

**COMMITTEE OF THE WHOLE    JUNE 18, 2001**

**ZONING BY-LAW AMENDMENT APPLICATION  
DRAFT PLAN OF SUBDIVISION APPLICATION  
REPORT #2000.50  
698069 ONTARIO LIMITED  
FILES: Z.00.020 AND 19T- 89063**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.00.020 (698069 Ontario Limited) BE APPROVED, and that the implementing by-law:
  - a) rezone Blocks 1 and 2 to C7 Service Commercial Zone;
  - b) rezone Blocks 3 and 4 to EM1 Prestige Employment Area Zone;
  - c) rezone Block 5 to EM2 General Employment Area Zone;
  - d) rezone Block 7 to EM1(H) Prestige Employment Area Zone and Blocks 6 and 7 to EM2(H) General Employment Area Zone, both with a Holding (H) Symbol, to be lifted upon the determination of the final alignment of Highway #427 extension, to the satisfaction of the Ministry of Transportation Ontario; in addition, a portion of Blocks 6 and 7 must be combined with adjacent lands to the south;
  - e) rezone Block 8 to OS1 Open Space Conservation Zone; and,
  - f) require a minimum structural setback of 10 metres on blocks adjacent to the valley corridor and zoned OS1 Zone.
2. THAT Draft Plan of Subdivision Application 19T-89063 (698069 Ontario Limited), prepared by Templeton-Lepek Limited, revised dated May 23, 2001, BE DRAFT APPROVED, as red-lined on June 18, 2001, subject to the conditions of draft approval on Attachment 1.
3. THAT Council pass the following resolution with respect to the allocation of water and sewage servicing capacity.

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the Plan of Subdivision 19T-89063 is allocated sewage capacity from the York/Durham Servicing Scheme, and water capacity from Pressure District No. 5 of the York Region Water Supply System.”
4. For the purposes of notice, the Subdivision Agreement shall contain a provision that parkland shall be dedicated, and/or cash-in-lieu paid, within the plan at rates stipulated in the Official Plan and conform to approved “Cash-in-Lieu of Parkland Policy”.
5. THAT Council adopt the following resolution:

“THAT Council deems the adjustment to the boundary of the subject lands to include additional lands within the hydro corridor, as shown on the Owner’s revised plan, is minor and that no further public hearing is required.”

## **Purpose**

On February 21, 2000, the Owner submitted a Draft Plan of Subdivision application, and a corresponding application to amend the Zoning By-law to rezone the subject lands to C7 Service Commercial Zone, EM1 Prestige Employment Area Zone, EM1(H) Prestige Employment Area Zone with a Holding Provision, EM2 General Employment Area Zone EM2(H) General Employment Area Zone, with a Holding Provision, and OS1 Open Space Conservation Zone.

The plan, which has a total area of 19.27 ha, proposes the following:

- 2 Service Commercial Blocks (C7 Zone) totalling 1.96 ha
- 2 Prestige Employment Blocks (EM1 Zone) totalling 2.96 ha
- 1 Future Prestige Employment Block (EM1-H Zone) totalling 3.49 ha
- 1 General Employment Block (EM2 Zone) totalling 2.62 ha
- 2 Future General Employment Block (EM2-H Zone) totalling 5.77 ha
- 1 Open Space Block totalling (OS1 Zone) 0.68ha
- Roads (Street 'A', Future Roads & Widening) totalling 1.79 ha

## **Background - Analysis and Options**

### Location

- West side of Highway #27, south of Langstaff Road
- Part of Lot 10, Concession 9, City of Vaughan

### Site Description

- two irregular-shaped parcels totalling 19.27 ha, separated by the Hydro Corridor and Rainbow Creek, with the easterly portion having 197m frontage on Highway #27
- the surrounding land uses are:

North - vacant; Hydro Corridor; banquet hall (A Agricultural and C6 Highway Commercial Zones)

South - vacant; Hydro Corridor; autobody/garage; proposed employment plan 19T-90018 (A Agricultural, C6 Highway Commercial and OS1 Open Space Conservation Zones)

East - Highway #27; commercial; residential; (C1 Restricted Commercial and R4 Residential Zones)

West - vacant; future Highway #427 extension and future Huntington employment area (A Agricultural, and OS1 Open Space Conservation Zones)

### Public Hearing

On April 20, 2000, a notice of public hearing was mailed to all landowners within 120m of the subject lands, and the Woodbridge Meadows Ratepayers Association and the West Woodbridge Homeowners Association. At the Public Hearing on May 15, 2000, the recommendation of the Committee to receive the Public Hearing, and forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on May 23, 2000.

On May 30, 2000, the Owner submitted revised plans reflecting the refined alignment of the Highway #427 extension, as identified in the "Corridor Study Area Limits Review" prepared by Cole Sherman, dated November 2000. The revised plan shows additional lands that have been acquired by the Owner within the Hydro Corridor, since the time of the Public Hearing.

A resolution is included in the Recommendation section of this report for Council's adoption deeming the adjustment to the boundary of the subject lands to be minor, and requiring no further public hearing.

Two letters were received at the time of the Public Hearing. The adjacent landowner to the south (611428 Ontario Ltd.) indicated that the proposed C7 Service Commercial Zone lands (Block 1), is too large and not in keeping with the policies for Service Nodes in OPA #450. A resident on Nickel Gate indicated concerns regarding adverse health effects, traffic and safety concerns.

#### Official Plan

The subject lands are designated "Prestige Area", "Employment Area General" and "Valley Lands" by OPA #450, and are subject to the following policies:

a) Prestige Area

The "Prestige Area" designation is located adjacent to arterial roads and highways, and accommodates uses that require high visual exposure, good accessibility and an attractive working environment. It defines areas where it is appropriate to restrict uses, which by nature of their operating characteristic, would contribute to attractive streetscapes, and provide opportunities for employment intensive uses that will take advantage of and support the transit system. A wide range of industrial, office, business and civic uses are permitted, but not outside storage. The implementing zoning is EM1 Prestige Employment Area Zone. Blocks 3, 4, and 7 are proposed for prestige employment use, which conforms to the policies of OPA #450.

b) Employment Area General

The "Employment Area General" designation accommodates uses which do not require high visual exposure, provides locational opportunities for industrial development which may require outside storage or be undertaken outdoors, and a broad range of lot sizes and a diversity of building forms in order to meet the needs of any business or industry. Permitted uses include a full range of processing, warehousing and outside storage operations, and transportation and distribution facilities. The implementing zoning is EM2 General Employment Area Zone. Blocks 5, 6 and 10 are proposed for general employment use, which conforms to the policies of OPA #450.

c) Service Node

Service Nodes are permitted at the intersection of roads, and provide for the day-to-day convenience needs of businesses, industries and their employees. Service Nodes are located at the intersection of arterial and/or collector roads. The maximum area of a Service Node is approximately 1.2 ha. Larger sites are permitted, if developed with a predominant use such as an office complex, hotel or retail warehousing.

Blocks 1 and 2 are proposed for Service Commercial uses, having areas of 1.2 ha and 0.76 ha, respectively. It is noted that the area of Block 1 has been reduced from 1.74 ha, in response to feedback received from the public hearing notification.

