

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

**ZONING BY-LAW AMENDMENT APPLICATION  
DRAFT PLAN OF SUBDIVISION APPLICATION  
REPORT #P.2000.49  
611428 ONTARIO LIMITED  
FILES: Z.23.90 AND 19T- 90018**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment Application Z.23.90 (611428 Ontario Limited) BE APPROVED, and that the implementing by-law:
  - a) rezone Block 1 to C2 General Commercial Zone, with the following additional uses: retail warehousing, supermarket, L.C.B.O. Outlet, beer store, and clinic;
  - b) rezone Blocks 2 to 5 to EM2 General Employment Area Zone;
  - c) rezone Blocks 6 to 9 to EM1 Prestige Employment Area Zone;
  - d) rezone Block 10 to EM1(H) Prestige Employment Area with a Holding (H) Symbol, to be lifted upon the block being combined with the adjacent lands to the south;
  - e) rezone Blocks 11, 15 and 26 to OS1 Open Space Conservation Zone;
  - f) rezone Blocks 17, 18 and 23 to EM2(H) General Employment Area Zone, Blocks 19 to 22 and 25 to EM1(H) Prestige Employment Area Zone, all with the addition of a Holding 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, Blocks 22, 23 and 25 shall be combined with the adjacent lands to the north;
  - g) require a minimum structural setback of 10 metres on blocks adjacent to the valley corridor zoned OS1 Zone; and,
  - h) maintain the A Agricultural Zone on lands proposed for Future Employment Development Blocks 16 and 27, pending future consideration for development of these lands, and pending the determination of the final alignment of Highway #427 extension.
2. THAT Draft Plan of Subdivision Application 19T-90018 (611428 Ontario Limited), prepared by Lucas & Associates, revised dated May 22, 2001, BE DRAFT APPROVED, as red-lined on June 18, 2001, subject to the conditions of draft approval included 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-90018 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".

### **Purpose**

The Owner has submitted a Draft Plan of Subdivision application and a corresponding application to amend the Zoning By-law, to rezone the subject lands to C2 General Commercial Zone (with additional uses of retail warehousing, supermarket, LCBO Outlet, beer store, and a clinic); 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 40.18 ha, proposes the following:

- 1 General Commercial Block (C2 Zone) totalling 10.94 ha
- 4 Prestige Employment Blocks (EM1 Zone) totalling 2.46 ha
- 6 Future Prestige Employment Blocks (EM1-H Zone) totalling 3.1 ha
- 4 General Employment Blocks (EM2 Zone) totalling 4.58 ha
- 3 Future General Employment Blocks (EM2-H Zone) totalling 2.34 ha
- 2 Future Development Blocks (maintain 'A' Zone) totalling 5.99 ha
- 3 Open Space Blocks (OS1 Zone) totalling 8.57ha
- Roads (Street 'A', Future Roads, Widening & Reserves totalling 2.22 ha

### **Background - Analysis and Options**

#### Location

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

#### Site Description

- an irregular-shaped 40.18 ha site, with 225m frontage on Highway #27, and lot depth of between 960m and 1,022m
- a vegetable stand is located adjacent to Highway #27
- lands are flat with no significant vegetation, except for the valley lands traversing the northern portion; hydro corridor along the northeast portion
- the surrounding land uses are:

North - vacant; employment subdivision plan 19T-89063(R) (A Agricultural Zone)

South - vacant; employment subdivision plan 19T-89058 (A Agricultural Zone and OS1 Open Space Conservation Zone)

East - autobody/transmission shop; Highway #27; residential (C6 Highway Commercial Zone, A Agricultural Zone, R4 Residential Zone)

West - vacant; future Highway #427 extension and future Huntington employment area (A Agricultural Zone)

#### Public Hearing

On April 20, 2000, a notice of public hearing was circulated to all property Owners within 120m of the subject lands, and to 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 24, 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.

#### Official Plan Amendment No.450

The rear two-thirds of 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. Located adjacent to the north side of the valley are Blocks 6 to 9, and future development Blocks 10, 19 to 22, and 25. The blocks are proposed for prestige employment use, which conforms to 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.

The Owner proposes General Employment Area Blocks (EM2 Zone) internal to the plan where the lands are designated "Special Purpose Industrial" on the approved Block Plan for retail warehouse use. Staff considers the proposed General Employment use to be appropriate and conforms with the locational criteria set-out in OPA #450.

c) Valley Lands

The Valley and Stream Corridor policies require the precise limits of valley and stream corridors to be established through the Block Plan process, and shall 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 OS1 Open Space Conservation Zone.

