



REPORT FOR INFORMATION ONLY

155 Entrance Road (Woodbine GO and UPX Station) – Site Plan Control Application – Conditions of Approval

Date: June 17, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District, and
Director, Transportation Planning

Ward: 1 - Etobicoke North

Planning Application Number: 20 205173 WET 01 SA

SUMMARY

The purpose of this report is to advise Etobicoke York Community Council of the conditions of approval for the Site Plan Control application for Woodbine GO and UP Express (UPX) Station, which will apply to the portion of the Subject Site that is owned by Woodbine Entertainment Group. At the time the zoning was approved for the site, City Council directed staff to report back to Etobicoke York Community Council on the Site Plan conditions of approval. The conditions of approval address the following elements:

- Public access easements;
- Design of Entrance Road;
- Multi-use path connection between station and Bethridge Road;
- Transportation Demand Management Plan;
- Servicing connections; and
- Tree plantings, protection and maintenance

The Site Plan conditions of approval as described in this report satisfy City Council's direction in 2021 (Item EY 24.1) for certain elements of the transit station design to be secured through conditions of approval.

FINANCIAL IMPACT

There are no financial implications resulting from the conditions of approval for the Site Plan Control application in the current budget year or in future years.

DECISION HISTORY

On June 8 and 9, 2021, City Council adopted a site-specific Zoning By-law Amendment that allows for transportation uses on the Subject Site to facilitate the proposed GO / UPX transit station. The decision included the following requirements that the owner,

Woodbine Entertainment Group (WEG), was required to satisfy prior to enactment of the Bill to bring the rezoning into effect.

- WEG and Metrolinx to provide written confirmation that WEG would grant a permanent easement in favour of Metrolinx over the Subject Site for public access.
- WEG to provide written confirmation that the Subject Site would not be transferred to Metrolinx ownership prior to Site Plan Approval.

This decision also included direction to staff to address the following matters through the Site Plan Control application and report back to Etobicoke York Community Council on the full list of conditions to be included in the Notice of Approval Conditions and Site Plan Agreement:

- Grant an easement for pedestrian public access on pedestrian connections between the Subject Site and the municipal street network together with indemnification of the City against all claims related to the use of private streets;
- Grant an easement for pedestrian, cyclist and vehicular public access on all private streets used to provide access between the Subject Site and the municipal street network together with indemnification of the City against all claims related to the use of private streets;
- Design and construct all public and/or private streets that provide public access to the Subject Site and improve existing public and/or private streets used to provide public access, in accordance with City standards and specifications, with all such improvements operational prior to the station being operational;
- Provide Transportation Demand Management measures for the station, which shall be operational prior to the station being operational; and
- Financially secure, design and construct a pedestrian connection for accessible pedestrian travel between the station and the existing sidewalk on the east side of Highway 27 (at Bethridge Road), designed according to applicable City design standards and accessibility requirements of the Toronto Green Standard, Version 3.0, Tier 1.

The complete City Council decision is available through the following link:
[Agenda Item History - 2021.EY24.1](#)

THE SITE AND SURROUNDING LANDS

Description and Surrounding Uses

The Subject Site is 2.25 hectares with 265 metres of frontage on Entrance Road and a maximum depth of 55 metres. The site is located between Highway 27 and Carlingview Drive, adjacent to the north side of the Metrolinx-Kitchener rail corridor. See Attachment 2 for the Location Map.

The following uses surround the site:
North and west: Woodbine racetrack lands

South: Rail corridor, employment area with heavy industrial uses including an asphalt and aggregate plant
East: Highway 27, employment area with warehousing, automotive uses, places of worship

THE APPLICATION

The Site Plan Control application has been under review since 2020. The applicant is ONxpress Transportation Partners, who are delivering the project for Metrolinx and Woodbine Entertainment Group, both of whom will own portions of the Subject Site as illustrated in Attachment 3: Site Plan and Property Map. Specifically, WEG will retain ownership of the proposed surface parking lots, which will allow for the possibility of the parking lots being redeveloped in the future, depending on direction from the planned Woodbine Secondary Plan and if suitable alternative parking for the station can be provided. Easements in favour of Metrolinx for the entirety of the Subject Site will allow Metrolinx to maintain and operate the whole of the site pending future redevelopment.

