

ATTACHMENT 9

CITY DEPARTMENTS AND EXTERNAL AGENCIES COMMENTS

DATE: November 6, 2023

TO: Kemi Apanisile
Development Planning Department

FROM: Matt Pascoe
Development Engineering Department

RE: **Matthew P.A. Rossetto**
c/o 8083 Jane Street Inc.
8083 Jane Street
Development Engineering Comments (Submission 2)
Application File: CIHA.23.001 (OP.23.010 & Z.23.019)
Related File(s):

The Development Engineering (DE) Department has received the subject Official Plan Amendment, Zoning By-law Amendment through the Community Infrastructure and Housing Accelerator (CIHA) process, (herein referred to as the 'Planning Applications') to facilitate and expedite the proposed development.

The following documents were reviewed and formed the basis of the engineering submission:

- Functional Servicing / Stormwater Management Report (prepared by Valdor Engineering Inc. dated July 2023)
- 1D/2D Hydraulic Impact Analysis for Proposed Mixed-Use Development (prepared by Valdor Engineering Inc. dated April 24, 2023)
- Preliminary Geotechnical Report (prepared by MTE Consultants dated July 10, 2023)
- Preliminary Hydrogeological Assessment (prepared by MTE Consultants dated July 10, 2023)
- Phase 1 Environmental Site Assessment (prepared by Risk Check Environmental Ltd. dated May 5, 2023)
- Opinion Letter, Phase I Environmental Site Assessments and Ongoing Investigations (prepared by Risk Check Environmental Ltd. dated June 19, 2023)
- Land-Use Compatibility/Mitigation Study (Air Quality and Noise) (prepared by RWDI Consulting Engineers & Scientists dated March 15, 2023)
- Part 1 Transportation Assessment (prepared by BA Group dated April 11, 2023)
- Part 2 Transportation Assessment (prepared by BA Group dated July 2023)
- Site Plan (prepared by SvN Architects and Planners; dated June 7, 2023)
- Preliminary conceptual Channel Improvements (prepared by Valdor Engineering Inc. dated June 19, 2023)

Based upon the review of the supporting engineering submission, DE has no objection to the Planning Applications subject to the Owner addressing the conditions and comments for the Official Plan Amendment and Zoning By-law Amendment, detailed below and attached herein.

The Owner shall obtain, as applicable, all necessary approvals/permits from the Toronto and Region Conservation Authority (TRCA) and Regional Municipality of York to their sole satisfaction, prior to issuance of approval as the Subject Lands are regulated by the respective agencies.

DEVELOPMENT ENGINEERING DEPARTMENT CONDITIONS

The Development Engineering Department recommends that the Holding Symbol “(H)” shall not be removed from the Subject Lands until the following conditions are addressed:

1. The Owner must provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
2. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City’s Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
3. For Vaughan Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City’s approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.
4. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
5. The Owner shall submit a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the Remedial Action Plan to the satisfaction of the City. The ‘H’ symbol however shall not inhibit the applicant from applying and obtaining applicable conditional building permits to facilitate the remediation of the site.
6. The Owner must submit a Final Noise Study for the Subject Lands, to the satisfaction of the City detailing the specific mitigation measures that will be required to mitigate noise impacts on the Subject Lands.
7. The Owner shall provide an updated comprehensive Transportation Impact Study (TIS) to the satisfaction of the Development Engineering department to determine the full list of transportation infrastructure improvements/works.

WATER SERVICING

The Subject Lands are situated within Pressure District 6 (PD 6) of the York Water Supply System. The site is currently serviced by the existing 300mm diameter watermains on Macintosh Boulevard and Talman Court. The Subject Lands are proposed to be serviced by connections to the existing watermains on Macintosh Boulevard and Talman Court. Each of the proposed buildings will be serviced with an individual domestic water services. The proposed Building 1 and 2 are above the height of 84m, in accordance with the Ontario Building Code, the proposed

structure shall be served by two fire lines. Given the condominium form of tenure, the development will have four single bulk water meters.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed water servicing strategy.

SANITARY SERVICING

The subject site will be serviced by a connection to the existing trunk sanitary sewer located on Talman Court with a control manhole at the street line. The sanitary service will enter the underground parking garage where it will extend to each of the proposed buildings. A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department. Any infrastructure improvements will be based on the conclusions and recommendations of the final Functional Servicing Strategy Report.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed sanitary servicing strategy.

STORM SERVICING

The subject site is located within the Humber River watershed which is within the jurisdiction of the Toronto & Region Conservation Authority (TRCA). A portion of the proposed mixed-use development lies within the Regional floodplain as identified through a hydraulic model prepared by the TRCA. Under existing conditions, the subject site and existing development is subject to partial flooding during the Regional storm resulting from a spill from the Black Creek channel in the vicinity of the intersection of Pennsylvania Ave/Macintosh Blvd and Jane St.

In order to mitigate the flooding on site, it is proposed to widen the Black Creek channel bottom using retaining walls as well as upgrade the culverts crossing both Jane Street and Pennsylvania Avenue. Long term operation and maintenance costs for additional municipal infrastructure may be a result of the channel widening.

The proposed development is to be serviced with a minor storm sewer system that is designed to convey runoff from the 5 year storm event. The internal storm drain system will be routed within the parking garage to capture roof drainage from the towers and podium, and to collect drainage from the driveway, walkways and landscaped areas at ground level. The development will be serviced by the existing storm service connection with the existing control manhole located along the south side of the site. This service connection will discharge to the existing channel to the south of the site via an existing headwall.

DE requires that appropriate stormwater modelling information and all implementation, operation and maintenance and future replacement costs be supplied to support the Owner's proposal. The Owner will also be required to pay for all costs toward the additional operation and maintenance and future replacement costs of the revised storm channel, as necessary.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed SWM strategy.

NOISE IMPACT STUDY

The Owner submitted a Noise Study to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Study recommended further study be conducted once the building design has been finalized to inform on the specific noise mitigation measures that will be required. The final Noise Study must be approved to the satisfaction of the DE.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the proposed noise mitigation strategy.

ENVIRONMENTAL ENGINEERING

The Land Use Compatibility Study did not indicate any noise or air concerns and that any mitigation measures can be feasibly implemented at the detailed design stage. Detailed Noise and Air Quality Impact Assessments will be required at the Site Plan Development application stages to confirm continued compatibility with the surrounding land uses. The Environmental Site Assessment (ESA) documents indicated shallow soil contamination and estimated the extent to cover the entire site and recommends remediation. As per the City's Contaminated Sites Policy, the Applicant is requested to provide the City with a Remedial Action Plan (RAP).

SERVICING ALLOCATION

Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.

TRANSPORTATION ENGINEERING

Staff anticipate that the subject redevelopment may introduce an acceptable transportation impact onto the surrounding network. However, revisions and clarifications are required to the provided Transportation Study to confirm and ensure that the development impacts can be accommodated. An updated Transportation Study will be required as a conditional of the approval. A number of modifications will also be required to the site design, including the alignment of the access to McIntosh Boulevard which is to be aligned with the existing access on the opposite side of the roadway. The site will also be required to provide active transportation facilities and connections to improve the multi-modal accessibility of the development.

*** PLEASE PROVIDE A RESPONSE LETTER OR MATRIX ADDRESSING ALL COMMENTS PROVIDED BY THIS DEPARTMENT. IN ADDITION, PLEASE HIGHLIGHT ANY CHANGES MADE TO THE REPORTS AND DRAWINGS THAT HAVE NOT BEEN REQUESTED BY OUR DEPARTMENT. ***

Should you wish to discuss the comments listed herein, please contact me at extension 3631.



memorandum

Thank you,

Matt Pascoe, P.Eng.

905.832.8585 ext. 3631

matt.pascoe@vaughan.ca

Attachments: Comment Response Matrix

cc: Ary Rezvanifar
Julianna Sisti
Samar Saadi Nejad

ATTACHMENT A



Application Number(s):		CIHA.23.001 (OP.23.010 & Z.23.019)		Planning Contact:		Kemi Apanisile	
Related City File:							
Owner:		Matthew P.A. Rossetto c/o 8083 Jane Street Inc.		Engineering Contact:		Matt Pascoe	
Address:		8083 Jane Street Vaughan, ON L4K 2M7		Date:		November 6, 2023	
Circulation No. & Date:		Circulation #2 - September 26, 2023		Circulation No.:		2	
Drawing/ Report	#	City's comments 2nd submission	Applicant's Response 3rd submission	City's comments 4th submission	Applicant's Response 4th submission		
Development Engineering (DE) Review 2nd submission comments							
1. General Comments	1.1.	Development Engineering provided comments on the first submission and majority were responded to as 'noted' or 'will be revised'. It is understood comments on the proposal are to be addressed in a future submission in support of the site plan. The comments are re-iterated here for reference as an updated FSR and supporting drawings has not been received with this submission and these comments remain outstanding:					
	1.2.	The Owner will be required to enter into a Development Agreement through Development Engineering Department for the design of the ultimate flood mitigation solution as well as any installation of any proposed service connections and/or relocation or installation of municipal services and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development. The Agreement shall be registered to the lands to which it applies to and to the satisfaction of the City.					
	1.3.	The Development Engineering Department shall approve the final grading plan, servicing plan (including interim and ultimate strategies), erosion and sediment control plan, Functional Servicing and Stormwater Management Report,					

