility and ensure that this Secondary Plan can be implemented as envisioned, establishment of the road and block pattern of this Secondary Plan is important. Appropriate provision for the planned road network shall be a requirement of any approved development. As such, Schedule A identifies

the comprehensive street pattern, including local streets, and, consequently, the pattern of development blocks. Within the Village Core Area, the City's objective is to establish a development block pattern based on a grid of local streets with blocks generally 100 metres by 100 metres, not including the road allowance. Outside of the Village Core Area in the Low-rise residential area, a finer grid pattern of roads is to be developed. The City may consider variations of this pattern subject to any specific development proposal's ability to satisfy the design objectives and policies of this Secondary Plan.

Development throughout the Vellore Village District Centre will be characterized by high quality urban design. The visual attractiveness and image of the District Centre areas is of prime importance. This Secondary Plan is based on an Urban Design Plan 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 Secondary Plan, the zoning by-law and through site plan control. Development related and scaled to the pedestrian is required on all lands within the District Centre.

1.2 COMMUNITY STRUCTURE AND URBAN FORM

The Vellore Village District Centre is intended to be the focus of the highest intensity land use within the Vellore community. Pursuant to the provisions of OPA 600, Section 4.1.2.1, Vellore Village District Centre is centrally located at the intersection of Major Mackenzie Drive and Weston Road, in order to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Vellore community. To encourage the District Centre's development as the main focus of Vellore's shopping and commercial activity, and as a public transit hub, preferably at an early stage, a concentration of residents and workers to support and encourage these functions is essential.

1.3 POPULATION AND EMPLOYMENT

The District Centre is planned and shall be developed based on proposed development of approximately 1600 residential units, in anticipation of a future population of 3,500 residents. Approximately 600 – 1,800 persons are anticipated to be employed in the District Centre when it is fully developed. See Appendix A for a more detailed breakdown of the employment and population estimates.

2.0 DEVELOPMENT PRINCIPLES AND OBJECTIVES

The Vellore Village District Centre Secondary Plan is based on the policy framework that originated in OPA 400, as amended by OPA 600. Development of the Vellore Village District Centre will implement the City's planned urban structure by establishing the District Centre as the focal point of residential, commercial and business activity within the Vellore community, and by integrating the District Centre with the surrounding Vellore community, contributing to its health and vitality.

The following principles express the fundamental premises for development within the Vellore Village District Centre Secondary Plan area.

2.1. Compact Urban Form: Development shall reflect a compact urban form, with a mix of residential, commercial, institutional, parks and open space, and employment uses, concentrated and arranged in a manner which encourages travel on foot and by other mode alternatives to the car, and which fosters and facilitates public transit ridership.

The objectives associated with this principle are:

- a) To establish mixed-use residential/commercial development on the blocks close to the Weston Road and Major Mackenzie Drive intersection, and with a particular focus along the Weston Road frontage

in a form which is concentrated and massed to create a physical presence and focus for the community.

- b) To establish a concentration of residential development close to the mixed-use area and along Major Mackenzie Drive, and the Weston Road 'main street' in particular, to support development of a vibrant commercial area and foster increased public transit ridership.
- c) To establish urban parks within 400 metres of all parts of the District Centre.
- d) To ensure that all residential units are located within 400 metres of a potential public transit stop.
- e) To promote and encourage convenient pedestrian accessibility throughout the District Centre, and to parks and public facilities in particular.
- f) To develop a pedestrian and bicycle network through the District Centre, connecting parks, public buildings, stormwater management areas, utility and storm sewer easements and, where appropriate, local streets, within and adjacent to the District Centre.
- g) To provide opportunities for multi-use institutional and community facilities.

2.2. An Urban Design Plan: The District 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 complement and support the achievement of compact urban form, consistent with the land use planning and development objectives of this Plan.
- b) 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.
- c) To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes.
- d) To provide a sensitive transition between the concentration, mix and massing of uses and buildings at the Weston Road/Major Mackenzie Drive intersection, the low-rise residential buildings surrounding it, and the low density community outside the District Centre.
- e) To ensure that neighbouring developments within the District Centre and adjoining it are physically compatible and complementary.
- f) To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances.
- g) To ensure that at least half of all commercial development is planned to support a street-related, pedestrian-friendly environment.

- h) 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.
- i) To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings, streetscapes and other public areas, based on application of the following principles:
 - i. Encourage pedestrian travel throughout the community through establishment of a grid network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and the commercial area.
 - ii. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities.
 - iii. Ensure that all public and private areas are designed in a manner which is safe, secure, and subject to informal surveillance, including walkways, building entrances, parking areas.
 - iv. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking.
 - v. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm.

2.3. Ecosystem based: Development shall occur in a manner consistent with the City's philosophy of ecosystem planning, which provides for the protection and conservation of the quality of environmental resources.

The objectives associated with this principle are:

- a) To provide for a system of storm water management of both water quality and quantity, through the application of state-of-the-art Storm Water Management Practices, designed to protect lands and receiving waters within and outside the Secondary Plan from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff.
- b) To ensure that environmental impacts, as identified in Master Environmental/Service Plans for the Blocks within which it is located, are addressed in an ecologically responsible manner, consistent with the City's environmental policies.
- c) To encourage environmental remediation measures within new developments, where appropriate.
- d) To encourage the use of passive and active renewable energy sources.
- e) To encourage the use of "green" technologies in the design of new buildings and infrastructure.
- f) To reduce vehicular dependency by encouraging residents to both live and work in the vicinity, and by providing easy access to public transit.

2.4. Range of Housing Types: Development of a broad range of housing forms and types will be provided for, in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities.

The objectives associated with this principle are:

- a) To create an adequate supply of housing, including a variety of low-rise, mid-rise and mixed use housing options, unit types and sizes.
- b) To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services.
- c) To encourage opportunities for residents to live and work in the Vellore community, through encouragement of appropriate commercial development within the District Centre, and enabling home-based employment.
- d) To encourage establishment of social services, parks, public facilities and public transit services in locations which are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children, and the physically challenged.

2.5. Range of Commercial Uses: Development of a broad range of retail and office commercial uses will be encouraged in keeping with the District Centre's function in the City's hierarchy of retail 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 District Centre residents and the surrounding Vellore community.

The objectives associated with this principle are:

- a) To promote the development of a mixed use residential and commercial shopping district focused at the intersection of Major Mackenzie Drive and Weston Road, and spatially distributed to 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 provide commercial development opportunities sufficient to accommodate the community's forecast long term needs, while avoiding creation of a centre serving broader City wide or Region wide needs.
- d) To direct auto-oriented retail uses, such as service stations and gas bars, to locations off of the Weston Road 'main street', or preferably outside the District Centre.
- e) To discourage large, auto-oriented retail uses from locating within the District Centre, and in particular along Weston Road.
- f) To ensure that the District Centre develops in a manner consistent with its 'planned function' in the City's hierarchy of retail commercial centres.

2.6. District Centre Parks: Parks 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 greater and lesser scale and mass, and to connect to the park 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 Vellore Village District Centre,
- b) To create a continuous pedestrian and bicycle network within the Vellore Village District Centre, connecting its parks and linking it to the surrounding community.
- c) To provide parks designed to address the recreational needs of resident individuals and households of various ages, family composition and lifestyles.
- d) To recognize the personal, social, economic and environmental benefits of recreation, parks and open spaces.

2.7. Institutional Opportunities: The opportunity for a range of institutional services and facilities will be provided within Vellore Village District Centre to address the needs of its residents and the surrounding Vellore 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, education, 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.

2.8. Efficient Transportation: An efficient transportation network will be developed to serve the Vellore Village District Centre and the surrounding Vellore community, which permits efficient vehicular movement while avoiding traffic infiltration and encouraging travel by non-auto modes, including pedestrians, bicycles 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 short development blocks, complemented by a public transit network, facilitating efficient movement by all modes.
- b) To develop a walkable, pedestrian-friendly environment, with neighbourhoods which are well connected to public facilities, parks and commercial areas. To encourage walking through a contiguous, street-oriented central area which 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 Vellore Village District Centre evolves over time.
- e) To provide on street parking on primary and local roads in the Village Core and lay-by parking on the arterial roads, in particular on Weston Road, to support street-related 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 and connecting to parks, public facilities and the commercial area. To employ traffic calming measures as appropriate to reduce traffic speeds and enhance public safety.
- g) To provide primary roads around the entire District Centre to support car and bus movements.
- h) To establish a modified internal 'ring road' that will help minimize traffic infiltration into adjacent residential areas and help separate varying levels of residential and commercial activity.
- i) To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home.
- j) To acquire and protect road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads.

2.9. Anticipate the growth: Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population, based on the Plan's proposed development of approximately 1600 housing units.

The objectives associated with this principle are:

- a) To require preparation of development phasing plans that provide for the logical progression of development from its initial phase to a mature phase reflecting the urban form envisioned by the Plan.
- 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 ensure that the forecast population and employment growth resulting from this Plan can be accommodated.
- c) To ensure early development of the key public sector elements needed to achieve the vision for the Vellore Village District Centre Secondary Plan Area, including the establishment of:
 - i. public transit services, and associated infrastructure and facilities;
 - ii. a grid network of public road rights-of-way;
 - iii. a modified ring road between the Village Core and the Low-rise residential area;
 - iv. lay-by parking;
 - v. a pedestrian promenade with a high-quality streetscape on the east side of Weston; and,
 - vi. a system of enhanced urban squares and village parks 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 Vellore Village District Centre, in concert with market demand.
- e) To provide high quality development within the District Centre by:
 - i. encouraging and attracting a wide range of private investment within the Vellore Village District Centre.
 - ii. adding value to private lands served by the public realm.
 - iii. encouraging a range of mixed residential/employment uses.
 - iv. establishing simple development "rules" in order to encourage, rather than discourage, development that meets the objectives of this Plan.
- f) To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.