#### Deferral to OPA #450

The southwest corner of the draft plan shows Future Employment Development Blocks 16 and 27, which are subject to a deferral in OPA #450. The Owner has applied to the Toronto and Region Conservation Authority (TRCA) to place fill within these lands. To date, the TRCA has not granted permission to place fill within this regulated area.

The proposed "Future Development Blocks" will remain zoned A Agricultural Zone, and deferred within the plan of subdivision, until such time as a number of issues are resolved, including obtaining approval from the TRCA, access from the adjacent plan to the south, and pending the resolution of the Highway #427 extension.

#### Official Plan Amendment No.451

The front portion of the subject lands is designated "General Commercial" by OPA #451, and subject to the following policies:

- 1) uses permitted include all General Commercial uses, retail warehousing, supermarket, L.C.B.O. outlet, beer store, and a clinic;
- 2) the ultimate servicing of the subject lands shall occur to the satisfaction of the City; and,
- 3) the occupancy permit of the Phase 1 commercial component shall be provided only upon completion of a predetermined percentage of the Phase 2 office component. This percentage shall be determined prior to the zoning approval.

The implementing zoning is C2 General Commercial Zone, with the additional uses permitted.

#### 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, and 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 the road intersecting with Highway #27 (Street 'A') would provide a linkage between Highway #27 and Langstaff Road. The previously approved Block Plan shows Street 'A' to intersect with a mid-block collector. However, the north/south mid-block collector and its crossing of the Rainbow Creek/Valley was 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 both draft plans is shown on Attachment # 4. Two roads are proposed, both of which provide 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, along with 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. 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 removed 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, C2 General Commercial Zone and OS1 Open Space Conservation 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. Blocks along the south and north sides of Street 'A' are proposed for EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone, respectively. The Blocks west of the Highway #427 extension protection area will be subject to a Holding provision, pending the resolution of the Highway #427 extension by the MTO. Within this area, Blocks 22, 23 and 25 must be combined with the adjacent lands to the north, in proposed plan of subdivision 19T-89063. Similarly, Block 10 along the south side of Street 'A' must be combined with the adjacent lands to the south, in proposed plan of subdivision 19T-89058. The proposed EM1 and EM2 Zones would implement the Prestige Area and Employment Area General designations in OPA #450.

Block 1 proposed as C2 General Commercial Zone, including the additional use of retail warehousing, supermarket, L.C.B.O. outlet, beer store, and a clinic, as additional uses, would implement the "General Commercial" designation in OPA #451. The proposed OS1 Open Space Conservation Zone is proposed for the valley, and Block 11 for stormwater management purposes. No zoning is proposed for Future Development Blocks 16 and 27, and is to remain A Agricultural Zone. Development of these blocks depend on a number of factors, including the requirement for approval from the TRCA to fill the regulated area, the resolution of the alignment of the Highway #427 extension, the availability of sanitary servicing, and the provision for access from the adjacent plan of subdivision to the south (File 19T-89058).

The TRCA requests a minimum 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 27 blocks including: 1 General Commercial block; 5 Prestige Employment blocks; 4 General Employment blocks; 5 future Prestige Employment blocks and 3 future General Employment blocks, 2 Future Development Blocks located just south of the valley; 3 Open Space Blocks for valley lands and stormwater management purposes; and, the remaining blocks are for roads, future roads, widenings and reserves. Street 'A' provides access internal to the plan, ending in a temporary turning circle at the limit of the Highway #427 extension corridor. An extension of Street 'A' (shown as future street) ending with a temporary turning circle at the north limits of the plan, is also shown, in the event that the plan is not affected by the alignment of the future highway.

### Servicing

The Engineering Department provided the following comments on the previous submission of the plan, dated March 8, 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 0.3 m 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 with draft plan 19T-89063.

The Owner shall provide 15 m x 15 m daylighting triangles and associated 0.3 m road reserves at the intersection of Street ‘A’ and Highway #27, as per City Standard Drawing D-7. Additional lands external to the draft plan are required to be conveyed to complete the southwest corner of the intersection of Street ‘A’ and Highway #27.

### Storm Water Management

The Owner shall provide a servicing report. The City requires a composite stormwater management design for the entire southwest quadrant of Langstaff Road and Highway #27 that minimize the number of required stormwater management blocks and services the entire neighbourhood including all external tributary lands.

### 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, and shall ensure road right-of-way widths are coordinated and a compatible road network design for the neighbourhood is achieved.

### 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 Functional Servicing Report, prepared by Condeland Engineering Ltd, dated July 12, 2000.

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

The recommendation of this report includes a standard 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 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 19, 1996, no further action will be taken on this matter.

Staff have included the Region's standard conditions of approval in Attachment 1 - Conditions of Approval.

#### 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 the time, a refinement of the Highway 427 extension has been reviewed through the Corridor Study. Staff have met with 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 each subdivision to proceed with development.

