

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2024

Item 5, Report No. 25, of the Committee of the Whole, which was adopted without amendment, by the Council of the City of Vaughan via recorded vote on June 25, 2024:

5. 2678463 ONTARIO LTD. (CORTEL GROUP) OFFICIAL PLAN AMENDMENT FILE OP.24.002 ZONING BY-LAW AMENDMENT FILE Z.24.006 DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 SITE DEVELOPMENT FILE DA.19.016 VICINITY OF HIGHWAY 7 AND BOWES ROAD

The Committee of the Whole recommends:

- 1. That the recommendations contained in the following report of the Deputy City Manager, Planning and Growth Management, dated June 18, 2024, be approved; and**
- 2. That the comments and communication of the following speaker be received:**
 - 1. Max Haim, Loudon Drive, Thornhill, and Communication C93., dated June 18, 2024.**

Recommendations

1. THAT Official Plan Amendment File OP.24.002 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 2, Section 11.10 Concord GO Centre Secondary Plan, for the subject lands shown on Attachment 1 to increase the maximum permitted building height from 27-storeys to 37-storeys, and the maximum permitted number of residential units for Area 1 from 950 to 1,322 units.
2. THAT Zoning By-law Amendment File Z.24.006 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, for the subject lands shown on Attachment 2, to amend the site-specific exceptions 9(1497) and 14.1114 in By-laws 1-88 and 001-2021, to permit an increase in the maximum permitted building height from 27-storeys to 37-storeys, an increase in the maximum permitted number of residential units from 950 to 1,322 units, and an amendment to the Phase 2 Holding Conditions to permit a temporary public amenity space within the Phase 2 lands, together with the site-specific zoning exceptions identified in Attachments 8 and 9 of this report.
3. THAT modifications to Council approved Draft Plan of Subdivision File 19T-16V009 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachment 7, to permit modifications to Phase 1 and Phase 2 of a mixed-use Draft Plan of Subdivision, subject to the Conditions of Draft Plan of Subdivision Approval in Attachment 10.

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4. THAT modifications to Council approved Site Development Application File DA.19.016 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachments 2 to 5, to reflect a building height of 37-storeys and unit count of 1,322 units, subject to the conditions of approval in Attachment 11.
5. THAT Site Development File DA.19.016 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for an additional 372 residential apartment units (822 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance with 36 months.

Committee of the Whole (2) Report

DATE: Tuesday, June 18, 2024

WARD: 4

**TITLE: 2678463 ONTARIO LTD. (CORTEL GROUP)
OFFICIAL PLAN AMENDMENT FILE OP.24.002
ZONING BY-LAW AMENDMENT FILE Z.24.006
DRAFT PLAN OF SUBDIVISION FILE 19T-16V009
SITE DEVELOPMENT FILE DA.19.016
VICINITY OF HIGHWAY 7 AND BOWES ROAD**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole on applications to redesignate and rezone the subject lands (Attachment 1) to permit an increase in the maximum building height from 27-storeys for three previously approved mixed-use towers to 37-storeys with an increase of 372 residential units (total 1,322 Units), as shown on Attachments 2 to 6.

Report Highlights

- The Owner proposes an amendment to the approved building height from 27-storeys to 37-storeys and an increase to the number of residential units from 950 units to 1,322 units.
- The Owner proposes an amendment to Draft Approved Plan of Subdivision File 19T-16V009.
- The Owner proposes to amend related Site Development File DA.19.016.
- The Development Planning Department supports the proposed development subject to conditions as outlined in this report.

Recommendations

1. THAT Official Plan Amendment File OP.24.002 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 2, Section 11.10 Concord GO Centre Secondary Plan, for the subject lands shown on Attachment 1 to increase the maximum permitted building height from 27-storeys to 37-storeys, and the maximum permitted number of residential units for Area 1 from 950 to 1,322 units.
2. THAT Zoning By-law Amendment File Z.24.006 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, for the subject lands shown on Attachment 2, to amend the site-specific exceptions 9(1497) and 14.1114 in By-laws 1-88 and 001-2021, to permit an increase in the maximum permitted building height from 27-storeys to 37-storeys, an increase in the maximum permitted number of residential units from 950 to 1,322 units, and an amendment to the Phase 2 Holding Conditions to permit a temporary public amenity space within the Phase 2 lands, together with the site-specific zoning exceptions identified in Attachments 8 and 9 of this report.
3. THAT modifications to Council approved Draft Plan of Subdivision File 19T-16V009 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachment 7, to permit modifications to Phase 1 and Phase 2 of a mixed-use Draft Plan of Subdivision, subject to the Conditions of Draft Plan of Subdivision Approval in Attachment 10.
4. THAT modifications to Council approved Site Development Application File DA.19.016 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachments 2 to 5, to reflect a building height of 37-storeys and unit count of 1,322 units, subject to the conditions of approval in Attachment 11.
5. THAT Site Development File DA.19.016 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for an additional 372 residential apartment units (822 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance with 36 months.

Background

Location: 1890 Highway 7, Block 2 within Phase 1 on Draft Plan of Subdivision File 19T-16V009 and a revision of Draft Plan Phase boundary (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Draft Plan of Subdivision File 19T-16V009, Zoning By-law Amendment File Z.16.049, and Site Development File DA.19.016 were approved.

On January 18, 2019, the Ontario Land Tribunal ('OLT') (formerly the Local Planning Appeal Tribunal) approved Case No. PL171117, Draft Plan of Subdivision File 19T-16V009 and Z.16.049 to permit the approval of a mixed-use development consisting of

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a maximum of 950 residential dwelling units (representing Phase 1, Block 2 of the Draft Plan), including three 22-storey buildings, as well as 1,860 m² of retail space. The approval rezoned the Subject Lands (excluding Block 1 on Attachment 6 from A Agricultural Zone subject to site-specific Exception 9(976), A Agricultural Zone, EM2 General Employment Area Zone, and OS1 Open Space Conservation Zone, to RA3(H1) Apartment Residential Zone with a Holding Symbol “(H1)”, and RA3(H2) Apartment Residential Zone with a Holding Symbol “(H2)”, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS5 Open Space Environmental Protection Zone.

The OLT Decision also approved Draft Plan of Subdivision 19T-16V009 to permit a phased mixed-use draft plan of subdivision, as shown on Attachment 6.

On October 23, 2019, Council approved Site Development File DA.19.016 to permit the development of three 22-storey residential apartment buildings containing a total of 932 units, 362.7 m² of at grade commercial Gross Floor Area ('GFA') and 1,017 parking spaces distributed over four levels of underground parking.

On February 27, 2020, Vaughan Committee of Adjustment approved File A004/20 to permit a building height of 27-storeys (87 m), elevator overruns, mechanical equipment, and stair enclosures to project a maximum of 6.5 m above the applicable height limit, to permit a 0 m landscape strip width along the northerly limit of the OS5 Zone, a minimum building setback of 0 m from the most northerly limit of the OS5 Zone and a cantilevered portion of Building B to extend a maximum of 0.5 m, bicycle racks, exterior stairways, entrances and balconies in the OS5 Zone. A Section 45(9) Agreement is registered on title which provides for Community Benefits in return for the increase in building height.

On September 9, 2021, Vaughan Committee of Adjustment approved File A153/21 to permit a minimum of 0.70 parking spaces per unit for residential parking, a minimum of 2 parking spaces per 100 m² of GFA for retail or other commercial uses not specially noted in Exception 9(1497), and an accessible parking space length of 5.7 m.

Official Plan Amendment and Zoning By-law Amendment Applications have been submitted to permit the proposed development.

The Owner has submitted an Official Plan and Zoning By-law Amendment (the 'Applications') for the Subject Lands to permit an increase in the maximum permitted building height from 27-storeys to 37-storeys, and increase in the maximum permitted number of residential units from 950 to 1,322 units, and an amendment to the Phase 2 Holding Conditions to permit a temporary public amenity space within Block 9 of the Phase 2 lands, (the 'Development') as shown on Attachments 2 to 6.

An amendment to related Draft Plan of Subdivision File 19T-16V009 phasing has been submitted to permit the Development.

An amendment to related Site Development Application DA.19.016, has been submitted to permit the revised development.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol.

- Date of Notice (Circulated 150 m from Subject Lands as shown on Attachment 1): March 22, 2024
- Location of Notice Signs: Highway 7 frontage
- Date of Public Meeting: April 16, 2024, date ratified by Council April 22, 2024
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: June 11, 2024

Public Comments on the Applications were received.

A question was raised regarding amending the previous OLT Decision Case No. PL171117 and Nav Canada. Files OP.24.002 and Z.24.006 are new applications. Nav Canada was circulated and does not have any objection to the Development.

Previous Reports/Authority

Previous reports related to the applications and/or Subject Lands can be found at the following links:

Zoning By-law Amendment and Draft Plan of Subdivision Files 19T-16V009 and Z.16.049:

[May 2, 2017, Committee of the Whole \(Public Meeting\) \(Item 1, Report 18\)](#)

[September 17, 2018, Committee of the Whole \(Item 33, Report 27\)](#)

Site Development File DA.19.016:

[October 7, 2019, Committee of the Whole \(Item 5, Report 29\)](#)

Notice of Decision Minor Variance Application A004/20

[February 27, 2020 Office of the City Clerk - A004/20 - Notice of Decision \(1890 Hwy 7, Vaughan\)](#)

Notice of Decision Minor Variance Application A153/21

[September 9, 2021 Notice of Decision \(1890 Highway 7, Vaughan\)](#)

OP.24.002 and Z.24.006:

[April 16, 2024, Committee of the Whole \(Public Meeting\) \(Item 2, Report No. 16\)](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan, York Region Official Plan 2022, and VOP 2010.

Provincial Policy Statement, 2020 ('PPS')

The PPS provides direction on matters of Provincial interest related to land use planning and development and include building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use and management of resources, and protecting public health and safety.

The Subject Lands are within a Settlement Area and the Delineated Built-Up Area of the Built Boundary of York Region. The Development facilitates a compact urban form through the intensification of underutilized lands in the City's established Settlement Area where full municipal services exist. The compact urban form, the ability to utilize existing municipal infrastructure, and the opportunity to provide housing with varying unit sizes facilitate a higher density development that capitalizes on the transportation infrastructure investments, consistent with the PPS. Staff are satisfied that the Development is consistent with the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2041. The premise of the Growth Plan is building compact, vibrant, and complete communities, developing a strong competitive economy, protecting and wisely using natural resources, and optimizing the use of existing and new infrastructure to support growth in a compact and efficient form.

The Subject Lands are within a Local Centre, in proximity to higher order transit facilities and a Protected Major Transit Station Area ('PMTSA'). The Growth Plan defines a PMTSA as the area within an approximate 500 to 800 m of higher-order transit. The Subject Lands front onto Highway 7 and are within the Concord BRT Station Bus Rapid Transit ('BRT') Station PMTSA. The Development shown on Attachments 2 to 6 conforms to the Growth Plan.

York Region Official Plan 2022 ('YROP 2022')

The YROP 2022 designates the Subject Lands 'Community Area', which permits a wide range of residential, commercial, industrial, and institutional uses. The Subject Lands are located within the Built Area and Concord BRT Station PMTSA. Regional Centres and PMTSA's are focal points for the highest densities and most intensive development. The Development, which conforms to the YROP 2022, provides for a denser and more intense development on a parcel of the land in close proximity to existing transit facilities.

Vaughan Official Plan 2010 ('VOP 2010')

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. The Subject Lands are identified in VOP 2010 as follows:

- "Local Centre" on Schedule 1 – "Urban Structure" of VOP 2010
- "Area Subject to the Concord GO Centre Secondary Plan" on Schedule 13 – "Land Use of VOP 2010
- "High-Rise Mixed-Use" on Schedule B – "Land Use" of VOP 2010 Volume 2, Concord GO Centre Secondary Plan, Section 11.10

The High-Rise Mixed-Use designation permits high-rise buildings at a building height of 27-storeys, and a maximum of 950 dwelling units. The following amendments to VOP 2010 are required to permit the Development as shown on Attachments 2 and 6:

- permitted maximum building height of 37-storeys
- maximum of 1,322 dwelling units

The Development shown on Attachments 2 to 6 adds 10-storeys of building height to the three approved mixed-use towers and an additional 372 dwelling units. The Development represents an intensification of a High-Rise Mixed-Use designation within the Concord GO Centre Secondary Plan – Area 1.

The Concord GO Centre Secondary Plan was approved by York Region in 2015 and includes policies regarding maximum building height and unit count for Area 1.

Since 2015 the planning context has changed. The Subject Lands are now located within PMTSA 55 - Concord BRT Station, a PMTSA with a density target of 160 people and jobs per hectare. YROP 2022 Policy 4.1.3 a) lists PMTSAs as a strategic growth area where intensification will occur. VOP 2010 also includes the PMTSAs on Schedule 1-C. Intensification Areas identified on Schedule 1 – Urban Structure and related policies continue to apply, however, where a PMTSA and a VOP 2010 Intensification Area overlap the higher density target should be used. The Subject Lands are within a Local Centre which is intended to accommodate growth and provide a mix of uses.

In May 2023, Metrolinx released an Initial Business Case (IBC) for a new GO station along the Barrie line in the Concord area between Rutherford GO and Downsview Park GO. The Subject lands are in proximity to a potential GO station site. The Metrolinx IBC considers the Ontario government's Transit-Oriented Communities (TOC) program. TOCs intend to create additional housing, and jobs in proximity to transit. The proposed increase in residential density would support the IBC through potential new GO train users originating from the community.

Bill 131, Transportation for the Future Act, 2023- ('Bill 131')

Bill 131 was passed by the legislature and received Royal Assent on December 4, 2023. Schedule 2 of this Bill included the *GO Transit Station Funding Act, 2023*, which is now in force. *The GO Transit Station Funding Act, 2023* will provide a new optional funding tool that will help municipalities to fund the design and construction of new GO stations. This tool will allow municipalities to recoup the costs through a charge on new development within specified areas surrounding those new stations.

The use of the tool, known as the station contribution fee, will only be permitted in municipalities where the Province has determined a new GO station is warranted. Municipalities will be required to provide a background study and pass a by-law which clearly identifies the area to which the station contribution fee will apply, to be forwarded to the Province for approval. Municipalities given approval to use the station contribution fee will be prescribed in a regulation.

The Owner has confirmed that they are willing to participate and contribute to the station contribution fee, as identified in Attachment 12.

On this basis, the Development conforms to VOP 2010.

Council enacted Zoning By-law 001-2021 on October 20, 2021 as the new Vaughan Comprehensive Zoning By-law.

Applications to amend both Zoning By-law 1-88 and Zoning By-law 001-2021 are required because Zoning By-law 001-2021 is not in force for the Subject Lands due to it being under appeal.

Amendments to Zoning By-law 1-88 are required to permit the Development.

Zoning:

- RA3 Apartment Residential Zone and OS5 Open Space Environmental Protection Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1497).
- These Zones do not permit the proposed building height and number or unit count.
- The Owner proposes to amend the Zoning By-law together with site-specific zoning exceptions to permit the Development, as shown on Attachment 8.
- The Owner proposed to amend the Holding Conditions for File 19T-16V009, Phase 2 to permit a temporary public amenity space.

Minor modifications may be made to the zoning exceptions identified in Attachment 8 prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

Amendments to Zoning By-law 001-2021 are required to permit the Development.

Zoning:

- RM2 Multiple Unit Residential Zone and EP Environmental Protection Zone by By-law 001-2021, subject to site-specific exception 14.1114
- These Zones do not permit the building height or unit count.
- The Owner proposes to amend the Zoning By-law together with the site-specific zoning exceptions to permit the Development, as shown in Attachment 9.
- The Owner proposes to amend the Holding Conditions for File 19T-16V009 Phase 2 to permit a temporary public amenity.

By-law 080-2020 (exceptions 9(1497) and 14.1114) provides Holding Conditions for the Phase 2 lands within Draft Plan of Subdivision File 19T-16V009. The Phase 2 lands are zoned RA3(H2). An amendment to the Holding Conditions for the lands zoned “(H2)” is required to permit a temporary public amenity space in Block 9, Attachment 6.

The Development Planning Department can support the zoning exceptions identified in Attachments 8 and 9 and the modification to the “(H2)” Holding Conditions on the basis that the proposed site-specific zoning standards would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan, YROP 2022 and VOP 2010. The site-specific development standards will enable a compact built

form and pedestrian realm relationship that is supported in an Intensification Area with access to transit.

Minor modifications may be made to the zoning exceptions identified in Attachments 8 and 9, prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

The Development Planning Department supports the Development, subject to conditions.

The Development Planning Department recommends approval of the Development as shown on Attachments 2 to 6, subject to conditions.

Site Design and Landscape Plan

File DA.19.016 was approved by Council on October 23, 2019, however, a Site Plan Agreement was not executed. The Owner is proposing an amendment to File DA.19.016 to increase the building height from 27-storeys to 37-storeys and increase the unit count from 950 to 1,322 units. The design includes towers on top of mid-rise podiums. The Owner is not proposing any changes to the at-grade built form or podiums.

Access to the Subject Lands will be obtained from a private road north of the proposed buildings and runs east west connecting to Draft Plan of Subdivision File 19T-16V009 Streets “B” and “C”, proposed Nanook Avenue and Mildmay Trail. (Attachment 6).

The residential entrance for Buildings A and B is located on the east elevation (facing proposed Nanook Avenue, Street ‘B’ – Attachment 5) and is comprised of a black textured exterior wall panel and curtain system vision glass. A second residential entrance for Buildings A and B is located on the west elevation within the interior courtyard (facing proposed Mildmay Trail, Street ‘C’– Attachment 4). The principal entrance for Building C is located in the interior courtyard on the east elevation (facing proposed, Nonook Avenue, Street ‘B’ – Attachment 5).

Access to the underground parking and loading is located on the east elevation of Building C within the interior courtyard. Four levels of underground parking accommodate 1,132 parking spaces. There are 10 visitor parking spaces located in the interior courtyard including 3 barrier free spaces. An additional loading area gains access from the private road north of the Subject Lands along the north elevation of Building A.

The landscape plan shown on Attachment 3 includes a multi-level pedestrian walkway along Highway 7 and at the corner of Highway 7 and proposed Mildmay Trail, Street ‘C’, which includes hard and soft landscaping. A set of stairs located along Highway 7 leads pedestrians from the lower walkway into a courtyard with an art feature.

A second set of steps connecting the two walkway levels is located at the corner of Highway 7 and Street ‘C’, proposed Mildmay Trail. Commemoration plaques are

proposed at the staircase locations which would be visible by the pedestrian traffic. The on-site commemoration shall reflect the property's industrial cultural heritage value of Concord's earliest days of industrial development. In 1922, Fred Miller built the greenhouses for the Concord Floral Company and was active until December 2000. The Concord Floral Company smokestack was a prominent landmark in Concord, pre-dating the building of Highways 7 (1928-32) and 400 (1951) and the CN Rail marshalling yards (1965).

Another set of steps leads pedestrians into the decorative paved entry court. A gravel dog run is located south of Building C. Level 2 terraces are proposed for each building and an outdoor amenity space is located on the top of the 7th floor between Buildings A and B and the top of the second floor for Building 'C'.

