

COMMITTEE OF THE WHOLE FEBRUARY 22, 2011

**DRAFT PLAN OF SUBDIVISION FILE 19T-08V03
SRF VAUGHAN PROPERTY II INC.
WARD 2**

Recommendation

The Commissioner of Planning recommends:

1. THAT Draft Plan of Subdivision File 19T-08V03 (SRF Vaughan Property II Inc.) BE APPROVED, to facilitate the industrial employment plan of subdivision shown on Attachment #4, subject to the conditions of approval set out in Attachment #1.
2. THAT for the purpose of notice, the subdivision agreement shall contain a provision that parkland shall be dedicated and/or cash-in-lieu paid in accordance with the Planning Act and conform to the City's approved "Cash-in-lieu of Parkland Policy".

Contribution to Sustainability

Sustainable features will be addressed through the review of a site plan application.

Economic Impact

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

Communications Plan

On September 23, 2009, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands, and to the West Woodbridge Homeowners Association. No comments were received through the notice circulation. The recommendation of the Committee of the Whole to receive the Public Hearing report of October 19, 2009, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on November 3, 2009.

Purpose

The Owner has submitted an application for Draft Plan of Subdivision approval for File 19T-08V03 (SRF Vaughan Property II Inc.) to establish a revised industrial employment lotting pattern and road network including a private laneway connecting the future extension of Milani Boulevard to Innovation Drive as shown on Attachment #4. The breakdown of the land uses are as follows:

- Block 1: Proposed Employment	4.583 ha
- Block 2: Lands for future Highway 427 extension	5.210 ha
- <u>Road widening, reserve block (Block 3) and streets</u>	<u>0.223 ha</u>
TOTAL	10.02 ha

The lotting and road pattern for this subdivision has changed several times as a result of requirements for widenings by the Ministry of Transportation (MTO) for the Highway #427 extension. The approved lotting and road pattern is shown on Attachment #6. Attachment #5 shows a revised proposal to accommodate a highway widening requirement by the MTO. The MTO has requested a further highway widening which has resulted in the current subdivision proposal shown on Attachment #4, and is the subject of this staff report. The MTO has advised that they are satisfied with the revised plan of subdivision, and that the easterly block can be released for development.

Background - Analysis and Options

Location

The 10.02 ha site is located southwest of Langstaff Road and Regional Road 27, more specifically north of the current Milani Boulevard terminus, shown as "Subject Lands" on Attachments #2 and #3. The surrounding land uses are shown on Attachment #3.

Site History

- a) 2001 Approved Plan of Subdivision File 19T-89063 and Zoning By-law Amendment File Z.00.020 (698069 Ontario Limited)

The subject lands were originally part of Draft Plan of Subdivision 19T-89063 as shown on Attachment #6, which was approved on August 27, 2001. Approved Plan of Subdivision 19T-89063 and Zoning By-law Amendment File Z.00.020 facilitated the development of service commercial and employment blocks bisected by a Hydro Corridor as shown on Attachment #6. The Zoning By-law Amendment Application (File Z.00.020) was approved by Vaughan Council on August 27, 2001 and subsequently By-law 147-2006 was enacted to zone the lands EM1 Prestige Employment Area Zone and EM2 General Employment Area Zone both with and without the "H" Holding provision, C7 Service Commercial Zone and OS1 Open Space Conservation Zone in the manner shown on Attachment #6.

The westerly portion of Approved Plan of Subdivision 19T-89063, as shown on Attachment #6, represent the lands subject to this report. The westerly portion of the plan includes a General Employment Block and a Prestige Employment Block with the "H" Holding provision, and an Open Space Block, identified as Blocks 6, 7 and 8, respectively, on Attachment #6. These Blocks are accessed by the proposed northerly extension of Milani Boulevard, identified as Street "B" on Attachment #6, which was to connect Highway #27 to Langstaff Road through the subject subdivision and the approved Plan of Subdivision File 19T-90018 to the immediate south.

The easterly portion of Approved Plan of Subdivision 19T-89063 is developed with 2 service commercial blocks (Blocks 1 and 2), and the remaining blocks (Blocks 3, 4, 5, and 10) are a combination of Prestige and General Employment and Open Space blocks as shown on Attachment #6. The easterly portion of the subdivision is accessed by Innovation Drive, as identified on Attachment #6, which links Highway #27 to Langstaff Road. This portion of Approved Plan of Subdivision 19T-89063 was registered as Plan 65M-4044 on March 26, 2008.

- b) 2008 Original Proposed and 2011 Current Proposed Plan of Subdivision File 19T-08V03 (SRF Vaughan Property II Inc.)

On May 12, 2008, the applicant submitted Subdivision File 19T-08V03 (SRF Vaughan Property II Inc.) proposing revisions to the westerly portion of Approved Plan of Subdivision 19T-89063 (Attachment #5) to facilitate the MTO's highway widening requirement for the Highway #427 extension. The applicant proposed revisions to the approved road network and lotting pattern including additional Prestige and General Employment Blocks as shown on Attachment #5. The draft plan of subdivision proposed 9 employment blocks, 2 OS1 Open Space Blocks, and related buffer blocks. The road network was revised to terminate Milani Boulevard into a cul-de-sac and introduce a public road connection (Street "A") between Milani Boulevard and Innovation Drive, as shown on Attachment #5. This proposal was brought forward and considered by Council at a Public Hearing on September 2, 2008.

