

DATE: November 16, 2023

TO: David Harding
Development Planning Department

FROM: Matt Pascoe
Development Engineering Department

RE: **Steven McIntyre**
c/o Malone Given Parsons
661 & 681 Chrislea Road
Development Engineering Comments (Submission 2)
Application File: CIHA.23.002 (OP.23.011 & Z.23.020)
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 & Preliminary Stormwater Management Report (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Environmental Noise Feasibility Study (prepared by HGC Engineering Inc. dated July 31 2023)
- Phase 1 Environmental Site Assessment (Prepared by S2S Environmental Inc., dated June 23, 2023)
- Transportation Demand Management Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Transportation Impact Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Architectural Plans by Arcadis Architects (Canada) Inc. (July 31, 2023)
- Draft CIHA (October 2023)
- First Submission Comment Matrix by Malone Given Parsons (October 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 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 provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.
5. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including 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.
6. The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade
7. The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m² or repurpose the proposed 300m² Retail use to Ancillary Retail use by rearranging the proposed 300m² of retail into separate units with a maximum 185m² GFA for any Ancillary Retail.

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 300 mm diameter watermain located on Chrislea Road to the south of the Site. The Subject Lands are proposed to be serviced by a connection to the existing 300 mm diameter watermain on Chrislea Road. A 200 mm diameter PVC watermain that splits into a 150 mm diameter domestic service at the property line is proposed.

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 is to be serviced using a 200 mm diameter PVC sanitary service connection to the existing 200 mm diameter sanitary sewer on Chrislea Road. The proposed sanitary sewer connection includes a property line manhole located within the P1 level of the building. The proposed building sanitary connection, and internal plumbing shall be installed per mechanical details and specifications. 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 Existing Site is a commercial development that generally drains towards Chrislea Road. The proposed development will feature separate storm service connections and stormwater tanks for each block. The storm storage tanks will convey controlled stormwater via an orifice tube at the storm control manhole located near the property line to the municipal storm sewer. The orifice tubes have been designed to convey the allowable site release rate. Water quality control for the stormwater flows from the site is provided via an Oil Grit Separator (OGS). The OGS is located upstream of the proposed underground stormwater chambers for both blocks. Oil Grit Separators remove pollutants from stormwater and snowmelt runoff to help with quality control. In existing conditions there are no water quality provisions, therefore, the addition of the OGS in proposed conditions are a substantial improvement.

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 results of this assessment indicate that noise impacts from the identified noise sources will not result in any excesses with respect to minimum-hour traffic noise or exclusionary minimum sound limits, and thus the standard MECP criteria for a Class I urban site are expected to be met. Predicted sound levels at some of the outdoor amenity terraces exceed MECP guidelines, and mitigation is recommended to reduce the predicted sound levels. The projected levels are expected exceed the allowable threshold for terraces that are closest and/or most exposed to Highway 400. 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

Environmental Engineering reviewed the submitted Phase 1 ESA report. Based on a review of the surrounding land uses, the City will require the applicant to submit an Air Quality and Odor Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways. The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template. Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use.

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

Development Transportation Engineering (DTE) has reviewed the submitted Transportation Impact Study. The proposal introduces an acceptable volume of traffic to the immediate transportation network with no considerable impacts to adjacent regional intersections. There are two full-moves accesses proposed on Chrislea Road along the site's southern boundary. Staff have concerns with the location of the second proposed access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to the parking garage and proposed lay-by parking spaces along the driveway.

A total of 7 levels of parking are proposed with two ramp accesses, including 5 levels above ground and 3 levels underground, to accommodate a 0.8 resident parking rate per unit and 0.2 visitor parking rate, total of 1210 residential and 304 visitor parking spaces. There are currently no visitor parking spaces proposed for the retail uses. Staff will require a parking justification study to support the reduction in parking rate. The Development proposes two Type C and two Type D loading spaces, meeting the Comprehensive Zoning By-Law 001-2021 (CZBL 001-2021) requirements. The number of bicycle parking spaces proposed meet CZBL 001-2021 requirements; however, Staff have concerns with the bike rooms locations within P3 of the parking garage.

The Transportation Impact Study identifies no traffic signals are warranted at any study intersections, however a traffic signal at the intersection of Jevlan Drive/Chrislea Road and Silmar Drive is recommended as a part of full build out of the proposed development. Additionally, an option to provide a 25-m eastbound auxiliary left-turn lane at the second entrance is explored, however staff have concerns due to the sightline issues at Access #2.

DTE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the application

*** 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.

Thank you,

Matt Pascoe, P.Eng.
905.832.8585 ext. 3631
matt.pascoe@vaughan.ca

Attachments: Comment Response Matrix

cc: Ary Rezvanifar
Natalie Cece
Samar Saadi Nejad

ATTACHMENT A



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|--|------------------|--|--|--|---|-------------------|--|
| Application Number(s): | | CIHA.23.002 | | Planning Contact: | | David Harding | |
| Related City File: | | OP.23.011, Z.23.020 | | | | | |
| Owner: | | Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd. | | Engineering Contact: | | Matt Pascoe | |
| Address: | | 661 & 681 Chrislea Road | | Date: | | November 16, 2023 | |
| Circulation No. & Date: | | Circ. No. 2, October 25, 2023 | | Circulation No.: | | 2 | |
| Drawing/ Report | Comment # | City's comments 1st submission | Applicant's Response 1st submission | City's comments 2nd submission | Applicant's Response 2nd submission | | |
| Development Engineering (DE) Review | | | | | | | |
| 1. General Comments | 1.1. | 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, Geotechnical Investigation Report and Transportation Impact Study; | Noted | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | |
| | 1.2. | Engineering Stamp to be applied to all civil plans. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | |
| | 1.3. | The Owner shall obtain all necessary approvals from the Region of York and submit them to Development Engineering department prior to final approval of the plan. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | |
| | 1.4. | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | |
| | 1.5. | 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 be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | |

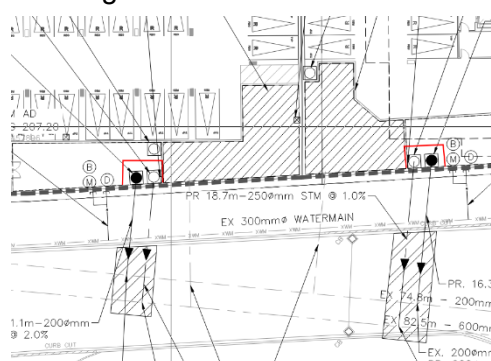
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| | | to the storm sewer, meeting all bylaw parameters with treatment provided if needed. | | | |
| 1.6. | | The Owner shall install all works to carry out the Private Water Discharge (“Discharge and Related Works”) in accordance with the terms and 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 1.7. | | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 1.8. | | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 1.9. | | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 1.10. | | Fees related to Discharge Approval renewals shall apply in accordance with the City’s Sewer Use By-law 130-2022, as amended or superseded. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |

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| | 1.11. | Show development application numbers on all drawings and reports. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | |
|--------------------------------|--|--|---|---|-------------------------------|------------------------|------------|------------------------|---------------|-------------------------|-----------------------|-------------------------|--------------------------------|-------------------------|--|---|--|
| | 1.12. | Additional comments may be provided with future submissions | Noted | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | |
| 2. Functional Servicing Report | 2.1. | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | |
| | 2.2. | <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> <table border="1" data-bbox="522 977 1087 1189"> <caption align="center">Table 1-18 Fire Flow Demand</caption> <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 | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 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 | | | | | | | | | | | | | | | | |
| 2.3. | The minimum pressure during the maximum hourly demand (2,233.8 L/min) under static condition shall be 275 kPa (40 psi). | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | | |
| 2.4. | 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). | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | | |
| 2.5. | 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.) | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | | |
| 2.6. | The FSR should include grading section. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | | | | | | | | | | | | | | |

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| | 2.7. | All existing unused services shall be properly decommissioned. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 2.8. | | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 3. Servicing Drawing | 3.1. | The Servicing Plans should show the groundwater sampling port, groundwater discharge pipe, flow meter, discharge point etc. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 3.2. | 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 include the dewatering discharge) +uncontrolled) to be less than the allowable release rate. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 3.3. | Any building above the height of 84m, in accordance with the Ontario Building Code, the proposed structure shall be served by two fire lines | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 3.4. | Control Manholes for sanitary and storm sewers shall be outside of the limit of parking lot building foundation.  | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 3.5. | Un-used services are not to be abandoned. Un-used services are to be decommissioned per City standards. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 3.6. | | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 4. Grading Drawing | 4.1. | Show driveway access width (at the property line). | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. |
| 4.2. | | Entrance driveways shall be constructed with heavy duty asphalt paving from back edge of the municipal curb or edge of pavement to the property line (area to be highlighted on the drawing) in accordance with the following specifications: a. 50mm compacted depth of HL3 asphalt - top course b. 75mm compacted depth of HL8 asphalt - binder course c. 150mm compacted depth of 20mm diameter crusher run limestone - granular | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |

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| | | base d. 300mm compacted depth of 50mm diameter crusher run limestone - granular base | | | |
| | 4.3. | Existing municipal sidewalk through the driveway shall be removed and replaced with 200mm thick sidewalk as per STD DWG R-128 | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 4.4. | Cross sections of the swale at the north property limit should be provided at detailed design. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 4.5. | The owner shall provide detailed reports at the detailed design stage and site plan stage. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 5. Hydrogeological Report | 5.1. | No Hydrogeological report was submitted with the CIHA application. A report outlining the required construction and permanent dewatering is required at detailed design. The following comments in this section are advisory. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 5.2. | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 5.3. | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 5.4. | Any exceedances noted for Total Suspended Solids, Total Kjeldahl Nitrogen and Chloroform when compared to the City of Vaughan Storm Sewer discharge permissible limits, groundwater treatment will be required should discharge from short-term and long-term dewatering operations be directed to City Storm Systems. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 5.5. | 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 | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 6. Geotechnical Report | 6.1. | The owner shall provide detailed reports at the detailed design stage and site plan stage. | noted | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 7. Noise Report | 7.1. | For the other outdoor amenity areas, with the most exposure to Highway 400, represented | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |

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| | | by prediction locations R1, R3 and R4, barriers between 3 and 4 m in height would be required to reduce sound levels to within 60 dBA, which may not be feasible. Additional consideration could be given in detail design to reduce noise within the amenity area and not just within seating areas. | | | |
| | 7.2. | 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. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 8. Environmental Engineering | 8.1. | Based on a review of the surrounding land uses, the City will require the applicant to submit an Air quality and Odour Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways. | As per the "Submission Requirements for CIHA" Checklist, an Air Quality Assessment Report is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including the Air Quality Assessment Report) must be prepared to the satisfaction of the City prior to the lands being developed. | It is recommended that this be submitted and resolved at this stage to ensure there are no major impacts and that the proposed land use is compatible with existing land uses. | |
| | 8.2. | The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template (attached). | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 8.3. | Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use. This RSC can be a requirement of the future site plan application review process. | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| | 8.4. | Items 1 and 2 should be completed at this time prior to the development applications proceeding to the COW | To be addressed at the subsequent Site Plan stage | No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable. | |
| 9. IPCAM | 9.1. | 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 | Noted, this holding provision has been included in the revised CIHA. | noted | |

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| | <p>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.</p> <p>Therefore, a Holding Symbol (“H”) shall be placed on the Lands as follows:</p> <p>THAT the Holding Symbol (“H”) shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following condition(s) are satisfied:</p> <p>Vaughan Council adopts 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.</p> | | | |
| 9.2. | <p>City of Vaughan – Integrated Urban Water Master Plan (IUW-MP) Class Environmental Assessment Study</p> <p>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 Weston and 7 Secondary Plan Area through this on-going Master Plan update. Although the above noted site is not located within the Weston and 7 Secondary Plan Area, its expected wastewater peak flows directly affect downstream servicing capacity within the Weston and 7 Secondary Plan Area and beyond. The expected completion date for the IUW-MP Class EA is Q4-2023, and specific infrastructure upgrades for the Weston and 7 Secondary Plan Area 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.</p> <p>Therefore, the following preliminary condition applies:</p> | <p>Condition of Approval - Noted.</p> | <p>noted</p> | |

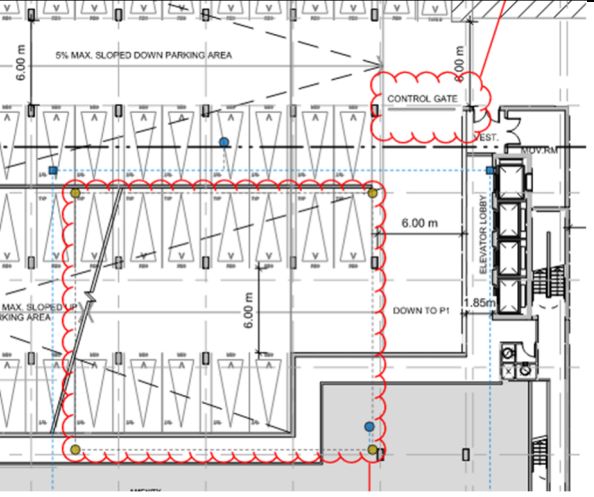
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| | | <i>The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Weston and 7 Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</i> | | | |
| 10. Transportation Engineering | 10.1. | <u>Conditions</u> The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City. | Condition of Approval - Noted. | | |
| | 10.2. | The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and 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. | Condition of Approval - Noted. | | |
| | 10.3. | | | New Condition: The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade | |
| | 10.4. | | | New Condition: The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m ² or repurpose the proposed 300m ² Retail use to Ancillary Retail use by rearranging the proposed 300m ² of retail into separate units with a maximum 185m ² GFA for any Ancillary Retail. | |
| | 10.5. | <u>General Comments</u> Please provide a visual sightline analysis to ensure there is sufficient sightline for the east access (Access #2). The TIS states there is 70m available | To be addressed at the subsequent Site Plan stage | As the location of the driveway accesses are critical to the building footprint, it is strongly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases. | |

