

COMMITTEE OF THE WHOLE JUNE 18, 2007

**DRAFT PLAN OF SUBDIVISION FILE 19T-04V06
ZONING BY-LAW AMENDMENT FILE Z.04.018
GLEN-50 DEVELOPMENTS NORTH LIMITED/GLEN-50 DEVELOPMENTS LIMITED
REPORT #P.2005.7**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.04.018 (Glen-50 Developments North Limited / Glen-50 Developments Limited) BE APPROVED, and that the implementing by-law rezone the subject lands from PB2 Parkway belt Complementary Use Zone, in the manner shown on Attachment #3:
 - a) Block 1 to a split EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone;
 - b) Block 2 to EM1 Prestige Employment Area Zone;
 - c) Block 3 to OS1 Open Space Conservation Zone;
 - d) Block 4 to PB1(S) Parkway Belt Linear Facilities Zone;
 - e) an exception to require a minimum 14m building structural setback above and below ground from the respective Highway 427 and Highway 407 right-of way on Blocks 1 and 2.
2. THAT Draft Plan of Subdivision File 19T-04V06 (Glen-50 Developments North Limited/Glen-50 Developments Limited.) prepared by KLM Planning Partners Inc. dated January 18, 2007, BE DRAFT APPROVED as redlined and subject to conditions of approval set out in Attachment #1.
3. THAT the purpose of notice, the subdivision agreement shall contain a provision that cash-in-lieu of the dedication of parkland shall be dedicated and/or cash-in-lieu paid, within the plan in accordance with the Planning Act and conform to the City's approved "Cash-in-lieu of Parkland Policy".

Economic Impact

There are no requirements for new funding associated with this report.

Communications Plan

N/A

Purpose

The Owner had originally submitted applications to amend the Zoning By-law and for Draft Plan of Subdivision approval on the subject lands shown on Attachment #2. The proposed rezoning was from PB2 Parkway Belt Complementary Use Zone to EM1 Prestige Employment Area Zone, EM2 General Employment Area Zone and OS1 Open Space Conservation Zone to facilitate a 39.961 ha employment subdivision. In addition, an Official Plan Amendment Application (OP.04.013) was submitted to permit the additional uses of a Motor Vehicle Sales Establishment and related outside display of new and used vehicles.

On June 4, 2007, the acting agent provided an email to confirm the Owner had requested the original Official Plan application (OP.04.013) be held in abeyance at this time. In

addition, the Zoning of Block 1, which was originally proposed to be a full EM2 General Employment Area General Zone, has been revised to a split EM1 Prestige Employment Area Zone and EM2 Employment Area Zone and a new Block 4 has been added for the Transit Corridor to be zoned PB1 Parkway Belt Linear Facilities Zone, to reflect the approved Huntington Business Park (Block 57/58) Block Plan as shown on Attachment #5. The proposed subdivision plan, and the proposed zoning plan are shown on Attachment #3 and consists of the following:

1 Mixed Prestige Employment Area/General Employment Area Block (Block 1) (EM1 Prestige Employment Area Zone and EM2 General Employment Area Block)	24.680 ha
1 Prestige Employment Area Block (Block 2) (EM2 General Employment Area Zone)	10.207 ha
1 Stormwater Management Block (Block 3) (OS1 Open Space Conservation Zone)	1.157 ha
1 Transit Corridor Block (Block 4) (PB1-S Parkway Belt Linear facilities Zone)	1.27 ha
<u>Roads, Widenings and Reserve Blocks</u>	<u>2.649 ha</u>
TOTAL AREA	39.961 ha

Background - Analysis and Options

The 39.961 ha site is located on the east side of Highway #50, west side of Highway #427 and north side of Highway #407, in Lots 2 and 3, Concession 9, City of Vaughan, as shown on Attachment #2. There is currently a golf facility (Eagle Quest) located on the north portion of the subject lands, with the remaining lands being vacant.

The surrounding land uses are:

- North - Hydro Corridor (PB1-S Parkway Belt Linear Facilities Zone)
- South - Highway #407 (PB1-S Parkway Belt Linear Facilities Zone); dwelling (PB2 Parkway Belt Complimentary Use Zone)
- East - Highway #427 (PB1-S Parkway Belt Linear Facilities Zone)
- West - Regional Road #50; vacant; garden centre/City of Brampton

On December 17, 2004, a Notice of Public hearing was circulated to all property owners within 120m of the subject lands. At the Public Hearing on January 17, 2005, the recommendation of the Committee of the Whole to receive the Public Hearing report and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on January 24, 2005.

On February 9, 2005, the Development Planning Department received a letter from the Canadian Chamber of Commerce expressing concern that "unfortunately over the years, the City has strayed from the Official Plan". The Chamber did not believe that construction of an automobile dealership and its ancillary uses would be the best way to inaugurate development in the area. As noted above, the request for the automobile dealership will not be dealt with at this time.

Official Plan

The subject lands are designated "Prestige Area" and "Employment Area General" by OPA #450 (Employment Area Plan) as amended by OPA #526, and are further subject to the Huntington Business Park (Block 57/58) Plan as shown on Attachment #5, 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 characteristics, 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.

b) Employment Area General

The "Employment Area General" designation accommodates uses which do not require high visual exposure, provides location opportunities for industrial development which may require outside storage or be undertaken outdoors, and that facilitates 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.

c) Stormwater Management

Urban Ecosystems, the Block Consultant Engineer confirmed in a letter dated January 18, 2007, that the proposed stormwater management block appropriately sized and is located to comply with the Huntington Business Park (Block 57/58) Plan. No buildings or structures are permitted, except where structures are intended for flood or erosion control purposes. The implementing zoning is OS1 Open Space Conservation Zone.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88, subject to Exception 9(983).

The proposed zoning of the subdivision is shown on Attachment #3. Block 2 abuts Regional Road #50, Highway #407 and Highway #427, and will be zoned EM1 Prestige Employment Area Zone.

A portion of Block 1 also has frontage onto Regional Road #50 and will also be zoned EM1 Prestige Employment Area Zone (westerly boundary will be 120m east of the road). The remaining lands within Block 1 are proposed to be EM2 Employment Area General Zone.

The OS1 Open Space Conservation Zone is proposed to be applied to the stormwater management Pond block (Block 3).

There is also a planned future transitway corridor parallel with Highway 427, which will be zoned PB1-S Parkway Belt Linear facilities Zone, to permit public uses such as the

transitway corridor. This zoning is also consistent with the zoning for Highway 427 and 407.

Block Plan

The proposed draft plan of subdivision as shown on Attachment #4, as redlined, is consistent with the Huntington Business Park (Block 57/58) Plan as shown on Attachment #5 in terms of road pattern, and location of employment and stormwater management pond blocks. Street "1" will form part of a new east/west road that will also run parallel (north/south) to Highway #427 and connect to the lands to the north. The Block Plan was approved by Council on February 27, 2006.