Through the review process, the MTO advised that a significant portion of the property was subject to the future Highway #427 extension (Block 2 on Attachment #4). The MTO's proposed highway alignment extended into the subdivision thereby eliminating the proposed industrial blocks, and the development potential on the lands which necessitated revisions to the proposed

public road connection from Milani Boulevard to Innovation Drive. As such, the applicant has revised the internal road network of the proposed draft plan of subdivision to reflect the current proposed draft plan, as shown on Attachment #4. This draft plan of subdivision includes the terminus of Milani Boulevard in a cul-de-sac and proposes a private laneway connection between Milani Boulevard and Innovation Drive identified as Street "A" and the development of 2 Employment Blocks, identified as Blocks 1 and 2 as shown on Attachment #4. The current proposal was considered by Council at a Public Hearing on October 19, 2009.

c) Concurrent Zoning By-law Amendment Application Z.08.025 (Trinity Development Group)

Block 1 on the current Draft Plan of Subdivision (Attachment #4), is subject to a Zoning By-law Amendment Application (File Z.08.025 - Trinity Development Group) that proposes to rezone the lands from its current EM2(H) General Employment Area Zone with Holding Symbol "(H)" to EM3 Retail Warehouse Employment Area Zone. The Zoning By-law Amendment Application will facilitate development of Block 1, which is to be combined with Part of Block 17 and Blocks 18 and 23 in approved Plan of Subdivision 19T-900187 to the south, for retail warehouse use. The proposed rezoning application will also be considered at the February 22, 2011, Committee of the Whole meeting.

Official Plan

The subject lands are designated "Prestige Area", "Employment Area General" and "Valley Lands" by OPA #450 (Employment Area Plan). The proposed land uses conform to the Official Plan.

a) Prestige Area (Block 2):

This designation provides locations for industrial activities which require high visibility, good accessibility and an attractive working environment with no outside storage. Block 2 has been identified by the MTO as lands for the future Highway #427 extension.

b) Employment Area General (Block 1):

This designation permits a wide range of employment uses, which accommodates uses that 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.

c) Valley Lands:

The southwest corner of Block 2 is currently zoned OS1 Open Space Conservation Zone, which conforms to the "Valley and Stream Corridor" policies of OPA #450 (Employment Area Plan). No buildings or structures are permitted within the valley lands, except where structures are intended for flood and erosion control purposes.

The subject lands are designated "Commercial Mixed-Use" and "Infrastructure and Utilities" by the new City of Vaughan Official Plan 2010, which is pending approval from the Region of York and is not yet in effect.

Zoning By-law

The subject lands are zoned EM1(H) Prestige Employment Area Zone with the Holding Symbol "(H)", EM2(H) General Employment Area Zone with a Holding Symbol "(H)", and OS1 Open Space Conservation Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1258), as

shown on Attachment #3. The Holding Symbol "H" is to be lifted upon the determination of the final alignment of the Highway #427 extension and cross-over to the satisfaction of the Ministry of Transportation, and to ensure the creation of complete developable lots.

Block 1 on the current proposed Draft Plan as shown on Attachment #4, in conjunction with the blocks to the immediate south (Part of Block 17 and Blocks 18 and 23 in Approved Plan of Subdivision 19T-90018), are subject to a Zoning By-law Amendment Application (File Z.08.025 – Trinity Development Group Inc.) which proposes to rezone Block 1 from EM2(H) General Employment Area Zone to EM3 Retail Warehouse Employment Area Zone to allow for a retail warehouse use with further exceptions to allow for outside storage and reduced parking requirements. A technical report for Zoning By-law Amendment Application (File Z.08.025) will be considered at the Committee of the Whole meeting on February 22, 2011.

The current proposed draft plan of subdivision includes two Blocks (Blocks 1 and 2) as shown on Attachment #4. Approval of the draft plan of subdivision as proposed would result in Block 2 being split-zoned EM1(H) Prestige Employment Area Zone and EM2(H) General Employment Area Zone, each with the Holding Symbol "(H)". Since Block 2 is intended to facilitate the Highway 427 extension, the split-zoning is not a concern at this time since Section 3.10 "Public Uses" in By-law 1-88 would permit a public road allowance to locate in any Zone. However, in the future should the Ministry of Transportation determine that any part of Block 2 is no longer required for the Highway 427 extension and release the lands for development, it is possible that the development parcel may be split-zoned. Where a parcel is split-zoned, the most restrictive zone requirements would apply, in this case being the EM1 Prestige Employment Area Zone, which is appropriate and common when adjacent to a highway. In the event that this zone category does not facilitate the future development intentions for the lands, a Zoning Amendment Application will be required to rezone the property to one consistent zone category.

Subdivision Design

The proposed Draft of Plan Subdivision includes a Prestige Employment Block (Block 2) and General Employment Block (Block 1). Milani Boulevard is proposed to extend into the subdivision and terminate in a cul-de-sac. A private laneway is also proposed to connect the future extension of Milani Boulevard to Innovation Drive, and shown as Street "A" on Attachment #4.

Vaughan Engineering Department

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

a) Road Network

The proposed Draft Plan of Subdivision includes the northerly extension of Milani Boulevard, where it terminates in a cul-de-sac. Given the proposed land uses in the plan and the existing and planned road network in this area, the applicant is required to provide a secondary vehicular access to the plan. To provide this second access, the applicant had initially proposed to extend Milani Boulevard easterly to connect with Innovation Drive. The Owner is now proposing a private laneway between Milani Boulevard and Innovation Drive due to the MTO's preferred alignment of Highway #427 and the resulting reduction in the developable area within the plan. The Owner is proposing to design and construct this private laneway in a manner that would provide for both vehicular and local transit bus movements between Milani Boulevard and Innovation Drive. The Owner will be required to maintain this private laneway (Street 'A'). The proposed alignment of the private laneway crosses lands owned by both Hydro One and the City of Vaughan, therefore the applicant will be required to secure the necessary lands for the laneway prior to final approval of the plan. The private laneway will have a right-of-way of approximately 23 metres, which is consistent with a standard industrial roadway. The details on the geometric design of the laneway shall

comply with the City of Vaughan requirements, the details of which will be finalized through the design process. In addition, the Owner is proposing to design, construct and front-end finance the cost associated with the extension of Innovation Drive to Langstaff Road to complete the road network in the area.

The Highway #427 Environmental Assessment (EA) has been finalized and the preferred road alignment crosses the westerly part of Block 2.