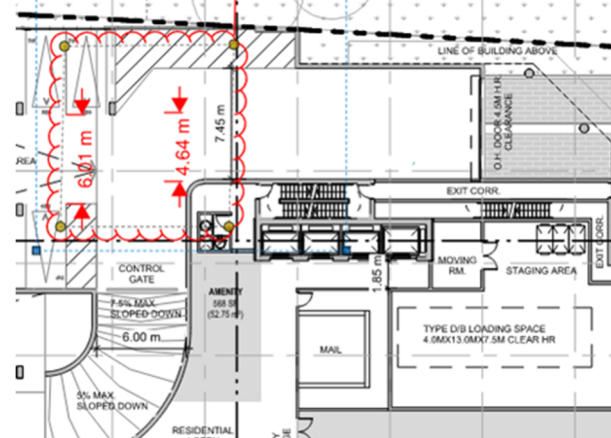
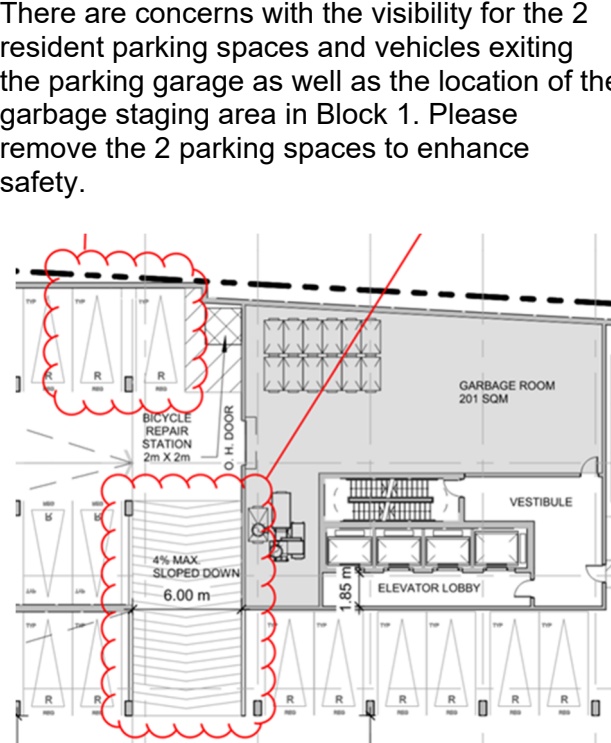
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| | <p>however, upon staff review, there is only 60m of sightline due to the trees at the 90-degree bend, and as the TMC shows approximately 20% of p.m. peak traffic eastbound are trucks, it is anticipated the stopping sightline requirement will be greater than the 65m stated in the analysis. Additionally, it is forecasted that during the p.m. peak hour, 272 vehicles will make the EBL at the east access and a 25m left-turn lane had been recommended. With the high volumes and lack of sufficient sightline provided for the east access, Staff recommend the Applicant to consider revisions to Access #2.</p> | | | |
| 10.6. | <p>Please provide a functional design of Chrislea Road, including all existing and proposed Pavement Marking and Signage plans. This should include any proposed improvements to implement the recommended signalization at Jevlan Drive/Chrislea Road and Silmar Drive for the full buildout of the development and proposed auxiliary left-turn lane. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>The distance between the intersections of Langstaff Road and Silmar Drive and Jevlan Drive/Chrislea Road and Silmar Drive is approximately 100m. Per York Region Access Guidelines, signalized intersection spacing minimum requirements for 60km/h design speed is 215m. City Staff do not recommend unwarranted signalization of this intersection and any proposed intersection upgrades will require circulation to and approval from the Region.</p> | |
| 10.7. | <p>The lay-by parking spaces along both access driveways should be provided a minimum 9m clear throat length due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. Please revise the clear throat length for both access driveways.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Provide a minimum 9m clear throat length at the driveway accesses due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. This removes some parking spaces proposed please confirm if these parking spaces are for the visitor parking supply.</p> | |
| 10.8. | <p>Per the City's Comprehensive Zoning By-law, long-term bicycle parking spaces shall not be located below P2 and above Level 2 of the building. Currently, some long-term bicycle parking spaces are located within Levels P3. Please revise.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>The location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts or changes to the parking layout and supply to the proposed development in subsequent phases.</p> | |
| 10.9. | <p>Please clarify the layout of the parking garage floors in Block 2, the footprint of each level does not match. The parking spaces on the ground floor and mezzanine do not appear to match.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As the layout and organization of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |
| 10.10. | <p>Please provide clarification on Block 2 ground floor parking. It appears there are visitor parking spaces located past the control arm and along the ramp to P1.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |

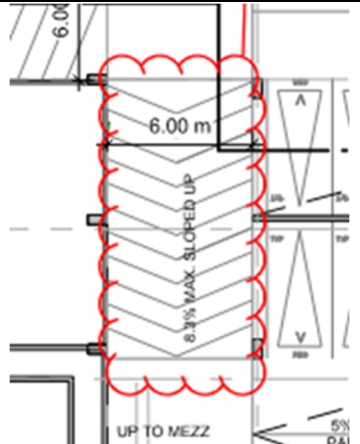
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| <p>10.11.</p> | <p><u>Site Plan</u></p> <p>Provide CZBL 001-2021 parking requirements for the proposed retail development within the Site Plan Statistics. Only the proposed HMU resident and resident visitor rates are shown. The development is currently located in an Other Zone and therefore such requirements must be shown.</p> | <p>A parking rate of 0 parking spaces for retail uses is proposed within the revised CIHA.</p> | <p>As the site proposes one Retail use of 302m², Staff recommend repurposing the Retail use to Ancillary Retail by rearranging the proposed 300m² of retail into 2 separate units of 150m² each. Ancillary Retail use does not require any visitor parking spaces under the CZBL 001-2021. Else, the minimum parking requirement for Retail uses of 3 spaces/100m² shall be provided.</p> | |
| <p>10.12.</p> | <p>Per CZBL 001-2021, parallel parking spaces on the ends must be 2.5m width x 7.3m length.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Dimensions of these parallel parking spaces may result in changes to the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |
| <p>10.13.</p> | <p>Scale is missing on the site plan.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Please provide a scale on the plans for Staff review of the curb radii and driveway width.</p> | |
| <p>10.14.</p> | <p>Curb radii and driveway width are missing on the site plan.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Curb radii measures at 6.0m and driveway width measures at 6.5m. Please revise to meet City Standards: the driveway curb radii to 7.6m and driveway width to 9m or provide maneuvering diagrams to confirm feasibility for garbage trucks and loading.</p> | |
| <p>10.15.</p> | <p>Please show all ramp transition lengths and slopes on the site plan.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |
| <p>10.16.</p> | <p>Please show maneuvering diagram for vehicles emerging from the ramp from P1 and turning right out to the exit of the parking garage and there is sufficient space for vehicles entering the parking garage simultaneously.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Staff highly recommend providing the maneuvering diagrams at this stage to ensure there are no impacts or changes required to the number of parking spaces proposed if the layout of the parking garage must be revised due to constrained turning movements.</p> | |