#### Utilities

Hydro Vaughan Distribution Inc. has no objection to the proposed draft plan.

Ontario Hydro Services advises that they have two 500kv and one 230kv transmission lines on an easement affecting this subdivision. They have no objection to the proposal and have requested conditions of draft approval.

#### Urban Design

The Urban Design Department provides the following comments:

1. Please include the standard parkland dedication requirement in the Recommendation of this report.

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

Total Area Within Plan 40.18ha

Total Parkland At 2% 0.722ha

Total Parkland Provided In Draft Plan 0.000ha

Total Amount of Parkland Under dedication 0.722ha

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

The Department of Urban Design is recommending a 9m wide walkway block between Blocks 9 and 10, providing pedestrian linkage from Street "A" to the Valley Corridor.

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

In a letter dated April 17, 2000, the TRCA indicated that the valley limits identified on the draft plan are representative of the physical crest of slope associated with the east bank of the Rainbow Creek, and are subject to technical confirmation through a geotechnical report. Should the geotechnical report reveal any slope stability problems, then the top-of-bank limit will need to be revised to reflect the projected long-term stable slope line.

The TRCA advises that the plan indicates that the western bank of the Rainbow Creek was re-established in the field with Staff from the Authority on August 18, 1998. The TRCA indicates this is not the case, and since those lands did not form part of an active development proposal at the time, they were not walked. Therefore, the top-of-bank limit for the west bank of the Rainbow Creek must be confirmed and the plan revised accordingly.

The TRCA has no objections to the approval of the plan, subject to conditions.

#### 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.

#### Conclusion

The draft plan of subdivision has been reviewed in accordance with the policies of OPA #450 and provisions of By-law 1-88, as well, as the existing and proposed developments in the surrounding area. Staff considers the proposed development of the subject lands 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 17 to 25, including the future street, 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. The holding provision placed on the internal Future Employment block (Block 10) will be removed once they are combined with adjacent lands to the south, within plan of subdivision 19T-89058.

The lands identified as Future Employment Development Blocks 16 and 27, located on the southwest corner of the plan, are subject to a deferral in OPA #450. The Owner has applied to the Toronto and Region Conservation to place fill within these lands, and to date, the Authority has not granted permission to place fill within this regulated area. The proposed Future Development Blocks should remain zoned A Agricultural Zone by By-law 1-88, and deferred in the plan of subdivision, until such time as a number of issues are resolved, including obtaining approval from TRCA, being provided access from the adjacent plan to the south, and pending the resolution of the Highway #427 extension.

The Region of York has had concerns regarding 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 to eliminate the mid-block collector creek crossing on December 19, 1996, no further action will be taken on this matter. Also, the TRCA have expressed concerns with respect to the overall stormwater servicing for the area.

Staff recommends approval of both Plan of Subdivision 19T-90018 and Zoning Amendment Application Z.23.90 subject to conditions. Should the Committee concur, the applications can be approved with the adoption of 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-90018

### **Report prepared by:**

Duncan MacAskill, Planner, ext. 8017  
Grant A. Uyeyama, Senior Planner, ext. 8635  
Bianca M. V. Bielski, Manager, Development Planning, ext. 8485

Respectfully submitted,

MICHAEL DeANGELIS  
Commissioner of Planning

JOANNE R. ARBOUR  
Director of Community Planning

/LG

R:\MACASKID\JUNE18CW19T90018.CW.DOC

## 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-90018, CITY OF VAUGHAN, ARE AS FOLLOWS:**

#### City of Vaughan Conditions

1. Approval shall relate to the draft plan of subdivision, prepared by Lucas & Associates, revised dated May 22, 2001, and red-lined as follows:
  - a) Blocks 16 and 27 shall be deferred until such time as the following matters are resolved:
    - i) approval from the Toronto and Region Conservation Authority to fill the regulated area;
    - ii) the alignment of the Highway #427 extension, to the satisfaction of the Ministry of Transportation Ontario;
    - iii) the availability of sanitary servicing, to the satisfaction of the City; and,
    - iv) the provision for access from the adjacent plan of subdivision to the south, File 19T-89058;
  - b) 15m x 15m daylighting triangle and associated 0.3m reserves at the intersection of Street 'A' and Highway 27;
  - c) additional land external to the draft plan needs to be conveyed to the subject plan, to complete the intersection of Street 'A' and Highway #27;
  - d) 0.3m reserve along Block 1 where it abuts Highway 27; and,
  - e) 9m wide walkway block between Blocks 9 and 10.
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 submit 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 be required to 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 #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 of approval, the Owner shall provide the necessary financial securities to provide construction of the ultimate sanitary sewer outlet to the West Rainbow Trunk system for the land northeast of the Rainbow Creek, and shall pay its proportionate share of the cost of any external municipal services that have been designed and oversized 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. 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.
28. The Owner shall agree in the subdivision agreement to erect a permanent 1.5m high black vinyl chain link fence along the limits of the lots that abut the open space channel blocks or stormwater management facilities.
29. 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);
  - 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 to a connect to signalized intersection (Medallion Boulevard) to allow users safe access across Highway #27. to the rest of the trail east of Highway #27; and,