The approved Block Plan for the employment area (Vaughan West Corporate Business Park) includes a Service Commercial Node on the south side of proposed Street 'A' and a Special Purpose Industrial block on the north side, which permits retail warehousing (EM3 Retail

Warehouse Zone). Given the commercial nature of a retail warehouse use, which would be permitted by the Official Plan on the north side of Street 'A', a Service Node at this location would appear appropriate, and the site does not exceed the maximum area of 1.2 ha. A retail warehouse use could potentially be a more intensive use and would not necessarily serve the employment area when compared to a service node.

d) Valley Lands

The Valley and Stream Corridor policies require the precise limits of valley and stream corridor be established through the Block Plan process, and to be legally defined through plans of subdivision and the zoning by-law. No buildings or structures are permitted, except where structures are intended for flood and erosion control purposes. The southwest portion of the subject lands is traversed by the West Rainbow Creek, which is a tributary of the Humber River. The implementing zoning is OS1 Open Space Conservation Zone, and conforms to OPA #450.

Block Plan

On December 9, 1996, Council approved a Block Plan for the Vaughan West Corporate Business Park (VWCBP) (Attachment #3). The Block Plan establishes the location of a range of industrial and commercial uses, open space blocks, landfill areas, stormwater management facilities, together with a road pattern.

The road pattern in the draft plan is not consistent with the approved Block Plan in that:

- a) Street 'A' provides a direct link between Highway #27 and Langstaff Road, whereas the Block Plan shows Street 'A' intersecting with a north/south mid-block collector; and,
- b) Street 'B' has been added along the westerly limit of the Block Plan connecting Highway #27 (at Medallion Boulevard) and Langstaff Road.

The original mid-block collector, and its crossing of the Rainbow Creek, were deleted from the Block Plan by Council on December 9, 1996, which alters the originally planned road pattern for this area.

Two draft plan of subdivision applications have been submitted for lands located between the valley and Langstaff Road. A composite plan showing the draft plans is shown on Attachment #4. Two roads are proposed, each providing a direct link between Highway #27 and Langstaff Road. The proposed road pattern will require approval from the Engineering Department and the Region of York Transportation and Works Department.

Highway #427 Extension

The City of Vaughan, the City of Brampton and the Regions of Peel and York, jointly submitted a report entitled, "Highway 427 Northerly Extension, Corridor Area Limits Review from Highway 7 to Langstaff Road, Position Paper", to the Ministry of Transportation Ontario (MTO) in December 2000, for their review and approval. The study identifies the western and eastern most alignments of the Highway #427 extension, and identifies adjacent lands which can be released, or conditionally released, for development.

Attachment #5 super-imposes all of the plans of subdivision located within the Block Plan area, onto the Highway #427 extension plan prepared by Cole Sherman, as shown. This information has been incorporated into the subject plan of subdivision as revised May 22, 2001. The most

easterly route of the highway's extension traverses the west portion of the subdivision plan. Accordingly, the lands which could potentially be impacted will be zoned with a Holding provision, which will not be lifted until such time as the has completed its Environmental Assessment and subsequent final determination of the highway's alignment.

Staff have met with the MTO regarding the future extension of the highway and are in agreement with the approach of holding sufficient lands necessary to protect for the extension, while allowing the remaining lands in the subdivision to proceed with development.

### Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88, which does not permit the proposed employment uses. The proposed zoning of the subdivision plan is shown on Attachment #6. Two blocks along Highway #27, on both sides of Street 'A', are proposed for C7 Service Commercial Zone. The remainder of the development is a combination of EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone, with Blocks 6, 7 and 10 having a Holding provision pending the resolution of the Highway #427 extension by the MTO. Further, a southerly portion of Blocks 6 and 7 along the west side of the plan, will must be combined with the adjacent lands to the south, in proposed plan of subdivision 19T-90018. The proposed zones would implement the designations permitted in OPA #450.

Blocks 2 and 3 on the south side of Street 'A' have shallow lot depths, primarily due to the alignment requirements of Street 'A' with the intersection of Highway #27 and Nickel Gate. Lands from the south cannot be obtained for additional lot depth since they are intended for General Commercial purposes. Given the front and rear yard requirements of By-law 1-88, exceptions will likely be required to facilitate development at the site plan stage. Block 2 has an area of 0.76 ha, which does not meet the by-law's minimum lot area requirement of 0.8 ha in a C7 Zone. Rather than allowing an exception to the By-law's minimum area requirement, and given its shallow lot depth, the draft plan will be red-lined to increase the area of Block 2 from 0.76 to 0.8 ha by shifting the westerly lot line further west. This will reduce the lot area of Block 3 from 0.86 ha to 0.82 ha.

The proposed OS1 Open Space Conservation Zone (Block 8) is proposed for the valley. The Toronto and Region Conservation Authority (TRCA) typically requires a minimum structural setback of 10m for blocks adjacent to the valley, which will be included in the implementing by-law.

### Subdivision Design

The draft plan, as shown on Attachment #7, consists of 12 blocks including: 2 Service Commercial blocks; 2 Prestige Employment blocks; 1 General Employment block; 1 future Prestige Employment block and 2 future General Employment blocks; 1 Open Space Block (valley lands); the remaining blocks are for roads, future roads, and widenings. Street 'A' provides access internal to the plan, ending in a temporary turning circle at the north limit of the plan.

Provided that the plan is not affected by the alignment of the future Highway #427 extension, Street 'B' would provide a connection between Highway #27 (at Medallion Boulevard) and Langstaff Road.

### Servicing

The Engineering Department has reviewed the proposed application and provided the following comments on the previous submission of the plan, dated February 10, 2000:

### "Road Network

The subject lands front onto Highway #27 which is designated a Regional Road. As a condition of draft plan approval, the applicant shall incur all costs associated with the registration and conveyance of any road widening and 0.3m road reserves along Highway #27, to the satisfaction of the Region of York.

The layout of the streets and blocks within the subject draft plan must correspond and coincide with the pattern and layout of the Vaughan West Corporate Business Park approved Block Plan. The applicant shall revise the draft plan to detail the abutting development to confirm compatibility, draft plan 19T-90018.

### Storm Water Management, Sanitary & Water Servicing

The Owner shall provide a servicing report.

### Lot Grading

Erosion and siltation control measures will be required as part of the detailed engineering design and in place during construction.

### Street Lighting

The intersection at Street 'A' and Highway #27 and internal streets must meet current City design levels.

### Traffic

The Owner shall provide a traffic study.

### Municipal Servicing Agreement

The City will require the execution of a subdivision agreement(s) to develop all lands and provide municipal services within the draft plan."

The Owner has since submitted a report prepared by Valdor Engineering, dated May 26, 2000, regarding municipal servicing and stormwater management. The Owner also submitted a Traffic Study prepared by Paul Hill Consulting dated April 23, 2001, in support of the proposal.

Standard conditions of draft plan approval with respect to Engineering Department requirements have been included in Attachment #1 - Conditions of Approval.

Staff have included the Region's standard conditions of approval in Attachment 1 - Conditions of Approval. The recommendation of this report includes resolution to allocate water and sewer capacity to the subject lands concurrently with approval of the draft plan.