Building Elevations and Signage

The proposed building elevations shown on Attachments 4 and 5 include a colour scheme consisting of white, grey, charcoal grey prefinished metal panels, and wood pattern metal panels, prefinished window wall system consisting of vision glass (clear and blue) and spandrel glass (light, dark, light grey and dark grey). Balcony railings consist of tinted blue glass and opaque fritted glass, bird friendly visual markers will be applied to the glass on floors 1 to 4 and levels 8 and 9.

Building 'A' has frontage on both the private road and Street 'B' and is connected to Building 'B' by a 7-storey podium with a roof top outdoor amenity space. Building 'A' includes 504 residential units and 441 m² of ground floor commercial space. Building 'B' and 'C' include 385 units and 433 units respectively, including 5 grade related townhouse style units along the west elevation of Building 'C'.

The Development Planning Department is satisfied with the Development shown on Attachments 2 to 6. The final site plan, building elevations, landscape plan, landscape cost estimate, lighting plan, public art strategy, and commemoration plan must be approved by the Development Planning Department prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

Subdivision Design

On January 18, 2019, the OLT approved Case No. PL171117, Draft Plan of Subdivision File 19T-16V009 and Z.16.049 to permit the approval of a mixed-use development. The Owner has requested to extend the lapsed Conditions of Draft Plan approval and proposes minor modifications to redefine the Phase 1 lands to include Block 2 and the surrounding road networks as shown on Attachment 6. The remainder of the Draft Plan of Subdivision File 19T-16V009 will be development under Phase 2. Certain Blocks in Phase 2 contain servicing easements to enable the Phase 1 Block 2 Development. A temporary public amenity space is also proposed on the Phase 2 lands to serve the Phase 1 Block 2 Development.

The Draft Plan of Subdivision File 19T-16V009 shown on Attachment 6 includes 26 Blocks divided into Phase 1 and Phase 2.

Phase 1 includes Block 1 road widening, Block 2 Mixed-use, Blocks 3 and 4 Future Roads, Block 5 Private Road, and Block 6 0.3 m reserves.

Phase 2 includes Blocks 7 to 11 Mixed-use, Blocks 12 and 13 Open Space, Block 14 Park, Block 15 includes other lands owned by the Owner associated with the Upper West Don River valley to be conveyed to TRCA, Block 16 Regional Conveyance, Blocks 17 and 18 Road Widening, Block 19 to 21 Future Roads, Block 22 Private Road and Blocks 23 to 26 0.3 m reserves.

Phase 2 Block 9, Block 19 and Block 22 contain a temporary easement to support the Phase 1 Block 2 development.

A temporary public amenity space is proposed in Phase 2 Block 9, Attachment 6 to serve the Phase 1 residents until future parks are constructed. The temporary public amenity space is to be defined and is a Condition of Draft Approval, Attachment 10.

Urban Design

All development within the Draft Plan of Subdivision File 19T-16V009 is required to proceed in accordance with the Liberty Rose Garden City Urban Design Policy + Master Plan and the Liberty Rose Garden City Urban Design Guidelines. A condition to this effect is included in Attachment 11.

Archaeology

The Development Planning Department, Urban Design and Cultural Heritage Division has advised there are no built heritage concerns on the Subject Lands and is not identified as having archaeological potential, subject to any archaeological resources or human remains being located during construction. Warning clauses in this regard are included as Conditions of Approval in Attachment 11.

The Development Planning Department is satisfied with the proposed Draft Plan of Subdivision File 19T-16V009 design as shown on Attachment 7, subject to the Conditions of Approval in Attachment 10 of this report.

Cultural Heritage

The City of Vaughan Cultural Heritage Division requires the Owner to provide documentation regarding the original smokestack demolition and salvage, and a commemorative feature installation plan, which includes the feature design, locations, material, text and images, to the Development Planning Department, Urban Design and Cultural Heritage Division for review and approval. A Condition to this effect is included in Attachment 11.

Tree Protection Agreement

The Owner provided a detailed Arborist Report and Tree Inventory, Preservation & Removals Plan to the satisfaction of the City. The Owner shall update the report to include all trees 20 cm DBH and greater within 6 m east of the top of slope line and all trees west of the top of slope line as illustrated in the Natural Heritage Demarcation Plan. The Owner has entered into a tree Protection Agreement for the Subject Lands and a letter of credit has been secured in accordance with City Council enacted Tree By-Law 052-2018. A tree removal permit issued through the Forestry Division shall not be required. Conditions to this effect are included in Attachment 11.

The Development achieves a Silver Sustainability Threshold Score.

The Development achieves an overall Sustainability Performance Metrics (SPM) application score of 68 (silver level). This score meets minimum threshold requirements.

Financial Impact

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

Operational Impact

The Policy Planning and Environmental Sustainability Department supports the Development, subject to Conditions of Approval.

As noted in TRCA's comments issued on May 9th, 2024, Attachment 10c). TRCA staff were working with the previous owner to determine the Compensation approach for the loss of woodland. This remains an outstanding issue. However, due to recent changes in the Conservation Authorities Act, TRCA will no longer comment on discussions related to Compensation as the TRCA no longer has a legislative or regulatory authority to comment on matters related to the ecological function of natural heritage features/systems. As such any previous comments related to the protection, enhancement or compensation of the natural heritage system are deferred to the City of Vaughan. The City of Vaughan will work with the applicant to determine and finalize the required Compensation approach.

Staff note the applicant has submitted a Sustainability Metrics Program (SMP) (2023 threshold scores version). We also note the development has attained an overall application score of 68 points which meets the minimum requirements for Silver Performance Level under the Site Plan application Thresholds. Please note, the SMP scoring tool is required for both the Site Plan application and the Draft Plan of Subdivision File 19T-16V009 application as different metrics are used to evaluate each application. The applicant has provided only one Scoring Tool. The applicant is asked to re-submit a SMP scoring tool for the Draft Plan of Subdivision application as it appears the Scoring Tool submitted is for the Site Plan application. We advise that SMP scores should be reviewed by Development Planning and by all technical staff to verify their scores to confirm the scores accuracy and to ensure minimum threshold requirements are being met.

Draft Plan of Subdivision File 19T-16V009 Conditions in OLT decision PL171117 continue to apply.

The Development Engineering ('DE') Department supports the Development, subject to the conditions in this report.

The DE Department has provided the following comments:

Water Servicing

The Subject Lands are located within Pressure District 6 (PD6) with a pressure range between 100 and 106 psi. The Development will be serviced by a proposed watermain on the future Street 'C'. The proposed watermain and the future street will be constructed as part of Draft Plan of Subdivision File 19T-16V009.

A 300 mm-dia watermain is proposed along Street B and Street C. The water service connections for the Subject Lands (Block 2) are proposed to be provided via the proposed watermain along Street C. The site servicing connections will include one 200 mm-dia fire connection and two separate 100 mm-dia. domestic connections for Tower A and B. Tower C will be serviced by a 100 mm-dia and 200 mm-dia split domestic and fire connection. Total of two fire connections have been proposed for redundancy. The proposed water supply servicing is in compliance with the water supply analysis report submitted as part of the FSR submitted in July 2020 for the subdivision, which incorporated a proposed population of 8,762 individuals in the analysis.

The proposed domestic water service connections for Tower A and Tower should be revised to a minimum 150 mm-dia. as per current City Standards. Furthermore, the domestic and fire water service connection should be in accordance with City Standard W-106, which should also be reference on the corresponding servicing plan(s). Backflow and meter chambers must be located within the private lands and outside of any future public ROW.

The Owner is required to address any comments and conditions outlined in Attachments 10 and 11 to the satisfaction of the City, to support a complete approval of the proposed water servicing strategy.

Sanitary Servicing

Sanitary service to Tower C will be from the proposed 300 mm-dia. sanitary sewer running south along Street C and service Tower A and B using two (2) separate sanitary connections to the 375 mm-dia. sanitary sewer running east along the south property line. The sanitary flow from the site will first drain to the 450 mm-dia sewer proposed for the subdivision, and ultimately drain to the 990 mm-dia diameter Maple Collector (Regional) Trunk Sewer at existing Regional Manhole 43. The proposed sanitary sewer will be located on a future City easement within private property along the Highway 7 property boundary. It is assumed the proposed sewer will be constructed as part of the Draft Plan of Subdivision File 19T-16V009 and the corresponding Subdivision Agreement required to facilitate the construction of the sewer.

Storm Servicing

The Subject Lands are proposed to drain easterly to the clean water collector system which eventually discharges to West Don River (Don River sub-basin 5). The proposed

Cleanwater Collector (CWC) system and the future street will be constructed as part of the Draft Plan of Subdivision File 19T-16V009. To achieve quality, quantity and water balance/erosion control requirement within the Block 2 development, appropriate stormwater management measures including filter-based quality control unit (Jellyfish unit), Low Impact Development (LID) measures, and underground stormwater tanks are being proposed.

Quantity control for the blocks is proposed to be provided through roof storage and a main underground storage tank proposed on the north-east corner of the subject site. A Jellyfish filter unit is proposed to achieve 80% Total Suspended Solids (TSS) removal for quality control.

Noise Assessment

An updated "Environmental Noise and Vibration Impact Study" (ENVIS), prepared by Valcoustics Canada Ltd. (VCL), has been included with this submission. Prior land use approval applications have included previous noise reports, which were referenced within this document. The ENVIS, prepared by VCL, was based on the updated design drawings, prepared by Kirkor Architects and dated January 16, 2024.

The previous noise reports, along with Peer Reviews completed by the City's peer reviewer, determined that lands within Phase 1 of the previously approved plan met the Class 1 guideline limits. As noted in the ENVIS. The results of the assessment concluded that noise from the stationary sources would comply with the MECP noise guideline limits. The current site plan is not significantly different than the one assessed previously. Therefore, a further assessment of the stationary sources has not been done, and the results of the previous assessments have been used here.

With respect to Transportation noise sources, exceedances of the guidelines have been found on all towers, as well as the rooftop amenity areas. Based on these results, VCL has recommended mandatory air conditioning on all units, improved architectural elements (windows and walls), sound barriers and warning clauses. It was noted that "the design of the sound barriers should be reviewed through the detailed design stages of the project as the architectural and landscape drawings progress."

No further assessment is required at this time. However, an updated report is required prior to the execution of the Site Plan Agreement as additional detailed design drawings become available to verify the above-noted mitigation measures. A condition to this effect is included in Conditions of Site Plan Approval in Attachment 11.

Environmental Engineering

The Development Engineering Department (DE) has previously reviewed the provided environmental investigations for the Subject Lands. At that time, clearances were provided to remove the holding "H" condition for the Phase 1 lands outlined in the Draft Approved Plan of Subdivision as defined in 2019. The Subject Lands described in this application represent Block 2 of Phase 1 of the previously approved plan and are thus covered by these RSCs and prior clearance.

However, given that the Record of Site Condition filings completed previously are now over five years old and are based on data that is approximately seven years old. The City requires a Phase One ESA Update (the scope of which would be up to the professional opinion of the consultant's Qualified person, but may be a brief letter report) to confirm that there are no material changes to the site or surroundings since the RSC filings were completed, given the duration of time that has since elapsed.

Sewage and Water Allocation

The following allocation resolution shall be included as follows:

“THAT Site Plan Development Application DA.19.016 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for an additional 372 residential apartment units (822 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”.

A recommendation to this effect is included in the Recommendation Section of this report.

Transportation Engineering

Development Transportation Engineering staff are of the position that the approval of the future phases is premature as it is unclear if the road network as proposed is adequate in terms of road capacity, right-of-way, alignment, and compatibility with the Concord GO Secondary Plan to support full build-out of the area, as these considerations would need to be comprehensively assessed considering landowners in the area and the ongoing Secondary Plan. Staff expect that the Secondary Plan would need to be advanced prior to and possibly expanded to include the neighbouring lands. Transportation Engineering staff are not able to support the build-out of the rest of the lands in the absence of a comprehensive area-wide study being conducted.

Staff reiterate that a Comprehensive Master Transportation Study (i.e., a Secondary Plan level transportation study) is required incorporating all lands affected by the developments within the area and the planned road network. This study should have participating landowners involved and clarify the required road and transportation network under the full build-out condition of these lands. Discussions should be provided in the Master Transportation Study report explaining if the road alignments proposed are feasible, how and through what mechanism the road network will be designed, constructed, and coordinated among the landowners (i.e., if Environment Assessment studies are required, what agreements etc.).

Hydrogeological Assessment

Based on a Hydrogeological Report, prepared by Exp Services Inc., short-term (construction) and long- term groundwater can be managed on site in accordance with the applicable regulations and that there are no potential impacts to local groundwater

system. Treatment of groundwater flows for biological oxygen demand (BOD) and total manganese prior to discharged to the storm sewer will be required.

Prior to the discharge of any water originating from a source other than City of Vaughan's municipal water supply, including water originating from groundwater accumulating or collected on private lands ("Private Groundwater Discharge") to Vaughan's storm sewer system, the Owner shall obtain a Discharge Approval for permanent ground water discharge ("Discharge Approval") from Vaughan prior to the release of the Site Plan Approvals, if required by City of Vaughan. Terms and conditions regarding the City of Vaughan requiring a Discharge Approval, if applicable are detailed in Attachment 11.

The Owner agrees that post-development flow rates discharged to the Vaughan's storm sewer system from the Lands, including Private Groundwater 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 Vaughan's satisfaction, all at their sole cost and expense. Where the Private Groundwater Discharge flow rates are exceeded, causing the post-development flow rates discharged to the Vaughan's storm sewer system to exceed the pre-development flow rates discharged to the Vaughan's storm sewer system, Council Approval for Discharge Approval will be required.

The Owner's right to Private Groundwater Discharge from its Lands into the Vaughan's sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, if required, the Vaughan's Sewer Use By-Law 087-2016, as amended, and all applicable laws and regulations.

Cash-in-Lieu of the dedication of parkland is required.

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. Notwithstanding the above, such parkland contribution—whether in the form of parkland conveyance or cash-in-lieu as determined by the City—shall be subject to a cap of (i) 10% of the Lands or value of the Lands if the Lands are 5 ha or less; or (ii) 15% of the Lands or value of the Lands if the Lands are greater than 5 ha." Conditions to this effect are included in Attachment 11.

Community Benefits Charge ('CBC') is applicable and will be collected at Building Permit Stage.

The Development meets the criteria for CBC being 5 or more storeys and 10 or more units. The City passed the CBC By-law on September 14, 2022, which is therefore the applicable mechanism used to collect community benefits.

Parks Infrastructure Planning and Development ('PIPD') have no objection to the Development, subject to Conditions.

PIPD supports the Development subject to Conditions of approval in Attachments 10 and 11.

Environmental Services have no objection to the Development subject to Conditions.

Environmental Services support the Development subject to Conditions of approval in Attachment 11.

Other external agencies and various utilities have no objection to the Development.

The York Catholic District School Board, York Region District School Board, Nav Canada, Canada Post, Alectra, Rogers, Bell, have no objections to the Development, subject to the conditions included on Attachment 10.

The Toronto and Region Conservation Authority ('TRCA') supports the Development.

TRCA are satisfied that the legislative interest related to natural hazard management have been addressed. TRCA have no objection to the approval of the Official Plan Amendment and Zoning By-law Amendment.

The Owner is seeking to extend the approval of the lapsed draft approved plan of subdivision and to modify Phase 1 to consist of Block 2 and the surrounding road network. The remainder of the lands owned by the applicant to be developed through Phase 2. The approved site plan is being amended to reflect the building height and unit count changes proposed by the Applications.

Portions of the subject property are within TRCA's regulated area. A TRCA permit pursuant to Section 28.1 of the *Conservation Authorities Act* is required for any development or site alteration within the regulated area. Conditions to this effect have been included Attachment 10 and 11.

Metrolinx have no objection to the Development, subject to conditions.

The Owner shall address Metrolinx conditions of approval as outlined in Attachment 10 to the satisfaction of Metrolinx.

Infrastructure Ontario ('IO') has no objection to the Development, subject to conditions.

IO is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure ('MOI'). Part of IO's mandate is to protect and optimize the value of the portfolio while ensuring real estate decisions reflect public policy objectives.

The Development is abutting MOI-owned lands. It appears that IO lands may be required for later phases of this development. If provincial government lands are

required, the Owner should contact IO for a more in-depth review of the land requirement, potential impacts to the government property, and the process for a possible acquisition if deemed appropriate. A condition to this effect is included in Attachment 10.

The Ministry of Transportation ('MTO') have no objection to the Development, subject to conditions.

The MTO have no objection to the development subject to the Conditions of Draft Approval in Attachment 10.

Broader Regional Impacts/Considerations

York Region has determined the proposed amendment is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region, on June 3, 2024, exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region, on May 13, 2024, provided comments included in Attachment 11 for Site Development Application DA.19.016 and on June 3, 2024, for the Draft Plan of Subdivision File 19T-16V009.

Conclusion

The Development Planning Department is satisfied the Applications are consistent with the PPS, conforms with the Growth Plan, YROP and VOP 2010, and is appropriate for the development of the Subject Lands. The Development is considered appropriate and compatible with existing and planned surrounding land uses. Accordingly, the Development Planning Department can recommend approval of the Applications, subject to the recommendations in this report and Conditions of Approval in Attachments 10 and 11.

For more information, please contact Carol Birch, Planner, at extension 8485.