Subdivision Design

The proposed draft of subdivision includes a total of 9 blocks consisting of 1 Prestige Employment Area block, 1 Mixed Prestige Employment Area and Employment Area General block, and 1 Open Space block (stormwater management pond), and 1 Transit Corridor Block with the remaining blocks allocated for roads, reserves and widenings as shown on Attachment #3. Access to the subdivision blocks will be from Huntington Road, with Street "1" providing access into the subdivision plan. The Owner will need to convey or have the current Owner (ORC) convey the portion of land that will connect Street '1' to Regional Road #50 to complete the intersection. Any additional access points directly to and from Regional Road #50 will require Region of Peel and Region of York approval at a later date.

Access onto Highway 50

There is currently a strip of land located between the subject lands and Highway 50 that is within the City of Brampton, and owned by the Ontario Realty Corporation (ORC). With the construction of Highway 407, Highway 50 was realigned to the west, leaving a small parcel of land still within the limits of the City of Brampton. The abutting lands in Vaughan (including the subject Draft Plan of Subdivision) form part of the Block 57/58 West Block Plan.

On May 8, 2006, Council of the City of Brampton received a report regarding a proposed Parkway Belt West Plan Amendment Application regarding the parcel currently owned by the Ontario Realty Corporation and resolved as follows:

"That City staff be directed to request the City of Vaughan to initiate, in conjunction with the City of Brampton, a minor restructuring proposal under Section 173(16) of the Municipal Act, 2001 to annex the triangle of land deleted from the Parkway Way Belt West Plan and the remaining Brampton land east of Highway 50 that is affected by the realignment of Highway 50."

A joint public hearing between the City of Brampton, City of Vaughan, Region of Peel and Region of York was held at Brampton on January 18th, 2007, where their respective jurisdictions were supported of the annexation proposal. As of June 11, 2007. To date, the City of Vaughan Legal Department has confirmed that all of the supporting material has been provided to the Ministry of Municipal Affairs and Housing and they are awaiting confirmation that the Minister has signed the Order. Once signed, the annexation will be effective July 1, 2007.

As a condition of approval, the Owner is to convey the lands as shown on Attachment #4 to complete the intersection of Street '1' and Highway 50, including 15.0 m x 15.0 m daylighting triangles, and associated 0.3m road reserves and 15.0 m returns. The Owner (Glen-50) will need to enter into an arrangement with the ORC to convey the lands to the

City's should Glen-50 not purchase the ORC lands for inclusion within their Subdivision plan.

Servicing

The Engineering Department has reviewed the proposed draft plan and provides the following comments:

"a) Servicing Report

In support of the draft plan, the applicant has submitted a Master Environmental Servicing Plan prepared by Urban Ecosystem Limited dated August 1999, and revised dated April 2005 (the "MESP"), confirming the availability of water, sanitary, and storm sewers to develop the lands. The MESP identifies that the municipal services are external and sized to service the draft plan. We summarize the servicing report below.

b) Water System

The draft plan is found within the service area of Pressure District #5 of the York Water Supply System. The draft plan can be provided with a looped water supply by extending the existing 400mm diameter watermain on New Huntington Road and the existing 400mm diameter watermain on Royal Group Crescent and constructing the proposed 400mm diameter watermain on Street '1' within the draft plan.

c) Sanitary Sewer

In review of the construction drawings for the Vaughan West II Industrial Subdivision 19T-03V19, a sanitary sewer has been constructed on Zenway Boulevard and New Huntington Road that can be extended to service the draft plan. The applicant shall pay its proportionate share of the costs for any external municipal services designed and oversized to develop the draft plan such as the costs in the Vaughan West West II Industrial Subdivision 19T-03V19 agreement and the special area development charges.

d) Storm Drainage

The MESP proposes a stormwater pond on the draft plan, the "SWM Facility A3", to service both the subject draft plan and abutting external developing lands within the Block Plan. Prior to subdivision approval, the applicant shall provide a storm water management report for the review and approval of the city. This report shall describe the proposed drainage system to develop the draft plan and include, but not be limited to, the following items:

- (i) Plans illustrating the proposed system and its connection into the existing storm system;
- (ii) Stormwater management techniques that may be required to control minor or major flows; and
- (iii) Proposed methods for controlling or minimizing erosion and siltation on-site and in down stream areas during and after construction.

e) Roads

The MESP proposes to construct the road network using the current City of Vaughan road design standards within the draft plan.

f) Street-lighting

The street-lighting shall meet the City criteria within the draft plan including the intersection of Street '1' and Highway 50.

g) Environmental Site Assessment

On October 6, 2007, the City's Environmental Engineer confirmed that the "Phase 1 Environmental Site Assessment" prepared by Soil Probe Ltd., dated September 13, 2006, is acceptable to the City. Prior to final approval (i.e. registration of the plan of subdivision), Soil Probe will have to provide the City of Vaughan with a certification letter, certifying the three (3) above-ground storage tanks, 2 in front of the residential house on a concrete pad and 1 in the basement of the house, are decommissioned and disposed off site properly, and the 45-gallon storage drum for waste oil and the various paint, thinners & miscellaneous maintenance chemicals, as delineated in the said report, are properly removed and disposed off site as well."

The conditions of approval with respect to the City Engineering Department's requirements have been included in Attachment #1 – Conditions of Approval.

Region of York

The Region of York Transportation and Works Department has reviewed the proposed draft plan and provides the following comments:

"Prior to final approval of the draft plan of subdivision, the draft plan requires revisions to accurately reflect the following:

- a) The lands currently owned by the Province of Ontario anticipated to be incorporated into the plan of subdivision including the lands in Lot 1, Concession 9, Northern Division, City of Brampton
- b) The boundary between the City of Vaughan and the City of Brampton
- c) The geographic description of the lands in the City of Brampton, ie. Lot 1, Concession 9, Northern Division."

There is no objection to approval of the subdivision plan, subject to the comments above and the conditions of approval with respect to the Region of York's requirements being included in Attachment #1 – Conditions of Approval.

Ministry of Transportation Ontario (MTO)

In a letter dated September 15, 2005, the MTO advised that the proposal will not directly impact the potential extension of Highway #427 and that Block 4 being allocated as a Transit Corridor is acceptable. The 407 ETR also reviewed the proposal and has the following comments:

- A detailed Stormwater Management Report shall be submitted for review prior to any site grading being undertaken.

- The developer will be required to obtain all approvals and building and land/use encroachment permits from the MTO for any works including site grading, drainage and buildings. 407 ETR should be circulated on any future proposal for this property.
- The developer will be required to enter into an agreement with 407 ETR for shielding of the high mast lighting on Highway #407. The developer shall be responsible for 100% of the cost of any required shielding.
- Any noise barrier walls or retaining wall shall be located within the development lands and the developer shall be responsible for 100% of the construction cost and maintenance.
- No access points will be granted to either Highway #407 or #427. It should be noted that 407 ETR lands extend north on Highway #427 in the southbound lands to Sta.18+882 and 407 ETR should be included for review of any work in this general area.