ATTACHMENT A

		Geotechnical Investigation Report and Transportation Impact Study;			
1.4.		The Owner shall obtain all necessary approvals from the Region of York, and Toronto and Region Conservation Authority (TRCA)			
1.5.		The Owner shall provide the necessary Ministry of the Environment, Conservation and Parks (MECP) approvals for the external storm drainage works.			
1.6.		The Owner will be required to make an application for excavation and shoring that is required for the development and enter into an agreement and/or permit as required by the City, including an Encroachment Agreement/permit and payment of the associated fees.			
1.7.		The Owner/applicant shall arrange to prepare and register a reference plan at their expense of the subject lands showing the part of the reserve to be lifted to permit access for the proposed driveway access for the subject lands to the satisfaction of DE. The Owner/applicant shall submit a draft reference plan to the Development Engineering Department for review prior to deposit. The Owner shall pay for the required fees to lift the 0.3m reserve along the proposed driveway access.			
1.8.		Prior to the discharge groundwater accumulating or collected on private lands into the City's storm sewer system, the Owner shall obtain a Discharge Permit from the City, Environmental Services Department. Note that discharging groundwater into sanitary sewer is not permitted, the discharge should be directed to the storm sewer, meeting all bylaw parameters with treatment provided if needed.			
1.9.		The Owner shall install all works to carry out the Private Water Discharge ("Discharge and Related Works") in accordance with the terms and conditions of the Permanent Discharge Approval, all to the City of Vaughan's satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.			
1.10.		Prior to registration of any Plan of Condominium on the Lands, the Owner shall ensure that the Discharge Approval is in full force and effect and that the Discharge and Related Works are in good standing in accordance with the terms and conditions of the Discharge Approval and operating to the City of Vaughan's satisfaction.			

ATTACHMENT A

	1.11.	Immediately following registration of the Plan of Condominium for the last condominium of the development (where more than one condominium corporations are to exist), the Owner shall apply to Vaughan to transfer the Discharge Approval(s) to the applicable Condominium Corporation such that the Condominium Corporation shall assume and become responsible for the Discharge Approval and the Discharge Related Works. The Owner's application to transfer the Discharge Approval to the Condominium Corporation shall include a report prepared and sealed by a professional geoscientist licensed in the Province of Ontario, attesting that all Private Water Discharge comply with the requirements of the Discharge Approval issued by Vaughan. The Owner may be required to add or modify the Discharge and Related Works to Vaughan's satisfaction, all at its sole cost and expense.			
	1.12.	The Owner's permission to Private Water Discharge from the Lands into Vaughan's storm sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, Vaughan's Sewer Use By-law 130-2022, as amended or superseded, and all applicable laws and regulations.			
	1.13.	Fees related to Discharge Approval renewals shall apply in accordance with the City's Sewer Use By-law 130-2022, as amended or superseded.			
	1.14.	The Owner agrees that post-development flow rates discharged to the City of Vaughan's storm sewer system from the Lands, including Private Water Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the City of Vaughan's satisfaction, all at the Owner's sole cost and expense.			
	1.15.	It is indicated in the report that the short term groundwater taking volume is estimated to be up to 1,013,900 L/day which is greater than 400,000 L/d, and the long term groundwater taking volume is estimated to be 765,500 L/day which is greater than 50,000 L/d. Based on this it is required to obtain a Category 3 PTTW from the MECP for both the short term and long term dewatering operations.			

ATTACHMENT A

	1.16.																
2. Functional Servicing Report	2.1.	<p>Fire flow demands shall generally be in accordance with Table 1-18 and shall not be less than those calculated according to the latest published requirements of the Water Supply for Public Fire Protection, Fire Underwriters Survey.</p> <p align="center">Table 1-18 Fire Flow Demand</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Fire Flow</th> </tr> </thead> <tbody> <tr> <td>Single Family & Semi-Detached</td> <td>7,000 L/min or 117 L/s</td> </tr> <tr> <td>Townhouses</td> <td>9,000 L/min or 150 L/s</td> </tr> <tr> <td>Institutional</td> <td>15,000 L/min or 250 L/s</td> </tr> <tr> <td>Industrial/Commercial</td> <td>25,000 L/min or 417 L/s</td> </tr> <tr> <td>Multi-Unit Apartment Buildings</td> <td>19,000 L/min or 317 L/s</td> </tr> </tbody> </table> <p>The Fire Flow Test results shall be extrapolated to determine if there is sufficient pressure to meet the fire flow requirements based on the chart above. Please confirm that:</p>	Land Use	Fire Flow	Single Family & Semi-Detached	7,000 L/min or 117 L/s	Townhouses	9,000 L/min or 150 L/s	Institutional	15,000 L/min or 250 L/s	Industrial/Commercial	25,000 L/min or 417 L/s	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s			
	Land Use	Fire Flow															
	Single Family & Semi-Detached	7,000 L/min or 117 L/s															
	Townhouses	9,000 L/min or 150 L/s															
	Institutional	15,000 L/min or 250 L/s															
	Industrial/Commercial	25,000 L/min or 417 L/s															
	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s															
	2.1.1.	The minimum pressure during the maximum hourly demand (2,233.8 L/min) under static condition shall be 275 kPa (40 psi).															
	2.1.2.	The minimum pressure when the system is tested for fire flow demand, plus maximum day rate or maximum hour rate whichever greater (21,233.0 L/min) shall be 140 kPa (20 psi).															
2.2.	The Functional Servicing Report provided in support of the above noted applications does not provide sufficient information with respect to wastewater (existing and proposed sewage flows, downstream analysis, etc.)																
2.3.	The pre-development release rate has been calculated based on the existing conditions of the site. However, the allowable release rate should be confirm based on the originally approved site plan/subdivision drawings or storm sewer design sheet for the existing concrete STM sewer discharging to the channel.																
2.4.	Please revise the Minor System Design Time of concentration to 7 min.																
2.5.	All existing unused services shall be properly decommissioned.																
2.6.	The Servicing Plans should show the groundwater sampling port, groundwater discharge pipe, flow meter, discharge point etc.																
2.7.	The dewatering flow shall be controlled. Ensure that the groundwater discharge volumes are incorporated into the sizing of the stormwater management tank. The total flow (controlled (to																

ATTACHMENT A

		include the dewatering discharge) +uncontrolled) to be less than the allowable release rate.			
	2.8.	The servicing and grading plan does not show orifice control per City standards. Storm discharge should be controlled to the allowable release rate in accordance with STD DWG C-104 by an orifice directly upstream of the control MH. An additional orifice should be provided downstream of the filter unit.			
	2.9.	The proposed grading and drainage design shall ensure that the run-off is self-contained on site and not adversely affect abutting properties, and positive drainage is provided on all developing and existing properties.			
3. Flood Impact Analysis	3.1.	Additional concrete retaining walls require replacement and extra burden for the City to maintain them when comparing existing settings of the creek system. This requires long term O & M cost contributions for additional infrastructure that is proposed for ultimate scenario.			
	3.2.	The proposed works would require to be completed through municipal class environmental assessment process thus requiring public consultation and ESR for implementation.			
	3.3.	Culverts under Jane Street belongs to York Region. Additional 4 culverts and supporting works require York Region approval.			
	3.4.	Interim conditions: A loss of flood storage of 1.422 m ³ , how this loss of flood storage is compensated by providing cut areas as per TRCA requirements of balanced cut and fill at 0.3m intervals? During the absence there may be an additional risk to the infrastructure.			
	3.5.	An increase in 30cm to 60 cm upstream of the proposed development in the isolated spill areas puts the upstream parcels at higher flood risks than under existing conditions. City would require both the upstream and downstream flood levels to be maintained as per existing conditions.			
	3.6.	The increased velocities along Jane Street under proposed development conditions is a concern for the City.			
	3.7.	Figure 8: It appears from Figure 8 of the report that there are no improvements anticipated to the existing flooding areas as a result of extensive culvert and channel upgrades. The flood risk reduction is minimal to none from the existing conditions. Please quantify any improvements under ultimate conditions.			

ATTACHMENT A

	3.8.	City recommends phasing of the channel works before site works to minimize any adverse flood risk in the interim condition.			
4. Hydrogeological Report	4.1.	Based on hydrogeological report conclusion, long-term and construction dewatering of groundwater is needed, therefore a discharge approval is needed. All discharge approvals must meet flow requirements (captured as part of the site release rates) and quality requirements (Sewer use bylaw). All approved discharge, require quality and flow data reporting this involves sampling from sampling ports and flow data from flow meters.			
	4.2.	Per Sewer Use By-law No. 130-2022, the City does not allow any discharge to sanitary sewer system; and any discharge to City's storm sewer shall conform to the City's water quality requirements of the Sewer By-law.			
	4.3.	Include permanent groundwater flow or private water discharge that may discharge into a municipal sewer, in the design sheets or the future stormwater management facilities.			
	4.4.	Exceedances were noted for Total Suspended Solids, Total Kjeldahl Nitrogen and Chloroform when compared to the City of Vaughan Storm Sewer discharge permissible limits. Therefore, groundwater treatment will be required should discharge from short-term and long-term dewatering operations be directed to City Storm Systems.			
	4.5.	A layout of groundwater/private water discharge facilities will be required for any groundwater discharge. The layout must include the location of the groundwater/private water discharge meter, sampling port, any required treatment facilities and discharging point. Refer to City's standard drawings Dwg. W-115, W-116, and W-117			
5. Noise Report	5.1.	A final report with a detailed assessment that can inform specific mitigation measures will be required at the site plan stage prior to the issuance of final approval from DE.			
6. Environmental Engineering	6.1.	The RWDI Land use compatibility Study did not indicate any noise or air concerns and that any mitigation measures can be feasibly implemented at the detailed design stage. Detailed Noise and Air Quality Impact Assessments will be required at the Site Plan Development application stages to confirm continued compatibility with the surrounding land uses. Although they RWDI recommends			