3.0 LAND USE DESIGNATIONS

3.1 GENERAL

- a) The land use designations which apply within the Vellore Village District Centre Secondary Plan Area include:
 - i. Village Core;
 - ii. Low-rise Residential; and,
 - iii. Park.
- b) The location of these designations is shown on and established by Schedule A. Schedule A also illustrates the precise physical boundaries of the Vellore Village District Centre Secondary Plan.

3.2. PERMITTED USES AND POLICIES

3.2.1 Village Core

- a) Within the Village Core designation, development is planned to be mixed-use with commercial and residential uses in the same building, and with retail uses located at grade. The following uses shall be permitted:
 - i. Office Buildings;
 - ii. Multi-unit residential dwellings excluding townhouses;
 - iii. Mixed-use residential/commercial development, combined in the same building;
 - iv. Commercial uses in mixed-use residential/commercial buildings may include:
 - Personal and business services;
 - Business and professional offices;
 - Retail uses, including a department store, food stores, drug stores, and retail stores, but excluding retail uses with Gross Floor Area exceeding 5,750 square metres in a single unit or building, except as permitted

- under Section 3.2.2.s. and in conformity with the urban design policies in Section 4.0;
 - Restaurants, excluding drive-through restaurants;
 - Places of entertainment.
 - v. Institutional, civic and community uses, including libraries, theatres, arts & cultural centres, day care centres and government services;
 - vi. Places of worship.
- b) Single use commercial uses may be permitted as part of a Development Concept Report and Phasing Plan submitted in accordance with the policies of this plan.

3.2.2. Village Core Policies

- a) The Village Core Area is the location of the most intense residential and commercial development in the District Centre. The Village Core Area is intended to be primarily an area of mixed-use development, combining a high order of retail uses at grade, with residential uses or offices above. The desired high level of human activity is supportive of retail facilities and transit services.
- b) Commercial and mixed-use development within the Village Core shall be undertaken on a comprehensive basis, and shall provide an over-all design to achieve proper access, internal traffic circulation, adequate parking, substantial landscaped area, and the desired urban design characteristics of the built form. In areas of fragmented land ownership, comprehensive development in accordance with the Development Concept Report required in Section 8.2. will be required.
- c) The Vellore Village District Centre shall be the most significant commercial centre within Vellore-Urban Village 1. It is intended that the District Centre permit a broad range of retail functions and uses catering primarily to the needs of Vellore residents.
- d) The lands within the Vellore Village District Centre shall accommodate commercial development up to a maximum of 46,000 square metres Gross Floor Area (GFA). This amount of development provides for the achievement of a substantial commercial centre in the Vellore Village District Centre, with market synergies existing among the various uses.
- e) Within the Vellore Village District Centre, retail commercial development shall be equitably allocated among the four quadrants defined by the intersection of Weston Road and Major Mackenzie Drive, based on a maximum of 11,500 square metres Gross Floor Area (GFA) per quadrant.
- f) Of the 11,500 square metres GFA, a minimum 5,750 square metres shall be built along Weston Road at the 'build to line' as described out in Section 4.2.1 (c).
- g) Along Weston Road, within 50 metres of the 'build to line' set out in Section 4.2.1 (c), the maximum individual store size shall be 2,500 square metres.
- h) Within the Village Core designation, the minimum residential density on any site shall be 50 units per hectare, and the maximum residential density on any site shall not exceed 75 units per residential hectare.
- i) Throughout the Village Core, the zoning by-law shall permit building heights of up to three and one half (3 ½) storeys. The top storey may be incorporated within a setback.

- j) In specific situations, development may be permitted up to a maximum of 100 units per hectare and 6 stories in exchange for public benefits such as but not limited to:
- i. underground parking;
 - ii. increased on-site open space;
 - iii. greater parkland dedication and/or facilities within the Village Core;
 - iv. community and cultural facilities including community meeting rooms and halls, library space, theatres or similar facilities; and,
 - v. public transit facilities.
- k) Applications for densities and heights greater than permitted respectively in Sections 3.2.2 (h) and (i) to a maximum density of 100 units per hectare and height of 6 stories may be considered if they can demonstrate conformity with the following criteria:
- i. separation from Low-rise residential areas;
 - ii. stepping down in height and density to adjacent residential and mixed-use areas;
 - iii. massing complementary to 3 ½ storey buildings;
 - iv. located on sites readily accessible and oriented to the Highway 400 corridor;
 - v. substantial high quality landscaped open space;
 - vi. compatibility with the village scale and appearance of development;
 - vii. appropriate relationship to the street and the pedestrian realm;
 - viii. extent of public benefits required as set out in (j) above;
 - ix. conformity with OPA 600 policies;
 - x. demonstration through a traffic impact study that transportation capacity needs can be met;
 - xi. a shadow study to illustrate the potential impact on adjacent public or private realms;
 - xii. concurrent submission and review of a site plan application.
- l) Development that requires the accommodation of smaller units sizes, for example in proposals for seniors' retirement, nursing homes, or long term care facilities, may be permitted to exceed the density provided for in Section j) up to a maximum floor space index of 2.0, subject to the criteria in Section 3.22 j) and k).
- m) The area included in the calculation of residential density shall include the land occupied by the buildings, driveways, parking, local roads, landscaping and amenity areas related to the specific development, but shall exclude all other uses.
- n) Buildings shall be sited close to the street right-of-way and create an attractive and interesting public realm.
- o) At least half of all commercial uses are to be located within a build-to-line of Weston Road and Major Mackenzie Drive and shall front directly onto the public sidewalk, with parking located in the street right-of-way, underground, in structures, or in landscaped areas to the rear or side yards.
- p) To create the desired retail shopping environment in the Village Core Area, buildings and their main public pedestrian entrances shall present a front facade onto the public road allowance
- q) All buildings in the Village Core shall comply with the build-to lines as defined in the Urban Design policies of this Plan which defines the proportion of the frontage on each block face that shall be occupied by structures containing retail, commercial, office and/or service uses.

- r) Smaller unit stores and buildings with closely spaced front pedestrian entrances are to be provided along the build-to lines of Weston Road and Major Mackenzie Drive in keeping with the Urban Design policies of this plan. Stores and buildings larger than 2,500 square metres gross floor area should not be permitted to locate on the build-to lines of Weston Road and Major Mackenzie Drive.
- s) Within the Village Core designation facing onto Weston Road or Major Mackenzie Drive, residential uses shall not be permitted on the ground floor except for building amenities that animate the public realm such as entrance lobbies and meeting and activity rooms.
- t) In reviewing any Official Plan Amendment application proposing commercial development that could result in more than 5,750 square metres GFA being established in a single unit or building or more than 11,500 square metres GFA in any one quadrant of 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 and the applicant shall be responsible for the costs of a peer review conducted on behalf of the City. The City shall require that such a market study:
 - i. provide a definition of the trade area indicating where the consumer support would originate and where any market impact would be expected;
 - ii. identify the current and future market support in terms of consumer expenditures, recognizing the anticipated store types;
 - iii. identify and measure the phases of commercial development as proposed and as built for the Village Core;
 - iv. identify and measure the existing and planned competition within the trade area and vicinity which will compete with the proposed development for a share of market potential; and,
 - v. determine whether the planned function of the District Centre in Vellore - Urban Village 1 in the context of the public interest defined in this Plan will be significantly impaired, or whether the potential of any other quadrant to achieve its planned potential will be impaired.
- u) In considering the approval of a proposed commercial development, Council shall have regard for the market study or analysis required in subsection q) above.
- v) Auto-oriented commercial uses i.e. service stations and gas bars, may only be permitted on properties located at the intersections of Major Mackenzie Drive with the primary roads at the outside edges of the Village Core. i.e. at the intersections of the ring road and Major Mackenzie Drive, and Starling Boulevard and Major Mackenzie Drive. Other Drive-through establishments of all types and uses are not permitted in the District Centre or Village Core area.

3.2.3. Low-Rise Residential

- a) Within the Low-Rise residential designation, the following uses shall be permitted:
 - i. Single-detached, Semi-detached, Row/Street Townhouses and compatible institutional uses; and,
 - ii. Block townhouses and other ground-related multiple housing forms shall be permitted within the four blocks fronting onto Major Mackenzie Drive west of the Village Core and within the six blocks facing onto Weston Road north of the Village Core.