The MTO requires any new buildings/structures (including detention ponds and internal roads) above and below ground to be setback a minimum distance of 14 m from the Highway #427 and Highway #407 property lines. Ministry permits are required for all grading and servicing work as well as for all buildings/structures located within 46m from Highway #427 and Highway #407 and the intersection of Highway #407 and Regional Road 50, prior to any construction being undertaken.

The conditions of approval with respect to MTO requirements have been included in Attachment #1 – Conditions of Approval. An exception will also be included in the recommendation of this report to include a 14 m structural setback from the highway right-of-way on Blocks 1 and 2, as an exception to be including in the implementing zoning by-law, if the zoning application is approved.

City of Brampton

In a letter dated June 6, 2006, the City of Brampton requested documentation on how the proposal will provide for the protection of the future highway and transitway based on discussions between Brampton and Vaughan. As indicated above, the MTO has confirmed that the allocated lands for the transitway, Block 4, is sufficient.

The City of Brampton is also requesting that the development be consistent with the Boundary Area Transportation Study (BART) which has identified local road network/improvements and the Draft Environmental Assessment (EA) Terms of Reference, which are currently underway. In addition, the impact of the proposed development on the Claireville Conservation Area in the City of Brampton should be considered and addressed. Any future development abutting Regional Road #50 will be circulated to the City of Brampton for their review and approval.

Region of Peel

In a letter dated May 17, 2005, the following comments were provided:

“The subject lands are adjacent to Regional Road 50, as such the proposed development may impact the Regional road network. The applicant must submit a detailed Traffic Impact Study (TIS) detailing the impact on the Regional road network and identifying any mitigation measures necessary. Terms of Reference must be submitted for review prior to study commencement. Further, access location and road/street connection, type and geometrics will be determined during the review of the traffic impact study.

In addition, the applicant must submit a draft reference plan illustrating land dedication along Highway 50 to the appropriate municipalities for sufficient widening, free and clear of all encumbrances.

Finally, the applicant is required to submit a draft reference plan with the necessary title documents and parcel abstracts to confirm the Region's ownership of the right-of-way. All costs associated with the land transfer are 100% at the cost of the Developer/Owner.

A detailed engineering submission will be required for review and comment."

The conditions of approval with respect to Region of Peel requirements have been included in Attachment #1 – Conditions of Approval

Utilities

PowerStream Inc. has no objection to the proposed draft plan of subdivision subject to the Developer entering into a separate subdivision agreement with them to address hydro matters. The Developer is to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems, in the surrounding plans of subdivision, all in accordance with PowerStream and City of Vaughan standards and specifications, and latest revisions.

Toronto and Region Conservation Authority (TRCA)

In a letter dated August 16, 2006, the TRCA confirmed that the Block 57/58 West Block Plan has been approved, and the TRCA has no objections to the approval of the Draft Plan of Subdivision and Zoning Amendment applications subject to conditions of approval which have been included in Attachment #1 – Conditions of Approval.

Archaeological Assessment

As of June 12, 2007 the Development Planning Department has not received confirmation from the Cultural Services Division that an Archaeological Assessment has been carried out for the subject property.

The Ministry of Culture requires archaeological assessments to be carried out for Draft Plans of Subdivision on undeveloped lands. As such an archaeological assessment report must be conducted on the subject property and be carried out by a licensed archaeologist and prepared according to the *Ministry of Citizenship, Culture and Recreation approved Archaeological Assessment Technical Guidelines, dated 1993*. The Archaeological assessment should be submitted to both the City and the said Ministry of review and approval.

Parkland

The Owner shall pay cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, in accordance with Section 51 of the Planning Act and City of Vaughan policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The cash-in-lieu payment, under Section 42 of the Planning Act, will not be required as long as the Council Policy waiving such payment remains in effect for industrial land.

Relationship to Vaughan Vision

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "plan and Manage Growth".

Conclusion

The Development Planning Department has reviewed the proposed draft plan of subdivision in accordance with the policies of OPA #450, the approved Block Plan and the provisions of By-law 1-88, as well as, the existing and proposed developments in the surrounding area. The Development Planning Department considers the proposed subdivision development to facilitate industrial employment uses to be desirable and appropriate, and in keeping with the approved Huntington Business Park Block Plan.

For these reasons, the Development Planning Department recommends approval of the draft plan of subdivision shown on Attachment #4, as red-lined subject to the conditions of approval outlined in Attachment #1. The Development Planning Department also supports the approval of the related Zoning By-law Amendment Application, to rezone the subject lands in the manner shown on Attachment #3, to implement the proposed subdivision plan.

Attachments

1. Conditions of Approval
2. Location Map
3. Proposed Subdivision and Zoning
4. Red-lined Draft Plan of Subdivision 19T-04V06 (June 18, 2007)
5. Huntington Business Park – Block Plan

Report prepared by:

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Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

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Director of Development Planning

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ATTACHMENT NO. 1

CONDITIONS OF APPROVAL

**DRAFT PLAN OF SUBDIVISION 19T-04V06
GLEN-50 DEVELOPMENTS NORTH LIMITED/GLEN-50 DEVELOPMENTS LIMITED
LOTS 2 & 3, CONCESSION 9, CITY OF VAUGHAN**

**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-04V06, ARE AS FOLLOWS:**

1. The Plan shall relate to the draft plan of subdivision, 19T-04V06 (Glen-50 Developments North Limited/Glen-50 Developments Limited.) prepared by KLM Planning Partners Inc. dated January 18, 2007, incorporating a red-line revision, as follows:
 - Owner to convey lands as shown on Attachment #4 to complete intersection of Street '1' and Highway 50 including 15.0 m x 15.0 m daylighting triangles, and associated 0.3m road reserves and 15.0 m returns.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of The Planning Act. Particular zoning categories shall be applied as follows: Block 1 – Mixed EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone; Block 2 – EM1 Prestige Employment Area Zone; Block 3 – OS1 Open Space Conservation Zone; and, Block 4-PB1(S) Parkway Belt Linear Facilities Zone.
3. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with Tariff of Fees By-law 135-2007.
4. Prior to final approval of any part of the Plan, the Owner shall submit a revised Block Plan, if required, to reflect any significant alterations caused from this draft plan approval.
5. The Owner shall enter into a subdivision agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions 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. The road allowances included within this draft plan of subdivision shall be named to the satisfaction of the City and the Regional Planning Department.
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 0.3m 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 ends or open sides of road allowances created by this draft plan of subdivision shall be terminated in 0.3m reserves, 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 shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City.
11. Easements as may be required for utility, drainage, or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
12. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
13. Prior to the initiation of grading, and prior to the registration of this draft plan of subdivision or any phase thereof, the Owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:

- a) plans illustrating how this drainage system will tie into 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;
- b) the location and description of all outlets and other facilities;
- c) storm water management techniques which may be required to control minor or major flows; and
- d) proposed methods of controlling or minimizing erosion and siltation onsite 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.