The Owner is required to cause the conveyance of the future Milani Boulevard and carry-out the design and construction of the road and municipal servicing to provide access to the Plan through the Milani Subdivision (19T-90018) Phase 2 lands, as shown on Attachment #4.

b) Water Servicing

The subject lands are located within Pressure District 5 of the York Water System. The applicant has submitted a Functional Servicing Report (FSR) in support of the draft plan that identifies the need to extend the existing 300 mm diameter watermain on Milani Boulevard to service the development. In addition, to provide a looped watermain system, the Owner will be required to construct a secondary watermain feed to the development from the proposed watermain system on Innovation Drive along the proposed private laneway located at the north end of the development. This proposed water system is expected to provide sufficient water supply and pressure for the development.

c) Sanitary Servicing

A 750mm diameter trunk sanitary sewer exists on the north end of Milani Boulevard. This trunk sewer is intended to service the subject lands plus approximately 500 ha of lands within the east side of the Vaughan West Employment Area and will be the subject of a future Special Area Development Charge. The Owner will be required to extend the existing 750mm diameter sanitary trunk sewer northerly to the proposed end of Milani Boulevard, then eastward along the private laneway to Innovation Drive and then northerly to Langstaff Road. The Owner shall agree in the subdivision agreement to design and construct this trunk sewer in accordance with City requirements.

d) Storm Drainage

The site is currently vacant and naturally drains in two directions; a portion of the site drains south-easterly towards Innovation Drive into the existing Innovation storm water management pond and the remainder of the site drains south-westerly towards Milani Boulevard into an existing Milani storm water management pond. These two storm water management facilities can provide both quantity and quality controls for the post-development storm flows from the subject lands.

As part of the engineering design and prior to the initiation of any grading within the draft plan, the Owner shall provide an engineering report for the review and approval of the City that describes the proposed storm drainage system to develop the subject lands. This report shall describe the proposed drainage system to develop the subject lands 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) storm water management techniques that may be required to control minor or major flows;
- (iii) detail all external tributary lands, and include the existing development(s); and,

- (iv) proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

e) Sewage and Water Allocation

Regional servicing capacity allocation protocols do not require formal allocation to employment land uses. Notwithstanding this, the City continues to allocate servicing capacity to industrial development applications at the draft plan/site plan approval stage or in accordance with Council approved servicing capacity distribution protocol.

f) Environmental Site Assessment

On August 6, 2008, the Vaughan Engineering Department confirmed the acceptance of the Environmental Site Assessment report for the proposed industrial/commercial development.

g) Street-lighting

The streetlighting shall meet the City criteria within the draft plan including the intersection of the private laneway and Innovation Drive. Also, the streetlighting at the intersection of Innovation Drive and Langstaff Road shall meet the City and/or Region of York criteria.

The conditions of approval with respect to Vaughan Engineering Department requirements have been included in Attachment #1.

Toronto and Region Conservation Authority (TRCA)

In a letter dated October 25, 2010, the TRCA indicated that they have no objections to the approval of the draft plan of subdivision application, subject to the conditions in Attachment #1.

Vaughan Cultural Services Division

The Vaughan Cultural Services Division has no objections to approval of the proposed draft plan of subdivision and have provided conditions of approval which have been included in Attachment #1.

Parkland Dedication

The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent of 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 in accordance with 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.

Ministry of Transportation (MTO)

The MTO has reviewed the proposed draft plan of subdivision and has no issues or conditions with respect to this application. The MTO has advised that the final alignment of the Highway #427 extension and cross-over do not affect the subject lands, and that the easterly lands in the subdivision may be released for development.

Canada Post

Canada Post has indicated that if any buildings in Block 1 (General Employment Area) consist of more than two adjoining units, sharing common indoor entrance, the developer/owner must supply, install and maintain a centralized mailbox facility to Canada Post's specifications.

Utilities

Hydro One has no objection in principle to the proposed draft plan of subdivision, subject to the applicant entering into a separate agreement with Hydro One for the use of the lands. The conditions of approval are included in Attachment #1.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

Regional Implications

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

"This application includes a proposed private connection from Milani Boulevard to Innovation Drive. YRT staff have identified that potential future transit services may be considered for this private road connection. Further detail, including the provision of bus stops and concrete shelter pads, and the specific location of these services will be determined through the review of future development approvals, including site plan approval."

The conditions of approval with respect to Region of York requirements have been included in Attachment #1.

Conclusion

The Vaughan Development Planning Department has reviewed the proposed Draft Plan of Subdivision Application in accordance with the policies of OPA #450, the provisions of By-law 1-88, comments from City Departments and external public agencies including the Vaughan Engineering Department, Region of York Transportation Services Department, and the Ministry of Transportation affecting the lotting and road pattern, and 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 general intent of the Official Plan.

For these reasons, the Development Planning Department can support the approval of the Draft Plan of subdivision shown on Attachment #4, subject to the conditions of approval outlined in Attachment #1.

Attachments

1. Conditions of Subdivision Approval (File 19T-08V03)
2. Context Location Map
3. Location Map
4. Current Proposed Draft Plan of Subdivision (File 19T-08V03)
5. Original Proposed Draft Plan of Subdivision 19T-08V03
6. Approved Plan of Subdivision 19T-89063 and Zoning Amendment File Z.00.020

Report prepared by:

Mary Caputo, Planner 1, ext. 8215
Carmela Marrelli, Senior Planner, ext. 8791
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

GRANT UYEVAMA
Director of Development Planning

/CM

ATTACHMENT NO. 1

STANDARD CONDITIONS OF DRAFT APPROVAL

**DRAFT PLAN OF SUBDIVISION 19T-08V03
SRF VAUGHAN PROPERTY II INC.
LOT 10, 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-08V03, ARE AS FOLLOWS:

City of Vaughan Conditions

1. The Plan shall relate to the draft plan of subdivision, prepared by MHBC, Drawing #9922, dated April 24, 2008 (revised November 10, 2010).
2. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with Tariff of Fees By-law 170-2009.
3. The land 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.
4. The Owner shall enter into a subdivision agreement with the City to satisfy all financial and other conditions, with regard to such matters as the City may consider necessary, including payment of development levies and the woodlot development charge, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. Prior to final approval, easements required for utility, drainage and construction purposes shall be created and granted to the appropriate authority(ies), free of all charge and encumbrances.
6. Prior to application for building permit, site plan approval may be required for certain types of development under the City's Site Plan Control By-law, for draft approved Blocks 1 and 2.
7. The road allowances within this Plan shall be named to the satisfaction of the City, in consultation with the Regional Planning Department; proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
8. The road allowances within the Plan shall be designed in accordance with the City's engineering standards and shall be dedicated to the City free of all charge and encumbrances. The streets, lots and blocks shall be designed to coincide with the development pattern on adjacent properties.