The review process is nearly complete and conditional approval is anticipated to be issued in Q3 2026.

Description

The proposed development comprises two new platforms for GO / UPX trains within the Metrolinx-Kitchener rail corridor, two new 3-storey entrance buildings adjacent to the north side of the rail corridor, a bus loop with eight bus bays for TTC buses and other local transit agencies, a Wheel-Trans bus stop, a pick-up / drop-off area with 48 spaces, and two parking lots with a total of 996 parking spaces including 29 accessible parking spaces. Bicycle parking comprises 34 secured indoor spaces and 104 covered outdoor spaces. The westerly entrance building includes a small quick service restaurant space with a gross floor area of 73.5 square metres.

See Attachment 3: Site Plan and Property Map and Attachment 4: Perspective Renderings.

Vehicular Access

The Subject Site is accessed from Entrance Road, which is a private road owned by Woodbine Entertainment Group. The closest public streets that connect with Entrance Road are Highway 27 to the east and Carlingview Drive to the west. Entrance Road and the station site will be subject to an access easement that will ensure public access. The proposed parking lots, pick-up/drop-off area, and bus loop are all accessed from separate driveways along Entrance Road.

Pedestrian and Cyclist Access

A multi-use path (MUP) is planned along the frontage on Entrance Road, spanning the entirety of the Subject Site. The MUP will directly connect with an existing sidewalk on Carlingview Drive to the west. To the east, an extension of the MUP is required to connect with an existing sidewalk on Bethridge Road. This extension will be the

responsibility of Woodbine Entertainment Group (WEG) to design and implement as it is beyond the scope of work defined by Metrolinx for the design of the station. The Site Plan conditions of approval will secure this MUP extension, which must be implemented prior to opening day of the Woodbine GO / UPX Station.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan and Property Map, and Perspective Renderings of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: toronto.ca/aic

APPLICATION BACKGROUND

The current application was submitted on October 9, 2020, and deemed complete on December 2, 2020, satisfying the City's application requirements.

Agency Circulation Outcomes

The application was circulated to all appropriate agencies and City Divisions through the integrated Site Plan and transit design review process, coordinated by Transit Expansion and City Planning—Transportation Planning.

Responses received have been used to inform and determine the applicable pre- and post-approval conditions that will appear in the Notice of Approval Conditions, which applies to the portion of the Subject Site to be retained under the ownership of Woodbine Entertainment Group (refer to Attachment 3: Site Plan and Property Map).

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans.

Official Plan

The Official Plan Land Use Map designates the site as *Regeneration Area*. This designation is anticipated to be updated through the Woodbine Secondary Plan study as described below.

Secondary Plan

The station site is located with a planned future Secondary Plan that will apply to the southeast quadrant of the Woodbine lands. Staff are currently working on the Woodbine

Secondary Plan study, which is being informed by plans and reports prepared and submitted by Woodbine Entertainment Group.

An Interim Report on the emerging directions of the Woodbine Secondary Plan study was brought forward to Etobicoke York Community Council on May 26, 2026, under item EY32.6. The report and recommendations are available here:

<https://secure.toronto.ca/council/agenda-item.do?item=2026.EY32.6>

Protected Major Transit Station Area

The site is within a delineated Protected Major Transit Station Area (PMTSA) that is based on the proposed Woodbine GO / UPX Station planned for the Subject Site. The PMTSA is defined in SASP 758 in Chapter 8 of the Official Plan. The area is planned for a minimum population and employment target of 150 residents and jobs combined per hectare.

Site and Area Specific Policies

SASP 296 applies to the Subject Site. The policies in this SASP provide an overall framework for future mixed-use development and intensification that supports a new transit station on the Subject Site.

SASP 896 also applies to the Subject Site. The policies provide direction for a new Secondary Plan for the area. Policy 896(vii) indicates that residential uses will not be permitted until a GO transit station on the Subject Site is approved by Metrolinx.