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| <p>10.17.</p> | <p>There are concerns with the visibility for the 2 resident parking spaces and vehicles exiting the parking garage as well as the location of the garbage staging area in Block 1. Please remove the 2 parking spaces to enhance safety.</p> |  | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |
| <p>10.18.</p> | <p>Please revise vehicle ramp slope for Block 2 from ground floor to mezzanine. Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan.</p> | | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan as this may impact the building height or layout.</p> | |

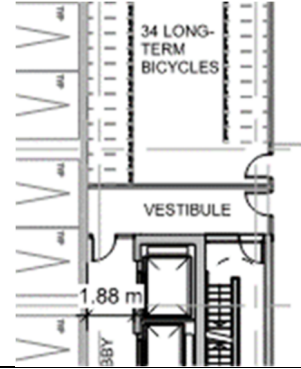
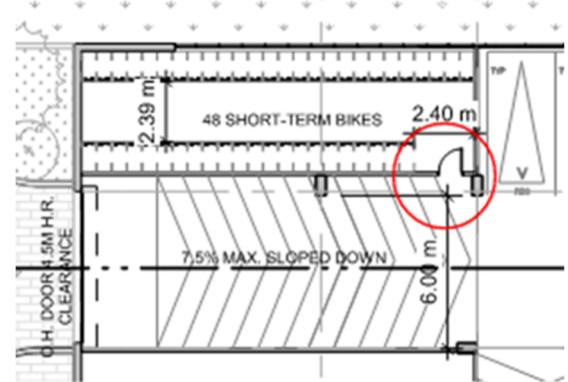
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| 10.19. | <p>Please provide a vehicle maneuvering diagram for the garbage staging and relocation from the garbage rooms in the parking garage to the ground floor.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Please ensure maneuvering diagram are provided at Site Plan stage to confirm feasibility of garbage staging. Please note where snow storage will be located or if it will be removed off site.</p> | |
| 10.20. | <p>Please show snow storage that is 2% of the lot or include a note that snow will be removed off site.</p> | | | |
| 10.21. | <p><u>Transportation Impact Study</u></p> <p>Overall, the parking rate is proposed at the HMU rate 0.8 parking spaces per unit, whereas the current parking requirements if for an Other Zone. Staff will require parking justification study as the site is in an Employment Use area with the TIS stating only 1 of the 2 transit routes operating 7 days a week. Staff cannot support the proposed resident rate without adequate justification. Please provide a parking justification study following the City of Vaughan Parking Study Guideline.</p> | <p>Vehicular Parking Requirements have been included within the revised CIHA included with this resubmission. 0.8 parking spaces per unit and 0.2 visitor parking spaces per unit are proposed. In addition, a parking rate of 0 parking spaces for retail uses is proposed.</p> | <p>As the site proposes one Retail use of 302m², Staff recommend rearranging the proposed 300m² of retail into 2 separate units of 150m² each, to have the proposed retail use be categorized under Ancillary Retail use, which does not require any visitor parking spaces under the CZBL 001-2021.</p> | |
| 10.22. | <p>TIS Table 17 shows traffic signal was not warranted for the intersection of Jevlan Drive/Chrislea Road and Silmar Drive (within 11% of being warranted). The analysis recommends implementation at the intersection as part of full buildout of the proposed development. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As the traffic signal at the intersection of Jevlan Drive/Chrislea Road is only approximately 100m from the intersection of Langstaff Road and Silmar Drive, and is not warranted, Staff do not recommend the implementation of unwarranted signalizations and any proposed intersection upgrades will require circulation to and approval from the Region. Please evaluate feasibility of other improvements such as implementation of a WBR turn lane at the intersection instead to reduce the forecasted delay.</p> | |
| 10.23. | <p>There are a few roadways missing in Section 2 Road Network Table 3, 5. Please include information about Greenpark Boulevard/Crestmount Boulevard, Westcreek Drive/Creditview Road, and Portage Parkway.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Please address at Site Plan Stage.</p> | |

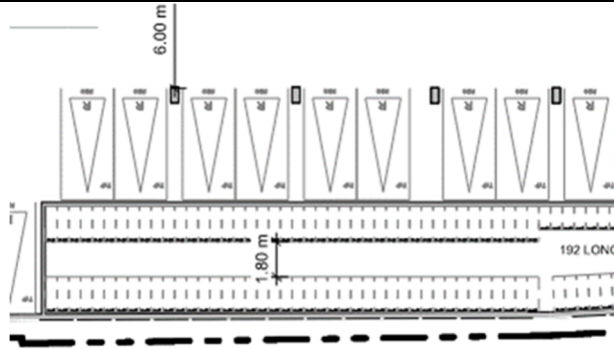
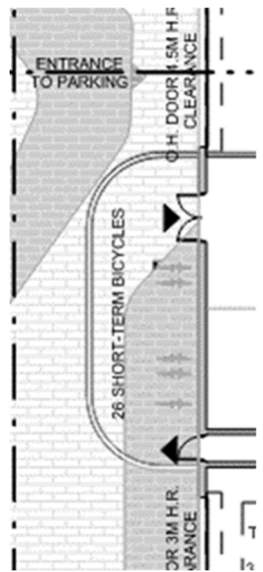
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| 10.24. | Please ensure all provided summary tables for traffic operations are showing accurate information. For 2031 Future Total Conditions, the intersection of Silmar Drive and Jevlan Drive/Chrislea Road under stop control, the A.m. peak critical V/C ratio should be the WB movement with ratio of 0.66. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. |
| 10.25. | Please confirm the TSP for the intersection of Chrislea Road and Portage Parkway. The TSP shown in the Appendix appears to be for the intersection of Chrislea and Applewood. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. |
| 10.26. | Please ensure Figures 11.1 to 11.3 in the Appendix are appropriately named – they are all titled 'Site Traffic Volumes'. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. |
| 10.27. | Please show locations of control gate arms in the maneuvering diagrams to ensure sufficient turnaround area is provided. Please remove the 2 resident parking spaces that are located adjacent to the control arm on Floor 2 of Block 1 as there will be maneuverability issues. | To be addressed at the subsequent Site Plan stage | As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases. |
| 10.28. | <u>Active Transportation Comments</u> In-boulevard pedestrian and cycling facilities will be required along Silmar Drive and Chrislea Drive per the recommendations of the Pedestrian & Bicycle Master Plan (2020). Please coordinate with the City of Vaughan Infrastructure Planning & Corporate Asset Management Department for design details and provide update to Transportation Engineering staff. | To be addressed at the subsequent Site Plan stage | As the requirement for in-boulevard pedestrian and cycling facilities may impact the proposed driveway accesses, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases. |
| 10.29. | Provide detailed design of internal private roads that include but not limited to active transportation facilities, pavement markings, crossing treatments, signage, etc. | To be addressed at the subsequent Site Plan stage | It is recommended that detailed design of the internal private roads are provided at this stage to resolve any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation. |
| 10.30. | 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). | As per the "Submission Requirements for CIHA" Checklist, a Pavement Marking & Signage Plan is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including a Pavement Marking & Signage Plan) must be prepared to the satisfaction of the City prior to the lands being developed | It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation. |
| 10.31. | Provide a Pedestrian and Bicycle Circulation Plan. | Refer to the response for Comment #10.28. The proposed Holding Provision includes the | It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any |