ATTACHMENT A

		CN be a party to review at the Site Plan application stages, it is advised that CN be engaged as part of this development application review to address any of their concerns as early in the development stages as possible.			
	6.2.	The Risk Check Environmental Site Assessment (ESA) documents indicated shallow soil contamination and estimated the extent to cover the entire site and recommends remediation. As per the City's Contaminated Sites Policy, the Applicant is requested to provide the City with a Remedial Action Plan (RAP) in conformance with the attached checklist. Given the requirement for remediation, a holding symbol 'H' shall be applied to the zoning by-law amendment with removal contingent upon the submission of a copy of a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition filed on the environmental site registry covering the subject lands or implementation and confirmation of completion of the RAP to the satisfaction of the City. The 'H' symbol however should not inhibit the applicant from applying and obtaining applicable conditional building permits to facilitate the remediation of the site.			
	6.3.	Risk Check is requested to provide the City with a reliance letter for the use of the submitted and future RAP document, in accordance with the attached template.			
	6.4.	Items 2 and 3 shall be completed to the City's satisfaction prior to allowing the development applications to proceed to a technical report to the Committee of the Whole.			
7. IPCAM	7.1.	Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.			
	7.2.	The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Vaughan Metropolitan Centre Secondary Plan Area (VMCSPA)			

ATTACHMENT A

	<p>through this on-going Master Plan update. Although the above noted site is not located within the VMCSA, its expected wastewater peak flows directly affect downstream servicing capacity within the VMCSA, specifically local trunk sanitary sewers along Jane Street which outlet to York Region's Black Creek Sewage Pumping Station. The expected completion date for the IUW-MP Class EA is Q4-2023, and specific infrastructure upgrades for the VMCSA will be identified in the FSSR. All external related water distribution system and wastewater servicing improvements shall conform to the conclusions and recommendations of the City's ongoing Integrated Urban Water Master Plan. Therefore, the following preliminary condition applies:</p> <p>The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</p>			
7.3.	<p>City Development charge related engineering infrastructure projects adjacent to the subject development lands.</p> <p>City-Wide Engineering – Traffic Signals:</p> <ul style="list-style-type: none"> • VMC – Block 30 – Portage Parkway & Millway Ave 			
7.4.	<p>Applicable Area Specific Development Charges (ASDC)</p> <p>Area Specific Development Charges will be paid to the City in accordance with the Development Charges By-law in effect at the time of payment (upon Plan registration/prior to issuance of building permits). The following ASDC's are currently applicable:</p> <ul style="list-style-type: none"> • Edgeley Pond and Black Creek Channel Works – VMC Lands Draining to Edgeley Pond– MAP 2 (D-28.2) • VMC Edgeley Pond and Black Creek Channel works – Undeveloped Lands in the Black Creek Drainage Shed – MAP 3 (D-28.3) 			

ATTACHMENT A

		<ul style="list-style-type: none"> • VMC Jane Street Sanitary Trunk Sewer Improvements (D-37) 			
8. Transportation Engineering		<p>Overall, staff anticipate that the subject redevelopment may introduce an acceptable transportation impact onto the surrounding network. However, revisions and clarifications are required to the provided Transportation Study to confirm and ensure that the development impacts can be accommodated. Most importantly, there are concerns with the Draft CIHA Order and parking provisions. Staff are also concerned with the design of the on-site transportation facilities and clarifications are required. In addition, the site access to MacIntosh Boulevard is required to be aligned with the existing access on the opposite side of the roadway to address potential safety concerns. Finally, the site will also be required to provide active transportation facilities and connections to improve the multi-modal accessibility of the development.</p>			
	8.1.	<p>The Draft CIHA Order stipulates a maximum non-res GFA of 45,000m² which is much greater than the approximate 33,000m² of GFA proposed via the concept plan. This is a significant difference, and the Transportation Study should assess the full contemplated and/or permitted build-out of the site for staff to understand its potential impact.</p>			
	8.2.	<p>The Draft CIHA Order must be revised to include an updated Transportation Impact Study (TIS) to the satisfaction of Development Engineering staff as a holding provision.</p>			
	8.3.	<p>Regarding the proposed vehicular parking supply in the Draft CIHA Order, the proposed rate of 0.54 spaces/unit requires justification. Staff are willing to permit a minimum resident rate of 0.70 spaces/unit without updated justification at this time, consistent with other approvals in intensification areas. Furthermore, the minimum parking rate for the Place of Assembly Use should be consistent with the MU rates from Zoning By-Law 001-2021, which is a requirement for 4 spaces per 100m². Any reductions proposed to these rates requires the completion of a Parking Study following the City's Parking Study Guideline.</p>			
	8.4.	<p>The minimum width requirements proposed in the Draft CIHA Order for horizontal long-term bicycle parking (0.45m) requires justification by way of a specifications sheet or technical details to support this dimension.</p>			

ATTACHMENT A

	8.5.	The construction of the sidewalk, at a minimum, along the frontage of the site on Jane Street should be required as a condition of the approval. The construction of possible cycling facilities should be coordinate with York Region and the City's Infrastructure Planning and Corporate Assessment Management (IPCAM) Department. Additional details will be required at the site plan stage.			
	8.6.	The site access to MacIntosh Boulevard must be aligned with the existing driveway on the opposite side of the street to avoid overlapping turning movements. This will be required with future submissions.			
	8.7.	Site Plan Comments Irregular offset intersections are created at-grade with the intersections of the parking aisles and the main L-shaped driveway. Given most of the traffic will need to navigate these intersections to travel to/from the ramps, this condition needs improvement. Please address with the next submission.			
	8.8.	There are discrepancies in how the loading area for the hotel building is depicted. Some drawings show the loading lay-by to the east with bicycle parking, others show it to the west, and one drawing shows both a Type C and Type B loading space proposed in this location. Please clarify.			
	8.9.	Staff reserve the ability to provide additional comments with future submissions.			
	8.10.	Transportation Impact Study Comments It is understood comments on the Transportation Study are to be addressed in a future submission in support of the site plan. The comments are re-iterated here for reference as an updated TIS has not been received with this submission and these comments remain outstanding:			
	8.11.	Some lane configurations shown in Figure 3 do not match existing conditions. Please revise and ensure all Synchro analyses match the correct lane configurations.			
	8.12.	The site is proposed to be re-zoned to the zoning designation of HMU per the Draft Zoning By-Law Amendment. Furthermore, the Draft Zoning By-Law Amendment does not stipulate any parking provisions, and as a result, the minimum parking rates associated with MU zones from Zoning By-Law 001-2021 will apply, and not the VMC rates as outlined in the			

ATTACHMENT A

		Transportation Study.			
8.13.		Staff do not support the application of the VMC rates. The site is located over 1km walking distance from transit services in the VMC, and there are limited active transportation connections to the site to support such rates. Parking can be provided in accordance with the MU rates, sharing provisions, and recommended reductions from the City of Vaughan TDM Toolkit.			
8.14.		Staff generally support the sharing of loading; however, no provisions have been made in the Draft Zoning By-Law Amendment despite the recommendations of the Transportation Study. As such, the prevailing requirements of Zoning By-Law 001-2021 would apply and are not met.			
8.15.		Subject to the Draft Zoning By-Law Amendment being revised, staff are willing to support the following loading supply: <ul style="list-style-type: none"> a. Building 1 & 2: Type D – 2 Spaces, Type B – 3 Spaces, Type C – 2 Spaces b. Building 3: Type B – 1 Space, Type C – 1 Space c. Building 4: Type D – 1 Space, Type B – 1 Space 			
8.16.		Swept path analyses must be performed at this stage of the application to confirm that the general built form of the site will facilitate acceptable operations of the various design vehicles. Transportation Maneuverability Plans were required as part of the Pre-Application Consultation process.			
8.17.		Terms of Reference were not provided for the Transportation Study in advance of the submission. It should be confirmed with York Region if a 10-year horizon is also required.			
8.18.		The study area should be expanded to include the following additional intersections, particularly considering the primary distribution of traffic will be to/from the south: <ul style="list-style-type: none"> a. Creditstone Road & Highway 7 b. Jane Street & Highway 7 c. Millway Avenue & Portage Parkway 			
8.19.		The MacIntosh Boulevard & Talman Court intersection is not included in Table 3 but has been assessed as part of the intersection capacity analysis. Please clarify the source of			

ATTACHMENT A

		TMC data for this intersection.			
8.20.		A 1.0% growth rate has been applied to Jane Street. The data used to support this growth rate should be provided. In addition, growth rates will need to be assumed for other corridors, such as Creditstone Road, Portage Parkway, and MacIntosh Boulevard/Pennsylvania Avenue.			
8.21.		The text states that the growth rate has been applied for an 8-year horizon. Please clarify as it is understood only a 5-year horizon has been studied with this submission.			
8.22.		Staff have concern with the residential proxy sites selected for the trip generation estimation. All proxy sites selected in the City of Vaughan are located within a 500m walk of major transit services in the VMC and have immediately available active transportation connections. The subject site is located more than 1km from these transit services, and there are limited active transportation connections. Furthermore, staff are not willing to accept the use of proxy sites outside of the City of Vaughan. Please select more comparable proxy sites or use the ITE rates. Staff note that the ITE rates have been used for all other uses, and using the ITE rates for residential uses would be consistent.			
8.23.		The Senior Independent Living use must be clarified in terms of the living arrangement and level of support. If this use is intended to be that of retirement living, or senior-oriented market units, LUC 253 would not be the most applicable land use code from ITE, rather LUC 252 would be more appropriate. Please clarify.			
8.24.		Specify if the typical rates or fitted curve equations were used for calculating the trip generation with the ITE rates. Staff note that some rates outlined in the trip generation tables are significantly less than the typical rates.			
8.25.		No retail trip generation has been assumed. This is likely not realistic given almost 2,000m ² of retail use is proposed, along with surface parking. Please perform a trip generation estimate for the retail.			
8.26.		No trip generation has been assumed for the community use. This may not be realistic depending on how this space is used/programmed. If a daycare is operated in this space, there will be notable trip generation during the AM and PM peak hours. The types of uses should be clarified.			