3.2.4. Low-Rise Residential Policies

- a) Within the Low-Rise Residential area, the minimum residential density on any site shall be 17 units per hectare, and the maximum residential density on any site shall not exceed 40 units per residential hectare. Within each quadrant, the average density calculated across the Low-rise Residential designation shall not be less than 25 units per hectare.
- b) The area included in the calculation of residential density shall include local and primary roads and the land for the residential units, but shall exclude all other lands.
- c) The maximum building height shall be two and one-half (2 ½) storeys.
- d) Within the ground-related multiple housing forms permitted in 3.2.3a) ii, the ground floor of units facing onto Weston Road or Major Mackenzie Drive may be used for business and professional office uses.
- e) Applications for seniors residential uses to a maximum height of 3 storeys be considered if they can demonstrate conformity with the following criteria:
 - i. compatibility with Low-Rise Residential areas;
 - ii. massing complementary to 2 ½ storey buildings;
 - iii. substantial landscaped open space;
 - iv. compatibility with the village scale and appearance of development;
 - v. appropriate relationship to the street and the pedestrian realm;
 - vi. conformity with OPA 600 policies;
 - vii. demonstrated through a traffic impact study that transportation capacity needs can be met;
 - viii. a shadow study to illustrate the potential impacts on adjacent public or private realms;
 - ix. a maximum height of 4 storeys may be considered on the condition that the roof line is inclusive of the 4 storeys;
 - x. concurrent submission and review of a site plan application.
- f) In accordance with the policies in Section 4.2.2.5. of OPA 600, 'Local Convenience Commercial' uses may also be permitted in the Low-Rise Residential area subject to meeting the following additional criteria:
 - i. the uses are permitted only on the corner of intersections of primary roads with Weston Road;
 - ii. 100% of the gross floor area should be built along Weston Road at the 'build-to' line; and,
 - iii. the urban design policies in Section 4.0 are met, in particular 4.2 Built Form, 4.3 Pedestrian Realm, and 4.4 Road Allowances and Streetscaping.

3.2.5. Parks

- a) Within the Park designations, Village Squares as described below shall be permitted.
- b) Village Squares are to be provided in the District Centre to provide central common green spaces and key social gathering spaces for citizens.
- c) A comprehensive system of parks as identified on Schedule A shall be established in the Vellore Village District Centre and integrated into the surrounding Vellore community's open space system.

- d) Suitably sized and located park sites, as identified on Schedule A, shall be conveyed to the municipality as a condition of approval of draft plans of subdivision, to ensure that the long term passive and active recreational needs of District Centre residents are accommodated.
- e) Village Squares should include the following design guidelines:
- Village Squares should be planned as focal points for the Village Core;
 - Streetscapes along Village Squares should be designed as primary streets within the District Centre;
 - Streetscapes along the street right-of-way that abut a Village Square should be designed to reinforce a high quality formalized relationship between the open space and its adjacent land use;
 - Buildings should front onto the Village Square to create built form edges to the public space;
 - The landscape along the street frontage, including high canopy street trees, should be complimentary on both sides of the street;
 - Entry/Access points should be located conveniently and incorporate civic design themes;
 - Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas;
 - Village Squares should be designed with a minimum of three (3) street frontages; and
 - Village Squares should be ideally 0.4 hectares to 0.8 hectares in size.
- f) The parks designated by this Secondary Plan shall be shown on draft plans of subdivision, and shall be conveyed to the City at the time of plan registration.
- g) Parkland shall be dedicated on the basis of a ratio of 5% of the gross land area for residential areas and 2% for the commercial areas, or 1.0 hectare for each 300 dwelling units, or a combination of 5%, 2% and 1 hectare per 300 units, whichever yields the greater, as provided in Section 42 or Section 51 of the Planning Act. Parkland dedication may also be provided via payment of cash-in-lieu at the discretion of Council.
- h) Local and primary roads secured as part of commercial or mixed-use development applications in the Village Core shall not be subject to parkland dedication.
- i) Lands utilized for stormwater management facilities shall generally not be considered as any part of the parkland dedication requirement provided via the Planning Act.
- j) The park designations in this Secondary Plan shall provide sufficient park space in the preferred locations to accommodate the anticipated development of the District Centre, and meet the needs of its future resident and worker population. The City shall generally give preference to the provision of park via land dedication, rather than payment of cash-in-lieu.

3.2.6. Greenway

- a) A Greenway is a linear open space corridor and shall be provided in accordance with the policies in OPA 600.
- b) A greenway shall be provided on the entire south side of the far north primary road of the District Centre (identified as Street E in the Block 33West Block Plan).

- c) The Greenway shall connect from the Greenway on the west side of Street A - Vellore Woods Boulevard in Block 33 West to a Greenway to be provided in the Block 40 Block Plan.

3.2.7. Library

- a) The Vellore Village District Centre has been identified as a potential location for a new library.
- b) The library could be of a "Community Library scale" with floor space ranging from 930 to 1,400 square metres.
- c) The selection of the library location should consider the following criteria:
 - i. size and shape of the site;
 - ii. physical site conditions;
 - iii. the potential to establish itself as a focal point for the District Centre;
 - iv. accessible and visible from major pedestrian, transit and traffic routes;
 - v. proximity to residential population;
 - vi. parking;
 - vii. locations within the Village Core and adjacent to the Weston Road Promenade are to be preferred; and,
 - viii. the potential for future expansion.
- d) The library may be a stand-alone building or part of a shared, multi-use facility. Where the library is part of a shared multi-use facility, the following issues in particular are to be considered:
 - i. ready access to the public;
 - ii. self-contained with a separate entrance and services;
 - iii. a clearly visible identity; and,
 - iv. a convenient service access which implements the urban design policies of this Plan.

4.0 URBAN DESIGN POLICIES

In addition to the policies of this plan, Urban Design Guidelines may be prepared by the City to further illustrate and articulate the policies. In addition to these guidelines, phasing plans shall be required for each quadrant of the Village Core as part of development applications to illustrate how the policies of this plan are being addressed and can be addressed in both current plans and future phases of development.

4.1 URBAN DESIGN PLAN

- a) 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 the Secondary Plan to be addressed through comprehensive, integrated planning solutions. 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 plan. To provide flexibility in the design process, other comparable design arrangements, which achieve the principles and objectives of this Plan satisfactory to the City, may be utilized without amendment to this Plan.

4.2 BUILT FORM

- a) The ground floor coverage of buildings within the Village Core should be maximized;
- b) Building height shall create a street space scaled to the pedestrian;
- c) Buildings shall be sited and organized to front all adjacent streets to provide interest and comfort at ground level for pedestrians;
- d) Street related development and continuous building faces shall be provided along all arterial, primary and local roads;
- e) Commercial uses and their main entrances shall be oriented toward the public street to provide convenient access to pedestrians and public transit; buildings shall be located close to the front property line, on-street parking, and public sidewalk;
- f) Development adjacent to the roads within the Village Core shall address the street such that a continuous building façade along the street frontage is created. This Secondary Plan and/or the zoning by-law will establish an appropriate setback, or build-to line, for development on lands adjacent to the roads;
- g) In instances where through lots are provided, buildings shall be designed so that all elevations facing a street present a front elevation through defining areas of service and areas of frontage;
- h) The fronts of all buildings shall be located at a 'build-to line' as defined in Section 4.2.1 (c) of this Plan and as further implemented through the zoning bylaw, with main public pedestrian entrances oriented to the public street;
- i) This plan and/or the zoning bylaw shall establish the minimum proportion of frontage within each block face which shall be occupied by buildings;

- j) Buildings shall be massed at an appropriate scale, and provide setbacks to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces;
- k) Buildings shall be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, and scale;
- l) Buildings should exhibit a 'Village' character with articulated roofs;
- m) Buildings shall be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy. All streets, parks and publicly accessible open spaces are to be overlooked by active building faces;
- n) Buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces;
- o) The public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a continuous building face lining the street;
- p) Buildings should be sited and organized at-grade to enhance the public nature of streets, open spaces and pedestrian routes. Grade related dwellings, retail uses and entrance lobbies in these building faces are to provide "eyes-on-the-street" for safe, animated streets, open spaces and pedestrian connections.

4.2.1 Street Wall: Heights, Setbacks and Build-to Lines, Building Coverage

a) Building Heights

- i. building heights are recommended to place the tallest buildings at the busiest intersections, closest to public transit, and to allow for a stepping down of heights from the corners, back towards interior residential precincts and along major streets.
- ii. in the Low-rise residential areas the range and mix of building types in this area should provide for a varied articulation of building heights within each residential block length.

b) Treatment of Setback Areas

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. The functions of these semi-public areas are to announce entries to buildings. These setbacks may also be provided for through the zoning by-law.

- i. in the case of residential development, the 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 setback - 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. Residential streets in the Low-Rise residential area should have soft landscaped setbacks between the property line and the building face.
- ii. in the case of mixed-use and commercial buildings, the space between buildings and the street acts as a connecting link between the public realm and the private realm

and provides for generous pedestrian amenity space. For this reason the setback area along Weston Road shall be constructed as a wide sidewalk with street trees, pedestrian scale lighting, and street furniture. In the case of the east side of Weston Road, a 6metre setback is required to accommodate the storm sewer easement. This setback provides the opportunity to create an enhanced pedestrian boulevard. This Promenade will feature a wide sidewalk, double row of trees and other landscaping, and high quality pedestrian scale lighting to support outdoor cafés and street furniture.

c) Build-to Lines

In addition to providing a 'connecting link', a consistent building setback is important to provide a sense of definition and containment to the street. A property line or setback line should also be considered as a build-to-line. Build-to-lines are recommended for buildings at all significant intersections and along arterial roads, requiring buildings to locate at the build-to line. Build-to-lines essentially set both a minimum and maximum setback.