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| | | | Pedestrian and Bicycle Circulation Plan . | safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation. | |
| 10.32. | Provide pick-up and Drop-off area inside the property limit near principal pedestrian entrances. | | To be addressed at the subsequent Site Plan stage | Please clarify the location for the pick-up and drop off area as these may impact the proposed visitor parking supply. | |
| 10.33. | Access doors to all bike rooms should be situated in a safe place with convenient accesses to elevators. Please provide dedicated bicycle elevator(s) with standard dimensions for cyclists. | | To be addressed at the subsequent Site Plan stage | Included as Condition - As the location for bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases. | |
| 10.34. | Relocate access door to the Vestibule below.  | | To be addressed at the subsequent Site Plan stage | | |
| 10.35. | Access door cannot be located on a vehicle ramp because of safety reasons. Please revise.  | | To be addressed at the subsequent Site Plan stage | | |
| 10.36. | All bike rooms should have direct access to an elevator allocated to cyclists. There is an instance that bike room is further away from the elevators. Please explore alternative options. | | | Included as Condition - As the location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is highly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases. | |

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| <p>10.37.</p> | <p>There are safety concerns with the location of short-term bike racks in between loading zone and vehicle parking entrance. Please explore alternative options.</p>  | | <p>As the relocation for these short-term bicycle parking may impact the proposed bicycle parking supply, which is a Zoning matter, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p> | |
| <p>10.38.</p> | <p>Provide dimensions and detail for bicycle parking spaces. Clarify if the long-term spaces will be horizontal, vertical or stacked spaces.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>As dimensions of the bicycle parking spaces are a Zoning matter, please provide details regarding the bicycle parking spaces.</p> | |
| <p>10.39.</p> | <p>Provide the locations of bike repair stations on the site plan drawings.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Please address at Site Plan Stage.</p> | |
| <p>10.40.</p> | <p><u>TDM Comments</u> 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>10.41.</p> | <p>Please provide the costs associated with bicycle parking spaces and bike repair stations.</p> | <p>To be addressed at the subsequent Site Plan stage</p> | <p>Please address at Site Plan Stage.</p> | |

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| | 10.42. | It is required to unbundle unit sales from parking sales. A letter of commitment should be provided by the applicant/owner that the sales will be unbundled. Please add this measure to the TDM Checklist | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. | |
| | 10.43. | Applicant to coordinate with York Region if above and beyond of what is provided through Region is required for the subject development. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. | |
| | 10.44. | The location of car-share spaces should also be provided on the site plan. More information regarding the agreement with a provider will be required. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. | |
| | 10.45. | 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. | To be addressed at the subsequent Site Plan stage | Please address at Site Plan Stage. | |

Date: October 31, 2023

To: David Harding, Senior Planner, Development Planning

From: Michael Tranquada, Senior Urban Designer, Development Planning

Chrisa Assimopoulos, Urban Designer, Development Planning

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

Re: **Development Application Urban Design Comments**

File No: CIHA.23.002

Agent: Steven McIntyre, c/o Malone Given Parsons

Owner: Battcorp Holdings (Vaughan) Ltd. And Battcorp Holdings II (Vaughan) Ltd.

Location: 661 & 681 Chrislea Road

Urban Design Staff have reviewed the 2nd circulation of the proposed development concept for the above-mentioned site, circulated on October 25, 2023, and provide the following comments:

Please refer to the original comments that were provided by Urban Design on September 7th. The comments have not been addressed and should be resolved at the OP and zoning stage of the application, and should be addressed in advance of the site plan stage to be consistent with our typical review process. The comments have been provided again below for reference.

General Note and Requirements:

1. Provide Urban Design and Sustainability Guidelines.
2. Sustainability Performance and Summary Letter is to be provided.
3. Provide a pedestrian and bicycle circulation plan.

To clarify our request for the information regarding the above noted materials (Items 1-3), it is mentioned in the Planning Opinion Report that the intent is to create and “contribute to a lively and complete community” and to be “supportive of the intended transit expansion planned for the surrounding area”. To confirm and review how this intent can be quantified and evaluated, staff require the necessary drawings/maps capturing active transportation measures, the strategies to be implemented and the reports identifying specific sustainability measures that will be put in place for this community to be a complete community.

4. Please ensure the noted scales on the title sheets of the drawings are provided.
5. Make sure the required MTO setbacks are all depicted on the corresponding plans and are compliant.
6. Make sure the boundaries of the TRCA-regulated area and the required setbacks are depicted on all corresponding plans.
7. The pedestrian wind study (Desktop Analysis) as per the City’s [Terms of Reference for Wind Study](#) is to be provided at the site plan stage as per the agreement with City management.

8. The Arborist Report and Tree Inventory and Preservation Plan for all trees within the subject property or within 6m of the property boundary, is to be provided at the site plan stage as per the agreement with City management.
9. It has been agreed by City management that this application will only need to go to the Design Review Panel at the site plan stage.