ATTACHMENT A

	<p>8.27. There are multiple Four Points Sheraton locations in Mississauga, and it is unclear which one has been selected as the proxy site for the conference centre. Furthermore, several additional assumptions are made, and it is unclear the source of these additional assumptions as well as why they are being applied. The conference centre trip generation proxy should be performed of a comparable site in the City of Vaughan, and a source for the internal capture between the hotel and the conference centre should be provided.</p>			
	<p>8.28. It is not outlined which trip distribution applies to the hotel and conference centre use. Please clarify.</p>			
	<p>8.29. Signal timings of the Jane Street & MacIntosh Boulevard intersection would be provided by York Region; however, the text states all signal timing plans were obtained from the City of Vaughan. Please clarify.</p>			
	<p>8.30. Please update the capacity analysis results to include delay, average and 95th percentile queues for all movements.</p>			
	<p>8.31. Staff to provide updated and additional comments on the capacity analysis results with revisions to the Transportation Study to address comments provided above.</p>			
	<p>8.32. Active Transportation Comments AT and TDM comments below are deferred to be addressed at the subsequent submissions:</p> <p>Cycling facilities are required for MacIntosh Blvd and Talman Ct per the recommendations of the Pedestrian & Bicycle Master Plan (2020) for collector roads. Please coordinate with the City of Vaughan Infrastructure Planning & Corporate Asset Management Department for design details. Please provide an update to Transportation Engineering staff.</p>			
	<p>8.33. Active Transportation (pedestrian and cycling) facilities along Jane Street to be coordinated with York Region. Please provide an update to Transportation Engineering staff.</p>			
	<p>8.34. Please provide a pavement marking & signage plan that shows treatment of the on-site pedestrian facilities and signage/wayfinding for cyclists to/from bicycle parking areas. This includes all on-site traffic control measures on ground level, site access, and parking levels. The pavement marking & signage plan should also include safety measures for the interaction between pedestrians/cyclists/drivers and the proposed loading space(s).</p>			

ATTACHMENT A

8.35.	Pedestrian walkway got disconnected at the loading zone. Please provide a safe pathway for pedestrians at this location.			
8.36.	There are safety concerns with the location of short-term bicycle parking spaces at the south end of the site where motor vehicles entering/exiting the underground parking. Please explore alternative options.			
8.37.	Note that bicycle parking spaces should maintain 3.0 m setback from parking area per the City's Zoning By-law. Please revise. There are still some bicycle parking spaces on-site that don't meet this requirement.			
8.38.	Please provide dedicated bicycle elevator(s) with standard dimensions for bicycle users. Note that there is safety concern regarding shared cyclists access with vehicles from parking ramp unless there is a dedicated ramp for the cyclists.			
8.39.	Label the supply of proposed bicycle parking spaces for short-term bicycle parking spaces on the site plan drawing.			
8.40.	Provide dimensions and detail for bicycle parking spaces. Clarify if the long-term spaces will be horizontal, vertical or stacked spaces.			
8.41.	<p>Transportation Demand Management (TDM) Comments</p> <p>The comments below are primarily advisory comments that will be required at the SPA stage. However, given the intensity of the proposed development, the following TDM comments should be addressed to ensure ample opportunities will be provided to future users of the site to engage in alternative modes of transportation:</p> <p>Please note that as of October 5th, 2021, the City of Vaughan has adopted a new TDM Guideline and Toolkit which are required to be used for all applications. Please review these documents at https://vaughan.ca/TDMGuide and revise/provide TDM plan/toolkit accordingly.</p>			
8.42.	Please provide a separate TDM Table/Checklist for residential and non-residential portions of the development.			
8.43.	Please provide dedicated vehicle car-share spaces on the site plan drawing. More information with respect to the car-share agreements will be required.			
8.44.	Provide the locations of bike repair stations on the site plan drawings.			

ATTACHMENT A

	8.45.	Applicant to coordinate with York Region if transit incentive above and beyond of what is provided through Region is required for the subject development.			
	8.46.	Per the recommendations of the TDM Plan, a Letter of Credit should be provided to the City that covers the costs associated with TDM measures as identified in the Transportation Mobility Plan report including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.			

Date: November 6, 2023

To: Kemi Apanisile, Planner, Development Planning

From: Diana Guida, Parks Planner I, Parks Infrastructure Planning and Development

CC: Aimee Pugao, Senior Planner, Parks Infrastructure Planning and Development
Michael Habib, Manager of Parks and Open Space Planning, Parks Infrastructure Planning and Development

RE: **Files:** CIHA.23.001 - OP.23.010 & Z.23.019
Related Files: PAC.23.002
Agent: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
Owner: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
Location: 8083 Jane Street
(Planning Block 23)

Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated September 26, 2023, for the 2nd circulation of a Community Infrastructure and Housing Accelerator (CIHA) request which combines with supporting Official Plan Amendment File OP.23.010 and Zoning By-law Amendment File Z.23.019 for 8083 Jane Street, in Planning Block 23. PIPD staff had an opportunity to review the submitted documentation and offer the following comments and conditions of approval:

Parks Infrastructure Planning and Development - Zoning requirements to be included in the Draft CIHA Order:

1. A public park block shall be provided as follows:

Parkland Size and Width

- Minimum size of 1,750 square metres;
- Minimum width of 25 metres;
- The public park block shall be free of encumbrances, including but not limited to underground parking, underground stormwater management infrastructure, utility services, transformer boxes, temporary or permanent building structural elements, building overhangs, Canada Post mailboxes and/or access, buffers, Natural Heritage Network core features and associated buffers;
- Public access easement(s) will be required to ensure appropriate public access and street frontage for proposed parkland block(s). Exact limits of easement to be determined through the development process.

Setbacks and Zoning of Public Parkland Block

- Public parkland shall be zoned "OS1" under Zoning By-law 001-2021 or "OS2" under Zoning By-law 1-88;
- 0.0 metre setbacks are required to the north, south, and west property lines of the public parkland block, as shown on the current concept plan.

Setbacks and Zoning of proposed “High Rise Mixed Use Zone” (HMU-XX) abutting public parkland block

- “HMU-XX” building or structure setback abutting public park block(s) shall be a minimum of 3 metres.

Holding provision / Prior to Site Development application

- The registration of the first phase of lands for residential development for Draft Plan of Subdivision 19T-XXVXXX satisfactory to the City of Vaughan and the execution of applicable agreements for the dedication of public parks as shown on Schedule “*E-XXXXC” per the City’s Park Base Conditions and Requirements included as part of the Draft Plan of Subdivision Conditions of Approval. The dedication of public parks shall be in accordance with Vaughan Official Plan (VOP 2010), and the payment of cash-in-lieu of parkland in accordance with the requirements of the in-effect policies and amendments;
- A Park Developer Build Agreement with the City to construct the entire public park block in accordance with the City of Vaughan’s Developer Build Parks Policy (Policy No. 07.2.05), shall be entered into and executed and shall include provisions as required by the City’s Park Base Conditions and Requirements.

Parks Infrastructure Planning and Development Comments:

1. PIPD staff acknowledge a 0.175 ha public park block is proposed on the subject lands, consistent with the maximum allowable parkland dedication cap of 10% of the subject lands under the provisions of the Planning Act as of the date of this memo. However, acceptance of the public park block is conditional upon public access easement(s) being secured in favour of the City to ensure appropriate access and street frontage for the park block per Public Square design requirements in Section 7.3.2.5 of VOP 2010. The park block together with the existing public natural open space feature directly abutting the subject site will contribute to expanding and diversifying the public open space system consistent with Section 7.3.1.3 of VOP 2010. While not meeting the general requirement for a minimum of 0.2 Ha for a Public Square, the proposed location and context together with the securement of public easements will contribute to providing a robust public open space network.
2. The following must be met, to the satisfaction of the City:
 - a. Due to the insufficient public frontage proposed for the park block, a minimum 6 metre-wide pedestrian connection must be provided along the southern boundary of the subject site, connecting the public park to Jane Street. A public access easement is to be provided for the entire length of the connection;
 - b. Screening shall be provided at the northern limit(s) of the public park to screen at-grade parking areas from park users.

The above requirements are subject to changes and/or additions should the layout of the subject site be revised through the development process.