14. The Owner shall agree in the subdivision agreement that no building permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.
15. Prior to final approval of the Plan, the Owner 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.
16. Prior to final approval of the Plan, the Owner shall provide a hydrogeological report to the City for review and approval. The hydrogeological report is required to ensure that existing wells in the vicinity of the Plan will not be adversely affected by the subsurface construction activities. The hydrogeological report shall include the monitoring of the existing wells before, during, and after construction.
17. Prior to final approval of the Plan, the Owner shall convey to the City and/or the Region of York or Peel such lands to complete the right-of-way requirements for the intersection of Street '1' and Highway 50, free of all costs and encumbrances. The Owner shall convey a daylighting triangle having dimensions of 15.0m by 15.0m at the northeast and southeast corners of Street '1' and Highway 50 and associated 0.3m reserves, to the satisfaction of the City and the Region of York or Peel.

18. The timing, construction and funding of the required spine services details to the satisfaction of the Engineering Department such that all proposed development applications within the Block 57/58 West Plan may only proceed if the following infrastructure is adequately available; a sanitary outlet, a primary and secondary water supply with proper looping, and a secondary roadway access. As a result, front-end financing for the detailed design and construction of the following Development Charge projects may be required:
 - a) The Pressure District 5 West Watermain works including Langstaff Road, Zenway Boulevard and Royal Group Crescent; and
 - b) The reconstruction and re-alignment of Huntington Road between Highway 7 and Langstaff Road.
19. A revised Transportation Management Plan to be submitted to the satisfaction of the Engineering Department.
20. Final engineering design(s) may result in minor variations to the Plan (eg., in the configuration of road allowances and lotting, number of lots, etc.), which may be reflected in the final plan to the satisfaction of the City.
21. The Owner shall agree that all blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
22.
 - a) Prior to the initiation of grading or stripping of topsoil and prior to final approval, the Owner shall submit environmental site assessment report(s) in accordance with the "Ministry of Environment and Energy's Guidelines for Use at Contaminated Sites in Ontario, June 1996", as amended, and shall reimburse the City for the cost of peer review of the reports.
 - b) Should site remediation be required to meet the applicable soil and ground water criteria set out in the above Guidelines, the Owner shall submit to the City prior to final approval, a copy of the Record of Site Condition acknowledged by a Provincial Officer of the Ministry of the Environment.
 - c) The Owner shall provide a certificate by a qualified professional that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City, meet the applicable soil and ground water criteria noted above.
 - d) Soil Probe will have to provide the City of Vaughan with a certification letter, certifying the three (3) above-ground storage tanks, 2 in front of the residential house on a concrete pad and 1 in the basement of the house, are decommissioned and disposed off site properly, and the 45-gallon storage drum for waste oil and the various paint, thinners and miscellaneous maintenance chemicals, as delineated in the said report, are properly removed and disposed off site as well.
23.
 - a) Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of PowerStream Inc., its successors and assigns regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a separate subdivision agreement with PowerStream Inc. which addresses the foregoing requirements.

- b) The Owner shall agree to design, purchase materials, and install a buried hydro distribution system and a street lighting system within the confines of the subdivision, and compatible with the existing and/or proposed systems in surrounding plans of subdivision, all in accordance with the latest standards and specifications of PowerStream Inc. and the City, and latest revisions.
24. Prior to final approval, the Owner shall prepare comprehensive urban design guidelines for the Block 57/58 West Huntington Business Park Plan to the satisfaction of the City. These guidelines shall include urban design principles with respect to site planning, street network, landscape architecture, built form, open space and public/private streetscape realm.
25. Prior to final approval, the Owner shall prepare a streetscape and open space master plan to the satisfaction of the City. The master plan shall comply with the urban design guidelines and address but not be limited to the following issues:
- The use of hard and soft landscape elements to define significant street vista and generate a pleasing public/private realm street character;
 - Landscape and streetscape treatments for the Business Park campus edges including pedestrian access to arterial roads for public transit services;
 - Entry and special landscape features which express and enhance the Business Park identity;
 - Landscaping and restoration of open space lands including pedestrian trails, pedestrian access points, seating areas and naturalization;
 - Special decorative paving treatments for primary Business Park intersection nodes;
 - The landscape treatment of stormwater management facilities;
 - Special streetscape furniture, including benches, waste receptacles, bike racks and tree grates that support the character throughout the Business Park community.
26. Prior to final approval, the Owner shall provide a tree preservation 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. The Owner shall not remove trees, without written approval by the City.
27. The warning clause Council approved on September 29, 1997 with respect to "Tree Fees" shall be included in the subdivision agreement:
- "Purchasers are advised that the planting of trees on City boulevards in front of residential units is a requirement of the subdivision agreement. A drawing depicting conceptual locations for boulevard trees is included as a schedule in this subdivision agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete and boulevard tree without further notice."
28. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain link fence or approved equal along the limits of the lots that abut storm pond Block 3.
29. a) Prior to final approval and prior to commencement of any work on the site, the proponent shall carry out an archaeological assessment of the subject property to the satisfaction of the City and the Ministry of Culture; and the proponent shall agree to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the

approval authority and the Ministry of Culture confirming that all archeological resource concerns have met licensing and resource conservation requirements.

- b) Prior to final approval and prior to the commencement of any work on site, the proponent shall deliver to the City (Cultural Services Division) two copies of the Archaeological Assessment.
 - c) Prior to the commencement of any archaeological fieldwork, a copy of the contract information sheet which was submitted to the Ministry of Culture, shall have been forwarded to the City; licensed consultants are urged to review the Archaeological Master Plan Study for the City of Vaughan prior to commencing any fieldwork.
30. Prior to the initiation of grading or stripping of topsoil and prior to final approval, the Owner shall submit a topsoil storage plan detailing the location, size, side slopes, stabilization methods and time period, for approval by the City. Topsoil storage shall be limited to the amount required for final grading, with the excess removed from the site.
31. The Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual units within the subdivision as and when each unit is constructed.

Toronto and Region Conservation Authority (TRCA)

32. a) Prior to prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit a detailed engineering report for the review and approval of the Toronto and Region Conservation Authority (TRCA) 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. stormwater 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 mitigate the impacts of development 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, the Authority's Fill, Construction and Alteration to Waterways Regulation;
 - vi. overall grading plans for the subject lands.