Attachments

1. Context and Location Map
2. Conceptual Site Plan
3. Landscape Plan
4. Building Elevations South and West
5. Building Elevations North and East
6. Proposed Draft Plan of Subdivision 19T-16V009
7. Approved Subdivision File 19T-16V009
8. Zoning By-law 1-88 Table 1
9. Zoning By-law 001-2021 Table 2
10. Conditions of Draft Plan of Subdivision Approval File 19T-16V009
11. Conditions of Site Plan Approval File DA.19.016
12. Letter re GO Train Station Funding Act, 2023

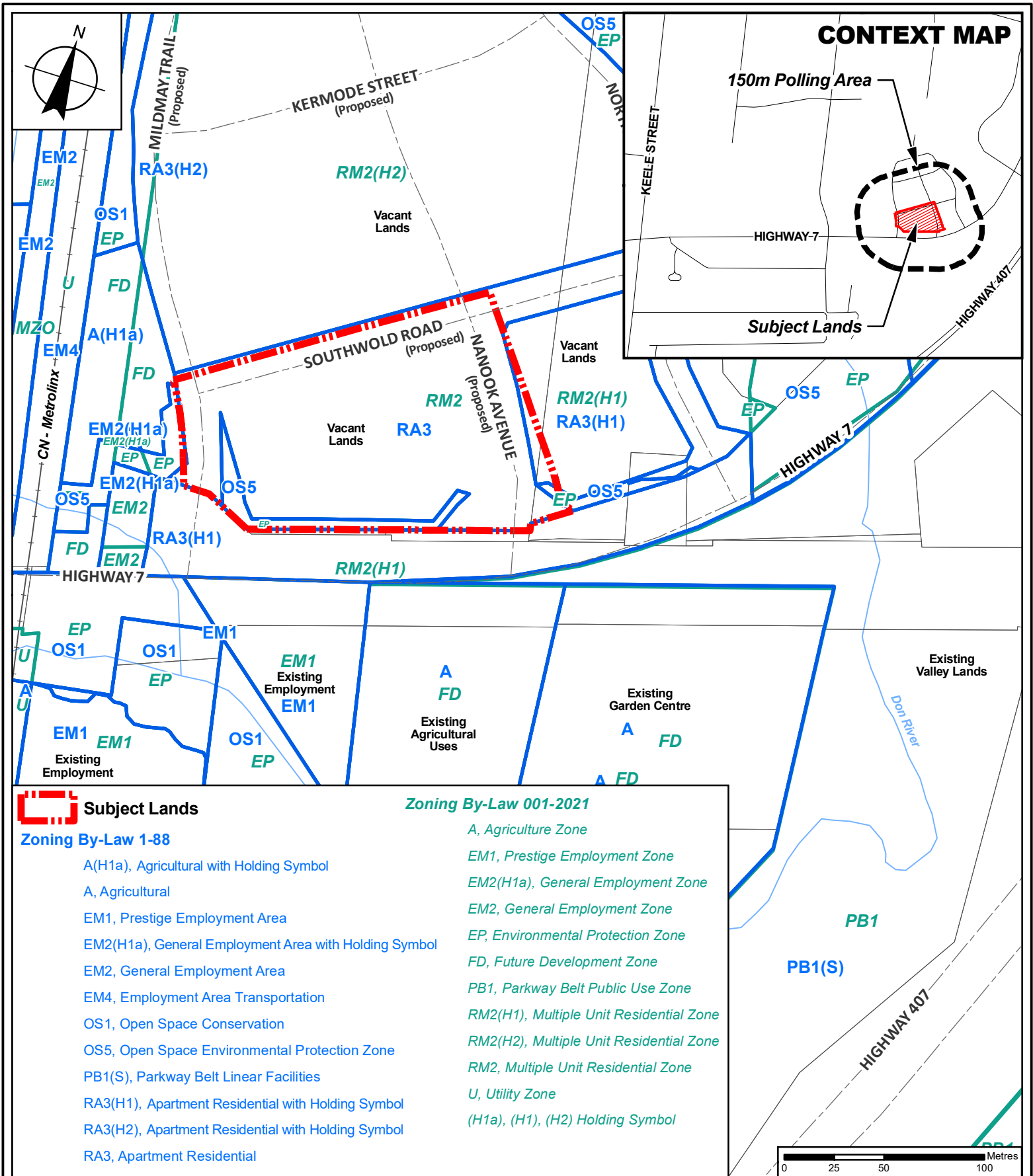
Prepared by

Carol Birch, Planner, ext. 8485

Margaret Holyday, Senior Planner, ext. 8216

Mary Caputo, Senior Manager of Development Planning, ext. 8635

Nancy Tuckett, Director of Development Planning, ext. 8529



Context and Location Map

Location:
1890 Highway 7
Part of Lot 6, Concession 3

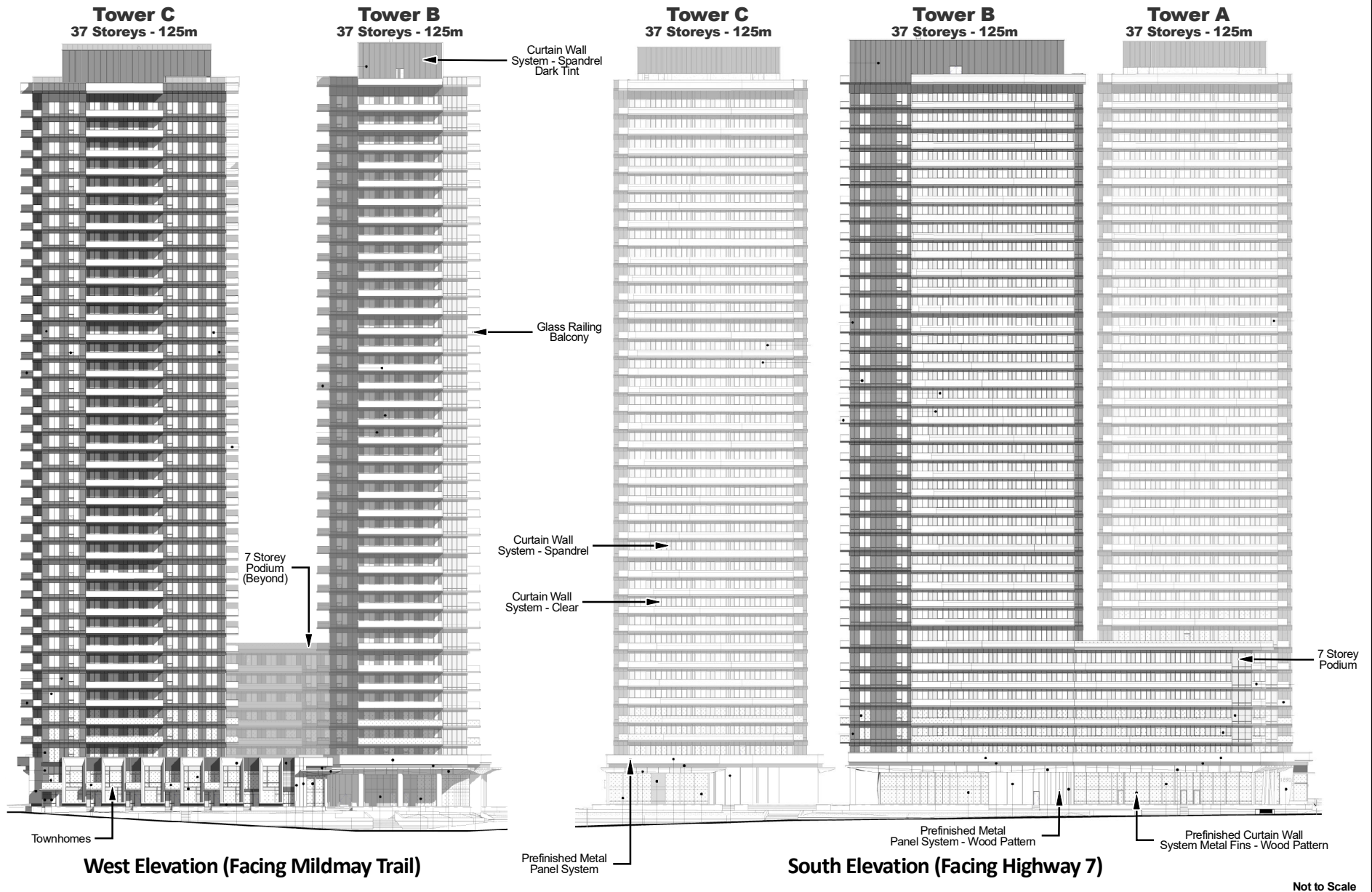
Applicant:
2678463 Ontario Ltd. (Cortel Group)



Attachment

Files:
OP.24.002, Z.24.006
19T-16V009 and DA.19.016
Date:
June 18, 2024

1



Building Elevations South and West

Location:
1890 Highway 7
Part of Lot 6, Concession 3

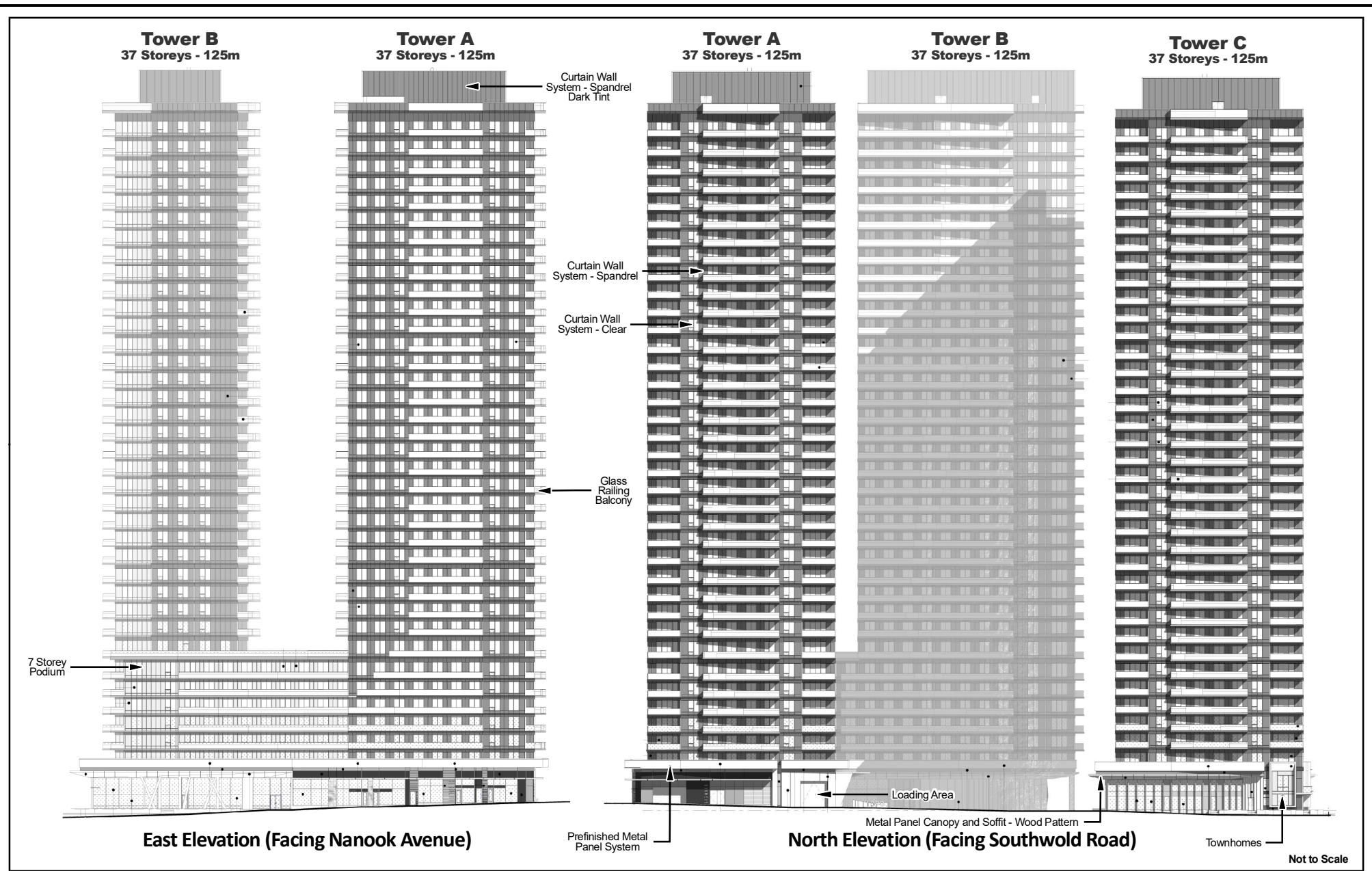
Applicant:
2678463 Ontario Ltd.
(Cortel Group)



Attachment

Files:
OP.24.002, Z.24.006
19T-16V009 and DA.19.016
Date:
June 18, 2024

4



Building Elevations North and East

Location:
1890 Highway 7
Part of Lot 6, Concession 3

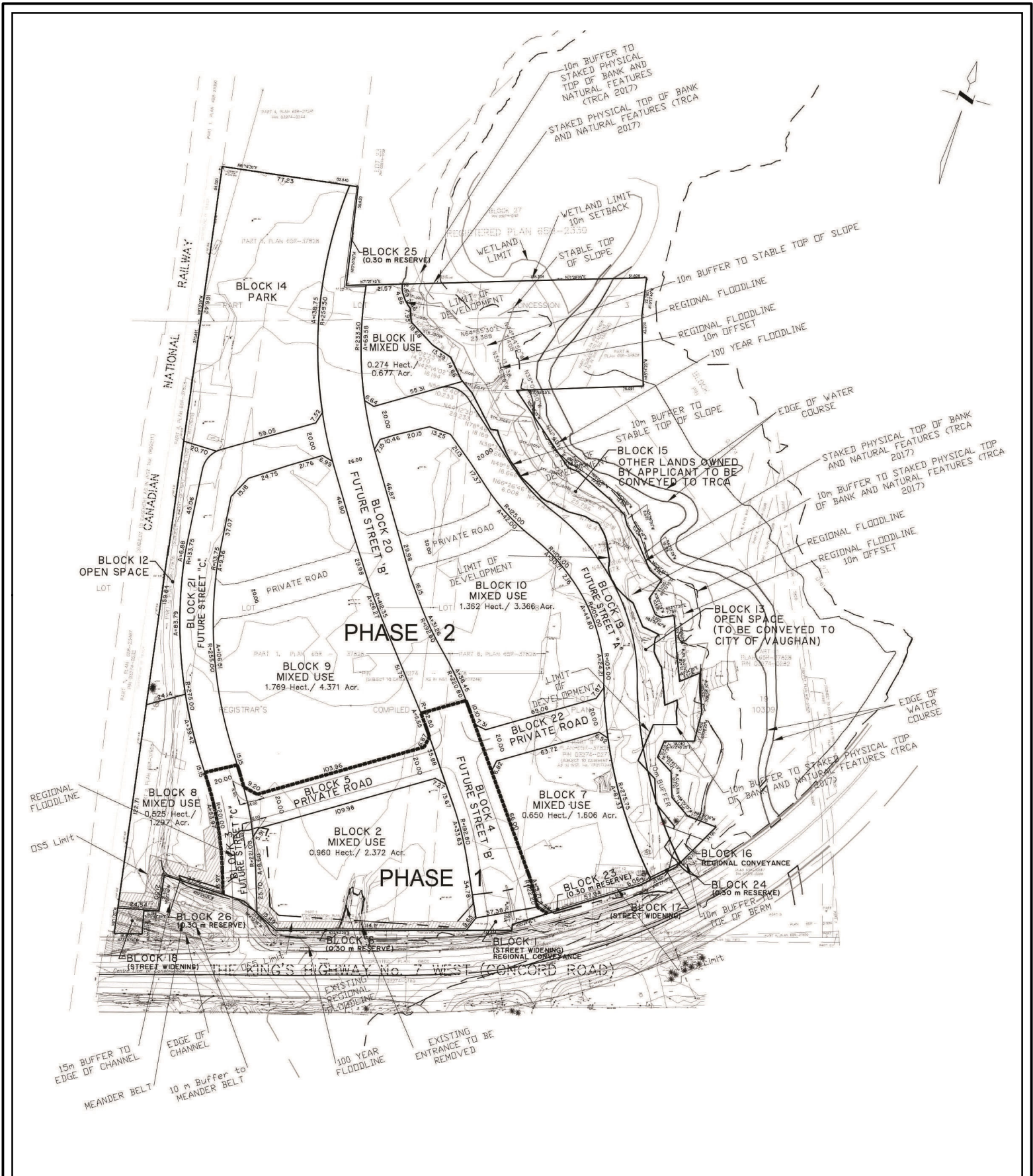
Applicant:
2678463 Ontario Ltd.
(Cortel Group)



Attachment

Files:
OP.24.002, Z.24.006
19T-16V009 and DA.19.016
Date:
June 18, 2024

5



Proposed Draft Plan of Subdivision 19T-16V009

Location:
1890 Highway 7
Part of Lot 6, Concession 3

Applicant:
2678463 Ontario Ltd.
(Cortel Group)

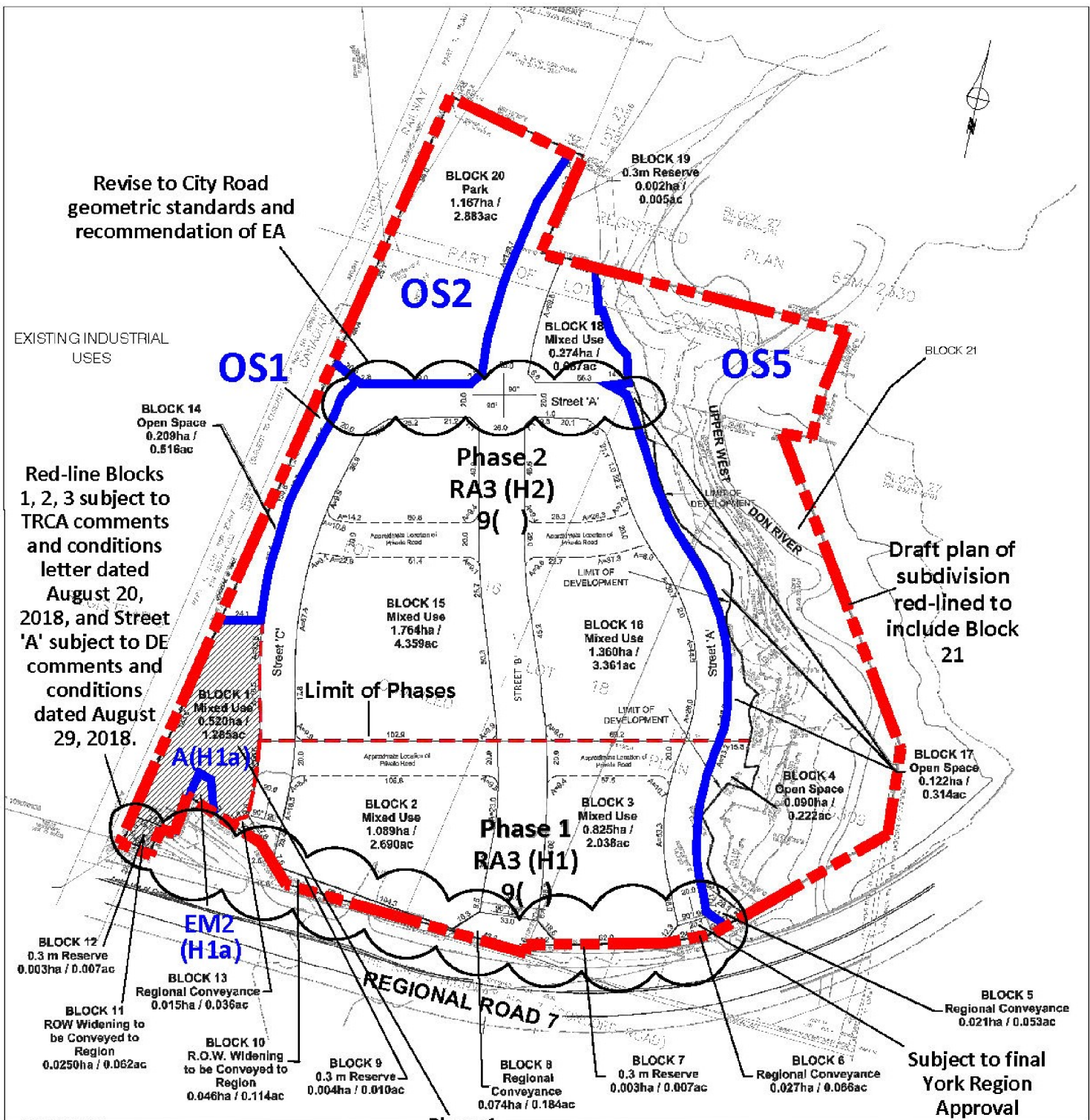


Attachment

Files:
OP.24.002, Z.24.006
19T-16V009 and DA.19.016

Date:
June 18, 2024

6



- ZONES**
- A - AGRICULTURAL ZONE
 - RA3 - APARTMENT RESIDENTIAL ZONE
 - EM2 - GENERAL EMPLOYMENT AREA ZONE
 - OS1 - OPEN SPACE ZONE
 - OS2 - OPEN SPACE PARK ZONE
 - OS5 - OPEN SPACE ENVIRONMENTAL PROTECTION ZONE
- Phase 1 Red-lined to exclude Block 1**