Massing and Site Layout

10. The proposed 35 and 30-storey residential towers are incompatible with the existing low-rise prestige employment lands and do not provide sufficient transition to the surrounding context. As per the Official Plan S.9.1.2.1(b) and based on the intended justification for the new development, it should be located and organized to frame and support the public realm and fit harmoniously into the surrounding environment and provide appropriate transitions. The proposed high-rise residential towers should be located only along the Langstaff corridor, and then provide an appropriate mid-rise built form transition to the low-rise commercial/industrial lands to the west on Silmar Drive and south on Chrislea Road. Further consideration should also be given to stepping the buildings down to provide a more appropriate transition along the site edges.
11. The building interface along Langstaff Road is restricted by the MTO 14 m setback providing a weak connection to the main arterial road, and the location of the second block is isolated by Highway 400 and the onramp along the east edge of the site. If intensification for this area is to be supported, it would be more appropriate to locate this type of development closer to the intersection of Langstaff and Weston Road, where it would have a stronger community connection to the existing residential neighborhood, local services, and would fit better in the public realm.
12. Urban Design staff require that the drawing scale be provided on all drawings. It appears the tower floorplate is approximately 800 square metres, however, the scale of the drawings has not been provided to help verify this information. Staff request the floorplate area be provided on the drawings to confirm the towers are compliant with the Official Plan regarding tower floorplate size and do not exceed 850 sq.m. (for any portion of the massing above 12 storeys).
13. The overall design of the block should be designed to maximize and consolidate the proposed POPS/amenity space. Urban Design staff suggest flipping the orientation of Block 2 and consolidating the building amenity in the centre of the combined blocks. This will allow the applicant to maximize this area to better utilize the space for appropriate programming and improving the overall quality of amenity space for residents. The towers will need to be reorganized to maintain the 25m separation distance, and in combination with comment #11, the midrise buildings can be used along the south and west edge of the site, where they have the strongest proximity to the existing low-rise development.
14. There is a lack of services and infrastructure available for residents given the location of the proposed development. The nearest park and school are a 20-minute walk and do not conform with the intent of the City's policies, guidelines, and the Official Plan's direction to build Complete Communities. Therefore, it is highly recommended that the size of the interior court amenity

space should be a minimum size of 0.2 hectares to meet the City's minimum requirements for POPS and to maximize the amount of outdoor amenity space for residents.

15. The proposed parking for this development should be placed underground to be compliant with the Official Plan, S.9.1.2.9.d If any parking is provided above grade as structured parking, it should be wrapped with active uses (See OP S.9.1.2.9.g).
16. The proposed at grade setbacks ranging from 0m to 2m are not appropriate and need to be increased to provide a minimum 3m setback along Chrislea Road, Silmar Drive, and appropriate setback along the MTO boundary. Additional consideration should be given to the proposed at grade uses and their relationship along the street edge. Providing a stronger pedestrian connection to Langstaff given the MTO boundary should be given greater attention.
17. Urban Design defers to the Park's Planning Department to determine if the proposed POPS will be acceptable. As noted in comment #14, POPS is required to be a minimum size of 0.2 hectares. As requested, consolidating the proposed at grade POPS and amenity will help to create a more appropriate size outdoor amenity POPS for a residential development. Staff reserve additional comments on the design once the comments noted in this review have been addressed.
18. Strengthen the connections between the site and Langstaff Road and provide direct access linking the public sidewalks and any paths to the POPS, residential lobbies, and amenity areas. Ensure all sidewalks have a prominent presence along public streets. Approval for sidewalks through the MTO lands will need to be coordinated with the MTO.
19. The proposed loading for the retail/commercial space near the corner of Chrislea Drive and Silmar Drive should be positioned further away from the corner and public realm. In consideration of the proposed block reconfiguration, the driveway location should be positioned to allow service access and to provide less interference with the amenity and building lobbies, while maximizing the POPS area. It may be more appropriate to locate the retail along Silmar Drive with the loading pushed further back into the building, or to find a way to consolidate it with the other building garbage and loading areas.
20. In response to the overall context, street hierarchy, and to provide better microclimate conditions, it is recommended that the redistribution of the blocks be collectively organized to create a large centralized POPS area that will be framed by the buildings podiums and used to help shield the site from the most impactful noise levels and winds. Consideration will need to be given to the proposed rooftop amenity spaces that lack protection from the predominate northwesterly winds and sound transfer from the Langstaff Road and Highway 400. With modifications to the block layouts and tower locations, it would be more beneficial to position the amenity spaces closer to southern edge to maximize light and use the towers to help shield additional wind and noise at this level. Staff reserve further commenting on the revised site layout once changes have been made to the site design.

Landscape

1. Based on the proposed rooftop uses, it would be beneficial to provide access for the residents to both amenity spaces given the differing and specific program. For example, residents will most likely want access to the outdoor pool, dog park, etc.

2. Referring to the comments regarding the setbacks, staff recommend designing the development's public interface to be more urban in character. Consider how the uses will inform the public realm and POPS, and how these spaces might be better activated by the specific program proposed.
3. Ensure that 1.2 m soil depth is provided for tree planting over a slab; please make sure that it is clearly shown on the building and landscape sections.
4. Please coordinate with the Engineering Department to ensure the City's standard sidewalk widths and other facilities, such as bike lanes, are reflected on the plans.
5. Note that planting outside the private boundary should be directly coordinated with the Forestry Department.

Noise Report

6. Please confirm if the noise conditions for the proposed at grade POPS and amenity area have been examined as part of the study. Please include that information in the report.

Michael Tranquada, M.Arch, OAA, MRAIC

Senior Urban Designer, Development Planning Department
T. 905-832-8585 ext.8254
E: michael.tranquada@vaughan.ca

Date: November 7, 2023

To: David Harding, Senior Planner, Development Planning

From: Aimee Pugao, Senior Planner, Parks Infrastructure Planning and Development

CC: Michael Habib, Manager of Parks and Open Space Planning, Parks Infrastructure Planning and Development
Diana Guida and Tania Dowhaniuk, Parks Planner I, Parks Infrastructure Planning and Development

RE: **Files:** CIHA.23.002 Related Files: OP.23.011 & Z.23.020
Related Files: PAC.23.030
Agent: Steven McIntyre c/o Malone Given Parsons
Owner: Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd.
Location: 661 & 681 Chrislea Road
(Planning Block 30)

Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated October 25, 2023, for the 2nd circulation of a Community Infrastructure and Housing Accelerator CIHA.23.002 for 661 & 681 Chrislea Road, in Planning Block 30. PIPD staff had an opportunity to review the submitted documentation and offer the following comments:

PIPD comment:

- 1. Proposed POPS:** PIPD staff acknowledge a 0.13 ha POPS is proposed on the subject lands. In order to receive parkland dedication credit, POPS must meet the provisions in the Parkland Dedication by-law 168-2022 which includes but not limited to adherence to the Vaughan Official Plan Section 7.3.2.6, the minimum size of 0.2 ha and the Citywide Urban Design Guidelines (Performance Standard No. 6.2.8).

The proposed POPS in its current state, does not satisfy the above. Therefore, at this time PIPD staff recommend it should not be creditable as parkland conveyance. PIPD staff are open to further conversations should revisions be made to the proposed POPS, including but not limited to: increasing size, public road frontage, providing connectivity, and improving opportunity for public programming. If revisions are not met to the satisfaction of the City, PIPD recommend the proposed POPS be revised as amenity space. Urban Design staff shall review and provide comments as required.

PIPD Condition of Site Plan:

- 2.** 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 will 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.

PIPD staff note the following materials are required* as a condition for the future Site Plan process:

- Detailed Facility Fit Study;
- Pedestrian Level Wind Study (SP); and
- Arborist Report with Tree Inventory and Preservation Plan.

*Materials required if the applicant is seeking creditable POPS is proposed within the subject development.