- h) the trail must avoid the landfill and landfill buffer to the south. This may require walkway blocks to connect the trail to sidewalks leading to signalized intersections.
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;
    - v) location and description of all outlets and other facilities which may require a permit pursuant to Ontario Regulation 158 or 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 above requirements, if necessary. Note, this could result in a reduction of the number of lots proposed.
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, as required pursuant to Condition 43;

- 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; and,
- d) to erect permanent 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.

A copy of the executed subdivision agreement should be provided to the Toronto and Region Conservation Authority when available, in order to expedite the clearance of this condition.

- 34. The plan shall be red-line revised to reflect the confirmed top-of-bank limits of the valley to the satisfaction of the Toronto and Region Conservation Authority.
- 35.
  - a) The Owner shall submit for the review and approval of the Toronto Region Conservation Authority a geotechnical report which shall address the long term stable slope limit of the valley slopes.
  - b) The plan be red-line revised to reflect the findings and recommendations of the geotechnical report.
- 36. The plan shall be red-line revised such that the confirmed valley corridor is placed in a separate block for long term protection, to the satisfaction of the Toronto Region Conservation 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, or 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, the Owner shall submit a copy of the lot grading and drainage plan showing existing and proposed grades to Ontario Hydro Services Company, for review and approval.
- 40. The Owner agrees in the subdivision agreement that any development in conjunction with the subdivision must not block vehicular access to any Ontario Hydro Services Company facilities located within the right-of-way.
- 41. Prior to final approval, the Owner shall grant Ontario Hydro Services Company a supplemental easement to ensure that existing facilities and easement rights are adequately protected. Prior to the registration of the plan, the Owner shall register this easement.
- 42. The Owner shall make arrangements satisfactory to Ontario Hydro Services Company for the crossing of the right-of-way by the proposed road. A separate proposal shall be submitted to Ontario Services Company for this future road crossing.

43. The Owner agree in the subdivision agreement that the costs of any relocation or revision to Ontario Hydro Services Company facilities that are necessary to accommodate this subdivision shall be borne by the developer.
44. The Owner agrees in the subdivision agreement to protect and maintain Ontario Hydro Services Company's easement rights.
45. The Owner agrees in the subdivision agreement that no trees or other vegetation, which will grow to a height greater than 3.6m (12 feet) at maturity without maintenance shall be permitted on the right-of-way. Landscaping or planting plans, showing the individual species proposed to be planted on the right-of-way (if any) must be submitted to Ontario Hydro Services Company for review and comment. Low growing shrubs and dwarf trees shall be considered.
46. Prior to initiating any construction, the Owner shall install temporary fencing around each of the transmission towers on the right of way affected by this subdivision. These fences shall be installed at a distance of 7.5m (25 feet) from the base of the towers.
47. The Owner agrees in the subdivision agreement that during construction there shall be no storage of materials or mounding of earth or other debris on the right-of-way.
48. 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 to no closer than the distance specified in the Act. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

#### Ministry of Transportation Ontario

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

#### Region of York Conditions

50. 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.
51. 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 15.0m by 15.0m at the southwest and northwest corners of Highway #27 and Street 'A'.
52. 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.
53. 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:

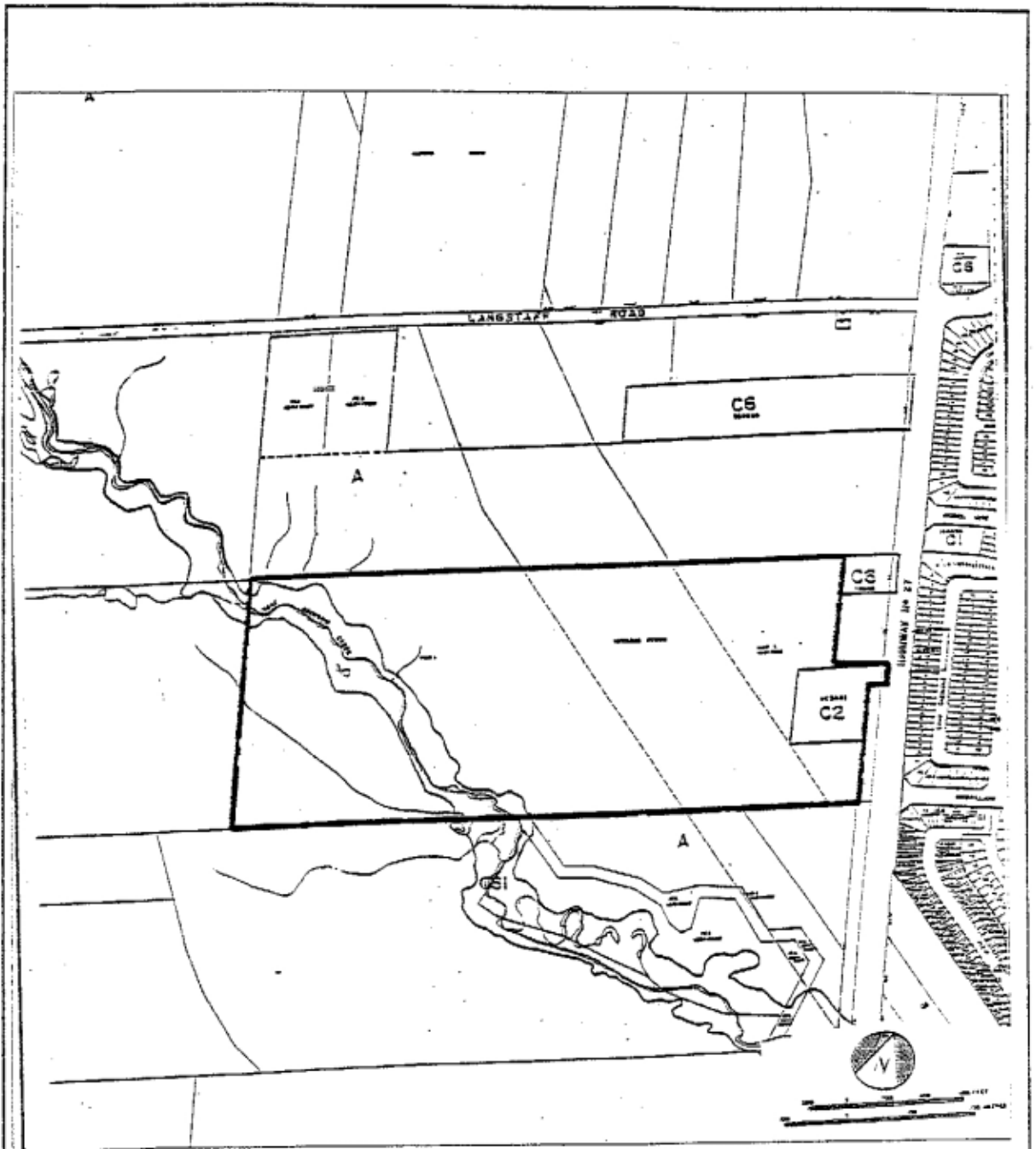


- a) Plan and Profile for the Regional road and intersection;
  - b) Grading and Servicing;
  - c) Intersection/Road Improvements;
  - d) Construction Access Design;
  - e) Utility Location Plans;
  - f) Signalization and Illumination Designs;
  - g) Line Painting;
  - h) Traffic Control/Management Plans; and,
  - i) Landscaping Plans, including tree preservation, relocation and removals.
54. 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.
  55. The Owner agrees in the subdivision agreements that no direct access from Block 1 within this plan of subdivision shall be permitted to Highway #27.
  56. 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.
  57. The Owner shall design Street 'A' to intersect with Highway #27 on a common tangent with Medallion Boulevard, to the satisfaction of the Region of York Transportation and Works Department.
  58. The Owner shall agree to design the 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.
  59. 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.
  60. 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

61. 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 60 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.
62. 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.
63. 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.

65. Ontario Hydro Services Company shall advise that Conditions 39 to 48 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
66. The Ministry of Transportation Ontario shall advise that Condition 49 has been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
67. The Region of York shall advise that Conditions 50 to 60 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> 197-90018 Z.23.90	<b>REPORT #:</b>  <b>LOCATION:</b> LOT 9, CONC. 9
--	--