Zoning

The Subject Site is zoned *Industrial (I.C2)* under Chapters 304 and 324 of the Etobicoke Zoning Code, as well as By-laws Nos. 864-2007, 1260-2018, 1261-2018, and 500-2021. The I.C2 zoning category permits a wide range of industrial uses. A transportation use was added as a permitted use through By-law 500-2021, which allows for the proposed GO / UPX transit station.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- **Transit Design Guide:** Prepared by the City in 2022, this document provides urban design guidance for new transit stations.
- **Metrolinx Design Standards:** Prepared by Metrolinx in 2020, these standards are a compilation of design requirements for transit infrastructure that address excellence, universal design, wayfinding, sustainability and resiliency.

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of

performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found [at https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/](https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/)

COMMENTS

Provincial Planning Statement (PPS 2024) and Provincial Plans

Staff's review of the Site Plan Control application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

The Site Plan Control application has been reviewed against the Official Plan policies, SASPs, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Conditions of Approval Related to 2021 City Council Decision (EY24.1)

The following comments clarify how the draft conditions of approval as listed in Attachment 5 address City Council's direction for conditions of approval per the 2021 City Council decision.

Station Access Easements

Metrolinx will apply an access easement to the entire Subject Site and Entrance Road, which will ensure the public has access to the station. Another access easement in favour of the City will apply to certain parts of the station site to ensure that City staff have access to City-related below-grade infrastructure for maintenance purposes. Pre-approval conditions nos. 7 and 8 will secure the access easements.

Entrance Road Design

Entrance Road, which provides access to the planned station, will be maintained as a private road owned by Woodbine Entertainment Group (WEG) in the near to medium term. The design of Entrance Road, including lighting, has been reviewed through the integrated Site Plan and transit design review process to the satisfaction of City staff and will be secured through approved drawings that will be listed in the Notice of Approval Conditions.

The future Woodbine Secondary Plan will likely require that Entrance Road be replaced with a public right-of-way before further development occurs on WEG-owned lands in the vicinity of the Subject Site. The Secondary Plan may show a different alignment and design for Entrance Road.

Transportation Demand Management Plan

Pre-approval condition no. 6 requires WEG to submit a Transportation Demand Management (TDM) Plan that will apply to the station site in accordance with the terms of reference provided by City Planning.

Through the Woodbine Secondary Plan study, a broader TDM Plan that relates to planned future development in the vicinity of the station may be developed.

Multi-Use Path Connection to Bethridge Road

The conditions of approval related to the design and implementation of a multi-use path (MUP) that connects the Subject Site with the existing sidewalk on Bethridge Road (i.e. pre-approval conditions nos. 2-5 and post-approval condition no. 2) are particularly important for ensuring adequate access to the station is provided for pedestrians and cyclists.

The required MUP is beyond the limits of the station site as defined by Metrolinx and will not be on Metrolinx property so it's not within Metrolinx's scope of work. It is the responsibility of Woodbine Entertainment Group (WEG) to design and implement the MUP connection prior to opening day of Woodbine GO / UPX Station. The route of the MUP may use the existing off-ramp from Highway 27 to Grandstand Entrance Road. Alternatively, through the development of the Woodbine Secondary Plan, an alternative more direct route may be selected by WEG, to the satisfaction of the City.

Conclusion

The draft Site Plan conditions of approval as described in this report satisfy City Council's direction in 2021 (Item EY24.1) for certain elements of the transit station design to be secured through conditions of approval.

CONTACT

Thomas Rees, Senior Planner
Transit Implementation Unit, Transportation Planning
Tel. No. 416-392-1791
E-mail: thomas.rees@toronto.ca

SIGNATURE

Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke York District

James Perttula
Director, Transportation Planning

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Applicant Submitted Drawings

Attachment 3: Site Plan and Property Map

Attachment 4: Perspective Renderings

Other Attachments:

Attachment 5: Draft Conditions of Approval

Attachment 1: Application Data Sheet

Municipal Address: 155 Entrance Road **Date Received:** October 9, 2020

Application Number: 20 205173 WET 01 SA

Application Type: Site Plan Approval, Standard

Project Description: Proposed development of the Woodbine GO Station, including station platforms and pedestrian bridges in the rail corridor, a station building, bus loop, passenger pick up and drop off area, public/commercial parking lots, bicycle parking and realigned private driveway.