33. That this draft plan of subdivision be subject to red-line revisions in order to meet the requirements of the TRCA conditions as outlined in Condition 32 above, if necessary.
34. The Owner shall agree in the subdivision agreement, in wording acceptable to the TRCA:
 - a) to carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical report referenced in Condition 33.
 - b) 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 TRCA;
 - c) to obtain all necessary permits pursuant to Ontario Regulation 166/06 (Development Interference with Wetlands and Alterations to Shorelines and Watercourses) from the TRCA.

Region of York

35. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the area municipality and the Regional Planning and Development Services Department.
36. The Region shall confirm that the award of the contract for the construction of the West Rainbow Trunk Sewer has occurred and it is no earlier than six (6) months prior to the expected completion.
37. The Owners shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to the Transportation and Works Department for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
38. The Owners shall agree in the subdivision agreement, to the satisfaction of the Transportation and Works Department, to implement the recommendations of the functional transportation report/plan as approved by the Transportation and Works Department.
39. Prior to final approval, the Owners shall submit detailed engineering drawings, to the Transportation and Works Department for review and approval that incorporate the recommendations of the functional transportation report/plan as approved by the Transportation and Works Department. Additionally, the engineering drawings shall include the subdivision storm drainage system, siltation control plans, site grading and servicing, plan and profile drawings for the proposed intersections, construction access and mud mat design, utility location plans, pavement markings, electrical drawings for intersection signalization and illumination design, traffic control/construction staging plans and landscape plans.
40. The Owners shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information, shall be submitted to the Transportation and Works Department, Attention: Mrs. Eva Pulnicki, P.Eng.
41. Any existing driveway(s) along the Regional road frontage not approved as part of the final subdivision must be removed as part of the subdivision work, at no cost to York Region. The existing golf course access is deemed to be an approved access for the

purpose of this draft plan approval. York Region shall use its best efforts to ensure that the existing access remains open and will not be blocked during any work performed by or on behalf of the Region. The Owners acknowledge that Highway 50 is a boundary road jointly managed by York and Peel Regions subject to contractual obligations between York and Peel Regions.

42. The Owners shall submit drawings depicting the following to the satisfaction of York Region staff:
 - a) All existing woody vegetation within the Regional Road right of way;
 - b) Tree protection measures to be implemented on and off the York Region right-of-way to protect vegetation within right-of-way;
 - c) Any woody vegetation within the Regional Road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within Regional Road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal; and,
 - d) A planting plan for all new and relocated vegetation to be planted within the Regional Road right of way, based on the following general guideline:
Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the Regional Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed, they will require the approval of the local municipality.
43. The following lands shall be conveyed to The Regional Municipality of York for public highway purposes, on an as-is basis, free of all mortgages, charges and liens, within 90 days of receipt of draft plan approval:
 - a) Block 9 as shown on Drawing No. 07:5 prepared by KLM Planning Partners Inc. dated January 18, 2007
44. Prior to final approval, the Owners shall agree that the following lands shall be conveyed to The Regional Municipality of York for public highway purposes, free of all costs and encumbrances:
 - a) a 15.0 metre by 15.0 metre daylight triangle at the northeast and southeast corners of Highway 50 and Street 1.

The parties acknowledge that these lands are not currently owned by the Owners and the conveyance referred to above will occur when the Owners acquires title.
45. The Owners shall convey to The Regional Municipality of York, a 0.3 metre reserve along the entire frontage of the site, adjacent to the above noted widenings and daylighting triangles, except at the location of the existing access opposite The Gore Road, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor.
46. The Owners shall agree in the subdivision agreement and any future site plan agreements related to Blocks 1 and 2 that direct access to Highway 50 shall not be permitted. All access shall be via Street 1 or an access to be established opposite The Gore Road.
47. Street '1' shall be designed to intersect Highway 50 on a direct and common tangent with the existing access on the west side of Highway 50.

48. The future subdivision or site plan access to be established opposite The Gore Road shall be designed to intersect Highway 50 on a common tangent with the centreline of construction of The Gore Road.
49. The throat width of Street '1' shall be designed to the satisfaction of the Commissioner of Transportation and Works. No intersection or commercial access shall be permitted on Street '1' within 60.0 metres of the limit of Highway 50.
50. The Owners shall satisfy the Transportation and Works Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks which meet the local municipality's standards along the subject lands' frontage onto roadways that have/will have transit services.

Future transit service is planned to be provided locally on the following roadway(s) or sections of:

- a. Street '1'
- b. Highway 50 (by GO Transit)

51. With respect to the provision of concrete pedestrian access connections, due to the lack of details with respect to the location of planned buildings and resulting future pedestrian needs, the Owners acknowledge in the subdivision agreement that the identification of specific locations of such pedestrian connections will be determined once more specific site details are provided through future development applications.
52. With respect to the provision of bus stops and concrete shelter pads, due to the lack of details with respect to the location of planned buildings and resulting transit needs, the Owners acknowledge in the subdivision agreement that the identification of specific locations and concrete shelter pads will need to be determined once more specific site details are provided through future development applications, as per YRT standards.
53. Prior to site plan approval, the Owners shall submit drawings showing, as applicable, the sidewalk location(s), concrete pedestrian access, passenger standing area(s) and shelter pad(s) to the satisfaction of York Region.
54. Street '1' shall be designed to accommodate transit vehicles to the satisfaction of the area municipality and York Region Transit. The minimum pavement width for transit vehicles is 3.5 metres. The minimum curb radius for transit vehicles is 15.0 metres. These standards are according to the Canadian Transit Handbook and Ontario Urban Transit Association.
55. The Owners shall agree in the subdivision agreement to advise all potential purchasers of the existing and future introduction of transit services in this development, as identified in Condition 50. This includes potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT route maps, future plan maps and providing YRT website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT route maps and future plan maps are available from YRT upon request.
56. The Owners shall satisfy the Transportation and Works Department that the services include illumination in accordance with the local municipality's design standards along all streets which have or will have transit services, sidewalks, pedestrian access and bus stop locations.
57. The Owners shall agree in the subdivision agreement, in wording to the satisfaction of the Transportation and Works Department, to be responsible to decommission any existing

wells on the Owners' lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

58. Prior to final approval, the Owners shall demonstrate, to the satisfaction of the Transportation and Works Department, that all individual underground municipal site services (municipal trunk services excepted) will be installed within the area of the development lands and not within the Regional road allowance. If a buffer or an easement is needed to accommodate the individual municipal site services adjacent to the Regional right-of-way, then the Owners shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
59. The Owners shall agree in the subdivision agreement, in wording satisfactory to the Transportation and Works Department that the Owners shall be responsible for determining the location of all utility plants within the Regional right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed subdivision works. The Owners must review, or ensure any consultants retained by the Owners, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owners shall be entirely responsible for making any adjustment or relocations, if necessary, prior to the commencement of any construction.
60. Prior to final approval, the Owners shall provide an executed copy of the subdivision agreement to the Transportation and Works Department, outlining all requirements of the Transportation and Works Department.
61. The Owners shall provide a solicitor's certificate of title to the Region's 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.
62. The Owners 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-laws DC-0005-2003-050 and DC-0005(a)-2005-060.