### Region of York

The Region of York Transportation & Works Department has not provided detailed comments on the proposed plan, nor conditions of approval.

However, in a letter dated July 13, 2000, the Region indicated concerns with regard to the elimination of the mid-block collector creek crossing, thereby eliminating a continuous north/south

collector road from Regional Road 7 to Langstaff Road.

The Region of York has advised that they have conducted a peer review on previous studies relating to the mid-block collector road, and have advised the City to use its discretion as to whether the mid-block collector should be protected or not. In light of Council's decision to eliminate the mid-block collector creek crossing on December 9, 1996, no further action will be taken on this matter.

#### Ministry of Transportation Ontario (MTO)

In a letter dated April 6, 2000, the MTO provided the following comments:

“In response to your recent submission of the above-noted rezoning amendment and draft plan of subdivision, we advise that this Ministry, in conjunction with the affected municipalities, is currently conducting a Needs Assessment Study for Highway #427. The alignment and right-of-way for Highway #427 cannot be determined until such time as the Needs Assessment Study and subsequent Environmental Assessment has been completed

The municipality should be aware that since this Ministry has no final plans for Highway 427 at this time, a review of the draft plan of subdivision and rezoning amendment would be premature until such time as a route has been determined.”

Since that time, a refinement of the Highway #427 extension has been reviewed through the Corridor Study. Staff have met with MTO the regarding the future extension of the highway and are in agreement with the approach of holding sufficient lands necessary to protect for the extension, while allowing the remaining lands in each subdivision to proceed with development.

#### Utilities

Hydro Vaughan Distribution has no objection to the proposed draft plan of subdivision and which can be amended if necessary conditions of approval have been included.

Ontario Hydro Services advises that they own property abutting the subdivision, containing two 500 kV transmission lines on an easement affecting this subdivision. They have no objection to the proposal, and have requested conditions of approval.

#### Urban Design

The Urban Design Department has reviewed the proposed applications and provides the following comments:

1. Please include the standard clause in the recommendation section of the staff report respecting the required parkland dedication.

Preliminary calculation of the parkland dedication for this draft plan is as follows:

Total Area Within Plan

19.27ha

Total Parkland At 2%		<u>0.372ha</u>
Total Parkland Provided In Draft Plan	0.000ha	
Total Amount of Parkland Under dedication		<u>0.372ha</u>

2. We require further detailed information regarding the neighbourhood entry treatment along Street 'A' off of Highway 27, ensuring that there is sufficient land to provide opportunity to reinforce the distinct community streetscape character of the Vaughan West Corporate Centre South."

#### Toronto & Region Conservation Authority (TRCA)

In a letter dated May 10, 2000, the TRCA provided the following comments:

"The subject property is traversed by a valley corridor (Block 8) associated with the Rainbow Creek, a tributary of the Humber River. These valleylands are regulated by the Authority under Regulation 158. The Authority's "Valley and Stream Corridor Management Program" (VSCMP) sets out our policy criteria for new development adjacent to such features. These policies define the valley corridor boundary by a line established 10 metres inland from the top of bank, or from the stable top of bank/long term stable slope line, if the slope is not stable. In accordance with the VSCMP policies, new development is not permitted within this boundary.

As an element of our previous review of this draft plan, Authority staff attended a site meeting (January 29, 1990) to establish the top of bank of the valleylands. We are satisfied that this limit is accurately identified on the draft plan (Block 8). However, as noted above, the valley boundary is to be established based on the stable top of bank/long term stable slope line plus 10 metres. In this regard, we require the submission of a geotechnical engineer's report to assess the stability of the slope and confirm/identify the long term stable top of bank. We have no record of any previous slope stability review.

We note that Authority staff did not provide draft conditions of approval in our original review of this draft plan. Prior to slope stability being addressed and the valley boundary being confirmed, we are not yet in a position to recommend draft approval."

Staff have included standard conditions of approval regarding TRCA's requirements in Attachment #1 - Condition of Approval. It will be necessary for slope stability and valley boundary to be addressed to the satisfaction of the TRCA prior to final approval.

#### Cultural Services

The Cultural Services Department has no objections to the proposed draft plan of subdivision, provided an Archaeological Assessment is submitted to their satisfaction.

#### Canada Post

Canada Post has indicated that if any of the buildings for this project consists of 3 units or more, sharing a common indoor area, the developer or owner must supply, install and maintain a centralized mailbox facility or mailroom to Canada Post's specifications.

#### Conclusion

The draft plan of subdivision has been reviewed in accordance with the policies of OPA #450, the Block Plan and the provisions of By-law 1-88, as well as the existing and proposed developments



in the surrounding area. Staff considers the proposed development to be desirable and appropriate, and in keeping with the planned Vaughan West Corporate Business Park. The proposed conditions of draft approval are contained within Attachment #1.

Staff is of the opinion that the proposed rezoning of the subject lands, and the Holding Zone provision, will implement the subdivision plan and provide for the appropriate development of the subject lands, in conformity with the Official Plan. The holding provision for Blocks 6, 7 and 10, including the future Street 'B', could be removed from these Blocks when the alignment for the extension of Highway #427 is finalized through the Environmental Assessment process, to the satisfaction of the Ministry of Transportation Ontario.

Two Service Commercial blocks are proposed at the intersection of Street 'A' and Highway #27, whereas the approved Block Plan shows one service commercial block on the south side and a retail warehouse block on the north side. Given the commercial nature of a retail warehouse use, which would be permitted by the Official Plan on the north side of Street 'A', a service node at this location would appear appropriate, and does exceed the maximum area of 1.2 ha. A retail warehouse use could potentially be a more intensive use (big box) and would not necessarily serve the employment area, when compared to a service node. On the south side of Street 'A', the service commercial block 2 is undersized at 0.76 ha. Staff has red-lined the plan by enlarging the site to 0.8 ha to achieve the minimum lot area requirement in the Zoning By-law for the C7 Zone. A 10m structural setback will be required for all lots abutting the top-of-bank and the top-of bank will need to be confirmed by the TRCA prior to final approval.

The Region of York has expressed concerns with respect to the elimination of the mid-block collector creek crossing. The Region has conducted a peer review on previous work submitted in this regard, and have advised the City to use its discretion as to whether the mid-block collector should be protected or not. In light of Council's decision to eliminate the mid-block collector creek crossing on December 19, 1996, no further action will be taken on this matter. The TRCA have expressed concerns with respect to the overall stormwater servicing for the area, which can be addressed prior to final approval.

Staff can support approval of Draft Plan of Subdivision 19T-89063 and Zoning Amendment Application Z.00.020, subject to conditions.

Should the Committee concur, adoption of the applications can be approved with the recommendation in this report.