Applicant

ONxpress
Transportation
Partners

Agent

Architect

Owner

Metrolinx;
Woodbine
Entertainment
Group

EXISTING PLANNING CONTROLS

Official Plan Designation: Regeneration Areas Site Specific Provision: Y

Zoning: I.C2 Heritage Designation: N

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 22,478 Frontage (m): 265 Depth (m): 55

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,444	1,444
Non-Residential GFA (sq m):			2,463	2,463
Total GFA (sq m):			2,463	2,463
Height - Storeys:	3			
Height - Metres:	14.9			

Lot Coverage Ratio (%): 0.046 Floor Space Index: 0.109

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Retail GFA:	73.5	
Institutional/Other GFA:	2,389.5	

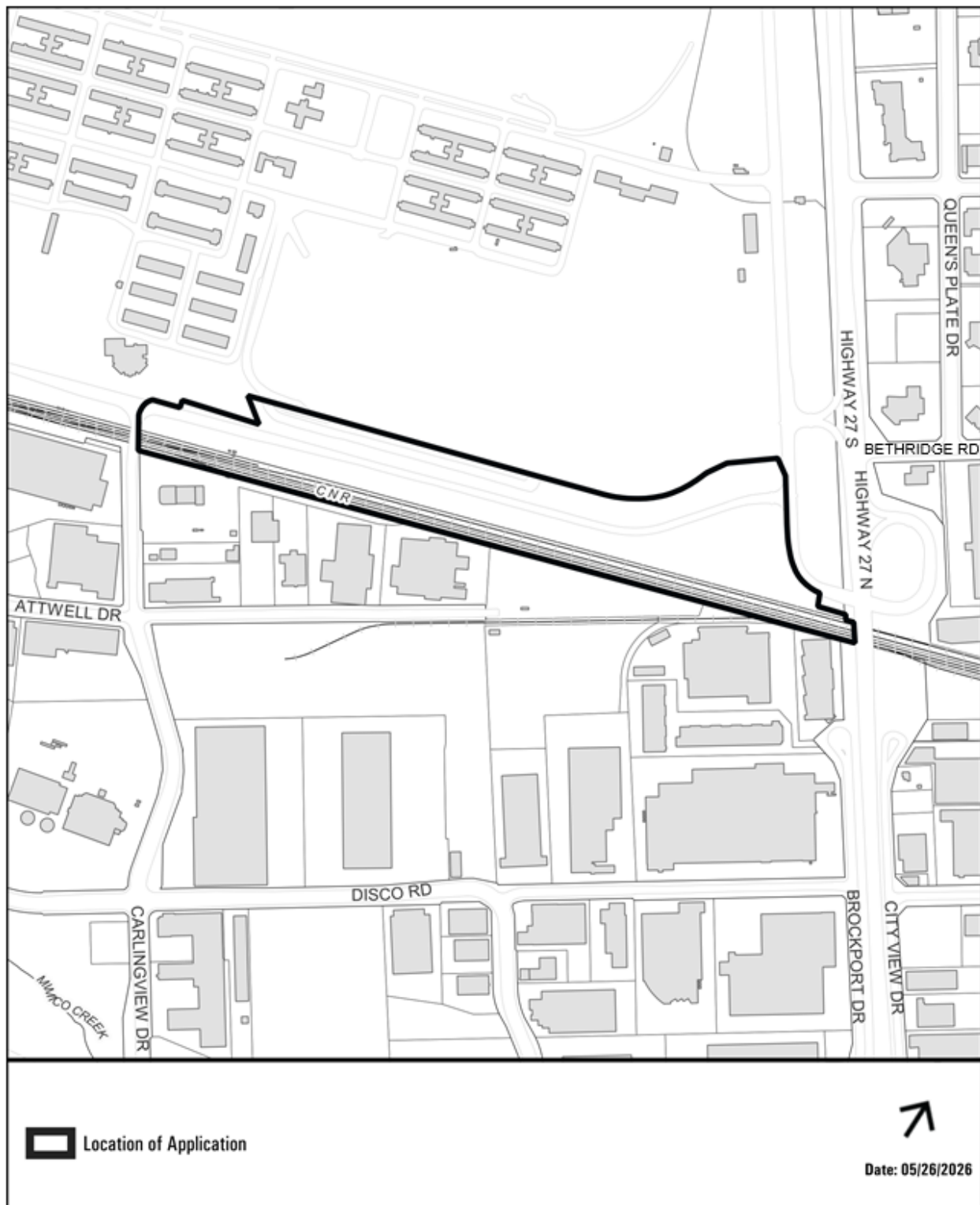
Parking and Loading

Parking Spaces: 996 Bicycle Parking Spaces: 138 Loading Docks: 0

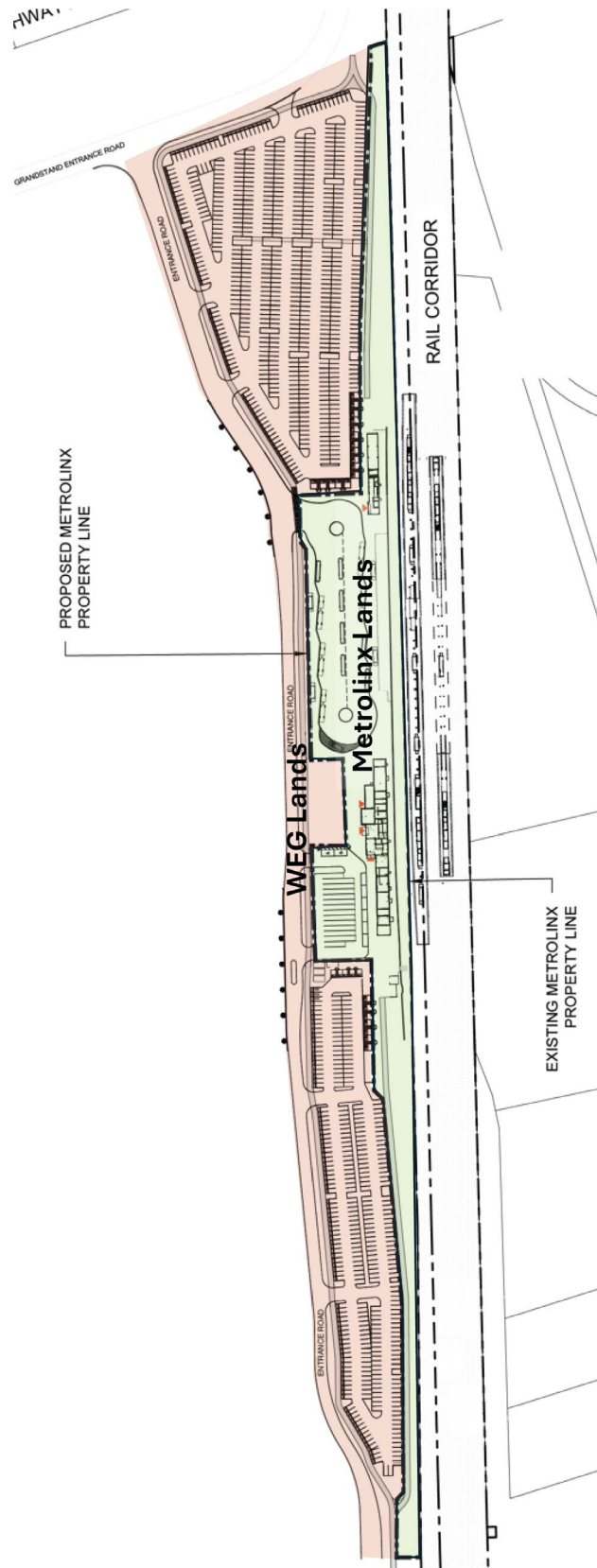
CONTACT:

Thomas Rees, Senior Planner
Transit Implementation Unit, Transportation Planning, City Planning Division
(416) 392-1791
thomas.rees@toronto.ca

Attachment 2: Location Map



Attachment 3: Site Plan and Property Map



Site Plan ↑

Attachment 4: Perspective Renderings



Looking Southwest at East
Entrance Building



Looking Southeast at West
Entrance Building

Perspective Views

Attachment 5: Draft Conditions of Approval

The portion of the Subject Site planned to be conveyed from Woodbine Entertainment Group (WEG) to Metrolinx includes the station entrance buildings, platforms, bus loop, and pick-up/drop-off area will be owned by Metrolinx. The remaining portions of the site, including Entrance Road and both parking lots, will be retained by Woodbine Entertainment Group (WEG).

The Metrolinx-owned portion will not be subject to any conditions of approval for this Site Plan Control application as provincially-owned properties are subject to a modified Site Plan Control process.

The following draft pre- and post-approval conditions have been identified through the review of the application and will be included in the Notice of Approval Conditions (NOAC) that will apply to the WEG-owned portion of the Subject Site. Additional conditions of approval may be identified and included in the NOAC to address outstanding issues identified through the review of the application.

Pre-Approval Conditions

The following pre-approval conditions must be satisfied prior to Site Plan approval and issuance of full building permits. The owner is responsible for ensuring that the following pre-approval conditions are met to the City's satisfaction.

Site Plan Agreement

1. The owner shall enter into the City's standard Site Plan Agreement, including registration of the Site Plan Agreement on title to the subject lands (i.e. WEG-owned portion of the station site that excludes lands to be conveyed to Metrolinx) by the City at the owner's expense.

Multi-Use Path Connection to Bethridge Road:

2. Submit an updated design and cost estimate for a multi-use path (MUP) that connects between the MUP on the Subject Site and the existing sidewalk at Highway 27 and Bethridge Road, to the satisfaction of City Planning and Transportation Services.
3. Submit financial security in the form of a letter of credit in an amount based on a cost estimate approved by City Planning and Transportation Services to guarantee the provision of the multi-use path (MUP), including all costs for design, materials, construction, labour, inflation and other contingencies.

Transportation Demand Management Plan:

4. Submit an interim Transportation Demand Management (TDM) Plan in accordance with the terms of reference provided by City Planning (dated

September 3, 2025), which applies only to the station site, to the satisfaction of City Planning.

GO Customers Access Easement:

5. Submit documentation to City Planning detailing the timing and scope of an easement to be granted of Metrolinx over the entirety of the WEG-owned portion of the Subject Site and extending east on the planned MUP to the WEG property limit adjacent to Highway 27. Mapping illustrating the limits of the easement must also be provided. The easement should ensure 24/7 access to the Subject Site for GO customers and anyone associated with GO customers (e.g. those accessing the pick-up/drop-off area).

City of Toronto Staff Access Easement

6. Submit documentation to Development Engineering and Toronto Water detailing the scope of an easement in favour of the City over the relevant portions of the WEG-owned portion of the Subject Site for the purpose of accessing services and utilities within the Subject Site. The documentation should include a draft reference plan illustrating the easement(s) and drawings illustrating the planned servicing/utilities. The easement should ensure 24/7 access to the relevant areas of the Subject Site for City staff for maintenance or operational purposes, to the satisfaction of Toronto Water and Development Engineering.

Shared Stormwater Connections

7. Provide a letter to Development Engineering and Toronto Water noting the necessary agreements are in place for shared stormwater servicing connections. The letter should specify the party(ies) who will be responsible for implementing and maintaining the shared stormwater facilities.

Watermain Connections

8. Submit a design to the satisfaction of Development Engineering and Toronto Water to modify the existing municipal watermain to allow two properties, to be owned by WEG and Metrolinx, to have separate service connections from the municipal watermain.

Post-Approval Conditions (Site Plan Agreement between the City and WEG)

The following post-approval conditions will be secured in a Site Plan Agreement between the City and WEG, which will be registered on title. The owner of the site, is

responsible for ensuring that the following post-approval conditions are met to the City's satisfaction.