Ministry of Transportation Ontario (MTO)

63. That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval a copy of the Stormwater Management Report indicating the intended treatment of the calculated runoff.
64. That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval, a copy of a Traffic Impact Study addressing the anticipated traffic volumes and their impact of Highway 427 and Highway 407.
65. That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval a copy of the proposed Site Lighting Design and Calculations in the isometric format using AGI-32 and Auto-Lux.

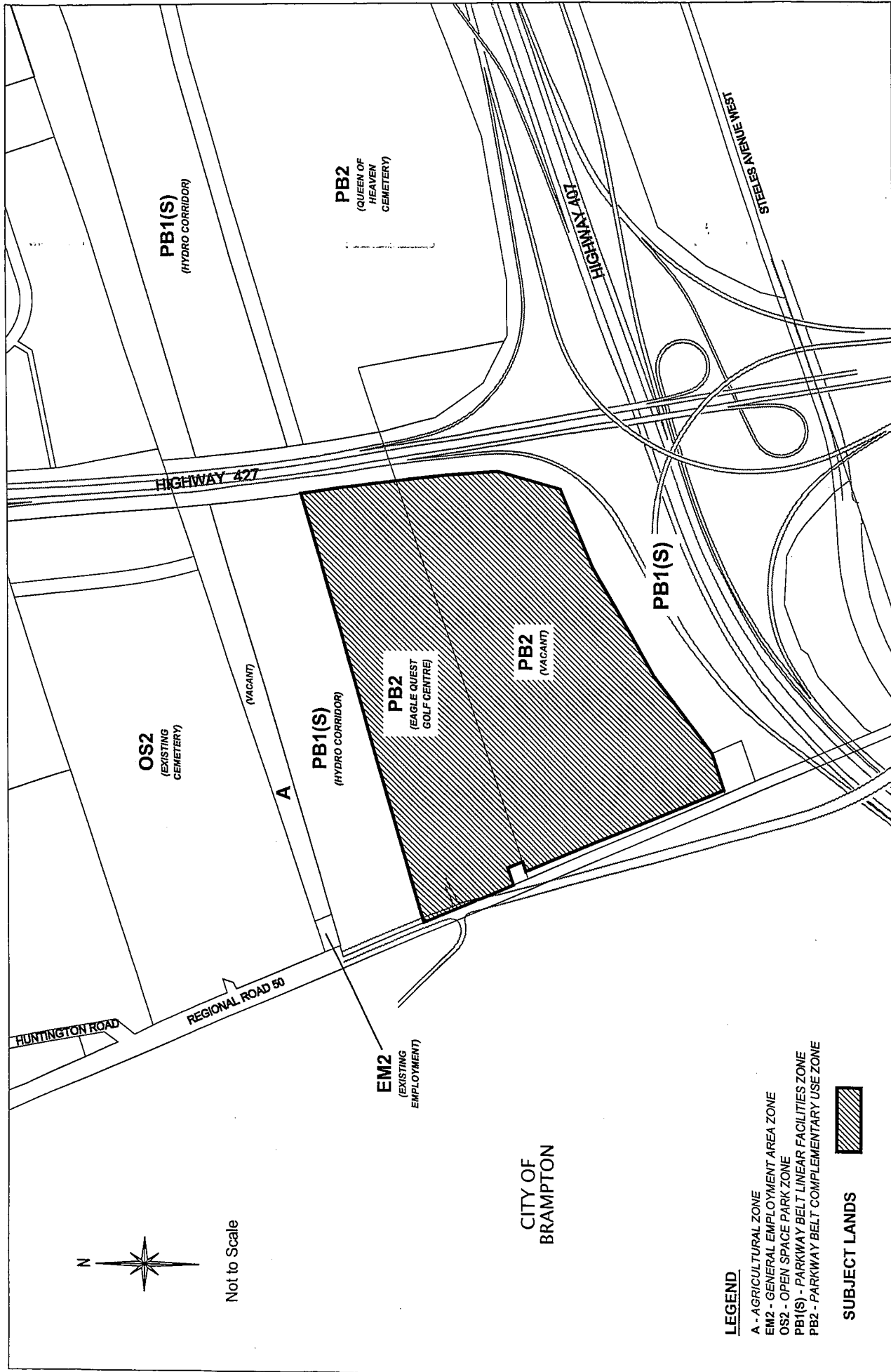
Region of Peel

66. That a Traffic Impact Study (TIS) be submitted and approved by Regional Staff.
67. That lands along Highway 50 be dedicated to the appropriate municipalities for sufficient widening, free and clear of all encumbrances.
68. That a Storm Water Management Report be submitted and approved by Regional staff.

69. That prior to final approval, lands identified in the Highway 50 Environmental Assessment be conveyed to the appropriate municipalities.

Clearances

70. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
- a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and
 - b) all government agencies agree to registration by phases and provide clearances, as required in Conditions 71 to 75 inclusive, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
71. 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.
72. The Toronto and Region Conservation Authority shall advise that Conditions 32 to 34 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
73. The Region of York shall advise that Conditions 35 to 62 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
74. The Ministry of Transportation Ontario shall advise that Conditions 63-65 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
75. The Region of Peel shall advise that Conditions 66 to 69 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.



Attachment 2

FILE No.:
19T-04V06 &
Z.04.018

June 7, 2007



Development Planning Department

Location Map

Part of Lots 2 & 3,
Concession 9

APPLICANT:
GLEN-50 DEVELOPMENTS NORTH LIMITED /
GLEN-50 DEVELOPMENTS LIMITED

LEGEND

- A - AGRICULTURAL ZONE
- EM2 - GENERAL EMPLOYMENT AREA ZONE
- OS2 - OPEN SPACE PARK ZONE
- PB1(S) - PARKWAY BELT LINEAR FACILITIES ZONE
- PB2 - PARKWAY BELT COMPLEMENTARY USE ZONE