### **Attachments**

1. Conditions of Approval
2. Location Map
3. VWCBP Block Plan (Approved December 9, 1996)
4. Composite of Draft Plans (19T-89063 & 19T-90018)
5. Proposed Highway 427 Extension Corridor Plan & Proposed Plans of Subdivision
6. Proposed Zoning
7. Red-lined Draft Plan of Subdivision 19T-89063

### **Report prepared by:**

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Respectfully submitted,

MICHAEL DeANGELIS  
Commissioner of Planning

JOANNE R. ARBOUR  
Director of Community Planning

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## **ATTACHMENT NO. 1**

### **CONDITIONS OF APPROVAL**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION 19T-89063, CITY OF VAUGHAN, ARE AS FOLLOWS:**

#### City of Vaughan Conditions

1. Approval shall relate to the draft plan of subdivision, prepared by Templeton-Lepek Limited, revised dated May 23, 2001, as red-lined on June 18, 2001, as follows;
  - a) Block 2 increased in area from 0.76 ha to 0.8 ha, and Block 3 reduced in area from 0.86 ha to 0.82 ha;
  - b) 15m x 15m daylighting triangles and associated 0.3m reserves at the intersection of Street 'A' and Highway #27;
  - c) 0.3m reserve along Blocks 1 and 2 where it abuts Highway #27;
  - d) temporary cul-de-sacs and associated 0.3m reserves at the north and south ends of future Street 'B', where it abuts adjacent lands; and,
  - e) top-of-bank to be confirmed by The Toronto Region Conservation Authority.
2. The lands within this draft plan of subdivision shall be appropriately zoned by a zoning by-law, which has come into effect, in accordance with the provisions of the Planning Act.
3. Prior to final approval, the Owner agrees to pay any and all outstanding application fees to the Planning Department, in accordance with Tariff of Fees By-law 321-99.
4. Prior to final approval, or a phase of the plan, the Owner shall submit a phasing plan(s), which provides details concerning the road pattern, open space network, and stormwater management, to the satisfaction of the City.

5. The Owner shall enter into a subdivision agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
6. The road allowances included within this draft plan of subdivision shall be dedicated as public highways without monetary consideration and free of all encumbrances.
7. Prior to commencing the subdivision agreement process:
  - a) the road allowances included within this draft plan of subdivision shall be named to the satisfaction of the City, in consultation with the Regional Planning Department; and,
  - b) the lots on the draft plan of subdivision shall be assigned municipal addresses by the City.
8. The road allowances included within this draft plan of subdivision shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets, and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
9. Any dead end or open side of a road allowance created by this draft plan of subdivision shall be terminated in a 0.3 m reserve, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
10. The Owner agrees that prior to final approval, final engineering design(s) may result in variation to the road and lotting pattern, number of lots, distribution of uses, and conditions of approval, subject to the satisfaction of the City and other relevant approval authorities.
11. The Owner shall agree in a subdivision agreement that construction access shall be provided only in a location approved by the City and the Region of York, if required.
12. Easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority (ies), free of all charges and encumbrances.
13. Prior to final approval, the Owner shall prepare a soils report prepared for review and approval of the City, and shall agree in the subdivision agreement that the recommendations (including pavement design structure for ideal and non-ideal conditions) shall be carried out to the satisfaction of the City.
14. Prior to final approval, the Owner shall submit to the satisfaction of the City, environmental site assessment report(s) in accordance with the Ministry of Environment's "Guideline for Use at Contaminated Sites in Ontario", June 1996, as amended.
15. Prior to final approval, the Owner shall reimburse the City for the cost of the City's peer review for the environmental site assessment reports.
16. Prior to final approval, should site remediation be required in order to meet the applicable soil and ground water criteria as set out in the "Guideline for Use at Contaminated Sites in Ontario", June

1996, as amended, the Owner shall submit to the City, a copy of the Record of Site Condition, which has been acknowledged by a Provincial Officer of the Ministry of Environment.

17. The Owner shall agree in the subdivision agreement that the Owner covenants and agrees that all lands to be conveyed to the municipality meet the applicable soil and ground water criteria for the intended use as set out in the Guideline for Use at Contaminated Sites in Ontario, June 1996, as amended.
18. Prior to the initiation of grading, and prior to registration of this draft plan of subdivision or any phase thereof, the Owner shall submit to the City for approval, the following:
  - a) a detailed engineering report that describes the storm drainage system for the proposed development within this draft plan of subdivision, which report shall include:
    - i) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
    - ii) the location and description of all outlets and other facilities;

- iii) stormwater management techniques which may be required to control minor and major flows; and,
- iv) proposed methods of controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

19. The Owner shall not apply for building permits and the City shall not issue building permits for those lots and/or blocks within the plan until the City is satisfied that the following services are available to service this proposed development or that arrangements have been made for their completion to the satisfaction of the City:
  - a) provide municipal water supply;
  - b) provide sanitary sewers and storm drainage facilities; and,
  - c) provide adequate road access.
20. Prior to final approval, the Owner shall pay its proportionate share of the cost any external municipal services, temporary and/or permanent built or proposed that have been designed and oversized by others to accommodate the development of the plan.
21. Prior to final approval, and prior to any works commencing on site, the Owner shall provide lot grading, road grades and cross sections of each to the City's Engineering Department for review and approval.
22. The Owner shall install a barrier fence (siltation) around the limits of the open space blocks delineating the boundaries of grading and construction, prior to commencement of construction.
23. Prior to final approval, a traffic impact study, prepared at the Owner's expense, shall be submitted to the City for review and approval. The preparation of the traffic impact study shall include the ultimate traffic volumes associated with the surrounding road network and the operation of the proposed intersection at Highway No. 27. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved traffic impact study, to the satisfaction of the City.
24. Prior to final approval, the Owner shall provide the necessary financial securities to provide for the construction of the ultimate sanitary sewer outlet to the West Rainbow Trunk system for the lands northeast of the Rainbow Creek and pay its proportionate share of the cost of any external municipal services that have been designed and oversized by others by others to accommodate the development of the plan to the satisfaction of the City.
25.
  - a) The Owner shall design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the plan of subdivision, and compatible with the existing and/or proposed systems, in surrounding plans of subdivision, all in accordance with Hydro Vaughan Distribution Inc. and the City's standards and specifications, latest revisions. Prior to final approval, all requirements of Hydro Vaughan Distribution Inc. shall be satisfied.
  - b) The Owner is to design, purchase materials, and install a buried hydro distribution system within the confines of the Plan, and compatible with the existing and/or proposed systems, in surrounding Plans, all in accordance with the latest standards and specifications of Hydro Vaughan Distribution Inc and the City.