9. Any dead end or open side of a road allowance within the Plan shall be terminated in a 0.3m reserve, to be conveyed to the City free of all charge and encumbrances, until required for a future road allowance or development of adjacent lands.
10. 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.
11. The Owner shall agree that the location and design of the construction access shall be approved by the City and/or the appropriate authority.
12. Prior to final approval, the Owner shall submit a soils report, and the Owner shall agree to implement the recommendations of such report, as approved by the City.
13. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
14. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
15. The Owner shall agree that no building permits will be applied for until the City is satisfied that adequate access, municipal water, sanitary and storm services are available.
16. Prior to final approval, the Owner shall erect a permanent 1.5 metre high chain-link fence or approved equal along the limits of the Hydro Tower Corridor.
17. Prior to final approval, the Owner shall erect a permanent 1.5 metre high chain-link fence or approved equal along the limits of the Highway 427 Extension.
18. Prior to final approval, the Owner shall provide appropriate high-quality landscape treatment/buffering along the Highway 427 Extension.
19. Prior to final approval, the Owner shall provide boulevard trees on the cul-de-sac as it relates to the road right-of-way and location of underground services.
20. 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 above.
21. Prior to final approval, the Owner shall pay the proportionate share of the cost of any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the subject plan.
22. 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 development 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, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of PowerStream Distribution Inc. and the City.
23. Prior to final approval, the Owner shall submit a noise and/or vibration study, prepared by a qualified consultant for approval by both the City and the Region of York. The preparation of the noise report shall include the ultimate traffic volumes associated with the surrounding road network. The Owner shall agree in the subdivision agreement to implement the approved abatement measures.
24. The Owner shall agree to design, purchase materials and install a street lighting system, compatible with the existing and/or proposed systems in surrounding plans, all in accordance with City standards and specifications.
25. Prior to final approval, the Owner shall not remove any vegetation or topsoil or start any grading of the lands, without a fill permit issued by the City, and a development agreement, if necessary.
26. 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 archaeological 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.
27. In the event that human remains are encountered during construction activities, the proponent must immediately cease all construction activities. The proponent shall contact the Region of York Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
28. Should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism and Culture and the City of Vaughan's Development Planning, Policy Planning and Recreation and Culture Departments shall be notified immediately.

29. The Owner shall cause the following warning clauses to be included in a schedule to all Offers of Purchase and Sale, or Lease for all lots/blocks:
- a) within the entire subdivision plan:
 - "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the occupants."
 - "Purchasers and/or tenants are advised that any roads ending in a dead end or cul-de-sac may be extended in the future to facilitate development of adjacent lands, without further notice."
 - b) abutting any open space, woodlot or stormwater facility:
 - "Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance."
 - c) along a potential transit route:
 - "Purchasers and/or tenants are advised that the following streets may be used as transit routes in the future: Milani Boulevard.
30. a) Prior to final approval and prior to any works commencing on the site, the Owner shall submit for approval by the City and the Toronto and Region Conservation Authority (TRCA), a detailed engineering report(s) that describes the storm drainage system for the proposed development, which shall include:
- i) plans illustrating how this drainage system will be tied into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, the design capacity of the receiving system and how external flows will be accommodated;
 - 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;
 - iv) proposed methods of controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction;
 - v) overall grading plans for the subject lands; and,

- vi) stormwater management practices 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.
 - b) The Owner shall agree to implement the recommendations set out in the aforementioned report(s) to the satisfaction of the City and TRCA.
- 31. 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, and shall not occur on either park or school blocks.
- 32. The Owner shall agree in the subdivision agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the draft plan including lands to complete the private laneway across Hydro property, to the satisfaction of the City.
- 33. Prior to final approval of the Plan, the Owner shall cause the conveyance of the lands, free of all costs and encumbrances, from Hydro to the City for the private laneway or satisfactory arrangements are in place to the satisfaction of the City.
- 34. Prior to final approval of the Plan, the Owner shall enter into a Master Servicing/Cost Sharing agreement with the City which will provide the details related to the construction and financial issues for the extension of Innovation Drive to Langstaff Road and the associated municipal services including the trunk sanitary sewer to the satisfaction of the City.
- 35. The Owner shall agree in the subdivision agreement to design and construct the extension of Innovation Drive to Langstaff Road and private laneway across the Hydro and City lands including the associated municipal services and utilities as generally set out in the Functional Servicing Report, prepared by Valdor Engineering Limited, to the satisfaction of the City.
- 36. Prior to final approval of the Plan, 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 to the satisfaction of the City.
- 37. Prior to final approval of the Plan, the Owner shall provide a traffic study and traffic management plan for review and approval to the satisfaction of the City. The traffic study and traffic management plan shall include the geometric design for the private laneway to accommodate the maneuvering of heavy trucks and YRT Buses within the Plan to the satisfaction of the City and the Region of York.
- 38. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. 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.

39. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City. It shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the proposed development.
40. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision as follows:
 - i) A base line well condition and monitoring report shall be submitted to the City prior to the pre-servicing or registration of the Plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis – total coliform and E-coli counts;
 - b) Chemical Analysis – Nitrate Test; and,
 - c) Water level measurement below existing grade.
 - ii) In the event that the test results are not within the Ontario Drinking Water Standards, the Owner shall notify in writing, the Purchaser, the Regional Health Department and the City within twenty-four (24) hours of the test results.
 - iii) Well monitoring shall continue during construction and an interim report shall be submitted to the City for records purposes.
 - iv) Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the City prior to Completion Approval.

The Owner shall provide temporary water supply to the affected residents upon notice by the City. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Owner will engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or provide a permanent water service connection from the municipal watermain system.