SUBJECT LANDS



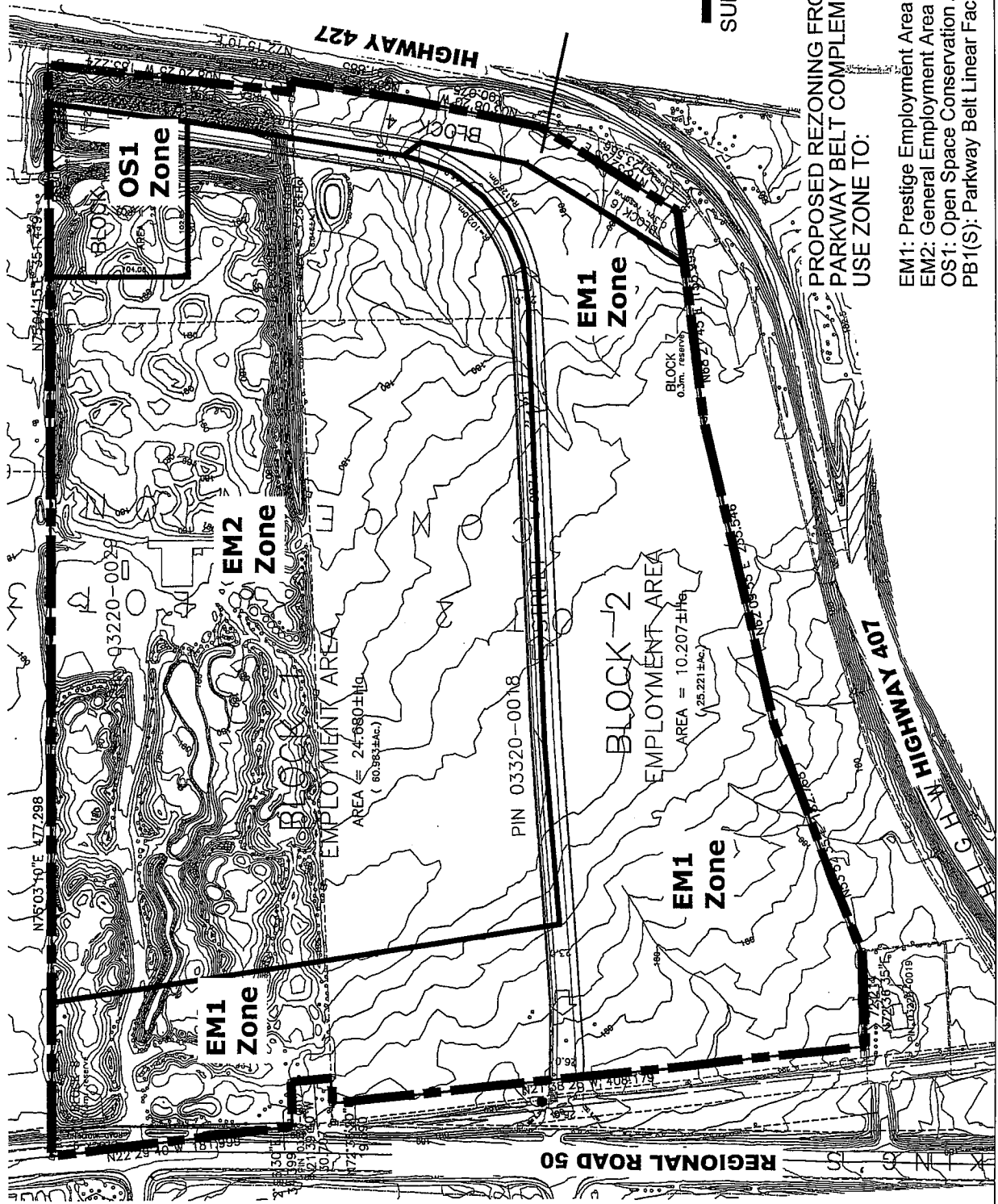
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Not to Scale

**PB1(S)
Zone
(Future
Transitway)**

SUBJECT LANDS



**PROPOSED REZONING FROM PB2
PARKWAY BELT COMPLEMENTARY
USE ZONE TO:**

- EM1: Prestige Employment Area Zone (Block 2)
- EM2: General Employment Area Zone (Block 1)
- OS1: Open Space Conservation Zone (Block 3)
- PB1(S): Parkway Belt Linear Facilities Zone

Proposed Subdivision & Zoning

Part of Lots 2 & 3,
Concession 9

APPLICANT:
GLEN-50 DEVELOPMENTS NORTH LIMITED /
GLEN-50 DEVELOPMENTS LIMITED

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Development Planning Department