26. Prior to final approval, the Owner shall prepare a tree assessment study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved, and proposed methods of tree preservation or remedial planting. The Owner shall agree not to remove trees, without written approval by the City.
27. The Owner shall agree in the subdivision agreement to provide an Urban Design Guidelines Report to the satisfaction of the City. The said guidelines shall identify all the urban design objectives of the Urban Design guidelines document.
28. Prior to final approval, the Owner shall prepare a geotechnical report to the satisfaction of the City. The study shall include an assessment of the overall slope stability of the valley and stream corridors affecting these lands.
29. The Owner shall agree in the subdivision agreement to erect a permanent 1.5m black vinyl chain link fence along the limits of lots that abut the open space channel blocks or stormwater management facilities.
30. Prior to final approval, the Owner shall submit to the satisfaction of the Department of Urban Design a master landscape plan for the subdivision, in accordance with the approved Urban Design Report for the Vaughan West Corporate Centre South. The plan shall address, but not be limited to the following issues:
  - a) Internal landscaping on boulevards as it relates to the road rights-of-ways and the location of underground services, i.e. typical road sections that incorporates boulevard trees are required;
  - b) co-ordination of the urban design/streetscape elements as they relate to all draft plans within the Vaughan West Corporate Centre South;
  - c) entrance features within the subdivision, ensuring there is sufficient lands to allow appropriate landscaping;
  - d) landscaping along Highway #27-9m wide buffer including walls and fences and entry features;
  - e) the appropriate high quality landscape treatment for the 9m wide buffer along the future Highway #427;
  - f) the appropriate landscape treatment and configuration for the stormwater management facilities (refer to City guidelines for storm ponds); and,
  - g) a continuous trail system is to run through the West Rainbow Creek Open Space lands with connections from the subdivision through stormwater management facilities. The trail shall connect to a signalized intersection (Medallion Boulevard) to allow users safe access across Highway #27 to the rest of the trail east of Highway #27.
30. The Owner shall be required by way of subdivision agreement to agree that no development or grading shall occur on any site identified as being archaeologically significant by an evaluation, until archaeological excavations of all significant sites within any phase for which final approval has been given have been carried out to the satisfaction of the Ministry of Citizenship, Culture and Recreation (Archaeological Unit) and the City; the Owner shall also agree, in the subdivision agreement, to take whatever protective measures are required by the City for any archaeologically significant sites.
31. Prior to final approval, and prior to the commencement of any archaeological field work, a copy of the contract information sheet which was submitted to the Ontario Heritage Foundation shall have been forwarded to the City. Licensed consultants are urged to review the City of Vaughan's

Archaeological Facility Master Plan Study, housed in the City of Vaughan Archives, prior to commencing any fieldwork.

Toronto and Region Conservation Authority Conditions

32. Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the Owner shall submit for the review and approval of the Toronto and Region Conservation Authority, the following:
  - a) a detailed engineering report that describes the storm drainage system (quantity and quality) for the proposed development of the subject lands. This report shall include:
    - i) plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., Is it part of an overall drainage scheme? How will external flows be accommodated? What is the design capacity of the receiving system?
    - ii) storm water management techniques which may be required to control minor or major flows;
    - iii) appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to ensure no negative impact on the quality and quantity of ground and surface water resources as it relates to fish and their habitat;
    - iv) proposed method for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and,
    - v) location and description of all outlets and other facilities which may require a permit pursuant to Ontario Regulation 158 and the Lakes and River Improvement Act; and,
    - vi) Overall grading plans for the subject lands.
33. The draft plan of subdivision shall be subject to red-line revisions to meet the requirements of the above condition and the confirmed top-of-bank alignment, if necessary.
34. The Owner shall agree in the subdivision agreement, in wording acceptable to the Toronto and Region Conservation Authority:
  - a) to carry out, or cause to be carried out, to the satisfaction of the Toronto and Region Conservation Authority, the recommendations of the final stormwater and environmental reports.
  - b) to obtain all necessary permits pursuant to Ontario Regulation 158 and the Lakes and Rivers Improvement Act;
  - c) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Toronto and Region Conservation Authority.
  - d) to erect permanent fencing along the limits of the stream and valley corridor lands to the satisfaction of the Toronto and Region Conservation Authority and the City of Vaughan.
35. The Owner shall submit for review and approval of the TRCA a geotechnical report which addresses the long term stable slope limit of the valley slopes, and draft plan shall be revised to reflect the findings of the study.
36. The confirmed valley corridor shall be placed in a separate block for long term protection, to the satisfaction of the Toronto and Region Authority.

37. Prior to the registration of the plan, the Owner shall enter into an agreement with the Toronto and Region Conservation Authority, with respect to the conveyance of the valley corridor blocks.
38. The municipality's restrictive area zoning by-law shall recognize the valley corridor blocks in an appropriate zoning category which has the affect of prohibiting structural encroachments, the placement of fill, or the removal of vegetation except for the purposes of flood or erosion control, resource management. A minimum setback of 10m for all principal structures, for lots abutting these blocks shall be established.

#### Ontario Hydro Services Company

39. Prior to final approval, a copy of the lot grading and drainage plan, showing existing and proposed grades, the Owner shall submit to Ontario Hydro Services Company for review and approval. Drainage must be controlled and directed away from Ontario Hydro Services Company property.
40. The Owner shall install temporary fencing along the edge of the hydro right-of-way prior to the start of construction, which must be maintained in an up- right position throughout construction.
41. The Owner shall agree to install permanent galvanized steel chain link fencing, a minimum 1.2m high with no gates, after construction is completed along the right-of-way.
42. The Owner shall agree that the hydro right-of-way property shall not be used without express written permission of Ontario Hydro Services Company. The Owner shall be responsible for restoration of any damage to the right-of-way resulting from construction of the subdivision.
43. The Owner shall agree to include the following warning clause in all offers of purchase:  
  
"The transmission line affected by this subdivision operates at 500,000 volts. Section 186 - Proximity - of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, require that no object be brought closer than 6m (20 feet) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the conductors could raise and lower without warning depending on the electrical demand placed on the line."

#### Ministry of Transportation Ontario

44. That prior to final approval, the Owner shall submit a copy of the drainage plan and stormwater management report for approval by the Ministry of Transportation indicating the intended treatment of the calculated run-off.

#### Region of York Conditions

45. The Region of York Transportation and Works Department, Water and Wastewater Branch shall confirm that adequate water supply and sewage treatment capacity are available to accommodate the proposed development within this draft plan of subdivision, or any phase thereof, and have been allocated thereto by the City of Vaughan.
46. The following lands shall be conveyed to the Regional Municipality of York for public highway purposes, free of all costs and encumbrances, as shown in red on the approved draft plan:
  - a) a daylighting triangle having dimensions of 15m by 15m at the southwest and northwest corner of Highway #27 and Street 'A'.