- i. buildings on the major arterial streets in the Village Core area should have a build-to-line of 2 metres from the property line. However, on the east side of Weston Road, a build-to-line 6metres from the property line is required to accommodate the storm sewer easement and provide the opportunity for an enhanced Weston Road Promenade. If the 6 metres storm sewer easement is not required north of Major Mackenzie Drive, a 6 metre build-to-line will still be required in order to provide for the Weston Road Promenade.
- ii. to reflect the importance of corner properties and reduce the distance between buildings for pedestrians along Major Mackenzie Drive and Weston Road, the build-to-line to the regional road sight triangle will be 0.6 metres.

d) Minimum Built Frontage

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 a pedestrian oriented main street corridor. A minimum amount of building wall located at the build-to-line shall be required.

- i. along Weston Road, the minimum built frontage shall be 75% of the block face of each block.
- ii. along Major Mackenzie Drive, the minimum built frontage shall be 50% of the block face to accommodate larger buildings and the requirement for larger parking areas between buildings.

e) Building Coverage

- i. in the case of commercial development, a minimum of 15% landscaped open space shall be provided.

4.2.2 Building Massing

a) Space Between Buildings

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

b) Maximum Building Depths

In the Village Core area the depth of new buildings should be limited to 50 metres, in order to encourage street-related development with open courtyards in the center of the block to reinforce proposed pedestrian routes, mews and other forms of public open space, and to provide a fine-grain of development.

c) Corner Buildings

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 Vellore Village District Centre plan, certain corner sites and intersections will play particularly significant roles in defining landmarks and activity nodes. It is therefore important that the treatment of such corner sites be consistent throughout the plan.

- i. Corner designs should articulate intersections of arterial roads and arterial and primary roads by enhancing the presence of each corner building.
- ii. Corner buildings in the Village Core could therefore be ideal locations to meet the height provisions of the plan. These corner locations should not be lower than 2 storeys.
- iii. Buildings should "turn" the corner, i.e. they should have articulated facades towards both streets and should be visually different from adjacent development. Corner buildings at important intersections should have the highest level of architectural detailing and a distinct architectural appearance.

d) Architectural Variation

Architectural variety is crucial in obtaining a visually stimulating urban environment. Streetwalls composed of buildings of similar style and form can succeed through subtle variations in the façade treatment in projecting an image of architectural richness and variety. A significant percentage of built form in Vellore Village District Centre will consist of low to mid-rise buildings lining the periphery of residential blocks.

- i. In order to avoid large areas and continuous streets of monotonous and repetitive façades, a more textured architectural quality can be achieved by introducing variation in certain elements of the façade treatment.
- ii. Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trims and entrances can also be used to create a dynamic façade image.

4.3 PEDESTRIAN REALM

- a) The pedestrian sidewalks shall form a connected system of optional routes within the District Centre, and connect to pedestrian systems in surrounding communities;
- b) 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;
- c) The Weston Road Promenade and other boulevards shall be designed to signal the importance of particular urban corridors and key buildings or facilities;

- d) Parking, servicing, mechanical equipment and automobile drop off 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 to be provided for these functions; and,
- e) To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:
 - i. well-designed, coordinated streetscape improvements to sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways, setbacks adjacent to the public sidewalks, and where appropriate, laneways that promote access, orientation and confidence of personal safety;
 - ii. appropriate landscape treatments including trees and lighting throughout parking lots and along the edges in order to improve the appearance of the lots and along the edges and to contribute to the visual continuity of the street edge and environmental quality, while encouraging the safe use of these spaces;
 - iii. high quality usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - iv. a pedestrian weather protection system including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian streets or edges in particular along Weston Road and Major Mackenzie Drive within the Village Core, and adjacent to the urban squares and at entrances to buildings;
 - v. an east-west greenway connecting from Vellore Woods Boulevard in the Block 33 West Block Plan along the northern edge of the District Centre, intersecting with the Weston Road Promenade, and extending westerly to the first continuous north-south primary road in Block 40;
 - vi. buildings with the primary windows and signage facing onto the street; and,
 - vii. barrier free design of buildings, streets and publicly accessible open spaces.

4.3.1. Weather Protection

In the Village Core area, the Plan calls for a co-coordinated system of weather protection. Locations for colonnades and/or canopies will be encouraged on key buildings along major streets

4.3.2 Courtyards

Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their principal 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.

- 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, and coordinated servicing and automobile access to maximize usable landscaped open space.

- 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.

4.3.3 Grade-related Uses

In the Village Core, the provision of community services, restaurants, cafes, 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 should front onto public streets and allow for a variety of uses that would encourage the use of the street.
- b. Any grade-related use that does not programmatically lead itself to an active frontage on a public street should be faced with uses that can provide an active frontage.
- c. In the Village Core, ground floor uses will over time change to adapt to a variety of community needs; as a result, the floor-to-ceiling height of ground floors for all buildings should be sufficient to adapt to all uses (3.3-4.0 metres). This policy will also apply to the Low-rise residential area on the 4 blocks facing onto both sides of Major Mackenzie Drive west of the Village Core, and the 6 blocks on both sides of Weston Road north of the Village Core. This allows the ground floor to be used for a variety of business and professional office uses, to further enhance the live-work relationship in the District Centre, and to provide a further transition from the surrounding areas to the Village Core.
- d. Units adjacent to the public sidewalk should have individual entrances connected flush with the public sidewalk to promote its active use and provide safety and amenity for pedestrians.
- e. Principal pedestrian entrances should provide direct access onto the public sidewalk along Weston Road and Major Mackenzie Drive.

4.3.4 Mid-Block Connections

The provision of publicly accessible, privately-owned spaces 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:

- i. be provided within larger development parcels, and are intended to be designed as pedestrian landscaped mews and should be lit, landscaped and maintained for public use;
- ii. provide a fine grain of pedestrian circulation and an important connection between two streets,
- iii. lead to public destinations such as schools, parks and public transit; and,
- iv. provide an address to individual residential frontages along their lengths.

4.3.5 Parking and Service Entrances

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

- i. parking and servicing should have the least possible impact on the streetscape and public open spaces.

- ii. surface parking should be set back 2 metres from the property line, or along Weston Road at the build-to-line, and the setback should be substantially landscaped in order to continue to define the street edge and provide safety and amenity for pedestrians.
- iii. along Weston Road and major Mackenzie Drive, where parking lots are provided between buildings within the Village Core, architectural treatments should be used to continue the visual street wall along Weston Road such as pergulas, trellises, planters, and low fences or walls.
- iv. parking and servicing areas should occur off minor streets or service lanes and to the side or rear of buildings.
- v. parking should be located below grade wherever possible and in particular where density bonuses are appropriate.
- vi. any above-grade parking garages should be faced with active uses with a minimum depth of public street faces and open spaces.
- vii. entrances to below grade or structured parking and service areas should occur within the building;
- viii. transformers should be located with the building.

4.4 ROAD ALLOWANCES AND STREETSCAPING

a) Major Mackenzie Drive and Weston Road

- i. within the District Centre, Major Mackenzie Drive and Weston Road shall be modified to reflect their role and function as multi-purpose urban streets which are both transportation corridors and pedestrian oriented places;
- ii. within the District Centre, Major Mackenzie Drive and Weston Road shall be designed to accommodate a wide range of uses and users;
- iii. the entrances to the District Centre on Major Mackenzie Drive and Weston Road are to be clearly demarcated as gateways;
- iv. the potential treatments of the road allowances are illustrated in Figure 1 (Weston Road) and Figure 2 (Major Mackenzie Drive);
- v. the City of Vaughan will work with York Region towards the implementation of these enhanced streetscapes as the Vellore Village District Centre develops over time; and,
- vi. it is recommended that a high degree of public input be maintained during the implementation of the Vellore Village District Centre Plan through the establishment by Council of a Streetscape Committee.