Attachment

3

FILE No.:
19T - 04V06 &
Z.04.018

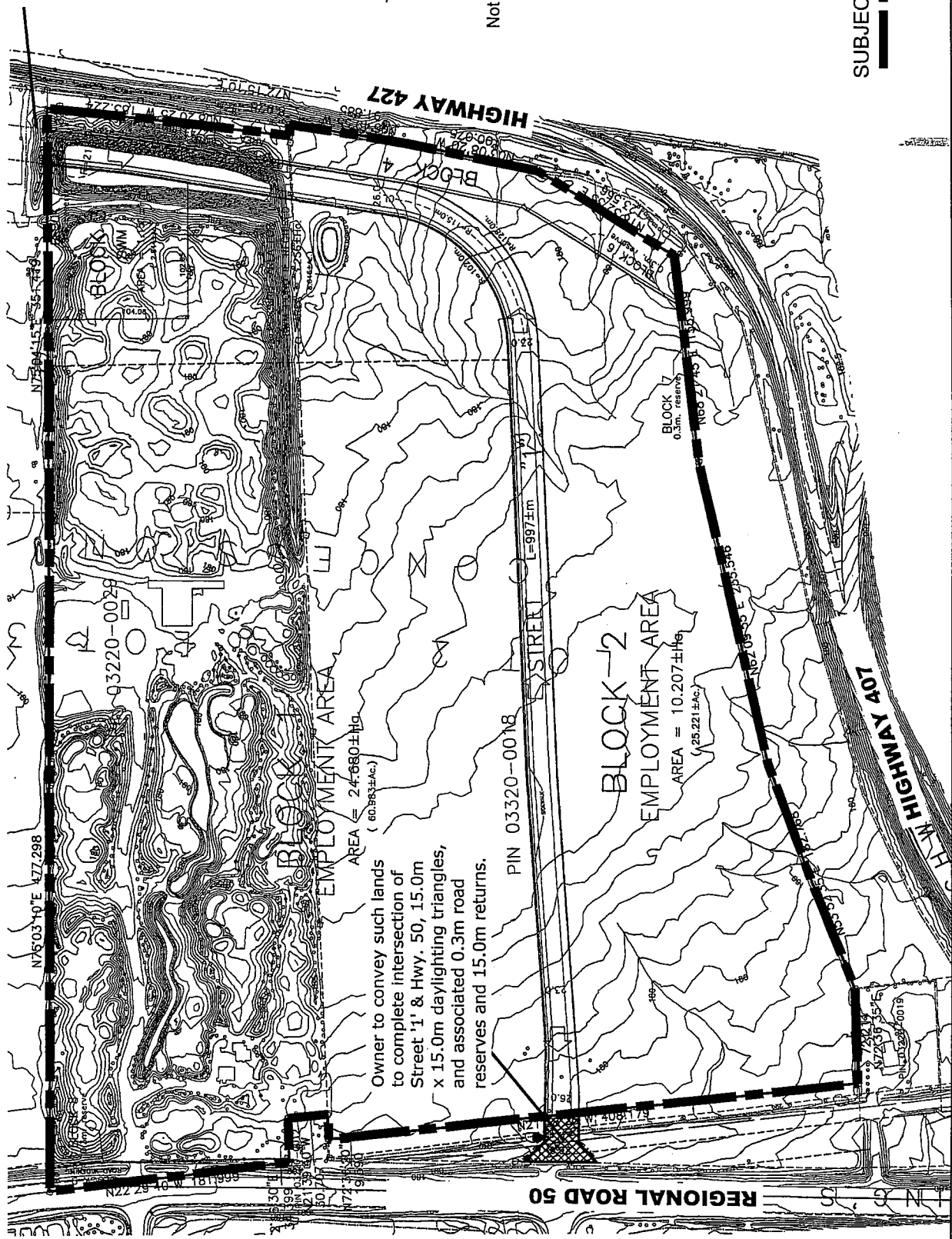
June 7, 2007

Provide temporary turning circle at north-end of Street '1'



Not to Scale

SUBJECT LANDS



OWNER TO CONVEY SUCH LANDS TO COMPLETE INTERSECTION OF STREET '1' & HWY. 50, 15.0m x 15.0m DAYLIGHTING TRIANGLES, AND ASSOCIATED 0.3m ROAD RESERVES AND 15.0m RETURNS.

BLOCK 2 EMPLOYMENT AREA
AREA = 10.207 ± Ha
(25,221 ± Ac)

BLOCK 1 EMPLOYMENT AREA
AREA = 24.680 ± Ha
(60,883 ± Ac)

REGIONAL ROAD 50

HIGHWAY 407

HIGHWAY 427

**Red-Lined Draft Plan of Subdivision
19T-04V06 (June 18, 2007)**

APPLICANT:
GLEN-50 DEVELOPMENTS NORTH LIMITED /
GLEN-50 DEVELOPMENTS LIMITED

Part of Lots 2 & 3,
Concession 9



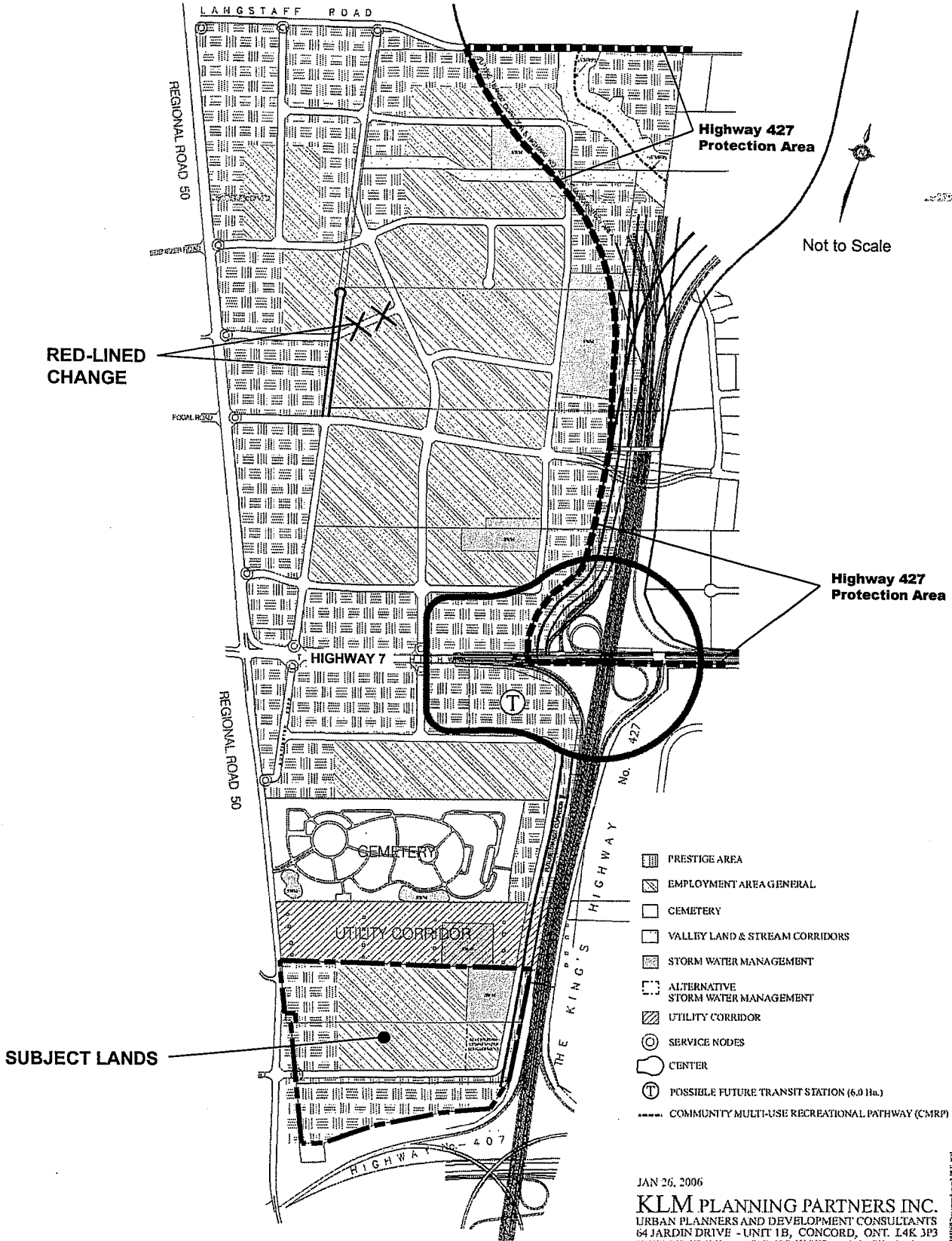
Development Planning Department

**Attachment
4**

FILE No.:
19T-04V06 &
Z.04.018

June 7, 2007

HUNTINGTON BUSINESS PARK - BLOCK PLAN



JAN 26, 2006

KLM PLANNING PARTNERS INC.
 URBAN PLANNERS AND DEVELOPMENT CONSULTANTS
 64 JARDIN DRIVE - UNIT 1B, CONCORD, ONT. L4K 3P3
 PHONE: (905) 669-4055 FAX: (905) 669-4097 design@klmplanning.com

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Huntington Business Park - Block Plan

APPLICANT: GLEN-50 DEVELOPMENTS NORTH LIMITED / GLEN-50 DEVELOPMENTS LIMITED

Part Lots 2 & 3 Concessions 9



The City Above Toronto

Development Planning Department

Attachment

FILE No.:
19T-04V06
& Z.04.018

June 7, 2007

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