41. The Owner shall agree in the subdivision agreement to pay its contribution towards the future Rainbow Creek Sanitary Pumping Station and Rainbow Creek Sanitary Sub-Trunk Sewer Special Area Development Charge to the satisfaction of the City.
42. The Owner shall agree in the subdivision agreement to pay its contribution, if required, towards municipal infrastructure as recommended in the following Environmental Assessment Studies to the satisfaction of the City:
 - i) City-Wide Water/Wastewater Master Plan EA and associated final servicing strategy for the West Vaughan Employment Area Secondary Plan;
 - ii) City-Wide Storm Drainage / Stormwater Management Master Plan EA; and,

iii) City-Wide Transportation Master Plan EA.

43. Prior to final approval of the Plan, and/or any conveyance of Land, and/or any initiation of grading or construction, the Owner shall submit the Environmental Site Assessment (ESA) Phase 1 Report and if required, Phase 2 Report and the Remedial Action Plan for the lands within the Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park blocks and open space blocks, a Phase II Environmental Site Assessment (ESA) report is to be carried in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval. This said ESA is to be conducted following the completion of rough grading, but prior to the placement of topsoil and landscaping. Prior to final approval of the Plan, and/or any conveyance of lands, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
- i) Should site remediation be required to meet the applicable soil and ground water criteria set out in the above noted regulation, the Owner shall submit to the City the report delineating the successful implementation of the approved Remediation Action Plan with verifying samplings and chemical analysis for review and approval by the Development/Transportation Engineering Department;
 - ii) 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 and the Region, meet the applicable soil and groundwater criteria noted above;
 - iii) Documented proof of the satisfactory registration of the Record of Site Condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE), which includes the acknowledgement from MOE and a signed copy of the RSC by a Qualified Person, has to be submitted to the Development/Transportation Engineering Department for review and approval; and
 - iv) Reimburse the City for the costs of peer review of the above-noted reports.
44. The Owner shall agree in the subdivision agreement to pay its proportionate share of the cost for the design and construction of the storm sewer system on the extension of Innovation Drive that is included as part of the road works associated with the Region of York capital project for the widening and reconstruction of Langstaff Road, to the satisfaction of the City and Region of York.

Region of York Conditions

45. 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.
46. The Owner shall incorporate into the draft plan of subdivision, a continuous connection, private or otherwise, linking Milani Boulevard and Innovation Drive.

47. Prior to final approval, the Owner 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 Regional Transportation Services Department, Attention: Mrs. Eva Pulnicki, P.Eng.
48. Prior to final approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of the Transportation Services Department and illustrated on the engineering drawings.
49. Prior to final approval, the Owner shall provide a copy of the subdivision agreement to the Transportation Services Department, outlining all requirements of the Transportation Services Department.
50. The Owner shall agree in the subdivision agreement, in wording satisfactory to the Transportation Services Department, to be responsible to decommission any existing wells on the owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.
51. Prior to final approval, the Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will provide for sidewalks on both sides of the roadways listed below, unless only one side of the street lies within the limits of the subject lands. The sidewalks shall meet the local municipality's standards, and be provided by the Owner along the subject lands' frontage onto roadways that have/will have transit services.

Future YRT transit services are planned for the following roadway[s] or sections of:

- Proposed Milani Boulevard;
- Future private connection between Milani Boulevard and Innovation Drive.

52. Prior to final approval, the Owner shall submit drawings showing, as applicable, the sidewalk locations to the satisfaction of York Region.
53. The proposed Milani Boulevard and "future private connection between Milani Boulevard and Innovation Drive" 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 m. The minimum curb radius for transit vehicles is 15 m. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association.
54. The Owner 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 51. This includes current and potential transit routes, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT route maps, Future Plan maps & providing YRT website contact information) at sales offices and appropriate notification clauses in purchase agreements. The YRT route maps and the Future Plan maps are available from YRT upon request.

55. The Owner shall satisfy the Regional Municipality of York Transportation Services Department that the services to be installed within or in conjunction with the Plan will 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/or bus stop locations.
56. Prior to final approval, the Owner shall provide a copy of the subdivision agreement to the Regional Transportation Services Department, outlining all requirements of the Regional Transportation Services Department.
57. The Owner shall enter into an agreement with York Region, 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-0007-2007-040.

Toronto and Region Conservation Authority TRCA)

58. That the applicant submit a detailed and comprehensive Erosion and Sediment Control plan, which complies with the TRCA's Erosion and Sediment Control Guidelines for Urban Construction (www.sustainabletechnologies.ca).
59. That the Owner agree in the subdivision agreement, in wording acceptable to the TRCA to maintain all stormwater management and erosion and sediment control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
60. That a copy of the executed subdivision agreement be provided to the TRCA when available in order to expedite the clearance of conditions of draft approval.
61. The Owner shall agree:
 - a) to obtain all necessary permits pursuant to Ontario Regulation 158 and the Lakes and Rivers Improvement Act from the Toronto and Region Conservation Authority;
 - b) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period; and
 - c) to provide a copy of the executed subdivision agreement to The Toronto and Region Conservation Authority.

Bell Canada

62. The Owner is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Owner is hereby advised that the Owner may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Owner shall be required to demonstrate to the municipality that

sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

63. The Owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/developer shall be responsible for the relocation of such facilities or easements.

Hydro One

64. Prior to final approval, a copy of the lot grading and drainage plan, showing existing and final grades, must be submitted to Hydro One Networks Inc. (HONI) for review and approval. Drainage must be controlled and directed away from the Ontario Realty Corporation (ORC)/HONI transmission corridor.
65. Temporary fencing may be installed along the edge of the transmission corridor prior to the start of construction at the developer's expense.
66. Permanent fencing must be installed after construction is completed along ORC/HONI transmission corridor at the developer's expense.
67. ORC/HONI transmission corridor is not to be used without the express written permission of HONI on behalf of ORC. During construction there will be no storage of materials or mounding of earth or other debris on the transmission corridor. The proponent shall be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
68. Should approval for a road crossing be granted, the subdivider shall then make arrangements satisfactory to ORC/HONI for the dedication and transfer of the proposed road allowance directly to the City of Vaughan.
69. The costs of any relocations or revision to HONI facilities that are necessary to accommodate this subdivision will be borne by the Owner
70. Some noise from the existing transformer/distribution station may interfere with the proposed development of the subdivision. Noise tests should be undertaken to determine the degree of noise interference.