3. Prior to approval of the site development application, a Pedestrian Level Wind Study is required to assess and determine potential impacts on proposed public parkland spaces from the subject development. Mitigation measures may be required.
4. Prior to approval of the site development application, an updated Sun/Shadow Study is required to assess and determine potential impacts on proposed public parkland spaces from the subject development.
5. To meet dedication requirements under the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and current Parkland Dedication By-Law and amendments, payment-in-lieu of parkland may be applicable at the time of building permit, discounting any public parkland dedicated to the City. Real Estate Services staff shall review and provide comments as required.
6. Prior to the execution of the development/subdivision agreement, the Owner shall agree to enter into a developer build agreement with the City for the design, securities and construction of the public Park including but not limited to the construction of signage, hardscaping, softscaping, and any other facilities determined to be required, as per *Developer Build Parks Policy, No. 07.2.05*.
7. Ensure the park design, location, typology, and size conforms to and be consistent with the Vaughan Official Plan (VOP 2010) Section 7.3.2 Parks and Open Space Design and to the Active Together Master Plan (ATMP).
8. All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City.
9. It is the intent of the City that development of the public park block(s) shall be coordinated with residential development in order to provide park facilities to the local residents in a timely manner, to the satisfaction of the City. Prior to the execution of the subdivision agreement, the Owner shall agree to develop the base requirements for the public parkland block in accordance with items listed under *Base Park Conditions and Requirements*. Unless otherwise agreed upon with City staff, development of the public parkland block shall commence by no later than twelve months from the issuance of first occupancy certificate of the first phase of development.

Base Park Condition and Requirements

The Owner shall, at its sole cost and expense, complete the following to the satisfaction of the City:

Part I: General Requirements

10. Proposed public park block(s) grading must not negatively impact adjacent properties with overland flow routes. The public park block(s) cannot be encumbered by overland flow routes from adjacent properties.
11. The public park block(s) shall not be encumbered by any easements for utility services, transformer boxes, temporary or permanent building structural elements, building overhangs, Canada Post mailboxes and/or access, buffers, railway and pipeline safety

buffers and zones, Natural Heritage Network core features and associated buffers, with the exception of cross easements for servicing, utilities, maintenance and access, unless otherwise agreed to between the parties.

12. A storm water management brief and grading plan for all required storm water services is required to ensure that proposed grading works have been designed to accommodate storm water flows in accordance with the Engineering Department Design Manual at interim and final phases of the public park block(s) development to the satisfaction of the City.
13. A Park Master Plan to the City's standard level of service shall be prepared and include the following information:
 - a) Illustrates the proposed park program requirements and level of service to meet the projected population and demographics as determined by the City per the recommendations of the ATMP, and informed by the findings and recommendations of the Community Services and Facilities Report prepared for these subject lands.
 - b) Demonstrates a sound design approach at locations where proposed public parks are adjacent to private development the treatment of the interface between the public park and the private development to ensure an integrated design approach is adopted towards built form, pedestrian connections, and ground floor programming to the City's satisfaction.
 - c) Layout plan which illustrates proposed park program requirements, phasing plan based on adjacent construction activities, pedestrian circulation, and required setbacks as determined by the City. Demonstrate parkland configuration and grading to allow for the placement and development of appropriate outdoor facilities.
 - d) Provides information on parkland development phasing to deliver the Park and associated facilities to residents consistent with the development phasing and to the City's satisfaction;
 - e) Provides boundaries of proposed parkland dedication and the total size of individual blocks.
 - f) Provides an existing conditions plan illustrating topographic information in order to assess slopes and drainage, and vegetation, identifying species, age, size and condition.
 - g) Provides a grading plan illustrating proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements. Provide base and ultimate grading consistent with intended uses and objectives of the park. The grading plan shall illustrate proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements.
 - h) Provides a preliminary construction cost estimate.
 - i) Required restoration works and Edge Management Plan for park block abutting open space and associated buffer;

- j) The plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the satisfaction of the City.

Part II: Public Park Base Condition Works

14. Archaeological Assessment, Stage I and II is required to determine limits of public park block(s). Proposed public park lands are to be clear of all historically significant heritage features.
15. A geotechnical investigation and Phase 2 Environmental Site Assessment shall be conducted by a qualified Professional Engineer in accordance with O.Reg. 153/04 (as amended) assessing all public park block(s) in the Plan for conformity with the applicable MOECC Site Condition Standards for parkland use to the satisfaction of the City. A minimum of number of boreholes to be determined at draft plan of subdivision or development agreement are required within the parks blocks. Boreholes are to be taken at regular intervals along the full length of the proposed public park block(s). Borehole reports will indicate soil type, water content, and density (general compaction). All samples are to be tested in a laboratory to determine their physical properties, including levels of various chemical elements and contaminants. Should additional fill be placed to meet required grading levels, the results of the Phase Two Investigation shall be supplemented with a letter report addressed to the City by the Owner's environmental consultant that includes: confirmation of the area where fill has been placed and details regarding dates, sources, volumes, and certification that the placed fill material meets the applicable MOECC Site Condition Standards referenced above and compacted to the standard referenced below.
16. A complete inventory and analysis report of existing vegetation completed by a Certified Arborist for all existing trees within park block(s). Drawings shall indicate the location of all existing trees, including limit of drip line, trees to be removed and trees to be maintained within the park block. No grading work is permitted within the drip line of existing trees that are to be preserved. All dead, damaged and hazardous trees are to be removed and disposed of off-site.
17. Adequately sized servicing connections are required along the main public park frontage and shall include a water chamber manhole, complete with a curb stop, sanitary manhole and a storm water manhole. All structures are to be located a minimum of 5 meters from adjacent property lines.
18. The approved electrical distribution plan will include a 120/240 volt, single phase, three wire power supply to the public park block(s). The power supply drop will consist of a 3 conductor #3/0 aluminum underground cable drop located one metre from the street line and one metre from the property line inside the block(s). The cable feed will originate from the closest (within 75 metre cable length) single phase pad mounted transformer and will be left coiled and attached to a 2"x4" wood stake, visible above grade.
19. Public park block(s) grading shall be completed using clean engineered fill compacted to 95% Standard Proctor Dry Density (SPDD) inclusive of any civil work required such as retaining structures, rip rap, swales, and the like to meet grading levels as determined by

the City approved grading plan. The park block shall generally be graded to meet and match surrounding levels and allow for a minimum 2% and no greater than 5% gradient over 75% of the total block area.

20. No fill shall be placed on existing topsoil and the stockpiling of topsoil is prohibited on the public park block(s). Topsoil for fine grading shall be fertile and friable, natural loam soil with two percent (2%) minimum organic matter for sandy loams and four percent (4%) minimum organic matter for clay loams. Acidity of topsoil shall range from 6.0pH to 7.5pH and shall be capable of sustaining vigorous plant growth. The owner shall complete all necessary chemical analysis and topsoil fertility tests by a qualified testing laboratory to the satisfaction of the City, and results of testing provided to the City for review and approval. Topsoil shall be placed to a minimum depth of 300mm over the entire public park block(s). Prior to placement of topsoil, the owner shall add all amendments as required to amend the existing soils to meet the recommendations of the fertility testing and demonstrate that these standards have been met.
21. All temporary sediment control management measures are to be removed prior to rough grading.
22. The public park block(s) shall be sodded, as approved by the City.
23. The Owner shall install City approved temporary fencing along the perimeter of the public park block(s). "No Dumping", "No Trespassing", and "Encroachment by-law" signage shall be attached to the temporary fencing.
24. The Owner shall be responsible to maintain the public park block(s) until such time as the public park is conveyed to the City. Maintenance shall entail maintaining sufficient grades to prevent standing water, cutting the grass/vegetation a minimum of twice summer, erosion repairs, cleaning of catch basins, repair of perimeter fencing and removal of any debris that is dumped on the site, to the satisfaction of the City.

If you have any questions, please feel free to contact the undersigned.

Thank you,



Diana Guida

Parks Planner I, Parks and Open Space Planning
Parks Infrastructure Planning and Development
905-303-2069, ext. 8195 | diana.guida@vaughan.ca

O:\Parks Development\PD Parks Planning\Block 23\CIHA.23.001 (OP.23.010 & Z.23.019) - 8083 Jane Street\2nd Submission - September 2023\Comments\CIHA.23.001 (OP.23.010 & Z.23.019) - 8083 Jane Street - Blk 23 - PIPD 2nd Sub Comments.docx

Date: **10/19/2023**

To: Kemi Apanisile, Planner, Development Planning

From: Ryan Cochrane, Forestry Inspector, Parks, Forestry and Horticulture Operations

Cc: Forestry Circulations;

Re: Forestry's Comments - CIHA.23.001 Circulation #:2

File Reference Number: CIHA.23.001

Related Files: PAC.23.002 CIHA.23.001

Ward: 4

Agent: Matthew P.A. Rossetto

Owner: Matthew P.A. Rossetto

Location: 8083 Jane Street

Forestry Staff have reviewed submitted documents of the proposed development concept for the above-mentioned site, circulated on 10/2/2023 and provide the following conditions:

General Comments

1. It appears that there may be some tree removals or trees that will require protection on this property. An arborist report and Tree Inventory Protection Plan will be submitted to the City for review and approval prior to the commencement of any work on the subject property.
2. All tree removals/tree protection located on the subject site or municipally owned right-of-way shall conform with By-law 052-2018.
3. Shared ownership trees or neighbouring trees impacted by proposed development and/or construction activities must provide written authorization from an adjacent property owner where the base of a tree straddles a property line or is completely on the neighbouring property as per By-law 052-2018.
4. Forestry cannot provide any comments in relation to tree removals, tree protection or tree planting on the York Region right-of-way.
5. The following property falls under TRCA regulated area, therefore Under Ontario Regulation 166/06, any proposed development, interference, or alteration within the regulated area requires a permit from TRCA. If your property falls within TRCA's Regulated Area, you are advised to discuss your proposal with a TRCA Planner prior to submitting a permit application.