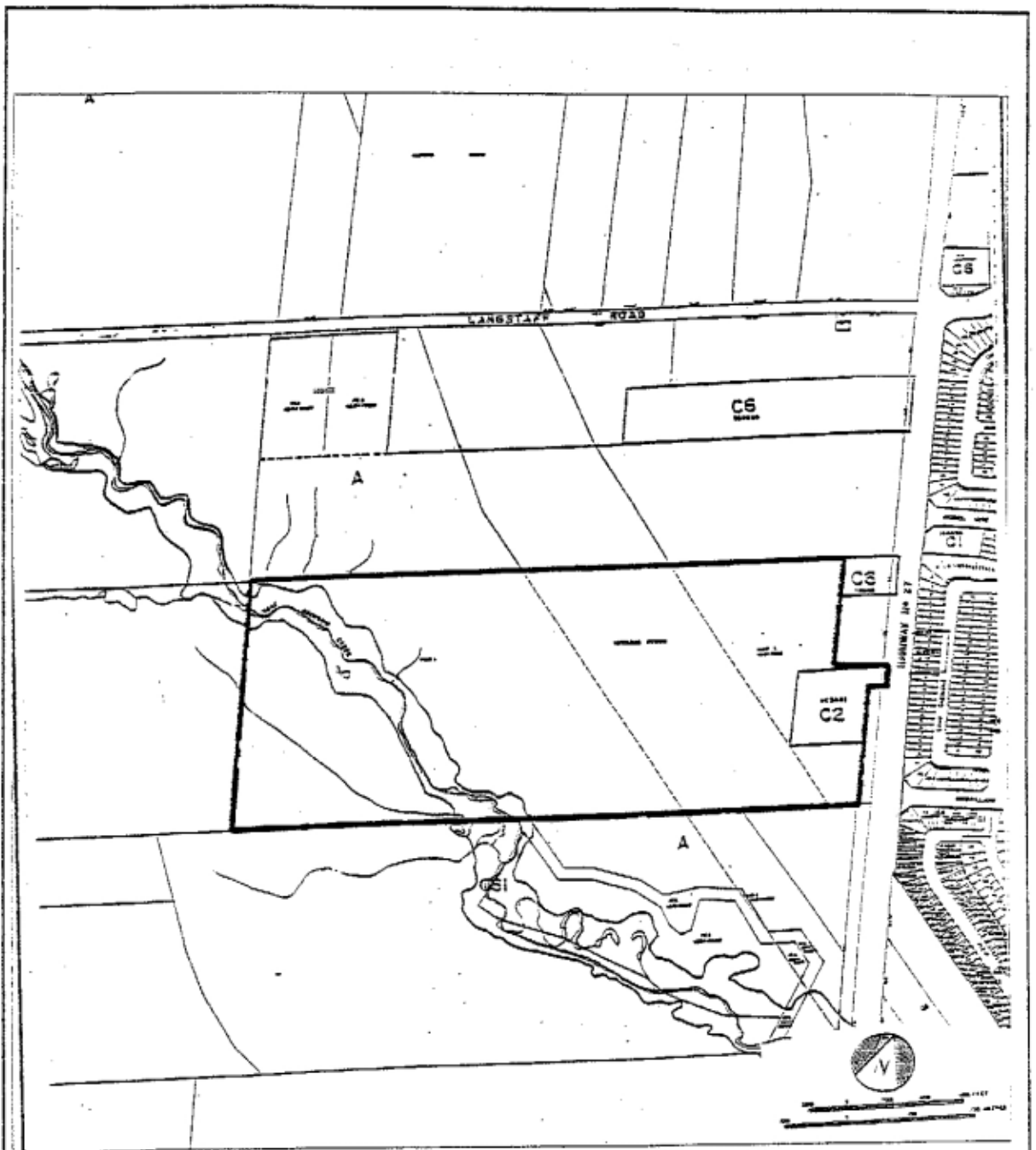


47. A reserve, 0.3m in width, across the full frontage of the draft plan of subdivision where it abuts Highway #27, and the required daylighting triangles as shown in red on the approved draft plan, shall be conveyed to the Regional Municipality of York, free of all costs and encumbrances.
48. Prior to final approval, and concurrent with the submission of the subdivision servicing applications (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the Regional road, to the Region of York Transportation and Works Department, and may include the following drawings:
  - a) Plan and Profile for the Regional road and intersection;
  - b) Grading and Servicing;
  - c) Intersection/Road Improvements;
  - d) Construction Access Design;
  - e) Utility Location Plans;
  - f) Signalization and Illumination Designs;
  - g) Line Painting;
  - h) Traffic Control/Management Plans; and,
  - i) Landscaping Plans, including tree preservation, relocation and removals.
49. Prior to final approval, the Owner shall provide a signed copy of the subdivision agreement to the Region of York Transportation and Works Department, outlining all requirements of the Region of York Transportation and Works Department.
50. The Owner agrees in the subdivision agreement that no direct access from Blocks 1 and 2 within this plan of subdivision shall be permitted to Highway #27.
51. The Owner shall have prepared, by a qualified professional consultant, a detailed Traffic Impact Study to be submitted to the Region of York Transportation and Works Department for review and approval, and the Owner shall agree in the subdivision agreement, in wording satisfactory to the Region, to implement the recommendations of the Traffic Impact Study as approved by the Region of York.
52. The Owner shall design Street 'A' to intersect Highway #27 on a common tangent with Nickel Gate.
53. The Owner shall design throat width of Street 'A' to accommodate two 3.5m inbound lanes and two 3.5m outbound lanes, from Highway #27, and no intersecting or non-residential access shall be permitted on Street 'A' within 80m of the limit of Highway #27.
54. The Owner shall provide a Solicitor's Certificate of Title to the Region of York Corporate and Legal Services Department, to the satisfaction of the Regional Solicitor, at no cost to the Region, with respect to the conveyance of lands to the Regional Municipality of York.
55. The Owner shall enter into an agreement with the Region of York, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable prior to final approval in accordance with By-law DC-2-94-119.

#### Other Conditions

56. Final approval for registration may be issued in phases provided that:
  - a) phasing is proposed in an orderly progression; and,
  - b) all government agencies agree to registration by phases and provide clearances as required in Conditions 1 to 55 inclusive; clearances will be required for each phase proposed for registration by the Owner; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.

57. The Region of York shall advise that Conditions 45 to 55 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
58. The Toronto and Region Conservation Authority shall advise that Conditions 32 to 38 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
59. The Ontario Hydro Services Company shall advise that Conditions 39 to 43 inclusive, have been satisfied; clearance letter shall include a brief statement detailing how each condition has been met.
60. The Ministry of Transportation Ontario shall advise that Conditions 44 has been satisfied, the clearance letter shall include a brief statement detailing how each condition has been met.
61. The City shall advise that Conditions 1 to 31 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.