Other Conditions

71. 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 1 to 71 inclusive, for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
- 72. The City of Vaughan shall advise that Conditions 1 to 44 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 73. The Regional Municipality of York shall advise that Conditions 45 to 57 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 74. The Toronto and Region Conservation Authority shall advise that Conditions 58 to 61 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 75. Bell Canada shall advise that Conditions 62 and 63 have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
- 76. Hydro One shall advise that Conditions 64 to 70 inclusive, have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.



Subject Lands



Not to Scale

City of
BRAMPTON

City of
TORONTO

Context Location Map

LOCATION:
Part of Lot 10, Concession 9

APPLICANT:
SRF Vaughan Property II Inc.

N:\DFT\1 ATTACHMENTS\19\19T-08V03a_rev.dwg

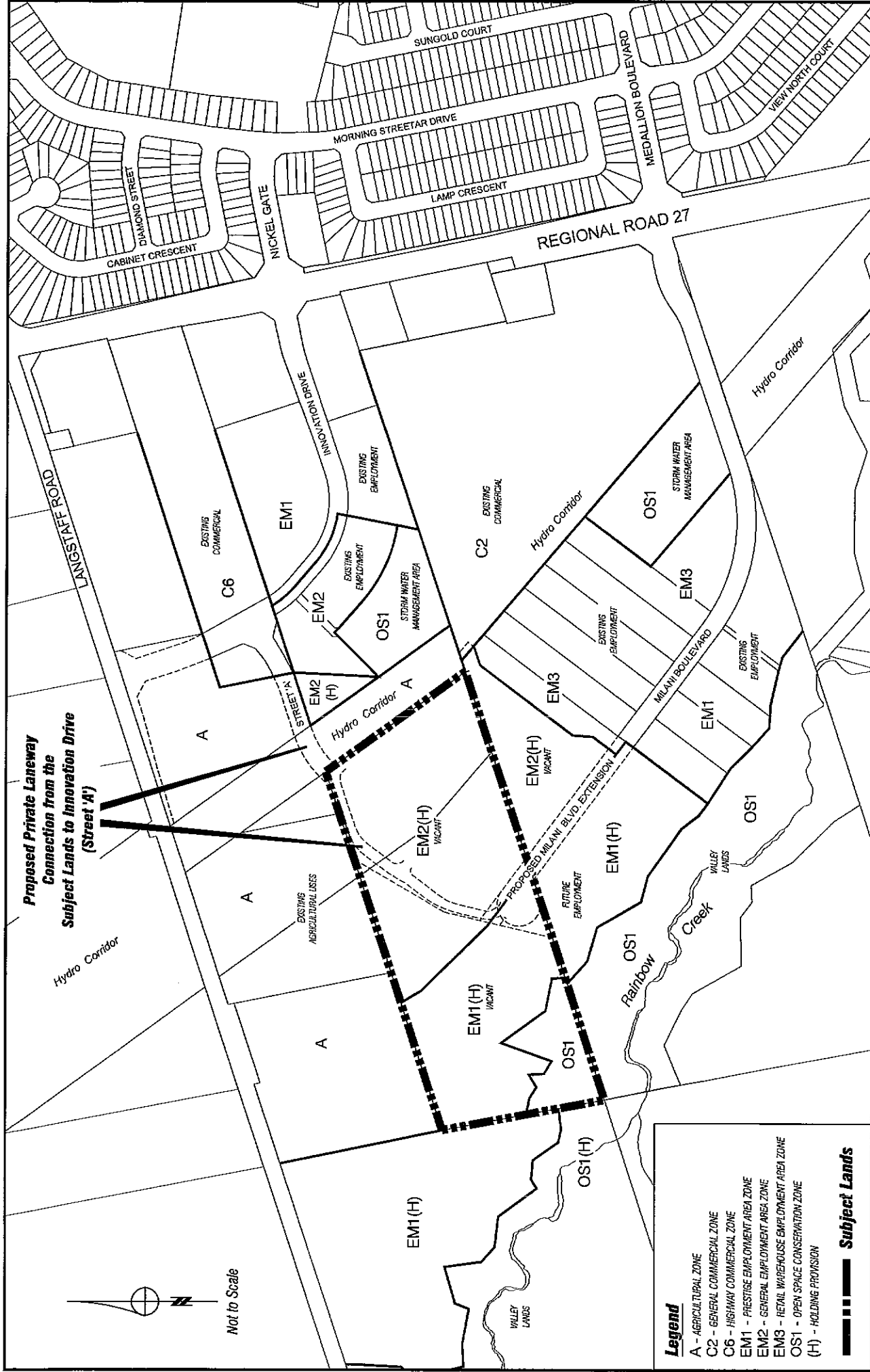


Attachment

FILE:
19T-08V03

DATE:
January 17, 2011

2



Legend

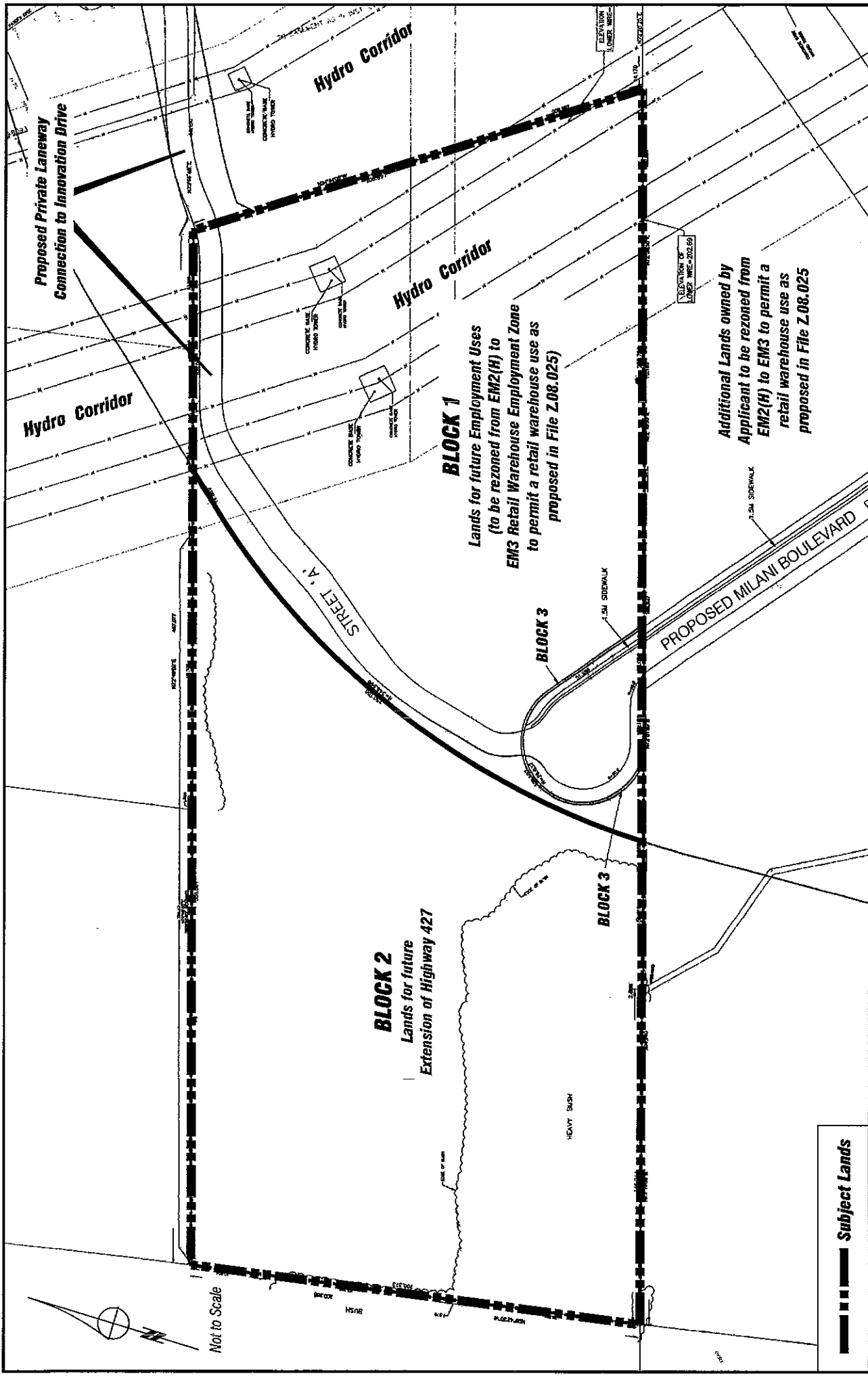
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- C2 - GENERAL COMMERCIAL ZONE
- C6 - HIGHWAY COMMERCIAL ZONE
- EM1 - PRESTIGE EMPLOYMENT AREA ZONE
- EM2 - GENERAL EMPLOYMENT AREA ZONE
- EM3 - RETAIL WAREHOUSE EMPLOYMENT AREA ZONE
- OS1 - OPEN SPACE CONSERVATION ZONE
- (H) - HOLDING PROVISION

Subject Lands

——— (Thick dashed line)

Proposed Private Laneway Connection from the Subject Lands to Innovation Drive (Street 'A')