City of Vaughan | Parks, Forestry and Horticulture Operations

2800 Rutherford Rd., Vaughan, ON L4K 2N9

vaughan.ca

Tree Protection Requirements (Hoarding)

6. Tree protection & preservation methods must be followed according to City of Vaughan By-law 052-2018.
7. Tree Protection Fencing Details shall be current according to the City of Vaughan’s latest specifications dated April 7, 2016, or newer, either ULA 110A/ULA 110B or MLA 107A/MLA 107B as per By-Law 052-2018.
8. Tree protection & preservation methods must be followed according to City of Vaughan’s Tree Protection By-law 052-2018.
9. MLA 107A or ULA 110A Heavy Duty Tree protection fencing (plywood) is to be installed prior to construction and is to remain until construction is completed, as per By-Law 052-2018.
10. MLA 107B or ULA 110B Light Duty Tree protection fencing (Snow Fence) may be used where traffic sight lines will be affected within the road allowance, as per By-Law 052-2018.
11. Applicant shall notify Vaughan Forestry or Development Planning Department once the Tree Protection (Hoarding) has been installed, to allow Vaughan Forestry to inspect and approve according to By-law 052-2018 and/or in accordance with the City of Vaughan’s Tree Protection Protocol (2018).
12. This table is to be used when determining minimum tree protection distances:

Table 2: Minimum Tree Protection Zone Determination

Diameter at Breast Height ¹ in centimeters	Minimum Protection Distances Required ² (Public and Private Trees)	Minimum Protection Distances Required Trees in Naturalized Areas
<10	1.2	The drip line ³ or 1.2 m
10-29	1.8	The drip line or 3.6 m
30-40 ⁴	2.4	The drip line or 4.8 m
41-50	3.0	The drip line or 6.0 m
51-60	3.6	The drip line or 7.2 m
61-70	4.2	The drip line or 8.4 m
71-80	4.8	The drip line or 9.6 m
81-90	5.4	The drip line or 10.6 m
91-100	6.0	The drip line or 12.0 m
>100	6 cm protection for each 1 cm diameter	12 cm protection for each 1 cm diameter or the drip line

1. Diameter at breast measurement of tree trunk taken at 1.4 meters (m) above the ground.
 2. Minimum Tree Protection Zone distances are to be measured from the outside edge of the tree base.
 3. The drip line is defined as the area beneath the outer most branch tips of a tree
 4. Converted from ISA (International Society of Arboriculture) Arborist Certification Study Guide, general guidelines for tree protection barriers of 0.3 meters of diameter from the tree stem for each centimeter of tree trunk diameter.

Tree Removals/Compensation

13. The number of replacement trees required will be determined by the DBH of the removed tree, as outlined in the following table:

DBH of Tree to be Cut or Removed	Number of Replacement Trees Required
20cm to 30cm	1
31cm to 40 cm	2
41cm to 50cm	3
51cm or greater	4

14. Tree replacement compensation can be in the form of tree planting on the subject site, a cash-in-lieu contribution or combination of both.

Landscape Plan

15. Provide a landscape plan indicating the location of trees being planted on the subject site, the tree species being planted, and size of trees being planted (i.e., 60mm).
16. Forestry would recommend that no more than 4 trees of the same Genus planted in the same area and no more than 10% of the same Genus on the same project
17. Proposed tree planting on the region right-of-way will not contribute to the overall compensation planting requirement. Compensation planting is strictly for the subject site only.
18. The following specifications apply to replacement trees:
- Evergreen (coniferous) trees must be at least 200 cm tall;
 - Leafy (deciduous) trees must have a caliper of at least 60mm;
 - If fruit-bearing trees are desired, two trees must be planted to substitute each evergreen or leafy tree replacement;
 - Must be planted within one year of the issuance of the tree removal permit;
 - Must not be a shrub or a low growing tree;
 - Must not be an invasive species;
 - Must be good quality, number one (1) grade, nursery-grown stock and installed as per City approved details and standards; and
 - Shall meet the highest horticultural standards of the Canadian Nursery Trades Association with respect to grading and quality, and shall be in strict accordance with the approved Plant List and Specifications.

19. The cash-in-lieu compensation amount is \$625/replacement tree.

Planting Setbacks

20. 2021 Planting set back shall be applied to the landscape design

Table 1.0 – Tree Planting Measurement Setbacks

<u>Object(s)</u>	<u>2021 Revised Distances (m)</u>
Bell/Cablevision Posts	1.5
Sidewalk, privacy fence, hedge, sound wall	1.5
Private walkway, driveway edge	1.5
Curb edge	1.5
Existing Stump greater than 10cm	1.5
Boulevard space requirements (curb to sidewalk) *Spp	2
Parallel Driveway space requirements (between)	3
Fire hydrants (no planting in front of)	3
Hydro transformers	3
Streetlights (small growing trees)	3
Streetlights (large growing trees)	5
New Tree, from any part of other tree	6
Bus Shelter/Community Mailboxes	5
Stop sign.	15

*Species: If BLVD is only 2 meters (curb to sidewalk), consider smaller species I.e., Zelkova (ZEs), Tartarian Maple (ACt), Amur Maple (ACgi), Hedge Maple (ACc), Ivory Silk Lilac (SYr).

Regards,

Ryan Cochrane
 Forestry Inspector
 Parks, Forestry and Horticulture Operations
 Ryan.Cochrane@vaughan.ca

Date: October 18, 2023

To: Kemi Apanisile, Planner, Development Planning

From: Shirin Rohani, Urban Design Section

Cc: Shahrzad Davoudi- Strike, Manager of Urban Design and Cultural Heritage

Re: **Development Application Urban Design Comments**

File No: **CIHA.23.001**

Related File: PAC.23.002

Agent: Matthew P.A. Rossetto

Owner: MPAR Developments

Location: 8083 Jane Street

Urban Design Staff have reviewed the 2nd circulation of the proposed development concept for the site mentioned above, circulated on September 26, 2023, and provide the following notes and requests for the following requirements to be addressed:

1. The ultimate boundaries of the TRCA-regulated area and the required setbacks are not depicted in the submitted plans and are pending confirmation from the regulating authorities. The noted information might impact the concept design and proposed land uses on site.
2. A detailed wind tunnel analysis, as per the City's [Terms of Reference for Wind Study](#), would be required to ensure the wind conditions on site and within the adjacent public realm meet the pedestrian comfort levels and mitigative measures such as but not limited to, massing sculpting, architectural features, and landscape features, should be considered.
3. An arborist report and Tree Inventory and Preservation Plan for all trees within the subject property or the 6m of the property boundary should be provided to preserve as many trees as possible on site and to compensate for the tree removals through replacement planting or monetary contributions.
4. Better height transition to the low-rise context is required as per the Official Plan S.9.1.2.1 and City-Wide Urban Design Guidelines.
5. In response to the city's Green Approach that aims to enhance and protect the city's natural heritage network and to ensure generous space for sidewalks, bicycle paths, tree planting, and potentially stormwater features (vicinity of the Black Creek water course), a minimum front yard set back of 5 metres along Jane Street and a minimum of 3m set back for rear yard and exterior side yard setbacks along Talman Ct. and Mcintosh Blvd. is required at the ground floor; projection into the required setback above the 7.5-metre height for less than 50% of the elevation can be accepted, especially if the results of the micro-climate studies and wind tunnel analysis finds that to be an effective mitigative measure.
6. The minimum tower separation shall be 30 metres for facing towers and can be reduced to 25 metres if the towers do not have facing sides.
7. The tower floorplates should not exceed 850 sq.m. (for any portion of the massing above 12 storeys).
8. The above-grade parking should be relocated underground to comply with policy 9.2.3.6 of the Official Plan. If there is any technical constraint on the site that prevents such a requirement, the above-grade parking should be wrapped with active uses at ground level along all public frontages, including the natural feature.

9. Pending the confirmation of the development's limit by the TRCA , the POPS will be designed at an elevation that seamlessly transitions from public to private space without significant grade changes or visual barriers. It will enhance public access to the proposed public park from Jane Street and provide views into the natural heritage feature. The POPS should be accessible per AODA requirements.
10. In line with CPTED best practice recommendations, the development's interface with the natural feature and the public park should be enhanced with active uses at grade, appropriate landscape design, and no surface parking.
11. Direct access from the public sidewalks to the residential lobbies and prominent entrances should be provided.
12. The hotel's surface parking should be relocated underground or incorporated in the massing of the podium with wrap-around active uses. Stand-alone loading areas should be incorporated into the massing of the building and not visible from the public rights of way.
13. To achieve a consistent street wall along the public frontages and to create a pedestrian-friendly environment, the tower massing should step back after 6 storeys.
14. The development's public interface should be more urban in character, incorporating small urban plazas or forecourts with areas for spill-out and better engagement with the public realm.
15. The city's standard sidewalk widths and other facilities, such as bike lanes, along Jane Street should be reflected in the plans.
16. Air quality and pedestrian comfort conditions at the proposed POPS and Park should be examined and reviewed to the satisfaction of City's Engineering Department.

Shirin Rohani, M.Arch, MUD, LEED® Green Associate

Urban Designer, Development Planning Department
T. 905-832-8585 ext.8302
E: Shirin.Rohani@vaughan.ca

DATE: October 24, 2023

TO: Kemi Apanisile

FROM: Andrew Zvanitajs, Fire Chief
Sharon Walker, Manager of Emergency Planning

RE: **CIHA.23.001 - (2nd Submission for 8083 Jane Street) Safety Concerns**

We have completed our review of the revised submissions and comments related to the compatibility study from the consultants. We continue to have concerns regarding the risk exposure this proposed development may place on potential residents, as well as the city.