SUBJECT LANDS

— — — — —

Not to Scale

Approved Subdivision File 19T-16V009

Location:
1890 Highway 7
Part of Lot 6, Concession 3

Applicant:
2678463 Ontario Ltd.
(Cortel Group)



Attachment

Files:
OP.24.002, Z.24.006
19T-16V009 and DA.19.016
Date:
June 18, 2024

7

Attachment 8 – Zoning By-law 1-88

Table 1:

	Zoning By-law 1-88 Standard	RA3 Residential Zone, subject to Exception 9(1497) Requirements	Proposed Exceptions to the RA3 Residential Zone, subject to Exception 9(1497) Requirements
a.	Minimum Setback to Open space Zone along Highway 7	4.5 m	0 m
b.	Minimum Building Frontage/Permitted Uses (Street 'B')	60 % of the building frontage shall consist of the uses identified in paragraph gi)	52.6 % of the building frontage shall consist of the uses identified in paragraph gi)
c.	Minimum Tower Separation	25 m	19.5 m between Tower A and B 21.9 m between Tower B and C
d.	Maximum Building Height	27-storeys	37-storeys (124 m)
e.	Maximum Number of Units	950 units	1,322 units
f.	Minimum Parking Requirements	<u>Residential</u> 0.7 spaces/unit x 1,322 units = 926 spaces	<u>Residential</u> 0.65 spaces/unit x 1,322 units = 860 spaces
g.	Minimum Amenity Area	5.0 m ² /unit = 6,610 m ²	Provide a total amenity area of 6,602.7 m ²
h.	Extension of Cantilevered Portion of Building B	0.5 metres	2.89 metres
i.	Residential Bicycle Parking Rates	Long Term Bicycle Parking 0.5 per unit for building with great than 10 units Short Term Bicycle Parking 0.1 bicycle spaces per unit or 8 bicycle spaces whichever is greater	Long Term Bicycle Parking 0.8 space/unit Short Term Bicycling Parking 0.2 space/unit
j.	Long-Term Bicycle Parking Space Location	Not specified	A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:

	Zoning By-law 1-88 Standard	RA3 Residential Zone, subject to Exception 9(1497) Requirements	Proposed Exceptions to the RA3 Residential Zone, subject to Exception 9(1497) Requirements
			<ul style="list-style-type: none"> i) Within the ground floor area; or ii) On the 2nd storey or mezzanine within the ground floor area; or iii) On the first or second level located below grade. iv) Bicycle parking may be provided in one level increments below grade commencing with the third level below grade and moving down, provided that a combined minimum of 50% of the parking area for the first and second parking levels below grade are dedicated to long-term bicycle parking space

The Development Planning Department can support the zoning exceptions identified in Table 1 on the basis that the proposed site-specific zoning standards identified in Table 1 would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan. The site-specific development standards will enable a compact built form and pedestrian realm relationship that is supported in an Intensification Area with access to transit.

Attachment 9 – Zoning By-law 001-2021

Table 2:

	Zoning By-law 001-2021 Standard	RM2 Residential Zone, subject to Exception 14.1114 Requirement	Proposed Exceptions to the RM2 Residential Zone, subject to 14.1114 Requirement
a.	Minimum Rear Yard	6 m	1.2 m
b.	Minimum Tower Separation	25 m	19.5 m between Towers A and B 21.9 m between Towers B and C
c.	Minimum tower set back on top of a podium	3 m	0 m
d.	Minimum retail frontage on an Arterial or Collector Road (Street 'B')	60%	52%
e.	Projection of the Cantilevered portion of Building B into the Environmental Protection Zone	0.5 m	2.1 m Bicycle racks, exterior stairways, terraces, and balconies are permitted
f.	Access Stair Encroachment into a Front Yard	1.8 m	3.8 m
g.	Minimum Podium Height and Maximum Height of a Podium	Minimum 10.5 m Maximum 20 m	Tower C 6.85 m Towers A and B 25.5 m
h.	Maximum Tower Floor Plate	850 m ²	Tower A 943.4 m ² Tower C 943.7 m ²
i.	Maximum Building Height	27-storeys (87 m)	37-storeys (124 m)
j.	Maximum Number of Residential Units	950 units	1,322 units
k.	Maximum permitted Elevator Overrun	6.0 m	6.5 m
l.	Minimum Parking Requirements	<u>Residential</u> 0.7 spaces/unit x 1,322 units = 926 spaces	<u>Residential</u> 0.65 spaces/unit x 1,322 units = 860 spaces

	Zoning By-law 001-2021 Standard	RM2 Residential Zone, subject to Exception 14.1114 Requirement	Proposed Exceptions to the RM2 Residential Zone, subject to 14.1114 Requirement
m.	Accessible Parking Space Length	6 m	5.7 m
n.	Minimum Landscape Strip Width abutting the Environmental Protection Zone	4.5 m	0 m (along the most northernly portion)
o.	Minimum Amenity Area	5 m ² per dwelling unit	Provide a total amenity area of 6,602.7 m ²
p.	Residential Bicycle Parking Rates	<p>Long Term Bicycle Parking 0.5 per unit for building with great than 10 units</p> <p>Short Term Bicycle Parking 0.1 bicycle spaces per unit or 8 bicycle spaces whichever is greater</p>	<p>Long Term Bicycle Parking 0.8 space/unit</p> <p>Short Term Bicycling Parking 0.2 space/unit</p>
q.	Long-Term Bicycle Parking Space Location	<p>Where a required bicycle parking space is wholly located within a building or structure, it shall be subject to the following requirements:</p> <p>a. A required bicycle parking space shall have direct access from an interior communal area of a building or structure; and,</p> <p>b. A required bicycle parking space located within the ground floor area of a building or structure shall have direct access to the exterior of that building or structure</p>	<p>A long-term bicycle parking space required for a dwelling unit shall be required to be located within the following areas of a building:</p> <p>i) Within the ground floor area; or ii) On the 2nd storey or mezzanine within the ground floor area; or iii) On the first or second level located below grade. iv) Bicycle parking may be provided in one level increments below grade commencing with the third level below grade and moving down, provided that a combined minimum of 50% of the parking area for the first and second parking levels below grade are dedicated to</p>

	Zoning By-law 001-2021 Standard	RM2 Residential Zone, subject to Exception 14.1114 Requirement	Proposed Exceptions to the RM2 Residential Zone, subject to 14.1114 Requirement
			long-term bicycle parking space

The Development Planning Department can support the zoning exceptions identified in Table 2 on the basis that the proposed site-specific zoning standards identified in Table 2 would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan. The site-specific development standards will enable a compact built form and pedestrian realm relationship that is supported in an Intensification Area with access to transit.

Minor modifications may be made to the zoning exceptions identified in Table 2 (Attachment 9) prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

ATTACHMENT NO. 10

CONDITIONS OF APPROVAL

**DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 (“THE PLAN”)
2678463 ONTARIO Ltd. (“OWNER”)
PART OF LOTS 6 AND 7, CONCESSION 3, CITY OF VAUGHAN**

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (“CITY”) THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 (“THE PLAN”). ARE AS FOLLOWS:

The Owner shall satisfy the following conditions:

1. The Conditions of Approval of the City of Vaughan (the “City”) as set out on Attachment No. 10a) dated January 18, 2019, 10a) updated Development Engineering Conditions dated May 31, 2024, 10a) updated Parks Infrastructure Planning and Development Conditions dated June 3, 2024, and 10a) updated Urban Design Conditions dated June 4, 2024.
2. The Plan shall relate to Draft Plan of Subdivision, prepared by Schaeffer Dzaldov Purcell Ltd., Job No. 22-700-02B, dated April 4, 2024.
3. The Conditions of Approval of York Region as set out on Attachment No. 10b) and dated February 13, 2018 and June 3, 2024.
4. The Conditions of Approval of the Toronto and Region Conservation Authority (“TRCA”) as set out on Attachment No. 10c) and dated August 20, 2018 and May 9, 2024.
5. The Conditions of Approval of Alectra Utilities Corporation (formerly “Powerstream”) as set out on Attachment 10d) and dated February 24, 2017 and April 26, 2024.
6. The Conditions of Approval of Canada Post as set out on Attachment No. 10e) and dated June 8, 2017 and April 23, 2024.
7. The Conditions of Approval of Bell Canada as set out on Attachment No. 10f) and dated February 27, 2017 and April 17, 2024.
8. The Conditions of Approval of Enbridge as set out in Attachment No. 10g) and dated February 23, 2017 and June 4, 2024.
9. The Conditions of Approval of Metrolinx as set out on Attachment No. 10h) and dated August 1, 2018 and May 8, 2024.
10. The Conditions of Approval of Infrastructure Ontario as set out on

Attachment No. 10i) and dated February 22, 2017 and April 26, 2024.

11. The Conditions of Approval of MTO as set out on Attachment No. 10j) and dated April 18, 2024.

Clearances

1. Final approval for registration shall be issued in phases (Phases 1 and 2) to the satisfaction of the City, subject to all applicable fees provided that all commenting agencies shall provide clearances, as required in the Conditions in Attachment 10), 10a), 10b), 10c), 10d), 10e), 10f), 10g), 10h), 10i), and 10j) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
2. The City shall advise that the Conditions on Attachment No. 10a) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 10b) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 10c) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Alectra Utilities Corporation shall advise that the Conditions on Attachment No. 10d) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions in Attachment No. 10e) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Bell Canada shall advise that the Conditions in Attachment No. 10f) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Enbridge shall advise that the Conditions in Attachment No. 10g) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
9. Metrolinx shall advise that the Conditions in Attachment No. 10h) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief

statement detailing how each condition has been met.

10. Infrastructure Ontario shall advise that the Conditions in Attachment No. 10i) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
11. MTO shall advise that the Conditions in Attachment No. 10j) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT 10a) LPAT

(LPAT CASE NO.
PL171117 & PL171118)

CONDITIONS OF APPROVAL**EXHIBIT 4A**

DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 ("THE PLAN")
1834375 ONTARIO INC. ("OWNER")
PART OF LOTS 6 AND 7, CONCESSION 3, CITY OF VAUGHAN

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ("CITY") THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 ("THE PLAN"), ARE AS FOLLOWS:

The Owner shall satisfy the following conditions:

1. The Conditions of Approval of the City of Vaughan (the "City") as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated February 13, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority ("TRCA") as set out on Attachment No. 1c) and dated August 20, 2018.
4. The Conditions of Approval of Alectra Utilities Corporation (formerly "Powerstream") as set out on Attachment 1d) and dated February 24, 2017.
5. The Conditions of Approval of Canada Post as set out on Attachment No. 1e) and dated June 8, 2017.
6. The Conditions of Approval of Bell Canada as set out on Attachment No. 1f) and dated February 27, 2017.
7. The Conditions of Approval of Enbridge as set out in Attachment No. 1g) and dated February 23, 2017.
8. The Conditions of Approval of Metrolinx as set out on Attachment No. 1h) and dated August 1, 2018.
9. The Conditions of Approval of Infrastructure Ontario as set out on Attachment No. 1i) and dated February 22, 2017.

Clearances

1. Final approval for registration shall be issued in phases (Phases 1 and 2) to the satisfaction of the City, subject to all applicable fees provided that all

commenting agencies shall provide clearances, as required in the Conditions in Attachment 1), 1a), 1b), 1c), 1d), 1e), 1f), 1g), 1h), and 1i) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.

2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Alectra Utilities Corporation shall advise that the Conditions on Attachment No. 1d) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions in Attachment No. 1e) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Bell Canada shall advise that the Conditions in Attachment No. 1f) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Enbridge shall advise that the Conditions in Attachment No. 1g) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
9. Metrolinx shall advise that the Conditions in Attachment No. 1h) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.
10. Infrastructure Ontario shall advise that the Conditions in Attachment No. 1i) have been satisfied for Phases 1 and 2 and the clearance letter shall include a brief statement detailing how each condition has been met.

**DRAFT PLAN OF SUBDIVISION FILE 19T-16V009 ("THE PLAN")
1834375 ONTARIO INC. (THE "OWNER")
PART OF LOTS 6 & 7, CONCESSION 3, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE "CITY")
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF
PLAN OF SUBDIVISION FILE 19T-16V009, ARE AS FOLLOWS:**

Draft Plan Conditions for Each Development Phase

Standard Draft Plan Conditions

1. The Plan shall relate to Draft Plan of Subdivision, prepared by MHBC Planning, drawing 1512F, dated and signed June 20, 2018.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with the in-effect Tariff of Fees By-law for Planning Applications.
4. The Owner shall enter into a subdivision agreement for each phase with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement for each phase shall be registered against the lands to which it applies.
5. The Owner shall dedicate all roads, daylight triangles included within the Plan as public highways without monetary consideration and free of all encumbrances.
6. The road allowances included within the Plan shall be named to the satisfaction of the City and the Regional Planning Departments.
7. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles and 0.3 metre reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
8. Any dead ends or open sides of road allowances created by the Plan shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary

consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.

9. The Owner shall agree in the subdivision agreement for each phase of the Plan that construction access shall be provided only in a location approved by the City and the York Region.
10. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
11. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement for each phase of the Plan to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
12. Prior to the initiation of grading, and prior to the final approval of the Plan or any phase thereof, the owner shall submit to the City for review and approval the following:

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

- a) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
- b) the location and description of all outlets and other facilities;
- c) storm water management techniques which may be required to control minor or major flows; and
- d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement for each phase of the Plan to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

13. The Owner shall agree in the subdivision agreement for each phase of the Plan that no building permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.

14. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the development of the plan. The City agrees to utilize its reasonable efforts to recover the Owner's costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners.
15. The Owner shall relocate or decommission any existing municipal infrastructure or utilities, internal or external to the Plan, to facilitate the Plan, at its own expense, to the satisfaction of the City.
16. The Owner shall agree in the subdivision agreement for each phase of the Plan to design, purchase material and install a LED streetlighting system in the Plan in accordance with City Standards and Specifications. The Plan shall be provided with decorative streetlighting to the satisfaction of the City.
17. The Owner shall agree in the subdivision agreement for each phase of the Plan that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
18. The Owner shall agree in the subdivision agreement for each phase of the Plan to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
19. Prior to final approval of the plan, the Owner shall submit an environmental noise impact study, prepared in accordance with the Ministry of the Environment Conservation and Parks ("MECP") NPC-300 for review and approval of the City. The preparation of the noise study shall include the ultimate traffic volumes associated with the surrounding road and rail network. The Owner shall agree in the subdivision Agreement for each phase to carry out, or cause to carry out, the recommendations set out in the approved noise study and include necessary warning clauses in all Offers of Sale or Lease, to the satisfaction of the City.
20. The Owner shall cause the following warning clauses to be included in a schedule to all offers of purchase and sale, or lease for all lots/blocks within the entire Plan:
 - a) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the Canadian Radio-television and Telecommunications Commission ("CRTC") authorize telephone and telecommunication facilities and services to be provided by

telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."

- b) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants."

Any additional warning clause as noted in the subdivision agreement for each phase shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

21. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall prepare, and the Development Engineering Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological reports, Traffic Impact Study ("TIS"), and Transportation Demand Management Plans ("TDM Plans"); note that additional information and documents may be required upon the next submission. The Owner shall agree in the Subdivision Agreement for each phase of the Plan to implement the recommendations of these reports and plans in the Plan of Subdivision to the satisfaction of the City.
22. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall carry out, at no cost to the City, any temporary or permanent, drainage works that may be necessary to eliminate ponding or erosion caused by design or construction deficiencies within the Subdivision to the satisfaction of the Development Engineering Department.
23. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services, and if required within the municipal right of way at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement for each phase of the Plan to the appropriate telecommunication provider.
24. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system, storm water management, and servicing to the satisfaction of the City and York Region and it should specify the required infrastructure improvements and development triggers to support the development of the subject lands.

25. The following warning clauses shall be included in all Offers of Purchase and Sale or Lease for Lots and Blocks for each Phase of the Plan.
- a) "Purchasers and/or tenants are advised that Street "A", Street B" and Street "C" will be extended in the future in accordance with Concord Go Centre Secondary Plan and/or any other study(ies) to facilitate development of this development and adjacent lands without further notice."
 - b) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within this development area and within the building units, Metrolinx Barrie Railway Line, and commercial sound levels from increasing road traffic on Regional Road 7 and/or Ortona Court may continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the sound level exceeds the City's and the Ministry of Environment, Conservation and Parks' noise criteria."
26. The following warning clauses shall be included in the Agreement of Purchase and Sale, condominium declarations, condominium agreement and in the subdivision agreement for each phase of the Plan:
- a) "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - b) "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - c) "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - d) "This dwelling unit has been supplied with a central air conditioning system which will allow windows closed and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

- e) "Purchasers/tenants are advised that due to the proximity of Metrolinx Barrie Railway Line, the adjacent industries and commercial facilities, sound levels from the industries may at times be audible."
27. Prior to the registration of Phase 1 and 2 of the Plan, all lands beyond Phase 1 as delineated on the approved Draft Plan of Subdivision, shall be subject to the Holding Symbol "(H1)" and "(H2)". The "(H1)" and "(H2)" Symbols will be removed once the York Region confirms that adequate water supply and sewage treatment capacity are available, and the City has allocated same, and the Traffic Impact Study address phasing and implementation of the development.
 28. Prior to earlier of the initiation of any grading or construction on the subdivision, the Owner shall install an erosion and sediment control within the property. The erosion and sediment control shall be designed and maintained in place until sufficient grass cover is established within the site to the satisfaction of the City.
 29. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Works as they may apply to the proposed primary roads and related infrastructure matters have been met.
 30. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall submit to the City for review and approval a detailed geotechnical and hydrogeological report, which shall address but not limited to the following:
 - a) a dewatering report/plan, necessary contingency plan, monitoring and reporting program during and after completion of the construction;
 - b) assessment of the potential for impact to the existing building structures in vicinity of the proposed development due to dewatering operation; and
 - c) design considerations for municipal services and structures.
 31. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall obtain necessary Approvals from the Ministry of Environment Conservation and Parks ("MECP") for all sewage works that service the development including but not limited to proposed stormwater management facilities (sewers, underground storm tank and oil and grit separators units), sanitary sewers and watermains.
 32. Prior to the registration of Phase 1 and 2 of the Plan, and at the request of the City, the Owner shall pay all costs associated with the City retaining a third-party peer reviewer to review noise report and related documents. The Owner shall submit an initial deposit of \$5,000.00 towards the cost of the Peer Review in the form of a certified cheque, to the City. The Owner shall agree to submit further deposits when requested to cover all costs of retaining a third-party peer reviewer (unused funds will be refunded to the applicant by the City).