FIGURE 1 – WESTON ROAD STREETScape

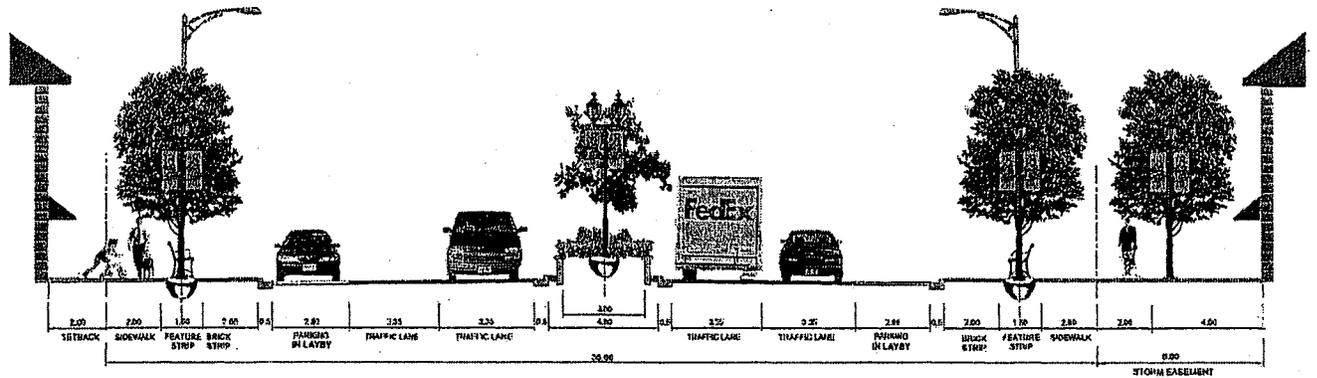
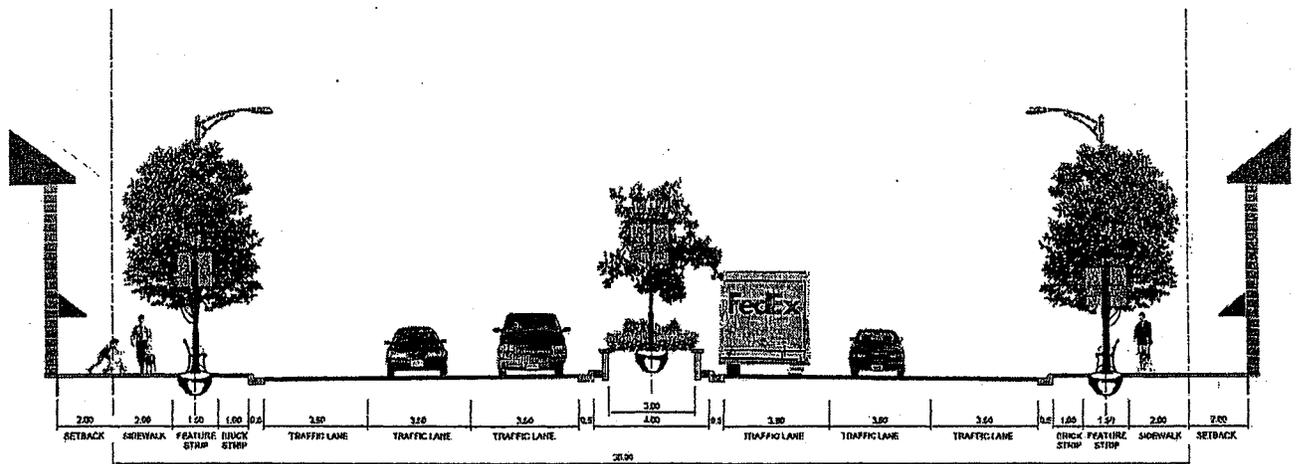


FIGURE 2 – MAJOR MACKENZIE DRIVE STREETScape



b) Local Roads:

- i. the arterial, primary and local roads in the District Centre 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;
- ii. local streets shall be designed to provide high levels of pedestrian amenity while providing adequate accommodation for cars and service vehicles; and,
- iii. every street shall be designed to accommodate street trees to give streets a unity of form.

c) Parking and Driveways:

- i. in the Low-rise residential areas, parking is to be provided in accordance with the applicable residential standards.
- ii. in the Village Core, resident parking is encouraged to be provided below grade but, alternatively, may be provided in landscaped surface lots to the rear or side of buildings.
- iii. in the Village Core, 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 with significant landscaping and pavement treatments including low walls, landscape materials, trees and lighting throughout parking lots and along the edges.
- iv. no parking, driveways, lanes or aisles will be permitted between buildings along Weston Road or Major Mackenzie Drive and the public sidewalk.
- v. on-street parking spaces provided on either the local, primary, or arterial roads within the Village Core may be credited towards the parking provided on-site.

d) Loading Areas

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.

e) Outdoor Storage

No outdoor storage is permitted within the District Centre.

5.0 SERVICING POLICIES

5.1 WATER, WASTEWATER AND STORMWATER MANAGEMENT SERVICES

- a) Development within the District Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- b) 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.
- c) The need for a stormwater management pond of approximately 3 hectares has been identified for the Low-rise residential area in the northwest quadrant of the District Centre. The precise operation, dimensions and design of the facility will be determined and addressed as part of the Block 40 Master Environmental Servicing Plan. The design and function of the pond will be in accordance with City policies. Every effort will be made to reduce the size of this pond in the District Centre.
- d) Development may be phased to coincide with the availability of all the necessary services being available for development, subject to the Phasing Policies of this Plan.
- e) Stormwater management practices shall be provided to the satisfaction of the City and 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 in the Village Core area.

- f) New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.

6.0 TRANSPORTATION POLICIES

6.1 GENERAL

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

6.2 ROAD NETWORK

6.2.1 PRIMARY AND LOCAL ROAD NETWORK

- a) The road network is comprised of arterial roads, primary roads, local roads and laneways. Schedule A identifies the road network. The right-of-way widths for the various roads are generally as follows:
 - i. primary roads including 'ring road' - 23 metres;
 - ii. local roads(Village Core area) – 20 metres (no median);
 - iii. local roads(Low-rise residential area) – 17.5 metres (no median); and,
 - iv. laneways, where necessary - 7.5 to 10 metres.
- b) 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 will be determined during the review of development applications.
- c) When public transit routes within the District Centre have been finalized, they will likely have to be located on roads with a minimum right-of-way of 23 metres to accommodate transit vehicles, even if the road is identified as a 'local road'.
- d) It is a requirement of this Plan that all roads identified within the District 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 District Centres.
- e) The network of local and primary road rights-of-way illustrated on Schedule A is fundamental to the efficient functioning of the District Centre transportation network; local and primary road rights-of-way shall be identified in all approved plans within the District 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, any time in the future the City deems necessary.

- f) The modified 'ring road' is to be provided approximately 230 metres to the north, south and west of the Major Mackenzie Drive and Weston Road intersection, and is to enable traffic flow through and around the Village Core area while minimizing traffic infiltration on the local roads in the Low-rise residential areas. The detailed design and geometries of the 'ring-road' will need to be addressed as part of development applications. Alternative road alignments and designs may need to be considered to address operational issues.
- g) No plan shall be approved which permits the establishment of any structure on a local or primary road right-of-way identified on Schedule A. Local road allowances conveyed to the municipality may be used on a temporary or permanent basis for parking purposes at the sole discretion of Council.
- h) The road network within the District 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 District Centre.
- i) Roundabouts, laneways or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and the Region of functional, operational and financial issues associated with their use.
- j) 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 Plan in Section 4.4.
- k) 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.

6.2.2. Regional Road Network

- a) The Regional road structure of Major Mackenzie Drive and Weston Road will play an important role in the success of the Vellore District Centre.
- b) The recommended treatment of the Weston Road cross-section is illustrated on Figure 1 in Section 4.4. The recommended treatment of the Major Mackenzie Drive cross-section is illustrated on Figure 2 in Section 4.4.
- c) A key component of making main-street related retail uses work in particular on the Weston Road 'Promenade' is the provision of lay-by parking. The City is incorporating the cost of this work into the City-wide development charges by-law and will work with York Region regarding the construction and detailed implementation of this feature in conjunction with the other streetscape improvements (e.g. centre medians) being recommended for the regional roads.

6.3 TRANSIT

- a) 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:
 - i. Connections to the local transit system along arterial and primary roads;

- ii. Connections to the TTC Subway system via the Highway 7 corridor, Vaughan Corporate Centre (Spadina line) and Finch station(Yonge line); and
 - iii. 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.
- b) 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.
 - c) The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage. To this end, the modified 'ring road' shall be designed to accommodate bus services.
 - d) The City shall encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops, terminals and on-street bus bays as well as providing for bus shelters and bus stop locations. 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.
 - e) Local transit routes serving the surrounding community should converge within the District Centre, and transit stops/stations shall be established at appropriate locations;
 - f) The District Centre shall provide for a central transit station, designed and located to provide optimal access for pedestrians and transit vehicles. The City will work with YRT to identify a transit transfer station within the Village Core. The City should encourage the existing TTC bus loop service in the MTO patrol yard to continue and evolve on that site as the District Centre develops from its current function of as a turnaround loop at the end the line, to a destination in and of itself.

6.4 PEDESTRIAN AND BICYCLE SYSTEM

- a) The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- b) A pedestrian walkway and bikeway system (developed primarily adjacent to roads) shall be required in the District Centre. A greenway as identified in Section 3.2.6. shall connect to and be integrated with the pedestrian and bicycle system greenway that interfaces with the High Performance Employment Area in the Block 33 West Block Plan. Other pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.
- c) An adequate supply of secure bicycle parking shall be provided near bus stops, in high activity areas and park areas.

6.5 PARKING

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

- b) With the exception of Major Mackenzie Drive, on-street parking shall be permitted on all streets fronting commercial development in the Village Core. Parking underground and in structures shall also be encouraged.
- c) To assist with the reduction in large surface parking in the Village Core, a reduction to the current parking standards or maximum parking standards may be applied to all surface and/or structured parking provided. These standards may be established in a City initiated zoning by-law for the District Centre or on an application specific basis with a supporting parking study.

6.6 TRAFFIC DEMAND MANAGEMENT

- a) 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, and reduce the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:
 - i. promoting the use of public transit by employees;
 - ii. promoting measures to foster higher vehicle occupancy;
 - iii. assisting in organizing and promoting car pooling;
 - iv. giving priority parking space assignments and/or reduced rates for car pools;
 - v. varying hours of work to reduce peak hour loads;
 - vi. participating in a Transportation Management Association;
 - vii. 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.
- b) Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, public-parking structures, may also be required.
- c) 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.
- d) 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:
 - i. The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties.
 - ii. The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for nearby residential communities.

- iii. The project provides an appropriate level of parking and encourages the use of public transit, walking and cycling as alternatives to automobile use.
- iv. 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.