We feel the statement from the consultants as it relates to the tank farm does not fully, or accurately, reflect the current status of the construction of the tank farm. This statement is at below:

“There is evidence of construction of an outdoor storage tank farm on the southwest corner of the property that could potentially be used for the storage of liquid chemicals or fuels. The tanks vary in size with some tanks appearing to be closed roof tanks, however, construction appears to be in progress with the tanks located more than 500 m from the subject lands.”

While the statement does not clearly identify what hazardous materials will be stored, it is premature to assume that there are no compatibility issues between uses until the operations at the storage tank farm commence. It is anticipated that there will be a significant increase in tanker truck activity in the area once operations at the tank farm commence which has not been considered. CN has advised these storage tanks will contain gasoline, diesel, and ethanol in the millions of litres of capacity.

The distance measurement utilized is not the standard stated in the D6 Guidelines of:

- “Measurement shall normally be from the closest existing, committed or proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use. This approach provides for the full use and enjoyment of both the sensitive land use and the industrial properties.”

The measurement from property line to property line is less than 500 metres.

The proposed development is surrounded by major manufacturing facilities in a predominantly industrial area. The proposed scale of the development potentially exposes 174 units housing

seniors, and 1,269 residential units of which 150 units (11%) are to be 'attainable housing units' to higher-risk area. A 12-storey community-support building fronting onto Talman Court, comprising of space for market housing (69,806m²), attainable housing (10,902m²), and senior housing (11,854m²) is proposed to be built directly adjacent to industrial facilities which could expose vulnerable citizens to greater risk to their health and safety beyond what is normative and pervasive.

In their comments, CN rail requested that warning clauses be provided due to the proximity of the proposed development to major rail operations. The proponents referenced the letter provided by their consultants as their response. This does not adequately address the concerns of CN Rail or emergency services.

The lands are an identified flood plain. There is no confirmation from the Toronto and Region Conservation Authority that this has changed.

memorandum

DATE: August 23, 2023
TO: Matthew Rossetto
FROM: Norm Lingard
RE: File: CIHA.23.001 8083 Jane Street

Bell Canada thanks you for the opportunity to participate in the City of Vaughan's CIHA request. Bell Canada is currently evaluating the most effective means to collaborate with municipalities towards the goals of the *'More Homes for Everyone'* and *'More Homes Built Faster'* Acts. This includes assessing how we can consistently and appropriately process and respond to pre-consultation circulations for *Planning Act* applications from municipalities across Ontario.

As an interim solution, we are providing the following standard response to all pre-consultation circulations from municipalities. If there are development proposal-specific concerns that are not addressed by our standard response, we are requesting that questions and concerns be sent directly to planninganddevelopment@bell.ca.

About Bell Canada

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The Bell Canada Act, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the Bell Canada Act to be "for the general advantage of Canada" and the Telecommunications Act affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services:

- The 2020 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).
- Section 1.7.1 I) of the 2020 PPS recognizes that "efficient and coordinated telecommunications infrastructure" is a component of supporting long-term economic prosperity.
- We note that the definition of infrastructure in the 2020 PPS is inclusive of communications / telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1).
- Furthermore, the 2020 PPS states that infrastructure should be "strategically located to support the effective and efficient delivery of emergency management services" (Section

1.6.4), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the Bell Canada Act and Telecommunications Act and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in municipal policy and infrastructure initiatives. We strive to establish partnerships which allow for a solid understanding of the parameters of Bell's infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities.

Comments on the CIHA

We would like to thank you for the opportunity to be included in this process and the City's recognition of the importance of telecommunications and broadband infrastructure as critical components to development and economic viability. As such, to facilitate the provisioning of this infrastructure, we appreciate the City's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements, and that the following paragraphs are to be included as a condition of approval for any Draft of Plan of Subdivision, Draft Plan of Condominium and/or Site Plan application(s):

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development".

The above-noted conditions will remain in effect until said conditions are officially cleared by Bell Canada as part of the formal approval process.

Bell would also emphasize that receiving engineering and servicing/composite utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Municipality in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Future Involvement

We would like to thank you again for the opportunity to comment, and would request that Bell continue to be circulated on any future materials and/or decisions released by the City of Vaughan in relation to this initiative. Please forward all future documents to circulations@wsp.com and should you have any specific questions, please contact the undersigned.

Have a great remainder of your week.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ☎ 365.440.7617



From: [ARABIA Gabriel](#)
To: [Kemi Apantaku](#)
Subject: [External] City of Vaughan - 8083 Jane Street - OP.23.010 and Z.23.019
Date: Monday, August 21, 2023 12:58:53 PM
Attachments: [image001.png](#)

Hello,

We are in receipt of your Site Plan Application, OP.23.010 and Z.23.019 dated August 16th, 2023. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. [Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.](#)

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:

[HydroOne Map](#)

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map

hydro one

Customers Affected: >5000 501-5000 51-500 21-50 <=20 Multiple Crew Service Area

Map data ©2019 Google 50 km

If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Dennis De Rango

Specialized Services Team Lead, Real Estate Department

Hydro One Networks Inc.

Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

DATE: July 24, 2023

AGENT: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
8083 Jane Street
Vaughan, ON L4K 2M7
Telephone: (905) 761-7288 Email: matthew.r@mpardevelopments.com

TO: All Recipients **Rogers Communication Inc.**

FROM: Kemi Apanisile, Planner, Development Planning
Christina Ciccone, Senior Planner, Development Planning
Mary Caputo, Senior Manager of Development Planning

OWNER: Matthew P.A. Rossetto
c/o 8083 Jane Street Inc.
8083 Jane Street
Vaughan, ON L4K 2M7
Telephone: (905) 761-7288 Email: matthew.r@mpardevelopments.com

LOCATION: 8083 Jane Street

FILE: CIHA.23.001 **RELATED FILES:** PAC.23.002
(OP.23.010 &
Z.23.019)

WARD: Ward 4

PROPOSAL: 1st Submission

The Owner has submitted a Community Infrastructure and Housing Accelerator (CIHA) request which combines with supporting Official Plan Amendment File OP.23.010 and Zoning By-law Amendment File Z.23.019 for the Subject Lands to facilitate the redevelopment of 8083 Jane Street.

The proposed development contemplates a 60-storey mixed-use building fronting onto Jane Street, a 50-storey mixed-use building fronting onto MacIntosh Boulevard, an 8-storey (147 room) hotel at the corner Talman Court and MacIntosh Boulevard, as well as a 12-storey community-support building fronting onto Talman Court, comprising of space for market housing (69,806m²), attainable housing (10,902m²), and senior housing (11,854m²).

The proposal contemplates a mixed-use community that is inclusive of 1,269 residential units of which 150 units (11%) are to be 'attainable housing units, 5,142 m² of commercial office space, 6,081 m² of convention centre space, 1,835 m² of retail space, 20,083 m² of hotel space in two hotel offerings, a public park area of 1,769 m² and 1,589 m² of community space. The proposed redevelopment contemplates a combined Gross Floor Area (GFA) of 130,145.00 m², a Floor Space Index (FSI) of 7.36 times the area of the lot, as well as 1,492 parking spaces split across four (4) levels of underground parking. Site access is proposed from MacIntosh Boulevard, as well as Talman Court.

COMMUNITY INFRASTRUCTURE AND HOUSING ACCELERATOR “CIHA”

Pursuant to Section 34.1 (15) of the *Planning Act*, the Owner has made a request to the City to use the CIHA process to facilitate and expedite the proposed development. CIHA is a provincial tool that gives the Ministry of Municipal Affairs and Housing (MMAH) the authority to make orders at the request of the municipality to expedite zoning outside the Greenbelt Area. This approach however must be endorsed by the respected Municipality (City of Vaughan). Development proposals administered under the CIHA process can be exempted from Provincial, Regional, and municipal plans. Specific subsequent approvals, at the request of the City may also be exempted. This includes subdivisions and site plan control applications.

SUBJECT LANDS:

The Subject Lands are municipally known as 8083 Jane Street and are located south of MacIntosh Boulevard and east of Jane Street. The Subject Lands are entirely located within the Wellhead Protection Area (WHPA-Q) as well as the Toronto & Region Conservation Authority (TRCA) Regulated Area.

OFFICIAL PLAN DESIGNATION:

Regional Municipality of York

The Subject Land are designated “Employment Area” by (York Region Official Plan 2022). According to Section 4.3.3 “Employment areas” shall be designated in local official plans for clusters of business and economic activities including, manufacturing, warehousing, industrial, offices and associated retail and ancillary facilities.

City of Vaughan

The Subject Lands are designated “Prestige Employment” & “General Employment” by (Vaughan Official Plan 2010, Vol 2.). The “Prestige Employment” designation permits uses such as Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses, office and or retail, ancillary retail & gas stations, according to section 9.2.2.11. The “General Employment” designation permits uses such as industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, transportation, distribution, office and/or retail uses, according to section 9.2.2.10.

A site-specific Official Plan Amendment has been submitted to re-designate the Subject Lands to permit the proposed uses, and to introduce site-specific exceptions to facilitate the proposed development.

ZONING BY-LAW:

The subject lands are zoned “EM1 – Prestige Employment” by Zoning By-law 1-88.

Vaughan Council has enacted By-law 001-2021, the Comprehensive Zoning By-law on October 20, 2021. The subject property is zoned “EM1 - Prestige Employment Zone”.

A Zoning By-law Amendment has been submitted to permit the proposed mix of uses, and any site-specific standards to facilitate the proposed development.