33. The Owner shall agree in the subdivision agreement for each phase of the Plan for a cost contribution to the City for the cost of the proposed site-specific stormwater management system. Cost contribution is based on the extra cost for operation and maintenance of the facilities through its life cycle as well as the replacement cost of the proposed stormwater management facility versus a conventional stormwater management facility to the satisfaction of the City. The cost amount will be calculated at the time of preparation of the subdivision agreement for each phase of the Plan.
34. The Owner shall agree in the subdivision agreement for each phase of the Plan to design and construct, at no cost to the City, the proposed east-west private roads according to municipal local road standard and satisfactory to the City.
35. Prior to the registration of Phase 2 of the Plan, the Owner shall revise the Plan to address any modifications to the transportation network subject to the outcome, findings and conclusions of:
 - a) the Transportation Master Plan (Phases 1 and 2 of the Municipal Engineers Association's Municipal Class Environmental Assessment ("MCEA")) that will inform and provide input to the Mobility Hub Study and any potential amendments to the transportation network, and transportation and implementation planning and policy framework in the Concord GO Centre Secondary Plan, and/or
 - b) Phases 3 and 4 of the MCEA for a north-south collector road (Street B), extending from the east-west local street, located at the northerly limit of Phase 1 of the Development, to Rivermede Road via Ortona Court. Phases 3 and 4 of the MCEA will establish a preferred design concept, including horizontal and vertical alignment for this collector road.
36. The Owner shall agree in the subdivision agreement for each phase of the Plan to design and construct, at no cost to the City, the proposed east-west private roads according to municipal local road standards and satisfactory to the City. The construction of the private and public roads within each construction phase shall be completed prior to first building occupancy.
37. Prior to the registration of Phase 1 and 2 of the Plan, the Owner shall prepare all documents and convey to the City surface access easements without monetary considerations and, free of all encumbrances, to secure the surface public access, as well as, City emergency and maintenance vehicles access on the proposed private roads in perpetuity, at all times and to the satisfaction of the City. The Owner shall agree to include necessary conditions in the future condominium agreement for each phase of the Plan to ensure the access are maintained in the future condo corporation(s).

38. The Owner agrees and acknowledges, in the future condominium agreement for each phase, that the City will only maintain the public streets and the Owner will be responsible for the maintenance of the private east-west roads to the satisfaction of the City.
39. Prior to the registration of Phase 1 and 2 of the Plan, the conveyance of land, or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment ("ESA") report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan ("RAP"), Phase Three ESA report in accordance with Ontario Regulation (O.Reg.) 153/04 (as amended) for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - b) For park/open space block(s) that are being conveyed to the City, submit a Phase Two ESA report in accordance with O.Reg. 153/04 (as amended) assessing all park/open space block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of the park/open space block(s) shall be conducted only after the City has certified the rough grading of the park/open space block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - c) Should a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the MECP document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the satisfactory registration of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands within the Plan.
 - d) Submit a certificate letter prepared by the Owner's Qualified Person stating that the Owner covenants and agrees that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04 (as amended) and the accepted RAP (if applicable), are suitable for the intended land use, and meet the applicable Standards set out in the MECP document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended).
 - e) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.

40. Prior to the registration of Phase 1 of the Plan, the Owner shall amend the Reports and/or Drawings to address comments from Vaughan Development Engineering, dated August 29, 2018, to the satisfaction of the City.
41. The Owner shall agree in the Phase 1 subdivision agreement to design and construct, at no cost to the City, necessary interim services permanent/temporary to service the Phase 1 development, to the satisfaction of the City.
42. The Owner shall agree in the Phase 1 subdivision agreement to design and construct the necessary water supply system improvements along Regional Road 7, to the satisfaction of the City.
43. The Owner shall agree in the Phase 1 subdivision agreement to design and construct, at no cost to the City, an interim water supply looping to service Phase 1 and maintain it until the proposed water network within the Plan is completed, to the satisfaction of the City.
44. The Owner shall agree in the Phase 1 subdivision agreement to remove and replace, at no cost to the City, the last approximately 200 metre of the existing 250mm diameter sanitary sewer with the proposed 450mm diameter sanitary sewer, to the satisfaction of the City. The sanitary sewers are located on private properties, south of Regional Road 7, within City easements.
45. The Owner shall agree in the Phase 1 subdivision agreement to make the necessary arrangements with the owners of the lands south of Regional Road 7 to obtain the necessary easement(s) and transfer them to the City, as required for installation of the proposed sanitary sewer on their properties, to the satisfaction of the City.
46. Prior to the registration of Phase 1 of the Plan, the Owner shall provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system, storm water management, and servicing to the satisfaction of the City and York Region and it should specify the required infrastructure improvements and development triggers to support the development of the Plan.
47. The Owner shall agree in the subdivision agreement to convey Blocks 4, 17, and a portion of Block 1 to the City for stormwater management facilities, which includes but not limited to, the underground storm storage tanks, free of all charges and encumbrances, to the satisfaction of the City.
48. Prior to the registration of Phase 1 of the Plan, the Owner shall make necessary arrangements with the owners of the lands south of Regional Road 7 for the transfer, release and abandonment the existing storm easement registered as Instrument Nos. 647645 and 648481. The Owner shall further arrange for the registration of an easement in favour of the City for the maintenance,

construction and repair of existing and proposed City sanitary sewers, as per the approved engineering drawings, to the satisfaction of, and at no cost to the City.

49. The Owner shall agree in the Phase 1 subdivision agreement to design and construct at no cost to the City, all flood protection measures, including the proposed protection berm south-east of the site and associated parapet wall, to the satisfaction of the City.
50. Prior to registration of Phase 2, or any phase thereof, the final road alignment, right-of-way width and required City lands beyond Phase 1 shown on the Plan are conceptual. The final configuration will be determined through a number of processes, including the Comprehensive Transportation Study, a feasibility study examining the crossing of the Go Rail line and/or through an Environmental Assessment process, to the satisfaction of the City, as described in the Concord Go Centre Secondary Plan.
51. Prior to the registration of a Plan of Subdivision or development in Phase 2, the Owner shall modify the Plan, as necessary, based on the final road alignment, right-of-way width and required City lands that will be determined through a number of processes, including the Comprehensive Transportation Study, a feasibility study examining the crossing of the Go Rail line and/or through an Environmental Assessment process, to the satisfaction of the City, as described in the Concord Go Centre Secondary Plan.
52. The Owner shall agree in the Phase 2 subdivision agreement to design and construct at no cost to the City an east-west storm diversion pipe as per the Rivermede and Bowes Road Study dated August 14, 2014, prepared by Civica Infrastructure, to the satisfaction of the City.
53. Prior to the registration of Phase 1 of the Plan, that Block 21 shall be conveyed to The Toronto and Region Conservation Authority ("TRCA"), free of all charges and encumbrances.
54. Prior to the registration of Phase 1 of the Plan, the Owner agrees to convey a blanket easement on the whole of Natural Heritage/Valleyland, Block 21, for the purposes of public access and the construction and maintenance of a future public multi-use pathway(s) over the portion of the blanket easement lands.
55. Prior to the registration of Phase 1 of the Plan, the Owner shall convey a blanket easement (the "Blanket Easement") over the whole of Block 21, in favour of the City of Vaughan for the purposes of public access and the construction and maintenance of a future public multi-use pathway(s) and associated structures (the "Public Multi-Use Pathway(s)") over a portion of Block 21. The Owner and the City agree that the Blanket Easement shall remain on Block 21 on Schedule "A" until, all to the satisfaction of the City: (i) a reference plan showing the location of the Public Multi-Use Pathway(s) and associated structures on a

portion of the Blanket Easement Lands, is prepared and deposited on title to the satisfaction of the City; (ii) the Public Multi-Use Pathway(s) is constructed; and (iii) an easement for the Public Multi-Use Pathway(s) has been registered on title. Upon the occurrence of items (i), (ii), and (iii) the Owner shall register a Transfer, Release and Abandonment of the Blanket Easement, at the sole expense of the Owner and at no cost to the City.

56. All costs associated with the works as noted in Condition 55 as it relates to the blanket easement and transfer, release and abandonment of the blanket easement shall be paid by the Owner.
57. Prior to the registration of Phase 2 of the Plan, the Owner is to submit a Trails Feasibility Study, to the satisfaction of the Parks Development Department and the Toronto and Region Conservation Authority ("TRCA"), which is to be completed by an active transportation specialist and will include the following:
 - Examination of potential public multi-use pathway(s) connection(s) from the Subject Lands through the adjacent valleylands/buffer block and connecting into the existing Bartley Smith Greenway Trail system;
 - Tree Assessment/arborist component which examines the impact of the proposed public multi-use pathway(s) on vegetation and proposed restoration plan;
 - Geotechnical/Slope stability component which examines slopes in the area in the context of the proposed public multi-use pathway(s) connection;
 - Examination of alternative public multi-use pathway(s) alignments with the general goal of achieving a connection from the Subject Lands to the Bartley Smith Greenway Trail system; taking into account the above-noted natural features and any other natural features including wetlands; and
 - Total cost estimates for each public multi-use pathway(s) alignment proposed.
58. All costs associated with the preparation of the Trails Feasibility Study shall be paid by the Owner.
59. Prior to registration of Phase 2 of the Plan, the Owner shall design and agree to construct the following:
 - Lit pedestrian pathway from Subject Lands (at a location to be determined as part of the above-noted Trails Feasibility Study)
 - An open space pedestrian public multi-use pathway(s) and any relevant associated servicing and infrastructure in accordance with the approved Trails Feasibility Study including portions of the public multi-use pathway(s) located outside of the Plan, connecting to the Bartley Smith Greenway Trail system, to the satisfaction of and no cost to the City.

60. Prior to the registration of Phase 2 of the Plan, the Owner will be responsible for obtaining approvals, including any associated application fees from any applicable regulatory bodies, including but not limited to the Toronto and Region Conservation Authority ("TRCA") and the Ministry of Natural Resources and Forestry ("MNR") for the development and construction of the public multi-use pathway(s) and associated servicing/infrastructure.
61. Prior to the registration of Phase 2 of the Plan, that the Owner dedicate Park Block 20 to the City, free of all charges and encumbrances.
62. Development of Park Block 20 shall be coordinated with residential development in Phase 2 of the Plan in order to provide park facilities to the local residents in a timely manner. The Owner shall develop the park blocks in accordance with the "Developer Build Parks Policy, No. 07.2.05", and the timing of said development, such that the City can plan and budget accordingly.
63. Prior to the registration of the Phase 2 of the Plan, the Owner shall agree to develop the base requirements for Park Block 20 in accordance with items listed in Condition 64. The timing of these works shall be completed within two growing seasons of the first building permit for Phase 2 of the Plan which contains the park, and/or twenty-five percent (25%) occupancy of the residential development within the subdivision.
64. Prior to the registration of Phase 2 of the Plan, the Owner shall agree to complete a Parks and Open Space Master Plan to the City's standard level of service for Park Block 20 and the future Public Square within Blocks 15 and/or 16 and/or any additional parklands within the Phase 2 lands to the City's satisfaction, and shall include the following information:
 - a) Illustrate the proposed park program requirements and level of service to meet the projected population and demographics as determined by the City per the recommendations of the 2018 Active Together Master Plan ("ATMP") or its successor document, and informed by the findings and recommendations of the Community Services and Facilities Report prepared for the Subject Lands;
 - b) Demonstrate a sound design approach at locations where proposed public parks are adjacent to private development the treatment of the interface between the public park and the private development to ensure an integrated design approach is adopted towards built form, pedestrian connections, and ground floor programming to the City's satisfaction;
 - c) Demonstrate parkland configuration and grading to allow for the placement and development of appropriate outdoor facilities;

- d) Provide boundaries of proposed parkland dedication and the total size of individual blocks;
 - e) Provide an existing conditions plan illustrating topographic information in order to assess slopes and drainage, vegetation, identifying species, age, size and condition;
 - f) Provide a grading plan illustrating proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements;
 - g) Provide a preliminary construction cost estimate;
 - h) Layout plan which illustrates proposed park program requirements as determined by the City; and
 - i) Required restoration works and Edge Management Plan for park blocks abutting open space and associated buffer, if applicable.
65. The Owner shall ensure the plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the satisfaction of the City.
66. The Owner shall agree in the subdivision agreement that:
- a) Irregular non-programmable park configuration may not be considered for parkland conveyance;
 - b) Parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-2012 and policies outlined in the VOP 2010 Section 7.3.3 Parkland Dedication (currently under appeal, as approved by Council and the Region of York and represents the City's current position);
 - c) Public parks shall not be encumbered by utility easements and structures, transformer boxes, Canada Post mail boxes and/or access, overland flow routes, railway and pipeline safety buffers and zones, Natural Heritage Network core features and associated buffers, regulated floodplain areas, or anything that could negatively impact the public use of the public park. Parks shall not be encumbered by underground parking, unless so specified and approved by the City;

Should the City accept the principle of strata parks on the subject lands, the Owner shall refer to and utilize the City's Strata Park Guidelines (Report No 2 to the Vaughan Metropolitan Centre Sub-Committee, May 27, 2013).
 - d) Ensure the Parks Open Space Master Plan respecting park design, location, typology, and size conforms to and be consistent with the

Vaughan Official Plan Section 7.3.2 Parks and Open Space Design and to the 2018 Active Together Master Plan ("ATMP"), Section 5.3;

- e) A parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. The parkland dedication chart shall be used for valuating, determining, and identifying the total amount of final parkland conveyance or payment representing the payment-in-lieu of parkland dedication to the City based on developable lands of the individual applicant lands or the development group;
- f) All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City. Refer to Developer Responsibility for City of Vaughan Parkland Conveyance Conditions (Base Condition);
- g) Archaeological Assessment, Stage I and II is required to determine limits of public park block(s). Proposed public park lands are to be clear of all historically significant heritage features;
- h) A geotechnical investigation and Phase 2 Environmental Site Assessment to be conducted by a qualified Professional Engineer in accordance with O.Reg. 153/04 (as amended) assessing park and open space blocks for contaminants of concern to the satisfaction of the City and in conformity with the applicable Ministry of the Environment, Conservation and Parks ("MOECP") Site Condition Standards for parkland use. Ensure compliance with the updated Engineering Design Criteria and Standard Drawings Manual. A minimum of five (5) boreholes are required within Park Block 20 and the future park block in Phase 2 (within Blocks 15 and 16). Boreholes shall be taken at regular intervals along the full length of said Park Blocks. Borehole reports will indicate soil type, water content, and density (general compaction). All samples are to be tested in a laboratory to determine their physical properties, including levels of various chemical elements and contaminants;

Should additional fill be placed to meet required grading levels, the results of the Phase Two Investigation shall be supplemented with a letter report addressed to the City by the Owner's environmental consultant that includes: confirmation of the area where fill has been placed and details regarding dates, sources, volumes, and certification that the placed fill material meets the applicable MOECP Site Condition Standards referenced above and compacted to the standard referenced below.
- i) A complete inventory and analysis report of existing vegetation completed by a Certified Arborist for all existing trees within the Park Blocks. Drawings shall indicate the location of all existing trees, including

limit of drip line, trees to be removed and trees to be maintained within the park block. No grading work is permitted within the drip line of existing trees that are to be preserved. All dead, damaged and hazardous trees shall be removed and disposed of off-site;

- j) Any tree or similar vegetation in accordance with the tree preservation plan shall be retained on the park block(s);
- k) Park Blocks shall be graded based on the Park's proposed facilities and stormwater management requirements. The Park Blocks shall be graded to conform to the overall grading plan of the subdivision with clean engineered fill compacted to 95% Standard Proctor Dry Density ("SPDD"), inclusive of any civil work required such as retaining structures, rip rap, swales, and the like to meet grading levels. The park block shall generally be graded to allow for a minimum 2% and no greater than 5% gradient over 75% of the total block area. No fill is to be placed on existing topsoil and the stockpiling of topsoil on the park and open space blocks is prohibited. Spread and fine grade topsoil evenly to a depth of 300mm over the entire park block. Topsoil for fine grading shall be fertile and friable, natural loam soil with two percent (2%) minimum organic matter for sandy loams and four percent (4%) minimum organic matter for clay loams. Acidity of topsoil shall range from 6.0pH to 7.5pH and shall be capable of sustaining vigorous plant growth. The Owner shall complete all necessary chemical analysis and topsoil fertility tests by a qualified testing laboratory to the satisfaction of the City, and results of testing provided to the City for review and approval. Prior to placement of topsoil, the Owner shall add all amendments as required to amend the existing soils to meet the recommendations of the fertility testing and demonstrate that these standards have been met;
- l) Proposed public park block(s) grading must not negatively impact adjacent properties with overland flow routes. The public park block(s) cannot be encumbered by overland flow routes from adjacent properties;
- m) The Park Blocks shall be seeded with a seed mix approved by the City;
- n) The perimeter of the Park Block shall be temporarily fenced off with fencing approved by the City and "No Dumping" signs shall be placed along the perimeter of the park blocks;
- o) The Owner shall be responsible to maintain the Park Blocks until such time as the park's construction commences or assumption is granted. Maintenance shall entail maintaining sufficient grades to prevent standing water, cutting the grass/vegetation a minimum of twice in summer, erosion repairs, cleaning of catch basins, repair of perimeter fencing and removal of any debris that is dumped on the site, to the satisfaction of the City;

- p) The Park Blocks shall not be encumbered by any servicing or easements including but not limited to utility services, transformer boxes, Canada Post mail boxes and/or access;
 - q) The Park Blocks shall include adequate sized servicing connections along the main frontage of the park block, including a water chamber manhole, complete with a curb stop, sanitary manhole, *if necessary*, and storm water manhole. All servicing structures are to be located no less than 5 metres away from property lines. A storm water management brief and grading plan for all required storm water services is required to ensure that proposed works have been designed to accommodate storm water flows in accordance with the Engineering Department Design Manual City at interim and ultimate phases of the Park Block and to the satisfaction of the City;
 - r) Electrical services include a 120/240 volt, single phase, three wire power supply to the proposed park blocks. The power supply drop will consist of a 3 conductor #3/0 aluminum underground cable drop located one metre from the street line and one metre from the property line inside the park block(s). The cable feed will originate from the closest (within 75 metre cable length) single phase pad mounted transformer and will be left coiled and attached to a 2" X 4" wood stake, visible above grade;
 - s) All temporary sediment control management measures within parks and open space blocks are to be removed prior to rough grading of the associated block(s); and
 - t) That the future Park Block(s) within Blocks 15 and/or 16 be no less than 0.5 ha in size. This park is to have municipal/public road frontage with a length to width ratio of either 2:1 or 3:1 (with one side being no less than 45 m wide).
67. Prior to the issuance of a Building Permit, to meet dedication requirements under the *Planning Act*, VOP 2010 (Section 7.3.3 Parkland Dedication) and By-law 139-90, as amended by By-law 205-2012, payment-in-lieu of parkland shall be provided. The Office of the City Solicitor, Real Estate Department shall review and provide comments as required.
68. Payment-in-lieu of parkland dedication will be required for the Phase 2 lands. Upon satisfactory conveyance of Park Block 20 and the future park block(s) within Blocks 15 and/or 16, a portion or entirety of payment-in-lieu of parkland dedications funds for Phase 2 will be refunded to the Owner, at the discretion and to the satisfaction of the City.