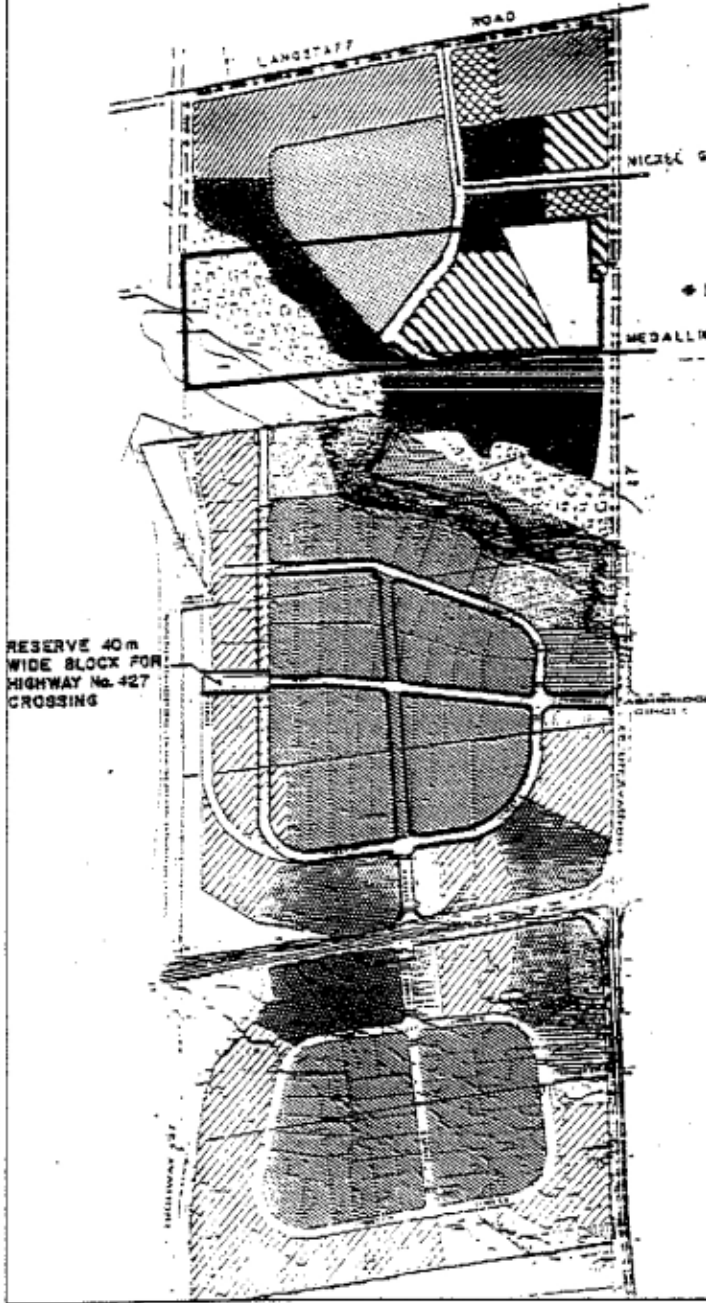
 **SUBJECT LANDS**

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 DREEK)
- SPECIAL PURPOSE INDUSTRIAL
  - SERVICE COMMERCIAL
  - OFFICE COMMERCIAL
  - PRESTIGE INDUSTRIAL
  - RESTRICTED INDUSTRIAL
  - OPEN SPACE
- \* NOTE: LAND USE DESIGNATIONS NORTH OF VALLEY SHOWN IN ACCORDANCE WITH MEDALLION DR APPENDIX II OF OPA No. 450

VAUGHAN WEST CORPORATE BUSINESS PARK  
BLOCK PLAN  
↑

- LEGEND (LANDS SOUTH OF DREEK)
- 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"  
VWCBP BLOCK PLAN  
(APPROVED DEC. 9, 1996)