Adherence to Approved Plans

1. The proposed development shall be carried out and maintained in accordance with the approved plans and drawings, to the satisfaction of the City of Toronto.

Multi-Use Path (MUP) Implementation Options and Timing (TIU)

2. The owner agrees to construct the MUP between the station site and the existing sidewalk on Bethridge Road prior to opening day of Woodbine GO Station, and maintain it, in accordance with the approved detailed design (per pre-approval condition no. 2).

Alternative MUP designs and alignments may be considered through the Secondary Plan review process. An alternative design/alignment may be proposed through a Site Plan Control Amendment application.

Implement TDM Measures

3. The owner agrees to implement the interim Transportation Demand Management (TDM) Plan measures listed as its responsibility within the TDM Plan. Any long-term measures identified through the Secondary Plan Study may augment these requirements.

Archaeological Discoveries

4. In the event that deeply buried and/or previously undocumented archaeological remains are encountered on the property during construction activities, the Archaeology Programs Unit of the Ministry of Citizenship and Multiculturalism shall be notified immediately at archaeology@ontario.ca as well as the City of Toronto, Heritage Planning Unit at (416) 338-1095 or at eric.beales@toronto.ca.
5. In the event that human remains are encountered during construction, the proponent shall immediately contact Toronto Police Services, the Ministry of Citizenship and Multiculturalism at archaeology@ontario.ca and the Registrar/Manager Burials of the Ministry of Public and Business Service Delivery at FBCSARegistrar@ontario.ca.
6. If any expansions to the boundaries of Subject Site are proposed, further archaeological assessment work may be required.

Tree-related conditions (Urban Forestry)

7. Ensure that: all tree protection barriers are maintained in good condition and are not moved or altered; established tree protection zones are not used as

construction access, storage, or staging areas; unauthorized grade changes are not performed within established tree protection zones; and tree protection barriers are only removed once development and all site activities are complete and once Urban Forestry has approved their removal on behalf of the Executive Director of Environment, Climate and Forestry.

8. Strictly adhere to the Tree Protection Specifications contained in the approved Arborist Report (prepared by GHD Ltd, dated December 5, 2024) and Tree Protection Plan (prepared by GHD Ltd, dated October 11, 2024) and to the City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees.
9. Notify all builders, contractors, and agents of all tree protection requirements where any part of the development will be carried out by them on behalf of the owner.
10. Protect at all times Trees ST16, ST17, ST18, ST19, ST20, ST21, ST22 and ST23 in accordance with the Arborist Report (prepared by GHD Ltd, dated December 5, 2024), Tree Protection Plan (prepared by GHD Ltd, dated October 11, 2024), City of Toronto's Tree Protection Policy and Specifications for Construction Near Trees, and other plans approved under the Site Plan Control application.
11. Remove City-owned trees only upon the approval of the Landscape/Replanting Plan by the Ward Councillor, receipt of the required tree removal payment by the Supervisor, Urban Forestry – Tree Protection & Plan Review, Toronto & East York District, receipt of the building and/or demolition permits, and once the permitted construction- and/or demolition-related activities associated with this project warrant the removal of the trees.
12. Have a qualified company implement and maintain tree planting in accordance with the approved plans and to the satisfaction of Urban Forestry, on behalf of the Executive Director of Environment, Climate and Forestry. Prior to construction or grading activities and where necessary to ensure the health and vigour of trees to be preserved, the owner shall have all approved tree preservation and maintenance measures conducted on existing trees by a certified arborist or other qualified expert, according to currently accepted sound arboricultural practices and to the satisfaction of Urban Forestry.
13. Plant all trees as per the plans approved by Urban Forestry within one (1) year of occupancy. All trees shall arrive on site in a balled and burlapped condition with a minimum caliper of 70 mm (or as otherwise specified on the approved plans). Prior to planting, each tree shall have the burlap removed from the upper portion of the root ball (along with part of the wire cage, if necessary), and soil brushed away or removed from the top of the root ball until the first proper root is identified, indicating the top of the original/permanent root crown. The tree shall

then be planted with this level considered as the top of the root ball for all other instructions. Any tree found planted with the actual root crown more than 2.5 cm below finished grade may be rejected and require replacement or replanting at the City's discretion. Upon the planting of the new trees on the subject land, the owner shall assume the full responsibility for the maintenance and health of the private trees and shall take no action or permit any action that will injure, damage, destroy or prevent the trees from maturing to the point that the trunk of the tree measures 30 cm in diameter or more, measured at 1.37 m above ground level.