6.7 TRANSPORTATION IMPROVEMENTS

6.7.1 General

- a) The full achievement of the development proposed by this Plan in the Vellore Village District Centre requires the following improvements to the transportation system servicing the Centres:
 - i. 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:
 - ✓ through the District Centre, construction of the redesigned Major Mackenzie Drive and Weston Road to include four through lanes;
 - ✓ streetscaping improvements to Major Mackenzie Drive and Weston Road including the centre median;
 - ✓ a local transit network and associated transit infrastructure within the District Centre focused on Major Mackenzie Drive and Weston Road, the primary roads, and the internal ring road; and,
 - ✓ a transit hub providing connections to the Highway 407 Transitway, transit links to the Spadina Subway and York University, and the GO rail commuter system, and local transit services focused on the primary roads.
 - ii. 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:
 - ✓ the primary, ring, and local road network;
 - ✓ the Weston Road Promenade;
 - ✓ lay-by parking in the Village Core, in particular on both sides of the Weston Road 'main street'; and
 - ✓ a greenway and pedestrian and bicycle system linking to areas in the rest of the Vellore Community.
- b) 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.
- c) Where lands have been identified as required for the construction of the local and primary road network within the District 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. Alternatively, lands may be provided in accordance with policies in Section 6.2.1.e).
- d) 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 District Centres. 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 District 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.

- e) It is Council's intention that the development of the District 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 Section 6.7.2 of this Plan.
- f) Until such time as the Regional Road improvements in Section 6.7.1 (a) (i) have been undertaken, Council may phase development in the District Centre until the required road capacity is available. Where the arterial roads have not been widened to the width set out in Section 6.7.1 (a) (i), development applications will be required to submit a traffic study to demonstrate that capacity is available.

6.7.2 Monitoring

- a) The City, in partnership with the Region, shall establish a formal program to monitor the level of development and associated traffic conditions.
- b) The Monitoring Program will address:
 - i. traffic volumes on key routes and at key intersections, based on periodic traffic counts in the District Centre area;
 - ii. 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;
 - iii. travel characteristics and modal split;
 - iv. population and employment generated by existing development and projected for approved not yet occupied development;
 - v. evaluation of traffic volumes and transit ridership in the context of available capacity; and,
 - vi. evaluation of existing, planned and proposed development phases in order to allow for identification and planning of transportation improvements or to allow time to take steps to control the pace of development.
- c) The regular monitoring program will take place as part of the periodic review of this 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.

7.0 ADMINISTRATION

7.1 APPLICATION

- a) The policies contained in this Plan shall apply to the lands shown on Schedule A as the Vellore Village District Centre Secondary Plan Area. This Secondary Plan is an urban design-based plan that is a refinement and more detailed tertiary plan as required by OPA 600. Except as otherwise provided herein, the policies of this Plan shall supersede the policies of any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan. In the case of OMB approved OPA 649, these policies are a further refinement of those policies that apply to the southeast quadrant on the District Centre.

7.2 STATUS OF USES PERMITTED UNDER PREVIOUS AMENDMENTS TO THE OFFICIAL PLAN

- a) Existing land uses throughout the District Centre Secondary Plan Area are expected to continue to exist in the short to mid-term. Therefore, existing uses approved under previously approved amendments shall be deemed to conform to this Plan.
- b) Minor extensions or expansions of such uses shall be permitted without amendment to this Plan, provided that the intent of this Plan is not compromised and the tests prescribed below, are met:
 - i. the road pattern, transit routes and parkland network envisioned by this Plan are not compromised or precluded in the long-term;
 - ii. that the proposed expansion or enlargement of the existing use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the requirements of the zoning by-law;
 - iii. that the characteristics of the existing use and the extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odor, lighting, parking and traffic generation;
 - iv. that the neighboring uses will be protected where necessary by the provisions of area for landscaping, buffering or screening, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating adverse effects caused by outside storage, lighting or advertising signs; such provisions and regulations shall be applied to the proposed extension or enlargement and, where feasible, shall also be extended to the existing use in order to improve its compatibility with the surrounding area; and/or,
 - v. that in all cases where an existing use seriously affects the amenity of the surrounding area, consideration shall be given to the possibility of ameliorating such conditions, as a condition of approving an application for extension or enlargement of the existing use, especially where public health and welfare are directly affected.
- c) The existing MTO Maple Patrol Yard on the south side of Major Mackenzie Drive, west of Weston Road, is encouraged to relocate as soon as possible and practical. Its development in the form envisioned by this Plan is important to the creation of a mixed use, pedestrian-friendly retail shopping environment.

8.0 IMPLEMENTATION

8.1 GENERAL

- a) This Plan constitutes the Secondary Plan for the Vellore Village District Centre. This Secondary Plan shall be implemented using some or all of the following:
- i. the approval of individual draft plans of subdivision/condominium submitted pursuant to Section 51 of the Planning Act, and part lot control exemptions pursuant to Section 50 of the Planning Act;
 - ii. the enactment of zoning by-laws pursuant to Section 34 of the Planning Act;
 - iii. the registration of site development agreements pursuant to Section 41 of the Planning Act;
 - iv. the use of the holding zone provisions of the Planning Act in accordance with Amendment No. 200 to the Vaughan Official Plan;
 - v. the dedication of parkland or cash-in-lieu of parkland in accordance with the provisions of the Planning Act; and
 - vi. the execution of collateral development agreements designed to achieve municipal objectives related to development and the provision of services.

8.2 DEVELOPMENT CONCEPT REPORT AND PHASING PLAN

- a) To provide a context for coordinated development, and to demonstrate conformity with the policies of this Plan, each development application, in particular those applications intended to develop over a number of phases such as in the Village Core area, shall include a Development Concept Report, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Plan, and its urban design requirements in particular. The Development Concept Report will discuss the following matters:
- i. phasing of development from initial construction to 'mature state' as envisioned by this Plan and as required by a Section 8.2 f);
 - ii. achievement of the pedestrian oriented retail main street along Weston Road;
 - iii. how the development is integrated with other sites in the quadrant to achieve the planning and design principles of this plan;
 - iv. height and massing of buildings;
 - v. distribution of land uses, lot sizes and densities;
 - vi. relationship between streets and buildings, including how the proposed development and subsequent phases address the policies in this Plan respecting build-to lines;
 - vii. how the street-related commercial uses are being provided in the application in accordance with the phasing policies of this plan;
 - viii. integration of development with transit services;
 - ix. pedestrian and vehicular circulation networks;
 - x. parks and open space system;
 - xi. location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
 - xii. general location, size and treatment of surface parking facilities and vehicular access points, including the potential for shared parking and identification of streetscape improvements and relationship to public sidewalks and pedestrian routes;

- xiii. location of street-related uses and principal pedestrian entrances to buildings and the relationship to street frontages, and how the role of the public street and pedestrian movement along the street are supported;
 - xiv. micro climatic conditions;
 - xv. signage, streetscape amenity elements, lighting and site furnishings;
 - xvi. protection and enhancement of significant views and landscape focal points;
 - xvii. cultural heritage resources, and proposed measures to conserve them; and,
 - xviii. proposed measures to remediate and restore significant natural features and conditions, and to address other environmental matters, consistent with the City's Environmental Management Guideline.
- b) In evaluating development applications throughout the Secondary Plan Area, the City shall consider:
- i. the adequacy of proposed parking areas and access points;
 - ii. the traffic impacts on adjacent existing and/or approved land uses and the impact of the proposed use on the operation of the regional and local road network;
 - iii. the impact of the proposed use on the operation of the local, regional and inter-regional transit network in both the short and long-term;
 - iv. the availability of water and sewer services;
 - v. the suitability of the proposed stormwater management facilities;
 - vi. the degree of compatibility with adjacent existing and/or approved land uses in proximity to the proposed use; and,
 - vii. the compatibility of the proposal with the urban design policies and principles described in this Plan and the zoning bylaw.
- c) Prior to the approval of any development application, the City may require the preparation of any or all of the following studies:
- i. traffic and transit impact study;
 - ii. storm water management plan;
 - iii. master servicing study;
 - iv. development concept report and phasing plan;
 - v. landscape master plan;
 - vi. urban design and architectural control guidelines;
 - vii. preliminary Noise Impact Analysis Report and/or Vibration Impact Analysis Report for any proposed development within 300 metres of an identified Provincial Highway or arterial road;
 - viii. archaeological survey of the lands.

The City shall establish specific requirements for studies addressing the foregoing concerns with development proponents. The costs associated with the conduct of these studies shall be the responsibility of the landowners and the costs shall be shared equitably among benefiting landowners on a pro-rata basis.

- d) Within each quadrant of the District Centre Secondary Plan development applications should coordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands shall be shown conceptually in the Development Concept Report and Phasing Plan.
- e) Development shall be phased to provide for the orderly development of the District 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:

- i. the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
 - ii. the development satisfies all requirements regarding the provision of parkland and other facilities;
 - iii. traffic from the proposed development can be accommodated on the existing arterial road network, and,
 - iv. phasing may be addressed through the appropriate use of the holding (H) provisions of this Plan.
- f) As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
- i. describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - ii. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction; and
 - iii. describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.
 - iv. identifies how 75% of the of the street-related commercial space is built before more than 50% of the remaining commercial space is built; and, how 100% of the street-related space is built before more than 75% of the remaining commercial space is built.