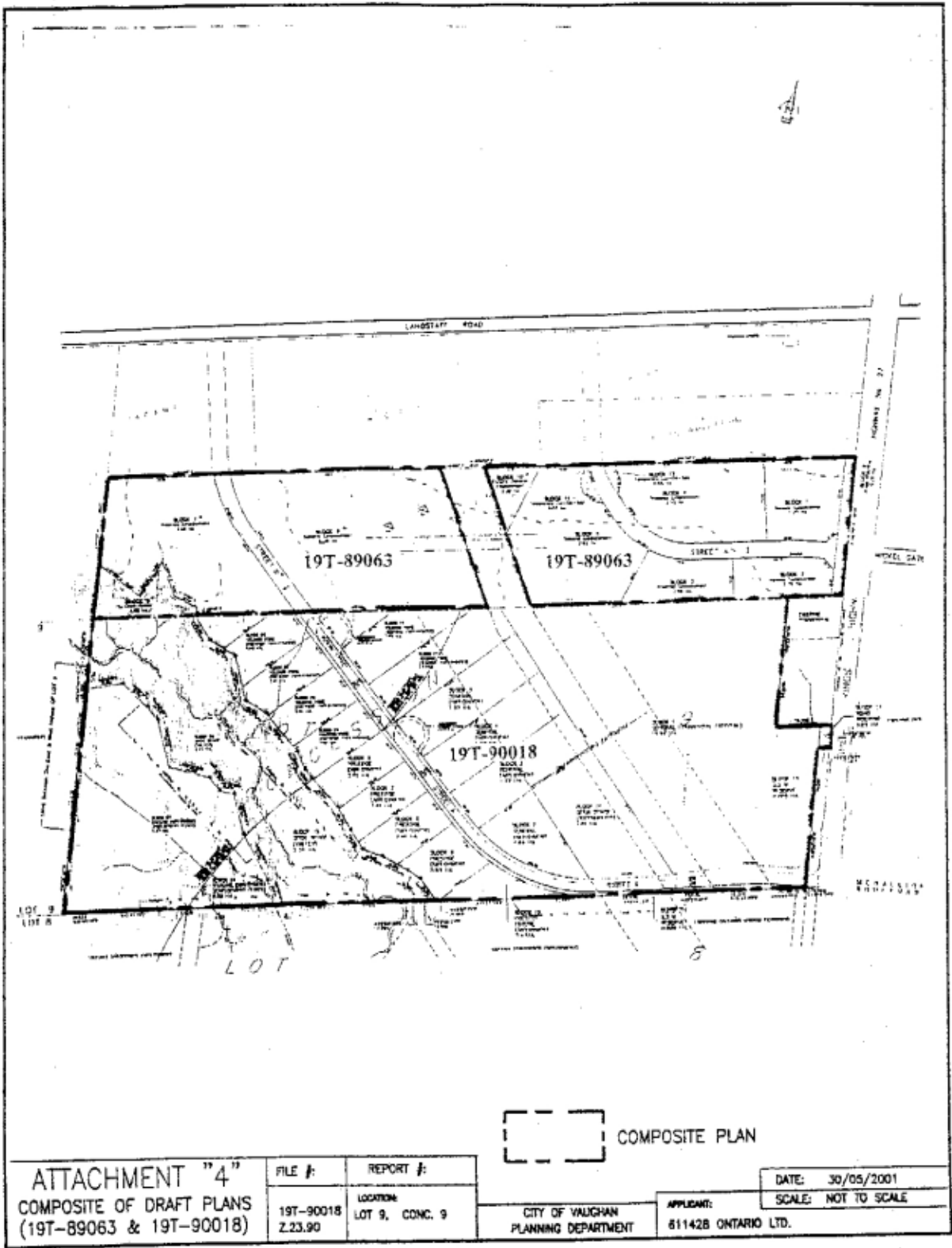
FILE #:	REPORT #:
19T-90018 Z.25.90	LOCATION: LOT 9, CONC. 9

SUBJECT LANDS

CITY OF VAUGHAN  
PLANNING DEPARTMENT

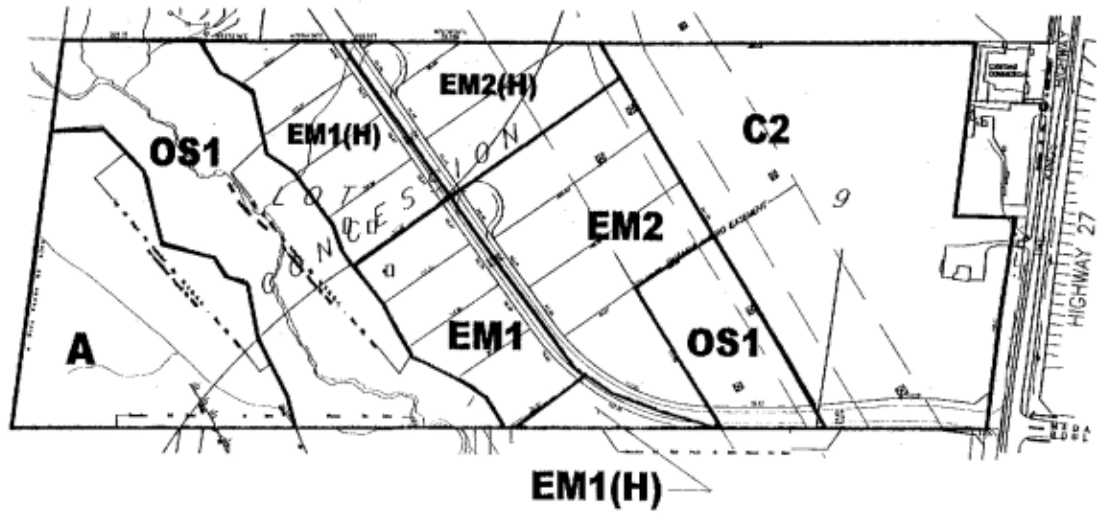
APPLICANT:  
611428 ONTARIO LTD

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





<b>ATTACHMENT "5"</b> PROPOSED HWY. 427 EXTENSION CORRIDOR PLAN PROPOSED PLAN OF SUBDIVISION	FILE #:	REPORT #:	DATE: 30/05/2001
	19T-90018 2.23.90	LOCATION: LOT 9, CONC. 9	SCALE: NOT TO SCALE
CITY OF VAUGHAN PLANNING DEPARTMENT		APPLICANT: 611428 ONTARIO LTD	