14. Submit to the Project Manager, Urban Forestry – Transit, notice of the construction of the continuous tree trenches and/or soil cell trenches, if applicable, at least one (1) week prior to the start of construction of the trenches.
15. Provide a detailed report to the Project Manager, Urban Forestry – Transit, to sufficiently verify that tree planting has been completed according to approved landscape plans. The Report shall document all materials, sources, quality analysis reports, quantities, dimensions and locations of all trees, soil, and infrastructure to support trees. The report shall provide photographic documentation of all stages of continuous soil trench and soil cell construction, as applicable, including, but not limited to, excavation, base preparation, geogrids/geotextiles, soil cell placement, framing, pouring of concrete, all irrigation and drainage components, soil placement and compaction, soil analysis reports and delivery tickets, and all trees planted.
16. Provide a detailed 4-year watering and maintenance program as required by TGS EC1.4 Watering Program.
17. Provide a letter of certification and a complete set of as-built landscape drawings to the Project Manager, Urban Forestry—Transit Review, stamped by the Landscape Architectural consultant who designed and supervised the construction of landscape works. The letter and as-built drawings shall confirm that all trees, soil, and infrastructure to support trees have been planted, installed, and constructed according to approved landscape plans.
18. Maintain all tree planting areas free of litter and weeds, maintain the grade of all in-ground tree planting areas level with the adjacent boulevard, and maintain all approved ground cover and irrigation systems for the life of the Site Plan Agreement. The owner shall also maintain all curbs, planters, grates, guards, railings, and other tree surrounds that do not conform to City of Toronto standard details in a state of good repair and shall remove or modify these surrounds to accommodate tree growth, removal, and planting, as required by Urban Forestry.
19. Provide a two-year warranty for all new tree plantings. The owner shall notify Urban Forestry in writing at of the planting date prior to planting. This date shall be used to establish the anniversary date of the required two-year renewable

guarantee. The owner shall then notify Urban Forestry in writing within two weeks after the trees have been planted to initiate an inspection by Urban Forestry to allow the start of the two-year guarantee period.

20. Maintain all new tree plantings in a healthy and vigorous condition. Trees may be inspected during and at the end of the two-year renewable guarantee period. At the end of the period and while the trees are in leaf, the owner shall notify Urban Forestry to allow confirmation that the trees are in a healthy and vigorous condition.
21. Be responsible for the maintenance or replacement of all new tree plantings. If, during or at the end of the renewable guarantee period, Urban Forestry deems that the trees are not in a healthy and vigorous condition or require maintenance or replacement, the owner shall be responsible for rectifying the problem as determined by and to the satisfaction of Urban Forestry on behalf of the Executive Director of Environment, Climate and Forestry. At this time, the owner shall maintain all newly replanted trees in a healthy and vigorous condition and shall provide an additional two-year renewable guarantee.
22. Following the completion of the two-year renewable guarantee period for new tree plantings within the City road allowance, provide a Certificate of Completion of Work from the qualified tree care or landscape company documenting all maintenance work done to the trees during the guarantee period. Also provide Urban Forestry with a complete inventory of the new trees.
23. Develop and maintain the site and adjacent City-owned lands in accordance with the approved plans and conditions of approval associated with the Site Plan, Grading Plan, Site Servicing Plan, Landscape Plan, Building Permit, and Tree Permit(s)/Approvals. Any proposed revisions/alterations to the approved plans or permits that affect trees shall be approved by Urban Forestry, on behalf of the Executive Director of Environment, Climate and Forestry, prior to the revisions/alterations being implemented.