**ATTACHMENT "2"**  
**LOCATION MAP**

<b>FILE #:</b> 19T-90018 Z.23.90	<b>REPORT #:</b>  <b>LOCATION:</b> LOT 9, CONC. 9
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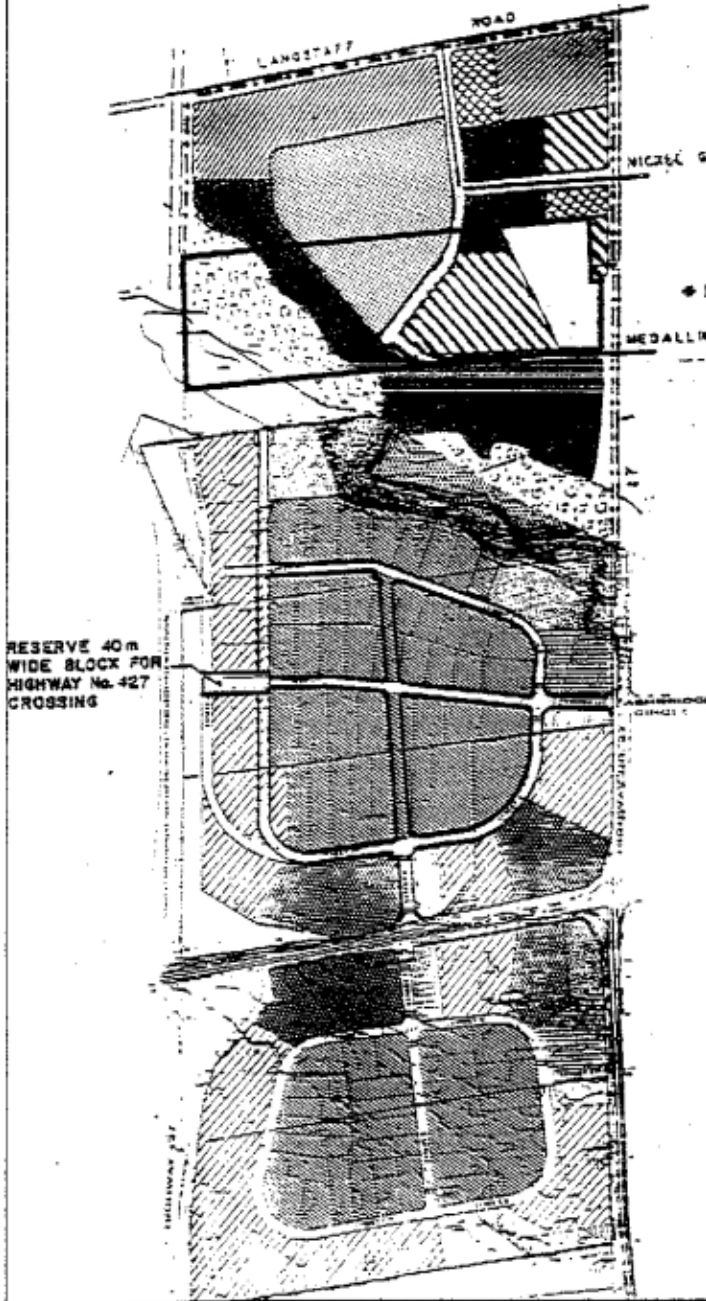
SUBJECT LANDS

CITY OF VAUGHAN  
PLANNING DEPARTMENT

**APPLICANT:**  
611428 ONTARIO LTD

**DATE:** 30/05/2001  
**SCALE:** NOT TO SCALE

RED LINED PLAN, DECEMBER 9, 1996



LEGEND (LANDS NORTH OF CREEK)

-  SPECIAL PURPOSE INDUSTRIAL
-  SERVICE COMMERCIAL
-  OFFICE COMMERCIAL
-  PRESTIGE INDUSTRIAL
-  RESTRICTED INDUSTRIAL
-  OPEN SPACE

NOTE: LAND USE DESIGNATIONS NORTH OF VALLEY SHOWN IN ACCORDANCE WITH APPENDIX II OF OPA No. 450

VAUGHAN WEST CORPORATE BUSINESS PARK

BLOCK PLAN




LEGEND (LANDS SOUTH OF CREEK)

-  SPECIAL PURPOSE INDUSTRIAL
-  PRESTIGE INDUSTRIAL
-  RESTRICTED INDUSTRIAL
-  OFFICE COMMERCIAL
-  SERVICE COMMERCIAL
-  OPEN SPACE
-  LANDFILL
-  STORM WATER MANAGEMENT FACILITY
-  15 METRES WARM WATER FISHERIES SETBACK LIMIT
-  SUBJECT PROPERTIES

ATTACHMENT "3"  
WCBP BLOCK PLAN  
(APPROVED DEC. 9, 1996)

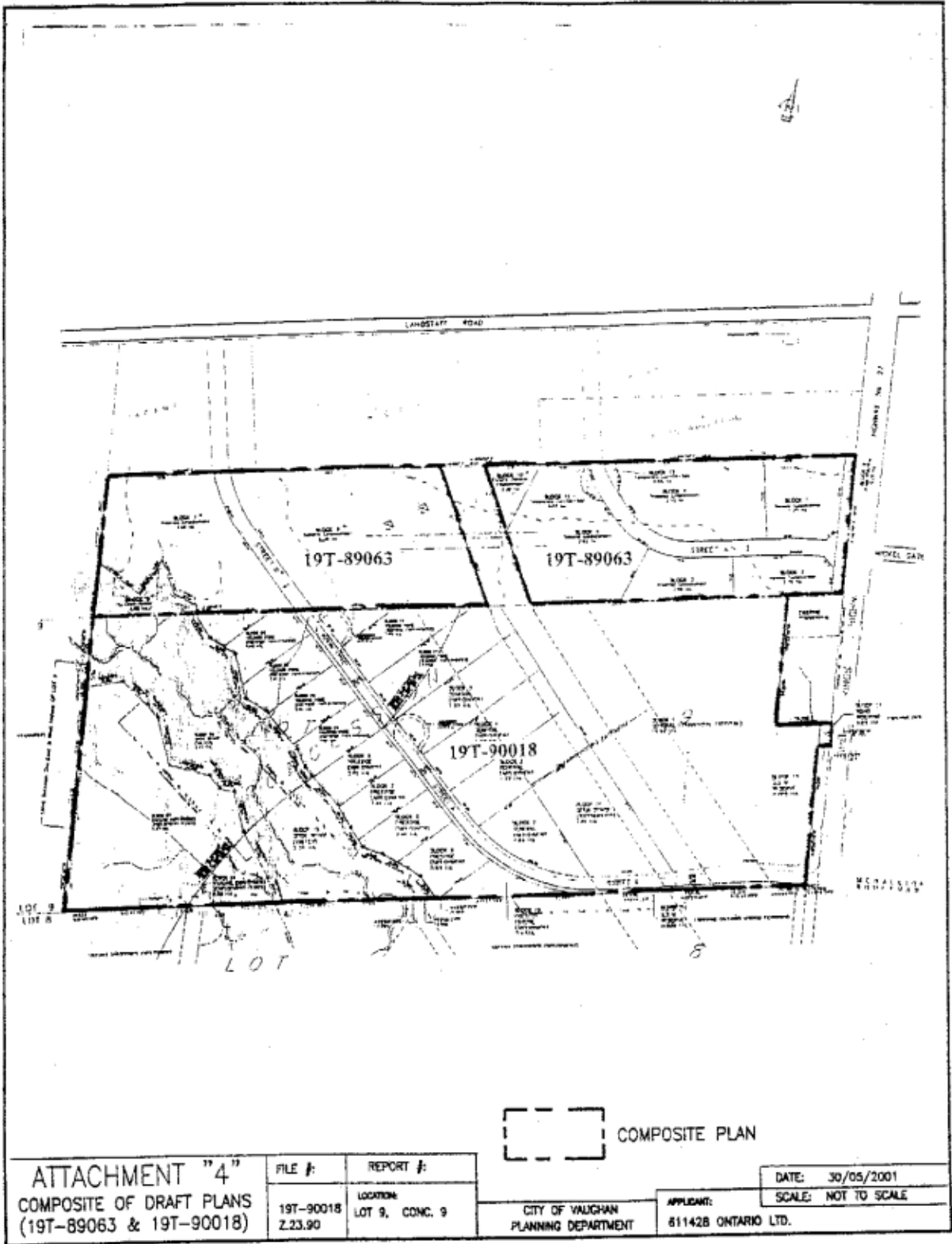
FILE #	REPORT #
19T-90018 Z.23.90	LOCATION: LOT 9, CONC. 9