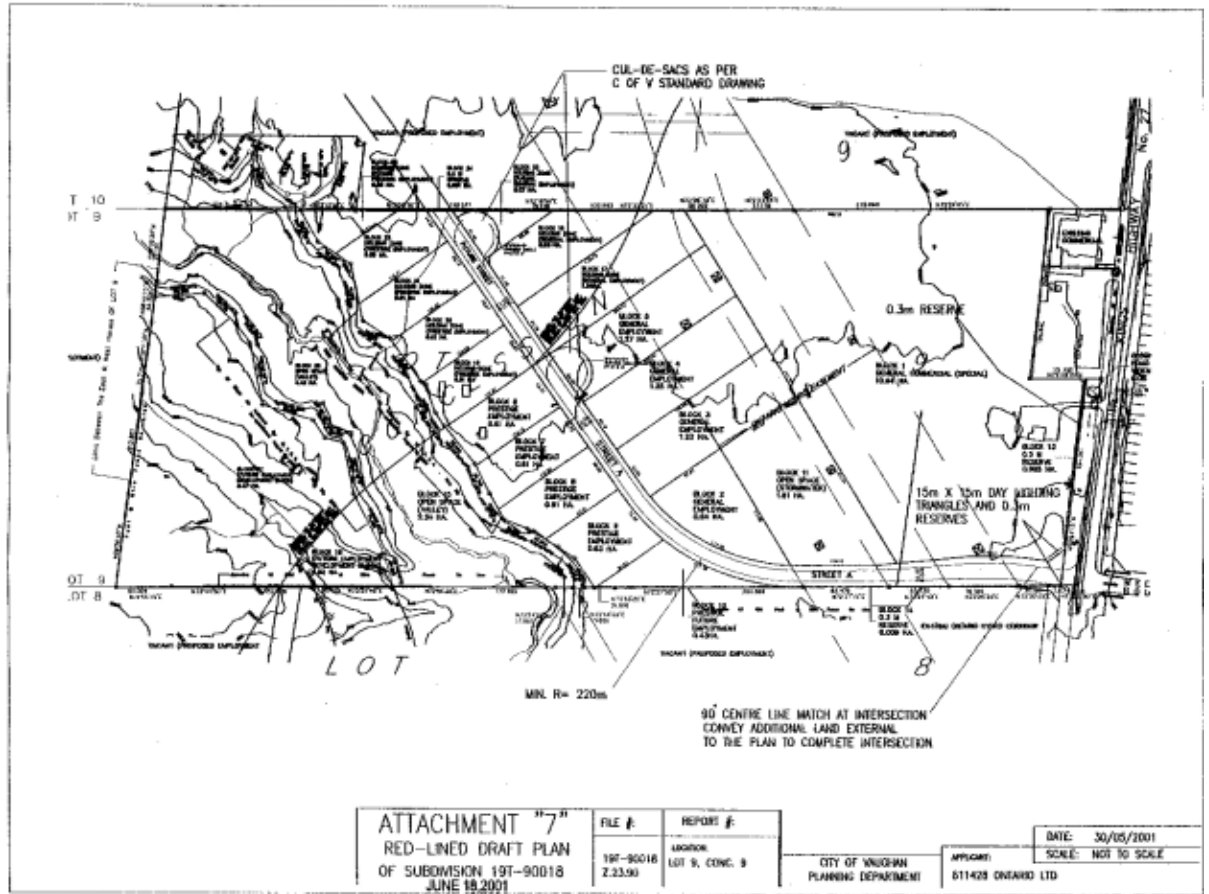


ATTACHMENT "6"  
PROPOSED ZONING

FILE #	REPORT #
191-50018 7.23.00	1000000 LOT 9, CONC. 9

CITY OF WAGSHAW  
PLANNING DEPARTMENT

DATE: 30/06/2001
SCALE: NOT TO SCALE
PROJECT: 611420 GREENSB LTD



<b>ATTACHMENT "7"</b> RED-LINED DRAFT PLAN OF SUBDIVISION 19T-90018 JUNE 19, 2001	FILE #:	REPORT #:	DATE: 30/05/2001
	19T-90018 Z.2350	AGORON LOT 9, CONC. 9	SCALE: NOT TO SCALE
CITY OF WHUOHAN PLANNING DEPARTMENT		APPLICANT: 611428 ONTARIO LTD	