8.3 ZONING BYLAW

- a) To implement all new development in the Vellore Village District Centre Plan, Council shall enact a by-law providing zoning categories and standards specific to this Plan.
- b) The City may, when enacting implementing zoning by-laws, designate a holding zone with the prefix H and specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development for any one or more of the following reasons:
 - i. the Development Concept Report, submitted in support of a development application has not been finalized to the City's satisfaction;
 - ii. community services and facilities such as sanitary sewers, stormwater management facilities, water supply, transit, parks and schools are insufficient to serve the proposed development;
 - iii. transportation facilities are inadequate or inappropriate based on existing road capacities and anticipated traffic;
 - iv. the number and location of access points to the site are inadequate to function safely and efficiently;
 - v. where development relies upon other matters occurring first, such as the consolidation of land ownership or completion of a development agreement, to ensure the orderly development of the project, and/or to secure funding and/or to equitably cost-share among benefiting landowners, for sewer, water, stormwater, roads, parks, services, or outstanding application processing fees;
 - vi. a site plan agreement is required;
 - vii. supporting studies are required on matters related to traffic, soils, protection of any site features, environmental constraints or design features.

8.4 SUBDIVISION CONTROL

- a) Subdivision Control encompasses draft plan of subdivision/condominium, consents and part lot control exemptions.
- b) All new development in the District Centre shall as part of its' initial development application process, is expected to proceed by way of the subdivision approval process that includes the full extent of property ownership to secure the related infrastructure improvements required. Plans of subdivision/condominium shall only be draft approved which:
 - i. conform with the policies and designations of this Secondary Plan;
 - ii. can be provided with adequate services and facilities as required by the policies of this Plan;
 - iii. comply with the urban design policies articulated in this Plan; and,
 - iv. are not premature and are in the best interest of the municipality.

8.5 SITE PLAN CONTROL

- a) The Vellore Village District Centre Secondary Plan area is subject to site plan control in accordance with OPA No. 200 and the City's Site Plan Control By-law.

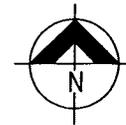
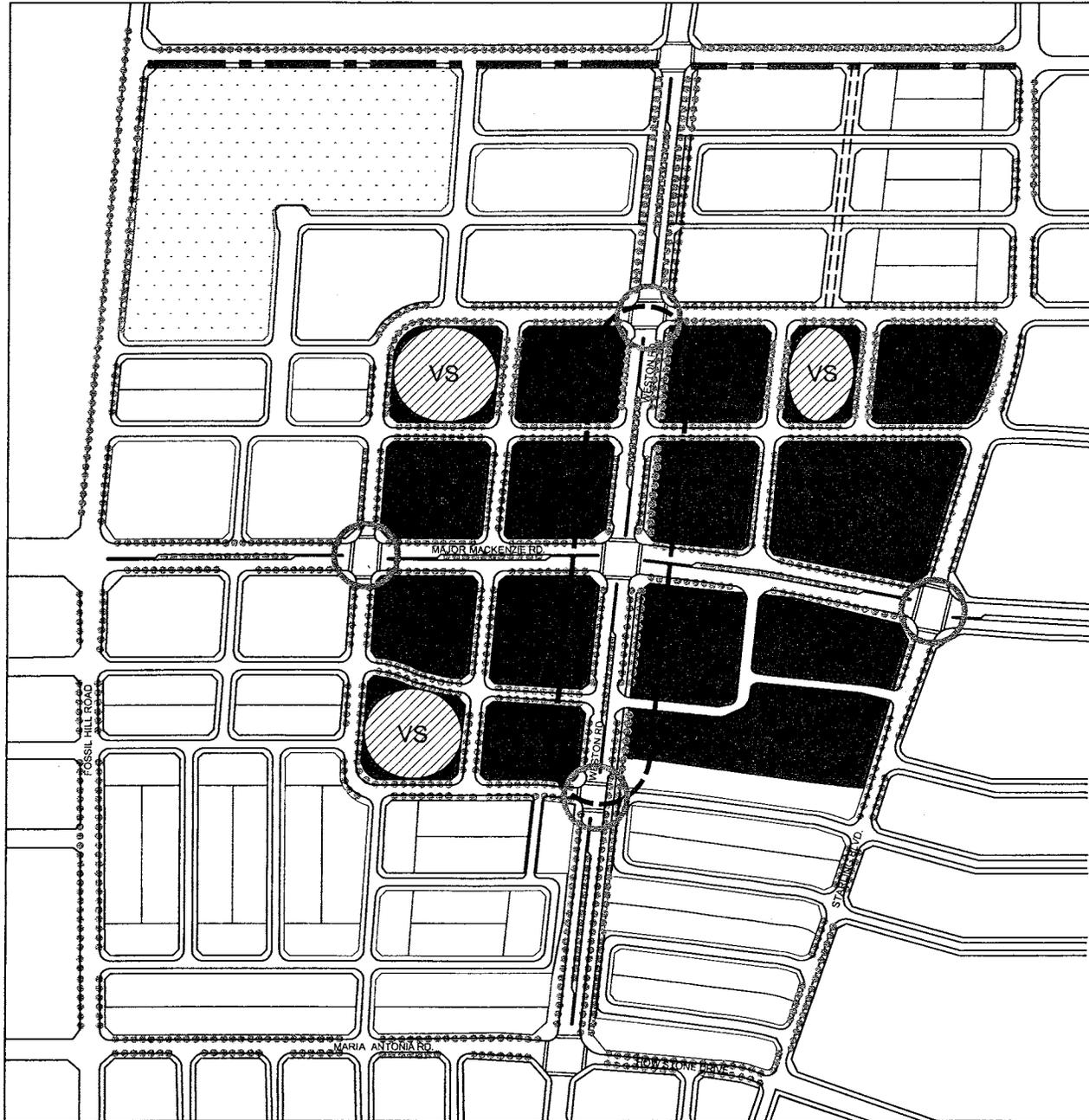
8.6 DEVELOPMENT AGREEMENTS

- a) Development Agreements based on this Secondary Plan and the findings of any supporting studies may be required by the City as a condition of the approval of development applications.
- b) Such agreements shall ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place and operative prior to, or coincident with occupancy and use of land, without adverse impact on the City's financial capability. This may require front-ending agreements to advance the timing for the required infrastructure, and to address any acceleration in associated costs. Items which shall be addressed in the Development Agreements include:
 - i. parks, open space and environmental features;
 - ii. streetscape features as identified through a comprehensive Streetscape Master Plan;
 - iii. water;
 - iv. wastewater collection;
 - v. storm water management;
 - vi. transit and road infrastructure and widenings; and,
 - vii. other utilities.

9.0 INTERPRETATION

- a) This Secondary Plan is a statement of policy. It is intended to guide the development of the Vellore Village District Centre Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- b) The designations identified on Schedule A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment 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.
- c) 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.
- d) Minor variations from numerical requirements in the Plan, **with the exception of density requirements**, may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained.

Schedule A



LEGEND

-  LOW - RISE RESIDENTIAL
-  VILLAGE CORE
-  VILLAGE SQUARE
-  STORM WATER MANAGEMENT POND
-  MAIN STREET RETAIL
-  GATEWAY
-  GREENWAY
-  9m PEDESTRIAN WALKWAY

SCHEDULE A : VELLORE VILLAGE DISTRICT CENTRE PLAN

Appendix A

COMMERCIAL SPACE, HOUSING UNITS,
EMPLOYMENT and POPULATION ESTIMATES

Quadrant	Low-rise Residential	Village Core
South East	Area: 6 ha Units: 150 Population: 340	Area 3.2 ha Retail: up to 11,500 m ² GFA Employees: 160-460 Units: 132 Population: 268
South West	Area: 13 ha Units: 325 Population: 740	Area: 3.75 ha Retail: up to 11,500 m ² GFA Employees: 160-460 Units: 143 Population: 290 Park: 0.8 ha
North East	Area: 7.5 ha Units: 187 Population: 425	Area: 5.5 ha Retail: up to 11,500 m ² GFA Employees: 160-460 Units: 215 Population: 437 Park 0.4 ha
North West	Area: 15 ha Units: 300 Population: 680 Stormwater Pond: 3 ha	Area: 3.9 ha Retail: up to 11,500 m ² GFA Employees: 160-460 Units: 150 units Population: 305 Park 0.8 ha
TOTAL	Area: 41.5 ha Units: 962 units Population: 2,185	Area: 16.35 ha (net of local roads) Retail: up to 46,000 m ² GFA Employees: 640-1,840 Units: 640 units Population: 1,300 Park: 2.0 ha

Notes:

- Low-rise residential based on minimum average of 25units per hectare
- Village Core based on 50% of area developed at the average between 50-75 units per hectare
- 2.27 persons per unit in Low-rise residential and 2.03 in Village Core
- employee estimate based on range between retail (70m²/employee) and office (25m²/employee)

ISSUE DATE:

Feb. 03, 2005

DECISION/ORDER NO:

0205



Ontario

PL040394

RECEIVED
CITY OF VAUGHAN
Ontario Municipal Board
Commission des affaires municipales de l'Ontario

Ozner Corporation (South) and 1238239 Ontario Limited have appealed to the Ontario Municipal Board under subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from a decision of the Regional Municipality of York to approve, subject to modifications, Proposed Amendment No. 650 to the Official Plan for the City of Vaughan for the purpose of providing detailed policies in a tertiary plan for the Vellore Village District Centre in order to facilitate a development concept for the area that provides a mix of residential unit types and accommodates the commercial needs of the local residents while encouraging the evolution of a pedestrian-friendly, transit-supportive development pattern over time
Approval Authority File No. D06 26.02.596
OMB File No. O040075

RECEIVED

FEB 07 2005

CITY OF VAUGHAN
CLERKS DEPARTMENT

APPEARANCES:

Parties

Counsel

Ozner Corporation (South)
and
1238239 Ontario Limited

Q. Annibale

Same

City of Vaughan

C. Storto

**MEMORANDUM OF ORAL DECISION FROM A SETTLEMENT HEARING
DELIVERED BY R. ROSSI ON 24 JANUARY 2005 AND ORDER OF
THE BOARD**

Both Ozner Corporation (South) and 1238239 Ontario Limited have appealed to the Ontario Municipal Board regarding Proposed Amendment 650 to the Official Plan for the City of Vaughan.