PERTINENT STATISTICS:

Land Area – Total	1.77	Hectares
Floor Space Index – Total	7.36	FSI
Dwelling – Apartments Total	1,269	Units
Gross Floor Area – Residential	92,561	Sq.m.
Gross Floor Area – Hotel	20,083	Sq.m.
Gross Floor Area – Convention Centre	6,081	Sq.m.
Gross Floor Area – Office	5,142	Sq.m.
Gross Floor Area – Retail	1,853	Sq.m.
Gross Floor Area – Total	130,144	Sq.m.
Building Storeys – Building 1 (Mixed-use)	60	Storeys
Building Storeys – Building 2 (Mixed-use)	50	Storeys
Building Storeys – Building 3 (Hotel)	8	Storeys
Building Storeys – Building 4 (Mixed-use)	12	Storeys
Parking – Total	1,492	Spaces
Parking – Barrier Free	32	Spaces
Lot Depth	100	m
Lot Frontage	125	m
Lot Coverage	45	%

IMPORTANT NOTE: If no comments or conditions are received, the staff report will proceed without them. For your comments and conditions to be incorporated into the final staff report, please respond on or before August 14th, 2023.

Please indicate: COMMENT NO COMMENT

IF NO RESPONSE IS RECEIVED BY THE DATE INDICATED, IT WILL BE ASSUMED THAT THERE ARE NO OBJECTIONS OR COMMENTS FORTHCOMING. SHOULD AN EXTENSION BE REQUIRED, PLEASE INFORM THE VAUGHAN DEVELOPMENT PLANNING DEPARTMENT.

Yours truly,

OluwaKemi (Kemi) Apanisile
Kemi.Apanisile@vaughan.ca
(905) 832-8585, ext. 8210

From: [Stephen Tinker](#)
To: [Kemi Apanisile](#)
Cc: [Nicholas Del Prete](#)
Subject: [External] FW: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Monday, July 24, 2023 11:53:44 AM
Attachments: [image002.png](#)
[1st Circulation Internal External Letter 2014..16686.pdf](#)

Good morning, Kemi.

Downsview Airport has no objection to the heights proposed for this development.

Best Regards

Stephen Tinker

Chief, Airport Operations, Flight Ops

BOMBARDIER

T: +1 416.373.7955

M: +1 416.272.2309

stephen.tinker@aero.bombardier.com

123 Garratt Blvd | Toronto | Ontario/M3K-1Y5 | Canada |

BOMBARDIER

From: Nicholas Del Prete <Nicholas.DelPrete@vaughan.ca>

Sent: Monday, July 24, 2023 10:30 AM

To: Elvio Valente <Elvio.Valente@vaughan.ca>; Francesco Morea <Francesco.Morea@vaughan.ca>; Susan Kelly <Susan.Kelly@vaughan.ca>; Harinder Singh <Harinder.Singh@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Dev Services <DevServices@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Fausto Filipetto <Fausto.Filipetto@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Alex Yang <Alex.Yang@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Finuzza Mongiovi <Finuzza.Mongiovi@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; DEcirculations@vaughan.ca; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamler <Aaron.Zamler@vaughan.ca>; Jaro Wowk <Jaro.Wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Vanessa Figliomeni <Vanessa.Figliomeni@vaughan.ca>; Sharon Walker <Sharon.Walker@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; CulturalHeritage@vaughan.ca; engineeringadmin@powerstream.ca; Carlos Couto <Carlos.Couto@vaughan.ca>; David Kellershohn <David.Kellershohn@vaughan.ca>; Michael Frieri <Michael.Frieri@vaughan.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>; Luciano Campoli <Luciano.Campoli@vaughan.ca>; Paul Salerno <Paul.Salerno@vaughan.ca>; Francesca Laratta

From: [Municipal Planning](#)
To: [Kemi Apanisile](#)
Subject: [External] RE: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Monday, July 31, 2023 10:32:32 AM
Attachments: [image002.png](#)

Thank you for your circulation.

Enbridge Gas does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Jasleen Kaur

Municipal Planning Coordinator
Engineering

ENBRIDGE

TEL: 437-929-8083

500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

From: Nicholas Del Prete <Nicholas.DelPrete@vaughan.ca>

Sent: Monday, July 24, 2023 10:30 AM

To: Elvio Valente <Elvio.Valente@vaughan.ca>; Francesco Morea <Francesco.Morea@vaughan.ca>; Susan Kelly <Susan.Kelly@vaughan.ca>; Harinder Singh <Harinder.Singh@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Dev Services <DevServices@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Fausto Filippetto <Fausto.Filippetto@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Alex Yang <Alex.Yang@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Christina Ciccone <Christina.Ciccone@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Finuzza Mongiovi <Finuzza.Mongiovi@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; DEcirculations@vaughan.ca; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamler <Aaron.Zamler@vaughan.ca>; Jaro Wowk <Jaro.Wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Vanessa Figliomeni <Vanessa.Figliomeni@vaughan.ca>; Sharon Walker <Sharon.Walker@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; CulturalHeritage@vaughan.ca; engineeringadmin@powerstream.ca; Carlos Couto <Carlos.Couto@vaughan.ca>; David Kellershohn <David.Kellershohn@vaughan.ca>; Michael Frieri



DELIVERY PLANNING
200 – 5210 BRADCO BLVD
MISSISSAUGA, ON L4W 2G7
416-262-2394
CANADAPOST.CA

August 11, 2023

City of Vaughan – Planning Department

To: **Kemi, Apanisile**, Planner, Development Planning

Reference: **CIHA.23.001 (OP.23.010 & Z.23.019)** Related: **PAC.23.002**
8083 Jane Street

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the 60-storey 1269 residential unit, mixed-use building development with commercial/retail unit(s), Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will provide the building with its own centralized mail receiving facility. This lock-box assembly must be **rear-loaded**, adjacent to the main entrance and maintained by the owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. **For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.**
- ⇒ The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

As per our National Delivery Policy, **street level residences and/or retail/commercial and/or non-residential use units will also receive mail delivery at centralized locations, not directly to their door.**

For example: If there is a common indoor entrance or connection extra mail compartments can be provided to accommodate these units in the main mailbox panel. If these units are not part of the condo/building then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.

The specifications can be found in our Delivery Standards Manual, which can be downloaded from this link: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

As the project nears completion, it is requested that the Developer contact me directly for Postal Code(s) as existing postal coding will not apply and new postal codes will be issued for this development. I am also requesting the developer/owner contact me during the design stage of the above project, to discuss a suitable mailbox/mailroom location.

Canada Post further requests the owner/developer be notified of the following:

1. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
3. The complete guide to Canada Post's Delivery Standards can be found at:

https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should you require further information, please do not hesitate to contact me at the above telephone number or mailing address.

Regards,

Lorraine Farquharson

Lorraine Farquharson

Delivery Services Officer | Delivery Planning – GTA

memorandum

DATE: September 28, 2023

TO: MPAR Developments, Matthew Rossetto

FROM: Ashkan Matlabi, Urb. OUQ. MBA

RE: Development Application File No: CIHA.23.001

Location: 8083 Jane Street

CN Rail Comments

Thank you for circulating CN on the attached 2nd submission concerning the application in subject. With reference to CN comments and recommendations submitted August 16 2023, CN requires the review of a Noise report for the proposed project, for the developer to enter into a CN development agreement, and to grant CN an environmental easement on the subject property in favor of CN.

After reviewing the comments matrix and RWDI memorandum dated 2023-08-25, we did not find any response regarding the evaluation of noise and concordant noise mitigation measures. I did not find any noise reports neither in the first and second submission. Concerning the development agreement and easement, CN counsel may begin the process to draft a CN development agreement if the applicant completes the attached Project Review Form.

DATE: September 29, 2023

TO: MPAR Developments, Matthew Rossetto

FROM: Harinder Singh | By-Law and Compliance, Licensing & Permit Services

RE: Development Application File No: CIHA.23.001

8083 Jane Street

Comments from By-Law are the following for consideration given the proposal is in an area of employment/industrial/commercial uses:

- Parking – be limited to on-site [underground/visitors/etc..] parking with parking signs erected on MacIntosh Blvd and Talman Crt to avoid congestion and/or traffic concerns [close to main intersection]. Required parking for other uses such as the park and mix-use to be on-site.
- Noise impact studies from the employment/industrial/commercial uses including traffic on Jane Street
- Waste collection allocation in the interior
- Snow removal location on premises be designated and indicated on site plan

From: [Katrina Guy](#)
To: [Kemi Apanisile](#); [Nicholas Del Prete](#)
Cc: [Nick Borcescu](#)
Subject: RE: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)
Date: Thursday, August 3, 2023 2:15:55 PM
Attachments: [image006.png](#)
[image007.png](#)
[image001.png](#)

Hi Kemi,

There are no cultural heritage concerns for this application.

Thank you,
Katrina

Katrina Guy, B. A. (She/Her)
Cultural Heritage Coordinator
905-832-8585 ext. 8115 | katrina.guy@vaughan.ca

City of Vaughan | Development Planning
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca

The City of Vaughan is situated in the territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. These lands are also the traditional territory of the Huron-Wendat and the Haudenosaunee. Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

From: Nick Borcescu <Nick.Borcescu@vaughan.ca>
Sent: Sunday, July 30, 2023 1:37 PM
To: Katrina Guy <Katrina.Guy@vaughan.ca>
Subject: FW: Request for Comments - CIHA.23.001 (OP.23.010 & Z.23.019) - (1st Submission for 8083 Jane Street)

FYI

Nick R. Borcescu Hons. B.Arch, CAHP, MRAIC | Lean Six Sigma Yellow Belt
Senior Heritage Planner
905-832-8585 ext. 8191 | nick.borcescu@vaughan.ca