69. Prior to the registration of Phase 1 of the Plan, the Owner shall enter into a Temporary Park Agreement with the City to provide a temporary public amenity space, no less than 0.5 ha in size, within Block 3 or other similarly sized area within the Phase 1 lands and/or lands within Phase 2 that abut a public right-of-way, to the satisfaction of the City. The temporary public amenity space is to be graded and maintained to City standards, but on a temporary basis until such time as the Phase 2 parklands are conveyed to the City or at a time mutually agreed to by both the City and the Owner.
70. Prior to the registration of Phase 1 of the Plan, a Letter of Credit from the Owner shall be submitted to the City for the construction, grading and sodding of the temporary public amenity space. This Letter of Credit in the amount of \$68,000, shall be held for a period of 5 years from the date of the Phase 1 registration or until such time as the temporary public amenity space is provided. Portions or the entire sum of the Letter of Credit may be drawn upon by the City to construct, grade, and sod the temporary public amenity space. Should the 5-year period elapse prior to the establishment of the temporary public amenity space, the Letter of Credit will be renewed in the amount of \$68,000 plus annual rate of inflation (from date of original issuance) until such time as the temporary public amenity space is established.
71. That a Letter of Credit from the Owner be submitted to the City for the maintenance of the above-noted temporary public amenity space. This Letter of Credit in the amount of \$30,000.00, shall be held for a period of 5 years from the date of the Phase 1 registration or until such time as the Phase 2 parklands are conveyed to the City. Portions or the entire sum of the Letter of Credit may be drawn upon by the City to maintain the temporary public amenity space (*e.g.*, mowing of grass, litter pick-up and/or removal). Should the 5-year period lapse prior to the Phase 2 parkland conveyance, the Letter of Credit will be renewed in the amount of \$30,000.00 plus the annual rate of inflation (from date of original issuance) until such time as the Phase 2 parkland conveyance occurs.
72. Temporary signage informing users of the temporary nature of the site shall be installed by the Owner around the temporary public amenity space. Warning clauses are also to be included any Agreement of Purchase and Sale for development/units within the Phase 1 lands advising of the temporary nature of the public amenity space.
73. Prior to the registration of Phase 2 of the Plan, the Owner shall provide the City with a Letter of Credit totaling the complete costs to build the multi-use pathways on the subject lands and within the open space valleylands, connecting to the Bartley Smith Greenway Trail system including any associated servicing and infrastructure, as detailed in the future Trails Feasibility Report, which is to be submitted, reviewed and approved to the satisfaction of the City. The Letter of Credit shall be held for the estimated construction costs for the proposed site works, which shall include but is not limited to all required geotechnical reports,

construction testing, surveying, and all required construction costs to build said trail. The Owner is responsible for the total cost of the design and construction of all works to complete the pathway on the subject lands and open space trail and associated infrastructure, servicing and landscape works, including but not limited to any works of a temporary nature.

Portions or the total sum of the Letter of Credit may be drawn upon by the City, as necessary, to complete the above-noted public multi-use pathway(s) system, in the case where the Owner does not fulfil Condition No. 7 and/or if deemed necessary by the City;

74. Prior to the registration of Phase 1 of the Plan, the Owner shall provide a revised Community Services Facilities Impact Study ("CSFIS"), addressing Parks Development Comments of August 8, 2018, to the satisfaction of the City.
75. Prior to the final approval of Phase 1 of the Plan, the Owner shall enter into a Tree Protection Agreement with the City.
76. Prior to the final approval of Phase 1 of the Plan, the Owner shall finalize the Volume 1: Urban Design Policy+ Master Plan and Volume 2: Urban Design Guidelines to the satisfaction of the City.
77. Prior to final approval of Phase 1 of the Plan, the Owner shall prepare a detailed streetscape plan for Regional Road 7 within the Plan, addressing the interface between the built form and Regional Road 7, and the urban treatment of the streetscape from curb to buildings to the satisfaction of the City, the Region and TRCA. Should the final interface design affect Infrastructure Ontario ("IO") lands, further review and final approval from IO is required.
78. Prior to the final approval of Phase 1 of the Plan, the Owner shall prepare a Landscape Master Plan. The Plan shall address, but not be limited to the following:
 - a) Fencing treatments, street tree planting, park lands, vista lands, and open space lands;
 - b) The appropriate community edge treatment along Regional Road 7; including the appropriate landscaping with low-maintenance plant material;
 - c) The appropriate edge restoration along the natural feature lands (i.e. Upper West Don River);
 - d) The appropriate landscape treatment with a public multi-use pathway(s) for open space Blocks 4 and 17;
 - e) The appropriate landscaping for the CNR noise berm with low-maintenance plant material;

- f) The pedestrian urban connections between streets, built forms, park lands, vista lands, and natural feature lands; and
 - g) Environmental report for the natural feature lands.
79. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the Owner to the Development Planning Department in accordance with the in-effect Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review. This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, and natural feature edge restoration/management plans) and inspections for tree removals permit clearance, start of guaranteed maintenance period, and assumption of the development by the City.
80. Prior to the final approval, the Owner shall provide a buffer block abutting the natural feature lands in accordance with TRCA policies.
81. Prior to the final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the natural feature lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural feature land edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.
- a) The Owner shall provide a report for a 20 metre zone within all staked natural feature land edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision. The warning clause Council approved September 29th, 1997 with respect to "Tree Fees" shall be included in the subdivision agreement:
 - a) *"Purchasers are advised that the planting of trees on City boulevards in front of residential units is a requirement of the subdivision agreement. A drawing depicting the conceptual location for boulevard trees is included as a schedule in this subdivision agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice."*
 - b) *"The City has not imposed an amount of a 'Tree Fee' or any other fee which may be charged as a condition of purchase for the planting of trees. Any 'Tree Fee' paid by the purchasers for*

boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling.

82. The following warning clause shall be included in the subdivision agreement for residential units within Blocks 1, 2, 3, 15, 16 and 18:
- a) "Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CN Railway safety berm adjacent to Street 'C,' railway traffic will be visible. A screen wall will not be erected on the CN Railway berm adjacent to Street 'C.' The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment."
83. The Owner shall agree in the subdivision agreement to warranty the landscape vegetation screen on the CN Railway landscape buffer for a period of five (5) years following the date of assumption of the Plan.
84. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of CNR berm that abut the Canadian National Railway lands, to the satisfaction of the City.
85. Prior to the final approval of Phase 1 of the Plan the Owner shall convey Open Space Block 4 to the City free of all cost and encumbrances.
86. Prior to the final approval of Phase 2 of the Plan the Owner shall convey Open Space Blocks 14 and 17 to the City free of all cost and encumbrances.
87. Prior to the final approval of Phase 1 of the Plan, and prior to the final approval of Phase 2 of the Plan, the Owner shall design and construct the following streetscape works, for the portions of the corresponding Streets in each Phase of the Plan, in accordance with City standards, the "City-wide Streetscape Implementation Manual" to the satisfaction of the City.
- a) The streetscape along the local roads, Street A and Street C, at a standard urban level of service (the "Street A Road Works") and (the "Street C Road Works) to the satisfaction of the City; and,

- b) The streetscape along the north-south collector road, Street B, at an enhanced level of service (the "Street B Road Works") to the satisfaction of the City.

The Street A, B and C Road Works are collectively referred to herein as the "Streetscape Works".

- 88. Prior to the final approval of Phase 1, the Owner shall prepare detailed streetscape drawings as part of the Plan drawing package, to the satisfaction of the City. Revised streetscape cost estimates shall be submitted to the satisfaction of the City. Securities will be taken based on the full cost of the works.
- 89. In the event that there is additional work or increases in the cost of the Streetscape Works attributable to unforeseen circumstances or other problems encountered during construction by the Owner, the Owner shall notify the City but the Owner shall not be obligated to obtain the City's consent to authorize such additional work or increase in the cost of the Streetscape Works, except for major changes that exceed ten percent (10%) of the original cost of any one item in the construction contract for the project, in which case the City's consent shall be required. As construction proceeds, the Owner shall produce, if requested, copies of all supplementary contracts and change orders to the City for information.
- 90. When the construction of the Streetscape Works has been substantially completed to the satisfaction of the City, the Owner shall provide the City with the following information:
 - a) A certification from a registered consulting engineer and a registered landscape architect that confirms the Streetscape Works have been constructed in accordance with the approved Construction Drawings, City standards and specifications, sound engineering practices, and the Streetscape Guidelines;
 - b) A detailed breakdown of the final as-constructed costs of the Streetscape Works certified by a professional consulting engineer to the satisfaction of the City;
 - c) A Statutory Declaration from the Owner confirming that all accounts in connection with the design and construction of the Streetscape Works have been paid in full and that there are no outstanding claims related to the subject works;
 - d) A complete set of "As Constructed" Construction Drawings for the Streetscape Works to the satisfaction of the City;

- e) Copies of all final executed construction contracts, approved contract extras and change orders related to the construction of the Streetscape Works to the satisfaction of the City; and
 - f) Copies of all quality assurance test results, supplementary geotechnical reports and construction related reports.
91. Components of the Street B Road urbanization are included in the 2018 Development Charges By-law 083-2018 as required to service growth within the Concord Go Secondary Plan Area. In accordance with this Section, the Owner may be entitled to a Development Charge reimbursement for a portion of its costs related to the design and construction of the Street B Road Works.
92. Upon completion of the Street B Road Works and receipt of final actual cost certified by the consultant, the City may reimburse the Owner the lesser of fifty percent (50%) of the final actual certified cost of the Street B Road works or up to a maximum \$218,400.00 when funds for the Street B Road Works are available and included in an approved capital project.
93. The Owner shall indemnify and save harmless the City and/or their employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly by reason Streetscape Works or service provided under this Agreement.
94. The Owner acknowledges that the City has Species at Risk within its jurisdiction which are protected under the *Endangered Species Act, 2007*, S.O.2007. The Owner is required to comply with Ministry of Natural Resources and Forestry regulations and guidelines to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the related Subdivision Agreement, the Owner must comply with the provisions of the Act.
95. The Owner acknowledges that unauthorized tree removals or alteration of natural features or functions are not permitted. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the related Subdivision Agreement, development will not proceed until restoration (tree replacement) is provided. A Restoration plan must be prepared to the satisfaction of the City prior to any site alteration. If restoration requirements cannot be accommodated on site or vicinity, then monetary compensation is required.
96. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City, and no Building Permit shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan:

- a) the Neighbourhood Plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines etc.;
- b) the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
- c) the location of parks, open space, stormwater management facilities and trails;
- d) the location of institutional uses, including schools, places of worship, community facilities;
- e) the location and type of commercial sites;
- f) colour-coded residential for townhouses; and
- g) the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan Development Planning Department, at 2141 Major Mackenzie Drive, (905) 832-8585."

"For detailed grading information, please call the developer's engineering consultant, (name) at ".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers." *[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]*

- 97. Prior to final approval the Owner must provide documentation regarding the original smokestack demolition and salvage, and a smokestack commemorative feature installation plan, to the Development Planning Department, Urban Design and Cultural Heritage Division.
- 98. The subject property has undergone Stage 1 and 2 Archaeological Assessment and is declared to be free of archaeological concerns. However, the following standard clauses shall be included in the Subdivision Agreement for each Phase of the Plan should previously undiscovered or deeply buried sites are encountered:
 - a) Should archaeological resources be found on the property during construction activities (including but not limited to topsoil removal, excavation and grading), all work must cease and both the Ontario Ministry of Tourism, Culture and Sport, and the City of Vaughan's Urban

Design and Cultural Heritage Division of the Development Planning Department shall be notified immediately.

- b) In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
99. Notwithstanding Condition #12 on Attachment #1b), prior to final approval of the Plan, the Owner agrees, in wording that is satisfactory to York Region, to restrict access at the intersection of Street 'A' and Regional Road 7 to only emergency vehicles, that are permitted to make all movements, as supported by the "Update to Functional Operations Study" by BA Consulting, dated June 2018.



Corporate Services

File No.: 19T-16V09

Regional File No.: SUBP.17.V.0007

Refer To: Justin Wong

February 13, 2018

Mr. Mauro Peverini
 Director of Development Planning
 City of Vaughan
 2141 Major Mackenzie Drive
 Vaughan, ON L6A 1T1

Attention: Carol Birch, M.C.I.P., R.P.P.

**Re: Conditions of Draft Approval for
 Revised Draft Plan of Subdivision 19T-16V09 (SUBP.17.V.0007)
 1890 Highway 7
 Part of Lots 6 & 7, Concession 3
 (1834375 Ontario Inc, Rose Garden City)
 City of Vaughan**

York Region has now completed its review of the above noted revised draft plan of subdivision prepared by MHBC Planning, File No. 1512 F, last revised November 1, 2017. The proposed development is located on the north side of Highway 7 and east of Keele Street, on lands municipally known as 1890 Highway 7, in the City of Vaughan. The draft plan consists of 4 mixed-use blocks and blocks for parks, 0.3m reserves, right-of-way widening and roads, within a 10.72 ha site.

Development Engineering

The site plan prepared by Kirkor Architects & Planners, drawing no. A1.2, dated November 3, 2017, shows a private access to Block 1 from Highway 7. All access from Block 1 must be provided through the internal road system and no additional access will be permitted to Highway 7.

Sanitary Sewage and Water Supply

This development is within the Maple South wastewater area and will be serviced from Water Pressure District No. 6.

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA
- Other projects as may be identified in future studies.

The Regional Municipality of York, 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
 Tel: 905-830-4444, 1-877-464-YORK (1-877-464-9675)
 Internet: www.york.ca

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(1834375 Ontario Inc, Rose Garden City)

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The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

Based on our understanding of the Functional Servicing Report submitted, the proposed development is connecting to a sanitary sewer on the south side of Highway 7 that is proposed to be upgraded to accommodate the flows from the subject development. This sewer currently outlets to York Region's Maple Collector at Manhole 43. If the sewer is reconstructed as proposed, Regional approval is required prior to construction of the sewer outlet, including the works required at Manhole 43 on the Region's Maple Collector. Engineering drawings showing plan and profile views of the works required for connection at Manhole 43 shall be submitted to the Community Planning and Development Services Division prior to construction. The wastewater connection design drawings will be required to be circulated to the Infrastructure Asset Management Branch for review and approval.

Summary

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached Schedule of Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Justin Wong, Planner, at extension 71577 or through electronic mail at justin.wong@york.ca.

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.
Manager, Development Planning

JW/

cc. Lezlie Phillips, Liberty Development Corporation (Email Only)

YORK-#8169439-v1-19T-16V09_-_Regional_Condition_Letter_(Revised)

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(1834375 Ontario Inc, Rose Garden City)

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Schedule of Conditions
19T-16V09
1890 Highway 7
Part of Lots 6 & 7, Concession 3
(1834375 Ontario Inc, Rose Garden City)
City of Vaughan

Re: MHBC Planning, File No. 1512 F, last revised November 1, 2017

Conditions to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall agree that the proposed modifications of the sanitary outlet to the Region's Maple Collector at Manhole 43 shall be designed and installed to the satisfaction of the Region.
3. The Owner shall agree in wording satisfactory to Development Engineering, to implement the recommendations of the functional transportation report/plan as approved by Development Engineering.
4. The Owner shall agree in wording satisfactory to Development Engineering, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of Development Engineering.
5. The Owner shall agree in wording satisfactory to Development Engineering, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
6. The following warning clause shall be included with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants".
7. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:
 - a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
 - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;

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(1834375 Ontario Inc, Rose Garden City)

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- c) That maintenance of the noise barriers and fences bordering on York Region's right-of-way shall not be the responsibility of York Region.
8. The Owner shall agree in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.
9. The Owner shall agree to place all lands outside of Phase 1A (913 residential units and 19,665 ft² retail) under a Holding Symbol (H) pursuant to the provision of Section 36 of the Ontario Planning Act, which shall prohibit the development of the lands until the (H) symbol has been lifted. The conditions of lifting the (H) symbol shall include one of the following:
 - a) Construction of the Ortona Court extension to the north or an alternative east-west connection to the west of the existing GO rail tracks and to the North Rivermede Road. A revised transportation study shall show the above noted connections to the satisfaction of the Region or,
 - b) Providing a transportation study prepared by a professional transportation consultant that demonstrates that the above noted connections are not warranted to the satisfaction of the Region.
10. The Owner shall agree in wording satisfactory to the Development Engineering section, that access to Blocks 1, 2, 3 and 4 shall be via the internal road network only and direct access to Highway 7 will not be permitted.
11. The Owner shall agree in wording satisfactory to the Development Engineering section, that the intersection of Street "C" with Highway 7 shall be restricted to right-in, right-out movements only.
12. The Owner shall agree in wording satisfactory to Development Engineering, that the intersection of Street "A" with Highway 7 will be restricted to right-in movements only with the exception of emergency vehicles who will be permitted to make all movements.
13. The Owner shall agree in wording satisfactory to Development Engineering that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

Conditions to be Satisfied Prior to Final Approval

14. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
15. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
16. An electronic copy of the engineering drawing(s) showing the layout of the watermains and sewers shall be submitted to the Development Engineering section and Infrastructure Asset Management Branch for record.
17. The Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
18. Concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:
 - a) Plan and Profile for the York Region road and intersections;
 - b) Grading and Servicing;
 - c) Connection to Regional sanitary sewer system
 - d) Functional Servicing Report
 - e) Stormwater Management Report
 - f) Intersection/Road Improvements, including the recommendations of the Traffic Report;
 - g) Construction Access Design;
 - h) Utility and underground services Location Plans;
 - i) Signalization and Illumination Designs;
 - j) Line Painting;
 - k) Traffic Control/Management Plans;
 - l) Erosion and Siltation Control Plans;
 - m) Construction Access
 - n) Landscaping Plans, including tree preservation, relocation and removals;
 - o) Requirements of York Region Transit/Viva.
19. The Owner shall submit a detailed Development Charge Credit Application to York Region, if applicable, to claim any works proposed within the York Region Right-of-Way. Only those works located in their ultimate location based on the next planning upgrade for this Right-of-Way will be considered eligible for credit, and any work done prior to submission without prior approval will not be eligible for credit.