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

Thank you,



Aimee Pugao

Senior Planner, Parks and Open Space Planning
Parks Infrastructure Planning and Development
905-303-2069, ext. 8936 | aimee.pugao@vaughan.ca

O:\Parks Development\PD Parks Planning\Block 30\CIHA.23.002 (OP.23.011 & Z.23.020) - 661 & 681 Chrislea Road\2nd Circulation

DATE: November 7, 2023
TO: David Harding, Development Planning Department
DA FILE No.: **CIHA. 23.002 - 2nd Circulation**
Related Files: Z.23.020 and PAC.23.030
APPLICANT: Battcorp Holdings (Vaughan) and Battcorp Holdings II (Vaughan) Ltd.
PROPERTY 661 and 681 Chrislea Road – Blocks 1 & 2
LOCATION:

Documents Reviewed:

| DWG# | Drawing Title/Document | Rev# | Date |
|------|--|------|-------------------|
| A000 | Cover Page | 1 | 2023-07-31 |
| A001 | Context Plan & Statistics | 1 | 2023-07-31 |
| A100 | Site Plan | 1 | 2023-07-31 |
| A101 | P2 & P3 Floor Plans | 1 | 2023-07-31 |
| A102 | P1 Floor Plan | 1 | 2023-07-31 |
| A103 | Ground Floor Plan | 1 | 2023-07-31 |
| A104 | Mezzanine | 1 | 2023-07-31 |
| A105 | 2 nd Floor Plan | 1 | 2023-07-31 |
| A106 | 3 rd Floor Plan | 1 | 2023-07-31 |
| A107 | 4 th Floor Plan | 1 | 2023-07-31 |
| A108 | 5 th Floor Plan | 1 | 2023-07-31 |
| A109 | Typical Tower Floor Plan | 1 | 2023-07-31 |
| A201 | North Elevation | 1 | 2023-07-31 |
| A202 | South Elevation | 1 | 2023-07-31 |
| A203 | East Elevation | 1 | 2023-07-31 |
| A204 | West Elevation | 1 | 2023-07-31 |
| A301 | Building Cross-Sections | 1 | 2023-07-31 |
| A301 | Building Cross-Sections | 1 | 2023-07-31 |
| A301 | Building Cross-Sections | 1 | 2023-07-31 |
| A401 | Aerial View | 1 | 2023-07-31 |
| A402 | Perspectives | 1 | 2023-07-31 |
| | Draft CIHA Zoning Order | | November XX, 2023 |
| | Parcel Abstract - Lot 34, Plan 65M2588 | | |

Comments associated with Zoning By-law 001-2021, as amended:

Zoning Designation:

The subject lands are currently zoned Service Commercial Zone, subject to site-specific Exception 14.752 under By-law 001-2021 as amended. Zoning review of the lands has been conducted based on the Draft CIHA Zoning Order provided and the requirements of the HMU, High-Rise Mixed-Use Zone.

Four residential towers split between two 4 storey podiums, consisting of two 35 storey towers and two 32 storey towers (Blocks 1 and 2), split between two 4 storey podiums, consisting of a total of 1488 residential units, a 1300 m2 privately owned public space, 301.82 m2 of at-grade future commercial uses in the building in Block 1, and two outdoor amenity areas are proposed.

Comments:

Please note the following comments are based the information provided within the documents listed above.

1. A holding provision applies with respect to the development of Block 1 and Block 2. [Draft CIHA Zoning Order]
2. Proposed front yard of 1.5 m to the podium for Block 2 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
3. Proposed front yard of 7.0 m for Block 1 does not appear to be measured to the wall at the ground floor. A minimum front yard of 5 m is required. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
4. Proposed front yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
5. Proposed rear yard of 0.0 m does not meet the minimum requirement of 7.5 m. [Table 8-3] A minimum rear yard of 0.0 m is proposed in the CIHA draft bylaw.
6. Proposed exterior side yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
7. Proposed exterior side yard to the podium for Block 1 at the sight triangle abutting Silmar Drive and Langstaff Road has not been dimensioned. A minimum exterior yard of 5 m is required. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.

8. Proposed exterior side yard of 2.0 m to the podium for Block 1 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
9. Proposed height of 111.60 m exceeds the maximum permitted height of 88 m. [Table 8-3]. A maximum height of 120 m is proposed in CIHA draft bylaw.
10. Proposed minimum ground floor height of 3.0 m does not meet the minimum requirement of 4.5 m. [Table 8-3] A minimum ground floor height of 120 m is proposed in the CIHA draft bylaw.
11. Proposed tower step-back of 0 m does not meet the minimum requirement of 3 m. [Table 8-3] A tower step-back 0 m is proposed in the CIHA draft bylaw.
12. Proposed tower separation of 25 m does not meet the minimum requirement of 30 m. [Table 8-3] A minimum tower separation of 25 m is proposed in the CIHA draft bylaw.
13. Not all tower setbacks from the rear and interior side lot lines for each Block are dimensioned on the Site Plan. A minimum tower setback from any rear lot line and interior side lot line of 12.5 m is required. It appears that the CIHA draft bylaw requires a provision to address any deficiencies.
14. Proposed landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road do not meet the minimum required width of 5 m abutting a street line. [Table 8-3] Landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road are proposed in the CIHA draft bylaw.
15. Bicycle racks are shown on the Site Plan and Landscape Site Plan Layout drawings in the minimum required 2.0 m landscape strip abutting Silmar Drive for Block 1 and are not permitted in the required landscape strip. [Section 3.0, Definition of Landscape] A minimum landscape strip of 2 m abutting Silmar Drive is proposed in the CIHA draft bylaw. An exception has also been included in the draft bylaw to allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.
16. Proposed location of long-term bicycle parking spaces as shown in the P3 Floor Plan for Block 1 and Block 2, and noted in Site Statistics that are required for a dwelling unit do not meet the requirement. A long-term bicycle parking space is required to be located within the ground floor area, on the storey above the ground floor area or on the first or second storey located below grade. [Section 6.5.4.2] In the Comments Response Matrix, the Applicant advises that drawings will be revised at the subsequent Site Plan stage to reflect required bicycle parking requirements.
17. Setback dimensions for short term bicycle parking spaces located in the yard between the building and Silmar Drive for Block 1 are not dimensioned on the Site Plan. Where a short-term space is located in a yard, it shall be permitted to be located in a required yard (however, not in a required landscape strip) and shall have a minimum setback of 0.6 m from the nearest lot line. [6.5.5.2a] An exception has been included in the draft bylaw to

allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.