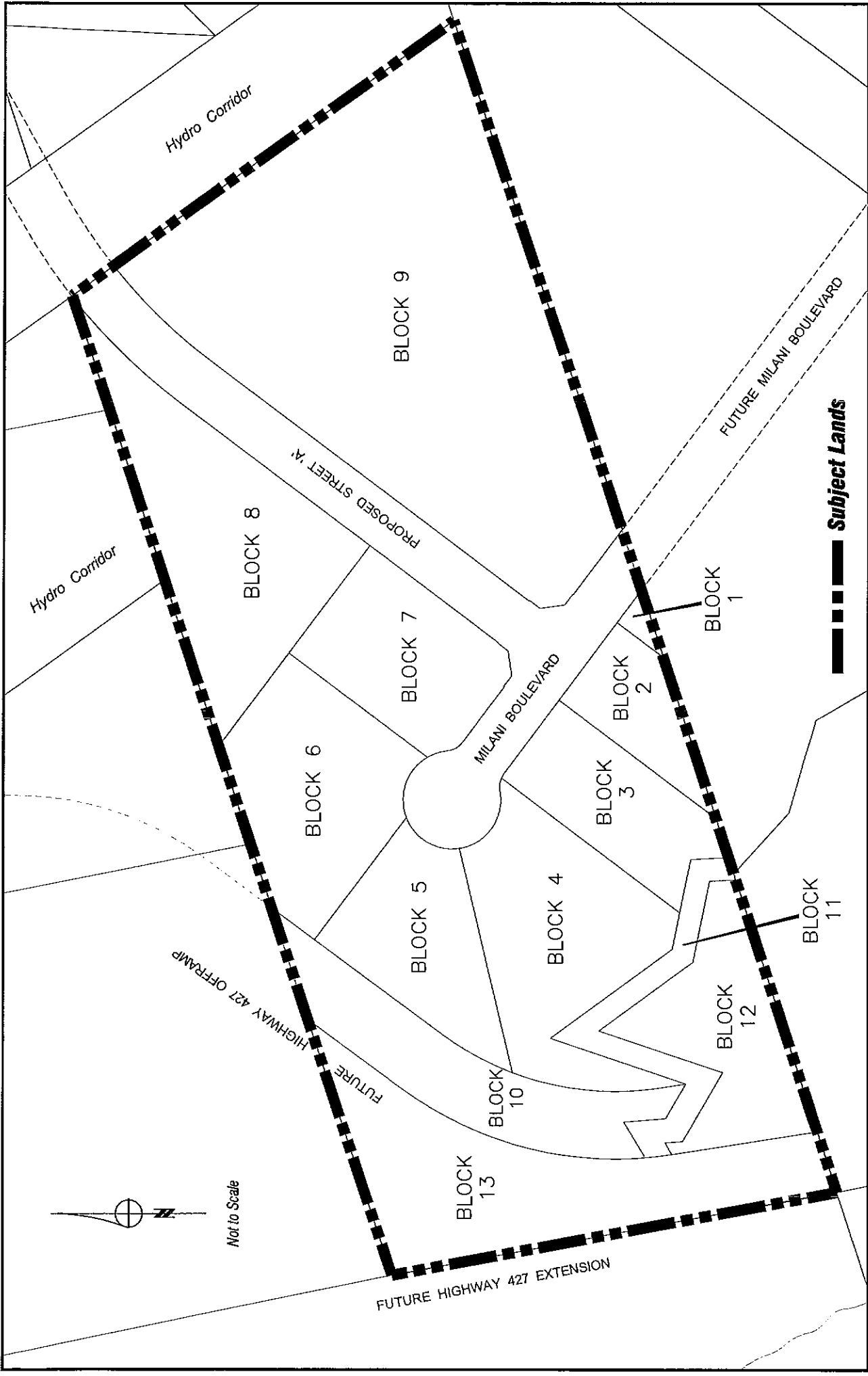




FILE: 19T-08V03
 LOCATION: Part of Lot 10, Concession 9
 DATE: January 17, 2011
 APPLICANT: SRF Vaughan Property II Inc.



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Attachment **5**

FILE: 19T-08V03
DATE: January 17, 2011

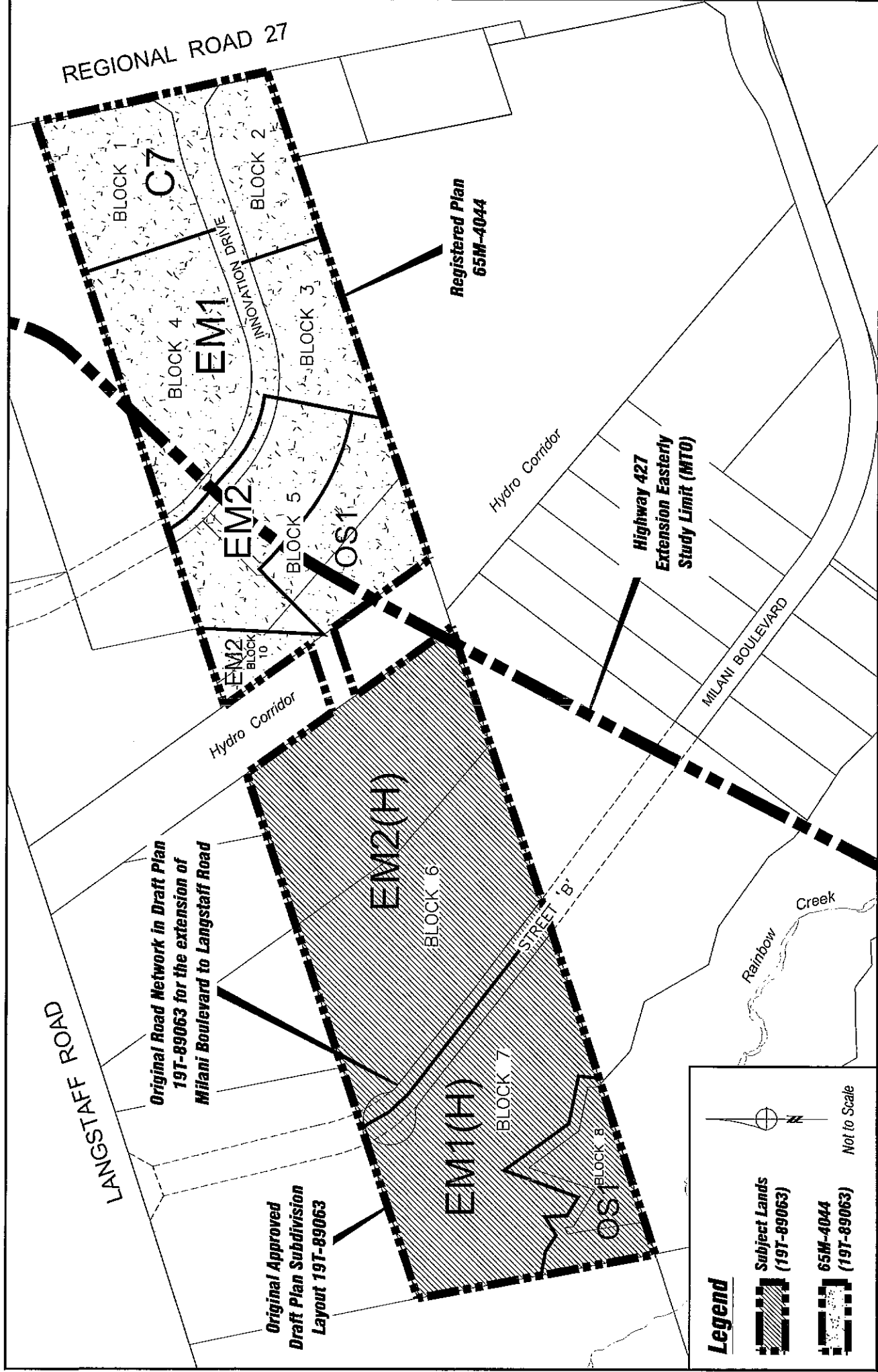
LOCATION: Part of Lot 10, Concession 9
APPLICANT: SRF Vaughan Property II Inc.



VAUGHAN
Development Planning
Department

Original (2008)
Proposed Draft Plan of
Subdivision File 19T-08V03

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Legend

- Subject Lands (19T-89063)
- 65M-4044 (19T-89063)

Not to Scale

Approved (2001) Plan of Subdivision 19T-89063 & Zoning Amendment File Z.00.020



Attachment

APPLICANT: SRF Vaughan Property II Inc.
 LOCATION: Part of Lot 10, Concession 9

FILE: 19T-08V03
 DATE: January 17, 2011

6

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