All parties have reached a settlement in respect of this appeal. Parties agree to the construction of a north-south pedestrian walkway that will link the village square to Street E, a primary road as identified in the Plan (Exhibit 2 and a smaller version as Attachment 1 to this Order). At its meeting of 22 November 2004, the City of Vaughan adopted a revised Schedule to OPA 650, consenting to the deletion of the north-south road and its replacement with a pedestrian walkway.

The Board was directed to the relevant excerpt from the Vellore Village District Plan (OPA 650) (Exhibit 3 – p.40, 6.4 b) regarding the pedestrian walkway.

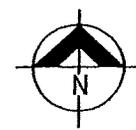
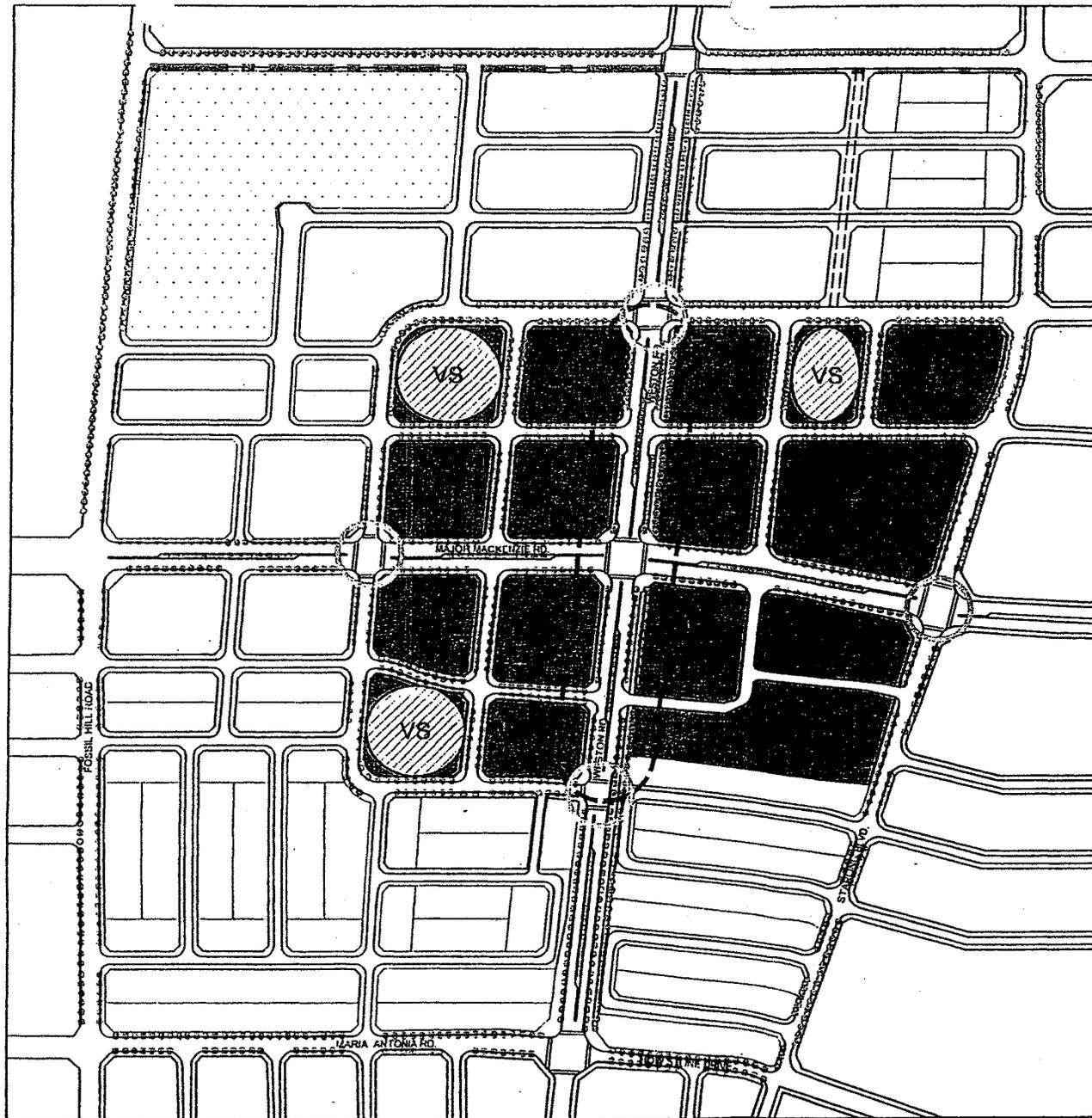
At today's hearing, the Board heard uncontradicted expert planning evidence from Peter Smith, who advised that there are no text changes to OPA 650. The new proposal is implemented through a change to Schedule A of OPA 650 (part of Attachment 1 to this Order). Planner Smith advised that this proposed walkway follows the intent of policy 6.4 in OPA 650; that it represents a 'clean and perfect' solution for all parties involved; and that it constitutes good planning.

The Board allows the appeal in part to the extent necessary to substitute Schedule A of OPA 650 with this newly revised Schedule A. The Board approves the Official Plan Amendment as modified by revised Schedule A. Schedule A is Attachment #1. The Minutes of Settlement, including the applicable agreed-upon conditions, are part of Attachment 1. The Board makes this decision upon being satisfied, on the evidence before it, that the amendments and the plan represent good planning. The decision is also based on the agreement of the parties to this matter.

So orders the Board.

"R. Rossi"

R. ROSSI
MEMBER



LEGEND

- LOW - RISE RESIDENTIAL
- VILLAGE CORE
- VILLAGE SQUARE
- STORM WATER MANAGEMENT POND
- MAIN STREET RETAIL
- GATEWAY
- GREENWAY
- 9m PEDESTRIAN WALKWAY

SCHEDULE A : VELLORE VILLAGE DISTRICT CENTRE PLAN

ONTARIO MUNICIPAL BOARD

Ozner Corporation (South) and 1238239 Ontario Limited have appealed to the Ontario Municipal Board under subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from a decision of the Regional Municipality of York to approve, subject to modifications, Proposed Amendment No. 650 to the Official Plan for the City of Vaughan for the purpose of providing detailed policies in a tertiary plan for the Vellore Village District Centre in order to facilitate a development concept for the area that provides a mix of residential unit types and accommodates the commercial needs of the local residents while encouraging the evolution of a pedestrian-friendly, transit-supportive development pattern over time
Approval Authority File No. D06 26.02.596
OMB Case No. PL040394
OMB File No. O040075

MINUTES OF SETTLEMENT

WHEREAS:

- A. Ozner Corporation (South) and 1239239 Ontario Limited have appealed Proposed Official Plan Amendment No. 650 for the City of Vaughan.
- B. All parties have agreed to fully and finally settle all issues in the appeals as hereinafter set out.

NOW THEREFORE the parties, hereby represent, covenant and agree as follows:

1. All parties hereby irrevocably consent to the Ontario Municipal Board making and issuing an order allowing the appeals in part by replacing Schedule "A" to OPA No. 650 with the attached Schedule "A".
2. With respect to the 9 m walkway shown on the said Schedule "A" the following conditions shall apply to the satisfaction of the City:
 - a. the said walkway shall contain a raised sidewalk above the level of the road to City specifications in patterned concrete or interlocking brick;
 - b. there shall be streetlighting located along the walkway;
 - c. there shall be some landscaping treatment for the walkway;

all at the cost and expense of the developers of the respective subdivisions containing the walkways and such conditions shall be included in the conditions of draft plan of subdivision for their respective lands.

3. That each party shall bear its or their own costs of these proceedings and all parties agree that it or they shall not seek or request costs against any other party in connection with any of the appeals herein or with respect to this settlement.

DATED at *Vaughan* this *24th* day of *January*, 2005.

THE CORPORATION OF THE CITY OF
VAUGHAN

Per: *[Signature]*
Name: *CLAUDIA STORTO*
Title: *SOLICITOR/LITIGATION*

Per: _____
Name: _____
Title: _____

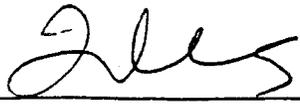
1238239 ONTARIO LIMITED *by its solicitor*
Quinto Amabile

Per: *[Signature]*
Name: _____
Title: _____

Per: _____
Name: _____
Title: _____

I/We have authority to bind the Corporation.

OZNER CORPORATION (SOUTH) by its solicitor
Quinto Amabile

Per:  _____

Name:

Title:

Per: _____

Name:

Title:

I/We have authority to bind the Corporation.