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(1834375 Ontario Inc, Rose Garden City)

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20. The Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information shall be submitted to Development Engineering, Attention: Mrs. Eva Pulnicki, P.Eng.
21. The Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the property line shall be 2% above the top of existing curbs, unless otherwise specified by Development Engineering.
22. The Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
 - a) All existing woody vegetation within the York Region road right-of-way,
 - b) Tree protection measures to be implemented on and off the York Region road right-of-way to protect right-of-way vegetation to be preserved,
 - c) Any woody vegetation within the York Region road right-of-way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right-of-way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.
 - d) A planting plan for all new and relocated vegetation to be planted within the York Region road right-of-way, based on the following general guideline:
 - e) Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance,
 - f) For landscape features not maintained to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.
23. The Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
24. The Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
 - a) A widening across the full frontage of the site where it abuts Highway 7 of sufficient width to provide a minimum of 22.5 metres from the centreline of construction of Highway 7, and
 - b) A 10 metre by 10 metre daylight triangle at the northeast and northwest corners of Highway 7 and Street "A", and

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(1834375 Ontario Inc, Rose Garden City)

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- c) A 10 metre by 10 metre daylight triangle at the northeast and northwest corners of Highway 7 and Street "B", and
 - d) A 10 metre by 10 metre daylight triangle at the northeast and northwest corners of Highway 7 and Street "C", and
 - e) A 0.3 metre reserve across the full frontage of the site, except at the approved access locations, adjacent to the above noted widening, where it abuts Highway 7 and adjacent to the above noted widening(s).
25. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
26. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

19T-16V09/SUBP.17.V.0007
(1834375 Ontario Inc, Rose Garden City)

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The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

27. The Owner shall demonstrate that direct pedestrian and cycling connections to the boundary roadways and adjacent developments have been provided.
28. The Owner shall revise the Urban Transportation Considerations Study to the satisfaction of the Region.
29. The Owner shall submit engineering plans, and obtain Engineering Approval, that will satisfy York Region Transit's (YRT's) requirements.
30. The Owner shall demonstrate, to the satisfaction of Development Engineering that pedestrian access to Highway 7 shall be provided from Streets "A", "B" and "C".
31. The intersection of Streets "A", "B" and "C" with Highway 7 shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including, but not limited to, medians, turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
32. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the area municipality, at no cost to the Region.
33. The Owner shall design and provide a set of engineering drawings, to the Region's satisfaction, for the modifications to the embankment of the upper West Don River, the Highway 7 bridge and storm sewer system in order to modify the limits of the flood plain to the satisfaction of the TRCA.
34. The Owner shall design and provide a set of engineering drawings, to the Region's satisfaction, and obtain Engineering Approval, for the proposed modifications of the sanitary outlet to the Region's Maple Collector at Manhole 43.
35. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
36. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
37. The Regional Corporate Services Department shall advise that Conditions 1 to 36 inclusive, have been satisfied.



August 20, 2018

CFN 57143

BY E-MAIL (carol.birch@vaughna.ca)

City of Vaughan
2141 Major Mackenzie Drive,
Vaughan, ON L6A 1T1

Attn: Carol Birch, Senior Planner

Re: Rose Garden (1834371 Ontario Inc.) -3rd circulation
Proposed Zoning By-law Amendment Application Z.16.049
Draft Plan of Subdivision Application 19T-16V009
1890 Highway 7, East of Keele Street
City of Vaughan, Regional Municipality of York

The purpose of this letter is to acknowledge receipt of and to provide comments on the following:

- Draft Plan of Subdivision 19T-16V009, Part of Lot 7, Concession 3, City of Vaughan, Regional Municipality of York, prepared by MHBC, dated June 20, 2018

This revised draft plan of subdivision was submitted to support the Draft Plan of Subdivision Application, 19T-16V009, and Zoning By-law Amendment Application Z.16.049 in the City of Vaughan.

In addition, the City of Vaughan has requested that TRCA staff provide conditions of approval for the above noted subdivision lands subject to this draft plan of subdivision application.

Background

It is our understanding that the Owner has submitted revised draft plan of subdivision and a zoning by-law amendment applications to facilitate the development of a mixed-use development consisting of a maximum of 950 residential units (representing Phase 1 of the development) including townhouse, mid-rise and high-rise buildings ranging in height of 5 to 22 storeys, as well as 1,860 square meters (20,020 square feet) of retail space, municipal roads, stormwater management facility and natural heritage with associated buffers.

The Zoning By-law Amendment application proposes to rezone the subject lands from A Agricultural Zone, A Agricultural Zone subject to Exception 9(976), to EM2 General Employment Area Zone, and OS1 Open Space Conservation Zone, and OS2 Open Space Park, together with site specific exceptions to permit the proposed mixed-use development.

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Presently the subject property does not meet safe access requirements as a result of the Don River Regulatory Floodplain Inundating Highway No. 7 between North Rivermede Rd. and Bowes Rd. in the City of Vaughan at the single primary entrance to the site. However, as per our letter of October 20, 2016 and November 17, 2017 TRCA has a level of comfort 'in principle' that remedial works would provide the subject property with safe access.

Current Applications

While the focus on the previous submissions provided by the applicant has been to clearly address the issue of safe access to the subject property through proposed flood remediation works in the south east corner of the subject site, previous submissions failed to delineate the regulatory floodplain in the South West corner of the site. Delineation of the regulatory floodplain was provided in the third submission to establish draft plan conditions, however minimal setbacks and retaining walls are proposed to enclose the regulatory floodplain. TRCA does not support the use of structures or fill to facilitate development and requires appropriate buffers and stable slopes to be applied to ensure an appropriate interface between the road, regulatory floodplain and the proposed development.

Recommendation

Based on our review of the subject applications and the supporting materials listed in Appendix 'A', to date, TRCA is satisfied that the appropriate limits of development have been established for the Phase 2 lands located on the northern half of the site, however the subdivision is not complete at this time due to the lack of an appropriate interface between Hwy 7 and Blocks 1, 2 and 3 inclusive.

TRCA has given the application significant consideration and have concluded that the southern sector of the draft plan of subdivision (Phase 1) may require considerable adjustments pending additional grading analysis. Additional review and application of an appropriate interface between Hwy 7, urban landscape, regulatory floodplain and the proposed development is required. This may result in changes to Blocks adjacent to Hwy 7 and may result in the creation of new Open Space Blocks which would contain the natural hazards and appropriate buffers.

If the City plans to proceed to take these files forward to the Committee of the Whole in September 2018, TRCA will only support approval of this application with a Holding Provision placed on Blocks 1, 2 and 3 inclusive. The Holding Provision would be tied to TRCA's draft plan conditions provided in Appendix 'B'. These specific conditions outline the technical input and re-design of the Blocks 1, 2 and 3 inclusive, needed to confirm that an appropriate interface between Hwy 7 and the Mixed Use Development is provided. The interface area would contain but may not be limited to: Regulatory floodplain, floodplain freeboard, reduction of nuisance flooding through road cross section design, stable earthen berm and appropriate setbacks.

It is our expectation that the Owner will address TRCA's requirement to revise the Blocks prior to moving forward with detailed design. This will necessitate redline revisions to the draft plan.

It is noted that 'additional lands owned by applicant' are proposed to be conveyed to TRCA. For ease TRCA requests the Draft Plan be redline revised to include these lands within a formal Block and be zoned Open Space 5.

Specific comments on the third submission regarding the items listed above can be found in Appendix 'C' to this letter.

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Should any revisions to Draft Plan of Subdivision Application 19T-16V009 or Zoning By-law Amendment Application Z.16.049 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for the draft plan of subdivision and zoning by-law amendment once they are approved.

We trust these comments are of assistance. Should you have any questions, please contact me at extension 5307 or at cbonner@trca.on.ca

With Regards,



Colleen Bonner, MES, RPP
Senior Planner
Planning and Development

Enclosure (Appendix 'A' through 'C')

c.c.: Wayne Long – Liberty Development Corporation, Wayne@libertydevelopment.ca
Lezlie Phillips - Liberty Development Corporation: lezlie@libertydevelopment.ca
Mauro Peverini – City of Vaughan, mauro.peverini@vaughan.ca
Clement Chong – City of Vaughan, clement.chong@vaughan.ca
Selma Hubjer – City of Vaughan, Selma.hubjer@vaughan.ca
Ruth Rendon – City of Vaughan, ruth.rendon@vaughan.ca
Calvin Mollett - Region of York, calvin.mollett@york.ca
Carolyn Woodland – TRCA, cwoodland@trca.on.ca
June Little – TRCA, jlittle@trca.on.ca
Coreena Smith – TRCA, csmith@trca.on.ca

Appendix A: List of Materials Reviewed**3rd Submission received June 18 and June 22, 2018:**

- Addendum: Environmental Impact Study, Tree Inventory and Preservation Plan and West Don River Geomorphic Assessment prepared by Beacon, dated June 22, 2018
- Clay Mound Slope Stability Assessment, prepared by EXP dated March 16, 2018
- Draft Plan of Subdivision 19T-16V009, Part of Lot 7, Concession 3, City of Vaughan, Regional Municipality of York, prepared by MHBC, dated June 20, 2018
- Draft Zoning By-law
- Dwg. Full Civil drawing submission prepared by Schaeffers Engineering, revised June 11, 2018
- Dwg: Bridge Parapet Modification & retaining wall, prepared by Stephenson Engineering dated June 18, 2018
- Email from York Region regarding Berm assumption, dated June 20, 2018
- Existing Bridge Parapet and Flood Retaining wall letter, prepared by Stephenson Engineering dated June 18, 2018
- Functional Servicing Report for 1890 Highway 7, prepared by Schaeffers Engineering, revised June 2018
- Geotechnical letter, prepared by EXP, dated Mar 16, 2018, received on Jun 22, 2018.
- Infiltration Capacity of Soils letter, prepared by EXP dated March 29, 2018
- Preliminary Hydrogeological Investigation, prepared by EXP dated September 28, 2017 and received by TRCA June 18, 2018
- Response comment matrix dated June 21, 2018
- Top of Bank and vegetation dripline Survey which occurred on June 28, 2017 prepared by Schaeffer Dzalov Bennett Ltd. Dated June 20, 2018

Appendix 'B' – TRCA's Conditions of Draft Plan Approval and Comments on the Zoning By-law Amendment Application

TRCA's Conditions of Draft Plan Approval

Should the City proceed to take these files forward to the Committee of the Whole in September 2018, for approval to establish Conditions of Draft Plan Approval for Subdivision 19T-16V009, Part of Lots 6 and 7, Concession 3, City of Vaughan, Regional Municipality of York as prepared by MHBC dated June 20, 2018, TRCA requires the following conditions be included:

Planning

1. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval (Conditions 2 through 16 inclusive) in TRCA's letter dated August 20, 2018, if necessary, to the satisfaction of TRCA.
2. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the Owner shall submit to the satisfaction of TRCA:
 - a. 'As built' drawings and a hydraulic model confirming the flood remediation works have been completed as per the issued permit under Ontario Regulation 160/06 and safe access to the subject lands has been provided.
 - b. Address all outstanding issues as itemized in Appendix 'C', as may be amended, of TRCA's letter of August 20, 2018 to the satisfaction of TRCA;
 - c. Blocks 1, 2 and 3 inclusive have been modified to be located outside of the grading and required buffers for the interface area between Hwy 7, the Regulatory Floodplain and stable slope.
3. The implementing zoning by-law zone Blocks 1 through 20 inclusive and as may be revised, subject to a Holding Symbol "(H)" to the satisfaction of TRCA. Removal of the Holding Symbol "(H)" from the subject lands, or a portion thereof, shall be contingent on the following:
 - a. The Owner shall confirm, to the satisfaction of TRCA, through the provision of 'as built' drawings and a hydraulic model that the flood remediation works have been completed as per the issued permit under Ontario Regulation 160/06 and safe access to the subject lands is now provided.
4. The implementing zoning by-law zone Blocks 1, 2 and 3 inclusive subject to a Holding Symbol "(H)" to the satisfaction of TRCA. Removal of the Holding Symbol "(H)" from the subject lands, or a portion thereof, shall be contingent on the following:
 - a. Blocks 1, 2 and 3 inclusive have been red line revised to allow for an appropriate interface between the regulatory floodplain and the proposed Mixed Use Blocks. This interface will address grading to provide a stable slope, freeboard from the regulatory floodplain, appropriate buffers and the opportunity to improve the management of the lesser storm flood events in this area.
 - b. The lands interfacing between Hwy 7 and the revised Blocks 1, 2 and 3 inclusive are to be placed into new Open Space Blocks(s) and zoned OS5.

Water Resources

5. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with:
 - Functional Servicing Report for 1890 Highway 7, prepared by Schaeffers Engineering, revised June 2018
 - Infiltration Capacity of Soils letter, prepared by EXP dated March 29, 2018

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- Slope Stability Assessment, prepared by EXP, dated September 25, 2017
- Geotechnical letter, prepared by EXP, dated Mar 16, 2018, received on Jun 22, 2018.

as may be amended, to the satisfaction of TRCA and the City of Vaughan. This submission shall include:

- a. A description of the storm drainage system (quantity, quality, water balance, and erosion control) for the proposed development of the subject lands, and how it will comply with all related TRCA requirements;
- b. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
- c. Appropriate stormwater management techniques which may be required to control minor and major flows;
- d. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial
- e. Appropriate SWMPs to be used to treat stormwater, to mitigate the impacts of development on the erosion and siltation on-site and/or downstream areas and/or discharge areas during and after construction, in accordance with current Erosion and sediment Control (ESC) guidelines utilized by the TRCA. ESC plans and an ESC report must address phasing and staging, demonstrate how impacts to the NHS (both aquatic and terrestrial) will be minimized and contingency measures will be implemented.
- f. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
- g. Proposed measures to promote infiltration and maintain water balance for the plan in accordance with the *Functional Servicing Report for 1890 Highway 7, prepared by Schaeffers Engineering, revised June 2018*, as may be amended, to the satisfaction of TRCA and the City of Vaughan;
- h. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- i. Grading plans for the subject lands. Cut and fill is to be minimized to the greatest extent possible. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to flood hazards, natural feature blocks or associated environmental buffers;
- j. All applicable plans illustrating that all works, including all grading, site alterations, construction staging, or materials associated with these activities, will not encroach or be placed on lands owned by the TRCA, City of Vaughan, or lands to be conveyed to

a public agency as part of this plan of subdivision or on environmental lands adjacent to this plan of subdivision;

- k. Grading cross-sections and details across the site, including but not limited to existing and proposed grades, limits of the natural features and hazards, buffers, stormwater management facility, transition to the adjacent tableland areas/lots, interim stabilization of the slopes/disturbed areas, mitigation, tree protection, sediment and erosion controls and supporting geotechnical/soils analyses for the interim and ultimate stormwater management facilities;
 - l. No grading shall be permitted within any Natural Heritage Feature. Grading encroachment within the established environmental buffers (as determined on a site by site basis) shall not be permitted unless otherwise agreed upon by the City and the TRCA. All areas to be protected must be effectively isolated through fencing or other appropriate measures prior to any site alteration being initiated.
 - m. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
 - n. The sizing, location and description of all outlets and/or flow dispersal measures associated with stormwater management discharge, be designed to incorporate TRCA's design guidelines. This includes: regard for additional enhancements to water quality, quantity control, mitigation of thermal impacts to the receiving habitat, reduced potential erosion and maximize potential infiltration, and integrate naturalized outlet channels or constructed wetlands where applicable, to the satisfaction of TRCA.
6. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This submission shall include:
- a. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and
 - b. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.

Ecology

- 7. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA.
- 8. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the 'other lands owned by applicant to be conveyed to TRCA' and any other buffer blocks (as amended) in conformance with current practices.
- 9. That prior to site alteration or registration of this plan or any phase thereof, that all stormwater outlets and outflow channels be naturalized, be designed to incorporate TRCA's design guidelines, and be designed to provide additional enhancements to water quality, quantity control, thermal mitigation, and habitat to the satisfaction of TRCA. Off-line wetlands, riparian

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plantings, flow dispersal measures, micro-topography creation and similar measures shall be employed where feasible to the satisfaction of TRCA to achieve these objectives.

Trails

10. That prior to the registration of this plan or any phase thereof, the Owner prepare a report that assesses the technical feasibility of creating pedestrian connections located outside of 'other lands owned by applicant to be conveyed to TRCA' to ensure appropriate protection of the natural features and hazards.

Land Assumption

11. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the 'other lands owned by applicant and to be conveyed to TRCA' and red line revised new Buffer Blocks to the satisfaction of TRCA, which must include but is not limited to the removal of all structures, decommissioning of wells, paths, culverts, fences, debris, etc. and the restoration of these areas to a natural state.
12. That the 'other lands owned by applicant and to be conveyed to TRCA' and red line revised new Buffer Blocks be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA and zoned OS5 – Open Space Environmental Protection.

Final Approvals

13. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
14. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
15. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
 - a. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of draft plan approval (Conditions 1 to 16 inclusive) in TRCA's letter dated August 20, 2018);
 - b. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
 - c. To implement all water balance/infiltration measures identified in Functional Servicing Report;
 - d. To obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;

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- e. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
 - f. To erect a permanent fence to the satisfaction of TRCA on all lots and blocks abutting lands to be conveyed to the public authority, prior to occupancy of any homes within that lot or block.
 - g. To prohibit grading works within the 'other lands owned by applicant and to be conveyed to TRCA' and red line revised Buffer Blocks unless approved by TRCA;
 - h. To prohibit retaining walls in or adjacent the 'other lands owned by applicant and to be conveyed to TRCA' and red line revised Buffer Blocks unless approved by TRCA; and
 - i. Prior to the issuance of any building permit Blocks 1 through 20 inclusive and as may be revised, shown on Draft Plan of Subdivision 19T-16V009, Part of Lot 7, Concession 3, City of Vaughan, Regional Municipality of York, prepared by MHBC, dated June 20, 2018, the Owner demonstrates to the satisfaction of TRCA that the grading and stabilization of all disturbed areas on and adjacent to the referenced lots and blocks has been implemented pursuant to the TRCA approved plans. This will include, but is not limited to the submission of as-built drawings, site photos, inspection/monitoring reports and written certification by the consulting engineer, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.
16. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

Appendix C: Comments to be addressed**Planning**

1. TRCA does not support the use of retaining walls to address natural hazards and create developable space. Blocks 1, 2 and 3 inclusive are to be revised to provide an appropriate interface block between Hwy 7, the regulatory floodplain, the stable slope and the Mixed Use Development Blocks. The following items are to be provided:
 - a. 3:1 earthen slope
 - b. 0.3m of freeboard from the regulatory floodplain
 - c. Examine a road profile along Hwy 7 which alleviates nuisance flooding
 - d. Provide a 10m buffer from the greatest extent of the above.

The interface lands between Hwy 7 and the Mixed Use Development Blocks are to be placed in an Open Space Block which is to be zoned OS5 and conveyed to TRCA as per the draft plan conditions.

Water Resources

2. The Grading Plan and Constraint Plan Drawings show the existing and proposed condition floodline location, including the use of retaining wall proposed to maintain the floodline along Highway 7. TRCA does not support the use of retaining walls to address natural hazards and create developable space. Please ensure that draft plan of subdivision is red line revised to clearly reflect an appropriate interface (established as noted above) for Blocks 1, 2 and 3 inclusive. All development within the blocks, including building structures, foundations, and underground parking structures, are to be located outside of the natural hazard and 10m buffer.
3. The quantity control plan provided shows that the majority of the ROW and development blocks are proposed to be controlled to the Unit Release Rates (URR) associated with the development area. However, the release rates from the uncontrolled areas increase the total discharge from the development properties to be double the URR for the West Don River Outlet, and triple the URR for the Keele Industrial Area Tributary Outlet. Please note that the URR values are established in an effort to maintain the current flood impacts downstream considering the changes to hydrologic timing and runoff volumes associated with development, and that the values presented as part of this report suggest that the development will impact this. Please re-evaluate the potential to provide storage on-site for the uncontrolled areas to bring the discharge associated with the entire site to be in line with the URR. If this is not feasible, the study area will need to be incorporated into the overall Don River Watershed model and determine if there are any impacts from the proposed development and the potential mitigation strategy.
4. The report discusses that the groundwater levels for the study area range in depth from 0.72m to 4.16m below existing grade. Please provide a plan that overlays the proposed development with the anticipated groundwater elevation, confirming where infiltration is feasible and where alternative methods to meeting water balance are required.