18. Additional comments may be forthcoming with respect to Short Term Bicycle Parking Spaces. I am not able to locate and count all of the short-term bicycle parking spaces and therefore cannot complete a thorough review of the requirements. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
19. Proposed aisle and driveway widths that provide access to the loading spaces that are located within both Blocks/buildings are not dimensioned on the Site Plan or the Ground Floor Plan. The minimum width of an aisle or driveway providing access to a loading space within a building and having two directions of traffic shall be 6 m. [6.11.3 1a] A width of 5.9 m was shown on the Ground Floor Landscape Layout Plan leading to Block 1 for 1st Circulation review, which does not meet the requirement. Dimensions for aisle and driveway widths providing access to internal loading spaces on a revised Site Plan for Block 1 and Block 2 are required. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
20. Proposed setback of the below grade parking structure abutting a streetline for Block 1 and Block 2 (Chrislea Rd and Silmar Drive) does not appear to be dimensioned on the Site Plan or parking level plans. A below grade parking structure shall be setback a minimum of 1.8 m from a street line. [5.15.2 a] The Applicant proposes an exception for below grade parking structures to be setback a minimum of 0.0 m from a street line in the CIHA draft bylaw. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
21. Proposed amenity area of 2 m² per dwelling unit and outdoor amenity area of 2 m² per dwelling unit for an apartment dwelling unit do not meet the minimum requirements as described in Subsection 4.3 Amenity Area Requirements. The Applicant proposes a minimum amenity area of 2 m² per dwelling unit and a minimum outdoor amenity area of 2 m² per dwelling unit in the CIHA draft bylaw.
22. A minimum of 1506 m² indoor amenity area is required for Block 1. A minimum of 1470 m² indoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
23. A minimum of 1506 m² outdoor amenity area is required for Block 1. A minimum of 1470 m² outdoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
24. Proposed total of 582 residential parking spaces for Block 1 does not meet the minimum requirement. A minimum of 603 residential parking spaces are required. [Table 6-2] A vehicular parking standard of 0.8 spaces per residential unit is proposed in the CIHA draft bylaw.

25. A total of zero (0) retail parking spaces are provided for **Block 1**, which proposes 301.82 m² of retail gross floor area. A minimum of 11 retail parking spaces are required. [Table 6-2] The CIHA draft bylaw proposes that no parking spaces be required for retail uses.
26. Proposed total of 14 Barrier Free parking spaces for **Block 1** does not meet the minimum requirement of 18 barrier free parking spaces (7 shall be Type A, 7 shall be Type B), based on total number of required parking. [Table 6-4, 2a]. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
27. Proposed mix of 10 Type A and 4 Type B Barrier Free parking spaces for **Block 1** does not meet the requirement noted above. [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
28. Proposed mix of 4 Type A and 14 Type B Barrier Free parking spaces for **Block 2** does not meet the requirement. 8 barrier free spaces shall be Type A, 8 barrier free spaces shall Type B, and the last one may be a Type B (total 17 required). [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
29. Driveway widths leading to parking entrances are not dimensioned on the Site Plan. In all zones other than a Residential Zone, a driveway access that is mutually shared between two abutting lots shall have a minimum combined driveway width of 7.5 m. [6.6.3.3] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
30. The proposed location of the buildings in **Block 1** and **Block 2** are not within required build-to-zone. The build-to zone shall apply to a minimum of 50% of the street frontage for **Block 1** and the build-to zone shall apply to a minimum of 60% of the street frontage for **Block 2**.

Specifically:

Block 1 build-to-zone abutting Silmar Drive minimum 5 m and maximum 10 m for 50% of the building abutting the street line at the ground floor is not met. (2m setback proposed).

Block 1 abutting Chrislea a setback dimension from the front lot line to the ground floor is required.

Block 2 build-to-zone abutting Chrislea Rd minimum 5 m and maximum 10 m for 60% of the building abutting the street line at the ground floor is not met. (1.5 m setback proposed).

In the CIHA draft bylaw, the Applicant proposes that the minimum build-to zone requirement shall not apply to the proposed development.

31. Applicant to please provide all statistics for each Block individually for future circulations, as the buildings are proposed to be constructed on two separate parcels of land.
32. A portion of the subject lands appear to be located within the regulatory limits of the Toronto Region and Conservation Authority.

Please ensure that all Zoning issues are adequately addressed prior to re-submission of Site Plan drawings, and that all subsequent submissions are accompanied by a covering letter indicating the proposed changes. Additional comments may be forthcoming. If you have any questions or concerns, I may be contacted at the extension below.

Please note the drawings submitted for Building Permit shall match identically with the final approved Development Approval drawings including page numbers, revision numbers and revision dates. Any discrepancies may require further approval through the Development Planning Department.

Regards,

Catherine Saluri
Plans Examiner I (Zoning)
Building Standards Department
Ext. 8310

From: [Abanoub Abadeer](#)
To: [David Harding](#)
Cc: [Abanoub Abadeer](#)
Subject: Development Planning Application # 23 130463 000 00 DOPA - Fire Review comments
Date: Thursday, October 26, 2023 2:52:32 PM

Good day,

Please find the comments from Fire Review:

1. Water supply for firefighting, including hydrants, municipal or private shall be identified in the plans and code requirements to be installed and operational prior to construction of building.
2. Hydrants shall be unobstructed and ready for use at all times.
3. Access roadways shall be maintained and suitable for large heavy vehicles.
4. Roads shall be complete to a minimum base coat of asphalt capable of carrying emergency vehicle loading prior to construction of buildings.
5. Temporary Municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
6. Ensure designated firebreaks are identified on permit drawings
7. Based on site drawing the private roadway is a fire route and parking on the street is prohibited.
8. Fire Route to be posted prior to construction and in accordance with OBC 2012. (ensure the signs are approved with the by-law 1-96 is on the sign).
9. Information not provided in review package addressing Fire Route Requirements.
10. width of the roadway
11. Is parking permitted
 - o Is the fire route posted as per by-laws
 - o General concerns of vehicle parking on the roads which would reduce the width below the minimum code requirements for fire route.

Kind regards,

AMANDA



Residential – Hi-Density
(greater than 5 storeys & 10 residential units)

DATE: 8/17/2023
TO: DEVELOPMENT PLANNING
ATTENTION: DAVID HARDING
SUBJECT: REQUEST FOR COMMENTS
FILE #: CIHA.23.002, RELATED FILES: OP.23.011, Z.23.020 AND PAC.23.030, 661 & 681 CHRISLEA ROAD
APPLICANT: BATTICORP HOLDINGS (VAUGHAN) LTD. AND BATTICORP HOLDINGS II (VAUGHAN) LTD.

Comment:
(see below)

No Comment:

“For high-density residential development, the Owner shall, prior to the issuance of a Building Permit, convey land at the rate of 1 ha per 600 net residential units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 1000 net residential units, or at a fixed unit rate, at Vaughan’s discretion, in accordance with the *Planning Act* and the City of Vaughan Parkland Dedication By-law.

Prior to the issuance of a Building Permit, the Owner shall pay to the City of Vaughan by way of certified cheque a community benefits charge equivalent to 4% of the value of the subject lands in accordance with Section 37 of the *Planning Act* and the City’s Community Benefits Charge By-law. The Owner shall submit an appraisal of the subject lands, pursuant to City’s Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment.”

Paul Salerno

Paul Salerno
Director of Real Estate
(Ext.8473)