 SUBJECT LANDS

CITY OF VAUGHAN  
PLANNING DEPARTMENT

APPLICANT:  
611428 ONTARIO LTD

DATE: 30/05/2001  
SCALE: NOT TO SCALE



**ATTACHMENT "4"**  
**COMPOSITE OF DRAFT PLANS**  
**(19T-89063 & 19T-90018)**

FILE #:	REPORT #:
19T-90018 Z.23.90	LOCATION: LOT 9, CONC. 9

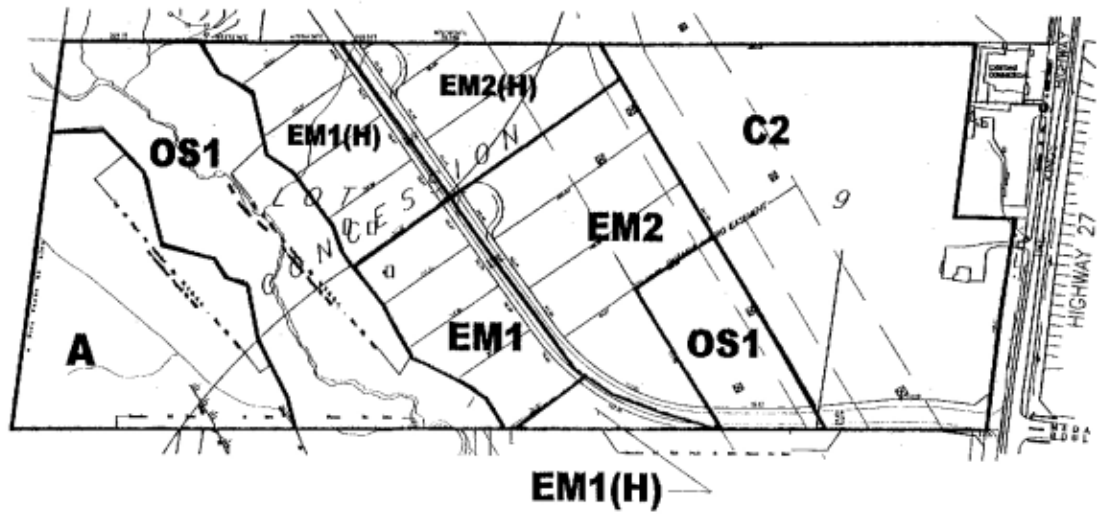
CITY OF VAUGHAN  
 PLANNING DEPARTMENT

APPLICANT:  
 611428 ONTARIO LTD.

DATE: 30/05/2001  
 SCALE: NOT TO SCALE



<b>ATTACHMENT "5"</b> PROPOSED HWY. 427 EXTENSION CORRIDOR PLAN PROPOSED PLAN OF SUBDIVISION	FILE #:	REPORT #:	DATE:
	19T-90018 2.23.90	LOCATION: LOT 9, CONC. 9	811428 ONTARIO LTD
CITY OF VAUGHAN PLANNING DEPARTMENT		APPLICANT:	

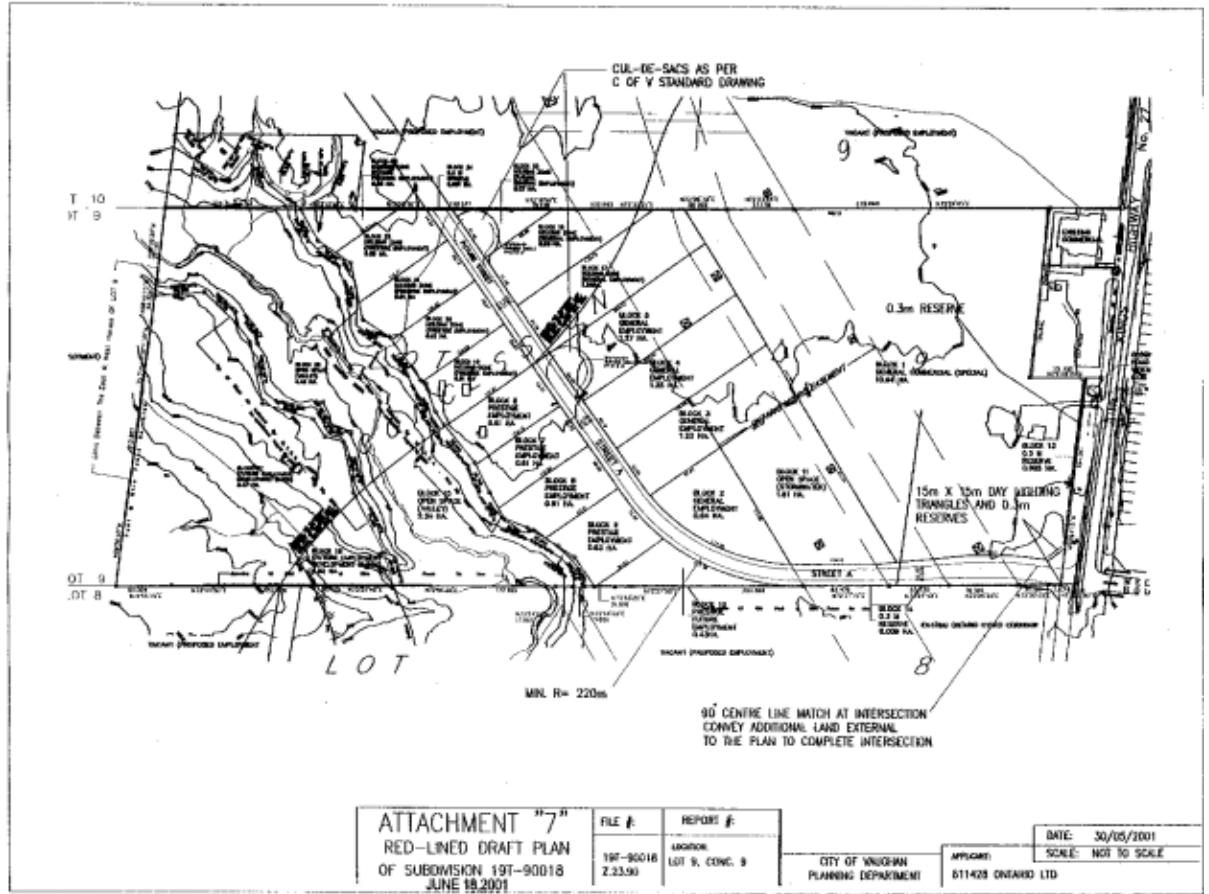


ATTACHMENT "6"  
PROPOSED ZONING

FILE #	REPORT #
191-98219 72390	101 9, CONC. 9

CITY OF WAUGHAN  
PLANNING DEPARTMENT

DATE:	30/06/2001
APPLICANT:	611428 CHASCO LTD
SCALE:	NOT TO SCALE



<b>ATTACHMENT "7"</b> RED-LINED DRAFT PLAN OF SUBDIVISION 19T-90018 JUNE 19, 2001	FILE #	REPORT #	DATE: 30/05/2001
	19T-90018 Z.23.90	LOCATION LOT 9, CONC. 9	SCALE: NOT TO SCALE
CITY OF WINDHAM PLANNING DEPARTMENT		APPLICANT: 611429 ONTARIO LTD	