Ecology***Flood Remediation Berm***

5. The berm is located within the valley feature and fill within the valley changes the form and function of the valleyland. TRCA has allowed the berm to address flooded road hazard of Highway 7 and to provide safe access, but will require compensation for the loss of valley

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function. The impacted area is to be included in any compensation plan required through detailed design.

South Western outfall

6. TRCA supports the meandering channel outfall and appreciates the attempt to provide water quality and erosion control. Please indicate what the current access road is used for and can it be removed? If the access road is required, then an open channel will be difficult to construct here. TRCA requests that this area be examined as compensation area if access road can be removed.
7. Street C seems to encroaching into the meanderbelt width +10. Blocks 9 through 13 take into account a road widening but do not provide any space for the watercourse. There is no block identified for the outfall channel or the feature and buffer associated with the Don Tributary located at the southwest. Please ensure that Block 12 (designated for road widening) provides adequate space to ensure that the Don Tributary does not require piping.

Eastern outfall

8. Please relocate the outfall within the development limit as the outfall structure will require maintenance and is considered infrastructure. Permanent access and structures within the valley are considered a loss of ecosystem compensation. Please provide compensation of areas of permanent loss at detail design and consider the following to reduce overall impacts:
 - a. Drawing Sec-1 Section X Please attempt to pull the outfall back to top of bank, TRCA does not support infrastructure that require monitoring (permanent access) within the natural feature
 - b. Please provide vegetation within and around the scour pool.
 - c. Please provide a natural channel design connection to the water course from the outfall to the top of creek bank.
 - d. Please change the permanent access road to 3.5 meters which is the typical width for a vehicle.
 - e. Please attempt to reduce the limit of disturbance during the outfall construction. Ten meters on each side is considered a large area of disturbance for the installation of a pipe. Please show stockpiles on Street A or in one of the other blocks with access from one side for works. If fill is removed from the work area the area should become quite smaller resulting in less disturbance within the natural feature.

'Other lands Owned by applicant to be dedicated to TRCA'

9. TRCA is concerned that the plan does not provide space for the multiuse path and linear park requested by the City when looking at the Block Plan and responses to City staff requests. To ensure that the multiuse path is not located within the 'other lands owned by applicant to be conveyed to TRCA' TRCA requests that these lands are Open Space 5. TRCA considers the development limit as shown on the Draft Plan of Subdivision to encompass the natural feature and enhancement areas/ buffer required to preserve the form and function of the West Don River. The meander for the Don River was not completed, but the valley slope is quite steep and the river is migrating in some areas toward the limit of development. A 10 meter buffer from the natural features and hazard is provided to ensure that the watercourse can move overtime without requiring any erosion protection. The buffers required serve multiple

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functions on this block plan including preservation of a wildlife corridor and erosion hazard protection. Any multi-use path required for pedestrian, cyclist connectivity should be identified as a separate block and should not encroach into the 'other lands owned by applicant to be conveyed to TRCA'.

There appears to be a 2 meter sidewalk on the eastern side of Street A that could serve as a multi-use path. The total width of the area between the curb and edge of road area appears to be 4 meters. TRCA recommends any multi-use trails required by the City be located within this area and outside of 'other lands owned by applicant to be dedicated to TRCA'.

10. Grading plans and cross sections DEF show a meter height difference between natural area and Street A which would result in encroachment and will result in at least 3 meters of grading within buffers where buffers are adjacent to the road. TRCA does not support retaining walls in or immediately adjacent to natural features. Please provide grading cross sections for these areas reflecting no grading or retaining walls within or immediately adjacent to the buffers.

Geotechnical

11. TRCA has reviewed the additional information provided on establishing the long term stable top of slope (LTSOS). While the LTSOS has been analyzed appropriately and a 10m buffer has been provided, corrections to clearly identify the location and treatment of the LTSOS are required as follows:
- a. Provide an updated Geotechnical report which clearly delineates the LTSOS on a plan.
 - b. Drawing SS-3 is miss labeled. Please provide an updated drawing which identifies the LTSOS and not the 'LTSTOS with toe protection'.

Land Assumption

12. Prior to dedication of any Open Space Blocks and/or Buffer Blocks to TRCA the following items are to be addressed, as may be amended through further discussions with TRCA staff:
- a. Provision of any Phase 1 Environmental Site Assessment (ESA) which have occurred for the lands to be dedicated;
 - b. Permissions for TRCA representatives to perform an ESA on the subject property, regardless if one has previously been prepared;
 - c. Prior to structure removal, appropriate Species at Risk survey's (as per the MNRFP) eg. Barn Swallow, Chimney Swift, common Night Hawk and bats and appropriate wildlife removal permits be obtained accordingly.
 - d. Completion of Archaeological reports and Ministry of Tourism, Culture and Sport correspondence relevant to the subject land if not already completed; and
 - e. Confirmation of any permanent easements are required on the subject lands.



Date: February 24th, 2017
Attention: Carol Birch
RE: Request for Comments
File No.: 19T-16V009

Applicant: Lezlie Phillips, 1834371 Ontario Inc.
Location Part of Lots 6 & 7, Concession 3 (1890 Highway No.7)



COMMENTS:

- We have reviewed the proposed Application for Zoning By-law Amendment and have no comments or objections to its approval.
- We have reviewed the proposed Application for Zoning By-law Amendment and have no objections to its approval, subject to the following comments (attached below).
- We have reviewed the proposed Application for Zoning By-law Amendment and have the following concerns (attached below).

Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Application for Zoning By-law Amendment. This review, however, does not imply any approval of the project or plan.

We have no objection to the zoning change with the understanding the new project must meet the clearances from our lines. In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

The customer will be responsible for contacting our New Connections department. Based on the characteristics (type) of project and size this will determine if a Service Design (Layout) or an Industrial Commercial or Institutional project (ICI) Service Application Information form will be required. Alectra will provide required standards upon request. This will avoid delays in the building process.

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

If more information is required, please contact either of the following:

Mr. Barry N. Stephens
Commercial & Industrial Services Supervisor
Phone: 1-877-963-6900 ext. 24425
Fax: 905-532-4401
Email: barry.stephens@alecrautilities.com

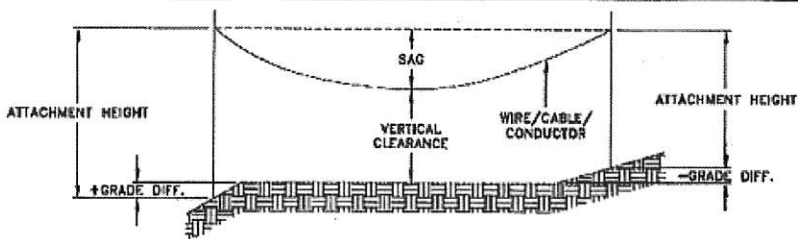
Mr. Tony D'Onofrio
Supervisor, Subdivisions & New Services
Phone: 1-877-963-6900 ext. 24419
Fax: 905-532-4401
Email: tony.donofrio@alecrautilities.com



Construction Standard

03-1

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/18kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO VEHICLES	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO PEDESTRIANS AND BICYCLES ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT RAILWAY CROSSINGS	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 + GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

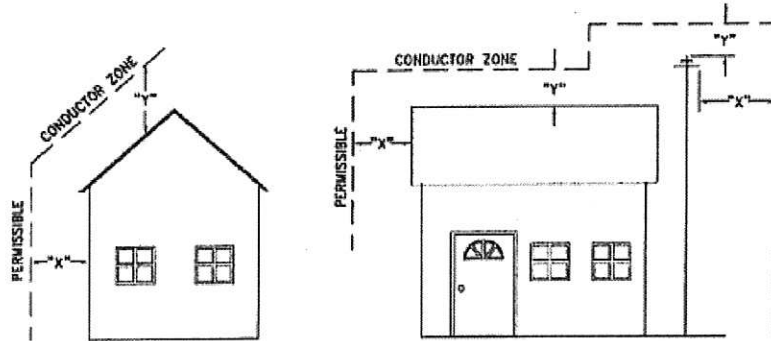
REFERENCES
 SAOS AND TENSIONS | SECTION 02

Certificate of Approval
 This construction Standard meets the safety requirements of Section 4 of Regulation 27/94
 Joe Couzier, P.Eng. 2012-JAN-09
 Name: 1344
 P.Eng. Approval By: Joe Couzier



Construction Standard

03-4



VOLTAGE	MINIMUM HORIZONTAL CLEARANCE UNDER MAXIMUM SWING CONDITIONS DIMENSION "x" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

- NOTES**
- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
 - THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
 - THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
 - BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
 - IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
 - DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
 - ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval
 This Construction Standard meets the safety requirements of Section 4 of Regulation 21/04
 Debbie Dalwood, P.Eng. 2016/MAY/21/17
 Name: _____ Date: _____
 P.Eng. Approval By: *D. Dalwood*

ORIGINAL ISSUE DATE: 2016-MAY-05 REVISION NO: _____ REVISION DATE: _____
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Date: February 24th , 2017
Attention: Carol Birch
RE: Request for Comments
File No.: 19T-16V009(IC)
Related Files:
Applicant: Lezlie Phillips, 1834371 Ontario Inc.
Location Part of Lots 6 & 7, Concession 3 (1890 Highway No.7)



COMMENTS:

- We have reviewed the Proposal and have no comments or objections to its approval.
- We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).
- We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.
- We have reviewed the proposal and have the following concerns (attached below)
- We have reviewed the proposal and our previous comments to the Town/City, dated _____ are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project. The standard electrical supply to Industrial, Commercial, Institutional and High Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall be located 6m (or more) from windows, doors, vents and any flammable materials on the building site. In the event the 6m clearance cannot be achieved, Alectra will require the installation of a fire/blast wall (6" poured reinforced concrete, 8" solid block, or 12" hollow 85% fill). The transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant.

All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required. The primary duct bank cannot be integrated into the poured flooring of the building.

Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version), along with the completed and signed Service Application Information Form (SAIF). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational

Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic In-Service Date. The information from the SAIF is also used to allocate/order materials, to assign a Technician to the project, and to place the project in the appropriate queue.

If the customer intends to use the permanent transformer for providing temporary power during construction, the temporary service requirements on the Application Form must be included. Amperage, voltage and the proposed secondary cable sizes, in order to calculate the cost in the *Offer to Connect*, are to be provided.

When the customer is ready to proceed, they will need to contact the New Connections Call Centre at (905) 417 - 6900 ext. 25713, or toll free 1-877- 963- 6900 ext. 25713 to obtain a Service Application Information Form (SAIF).

(Note to help expedite the request for final connection please ensure the job specific Ref# for your project is on all communication, drawings and Electrical Safety Authority (ESA) Connection Authorization Forms(CA).

The form is to be completed and returned, with the signed copies to the attention of Barry Stephens. If this proposed development is condominium-related, also contact Alectra Metering Manager, Eddie Augusto at (905) 532 4433 for information about suite metering.

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings), attached
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

Service Application Information Form to be completed and returned with the following documentation in order to prepare the Offer to Connect and/or Easements if required:

1. A copy of a current Parcel Register or Abstract of Title to include the property owner's name, address, telephone and fax numbers and pin number.
2. Title documents pertaining to the subject property to include the transfer deed of land, any encumbrances/Certificate of Incorporation and any amendments showing the current correct corporate name and address as filed with the appropriate Government Office.

Please ensure that the reference number is included on your Electrical Inspection Certificate.

Regards,
Mr. Barry N. Stephens
Commercial & Industrial Services Supervisor
Phone: 1-877-963-6900 ext. 24425
Fax: 905-532-4401
E-mail: barry.stephens@alectrautilities.com

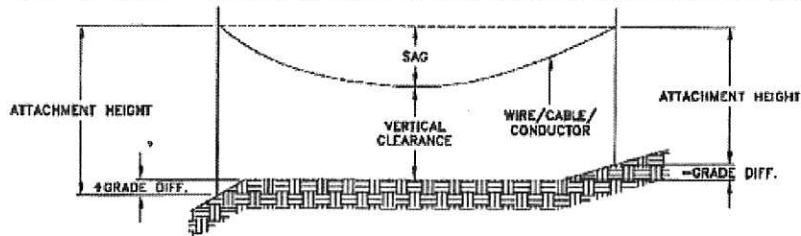
Service Application Information Form is available by calling 1-877-963-6900 ext. 25713



Construction Standard

03-1

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/18kV (SEE NOTE 1)	44kV
MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)				
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO VEHICLES	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO PEDESTRIANS AND BICYCLES ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT RAILWAY CROSSINGS	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 ± GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-0"
730cm	24'-0"
520cm	17'-0"
480cm	16'-0"
442cm	15'-5"
370cm	12'-0"
340cm	11'-0"
310cm	10'-0"
250cm	8'-0"

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

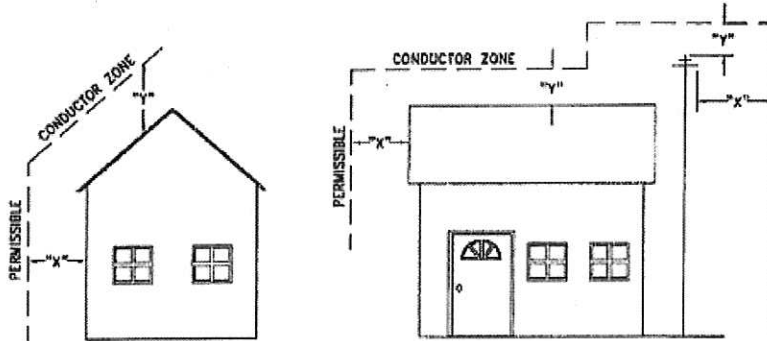
REFERENCES
 SAGS AND TENSIONS SECTION 02

Certificate of Approval
 This construction Standard meets the safety requirements of Section 4 of Regulation 22/04
 Joe Cramer, P.Eng. 2012-JAN-09
 Name Date
 P.Eng. Approval By: Joe Cramer



Construction Standard

03-4



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARNACE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	450cm

- NOTES**
- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
 - THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
 - THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING, WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 450CM SHALL BE USED.
 - BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300CM WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
 - IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
 - DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
 - ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

METRIC	IMPERIAL (APPROX)
450cm	15'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval
 This construction standard meets the safety requirements of Section 4 of Regulation 22/04
 Dianne Edwards, P.Eng. 2016MAY03
 Name: Date:
 P.Eng. Approved By: *D. Edwards*

ORIGINAL ISSUE DATE: 2010-MAY-03 REVISION NO: REVISION DATE:
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Section 75
Installation of lines and wiring of buildings

- 75-706 Primary and secondary lines clearances**
- (1) The poles that support the phase conductor of a primary line shall be so located and of such height as to afford a clearance of 7 m measured vertically between the conductors under maximum sag conditions and the ground.
 - (2) Notwithstanding Subrule (1) for high voltage line installations where plans are submitted for examination to the inspection department, the clearances listed in Table 34 are acceptable.
 - (3) The primary line neutral shall be considered a secondary conductor and shall have the same minimum vertical clearance as specified in Subrule (4).
 - (4) Conductors of a secondary line shall have a minimum 6.1 m measured vertically between the conductors under maximum sag conditions and the ground.
 - (5) Notwithstanding Subrule (1) for high and low voltage line installations on public right of ways, for the purpose of roadway lighting systems or traffic control systems, CSA C22.3 No. 1, Overhead systems, or the Ontario Provincial Standards that be permitted.
- 75-708 Clearances of conductors from buildings**
- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
 - (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
 - (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.
 - (4) Where the conductor swing is not known, a distance of 3.8 m shall be used.
 - (5) An overhead secondary line conductor shall be kept at least 1 m measured horizontally from any building except where necessary to connect to the electrical wiring of a building.
- 75-710 Clearances for other structures**
- (1) Notwithstanding Rule 36-110, conductors of a primary line shall
 - (a) not be located closer than 12 m measured horizontally from silos to the closest conductors, with the conductor at rest;
 - (b) not be located over wells from which pump rods may be lifted and come in contact with the conductors;
 - (c) have sufficient clearance from free-standing poles that support flood or area lighting, flagpoles, antennae, or other similar structures so as to permit the structure to fall in an arc, without touching the conductors at rest;
 - (d) not be located within 6 m, measured horizontally from wind-mills or similar structures to the closest conductor, with the conductor at rest; and
 - (e) have a minimum vertical clearance of 3.1 m above fencing at maximum sag.
 - (2) Conductors of a secondary line shall not be installed closer than 1 m measured horizontally from structures.
 - (3) The poles and equipment associated with a primary or secondary line shall be located and suitably protected so as to avoid the possibility of damage from contact with vehicles.
- 75-712 Tree trimming**
- (1) The owner of a private line shall provide clearance to the line from trees and other forms of woody growth in compliance with a code or standard under a rule or by-law of the supply authority concerning tree trimming.
 - (2) Where there is no applicable code or standard under a rule or by-law of the supply authority concerning tree trimming, all trees and woody growth adjacent to a line shall be trimmed so that minimum clearance to the nearest conductor horizontally at maximum conductor swing and vertically at a maximum sag shall be
 - (a) 1 m for secondary lines; and
 - (b) 4 m for primary lines.

Grounding and bonding

- 75-800 Grounding of equipment mounted on steel poles**
- (1) A steel pole shall be permitted to be used as the grounding electrode for equipment mounted on the pole where the steel pole is directly embedded in soil and the portion of the pole in contact with the soil is not coated with any non-metallic coating or covering and such an installation is in accordance with the manufacturer's recommendations.
 - (2) Where a pole is used as the ground electrode for the transformer, the transformer shall be bonded to the pole and the neutral in accordance with Specification 44 or 45.

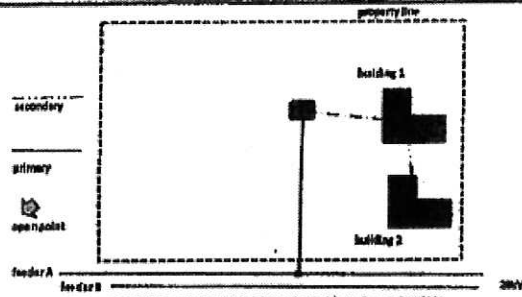


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

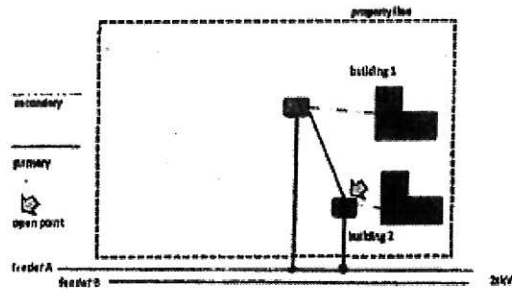


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

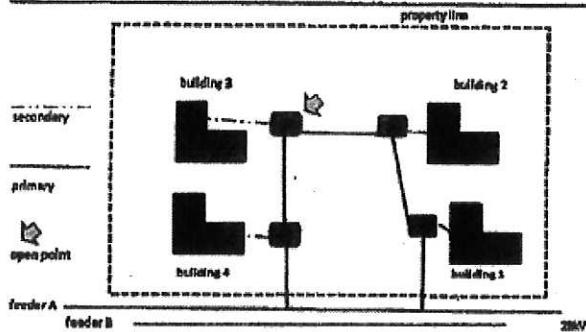


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

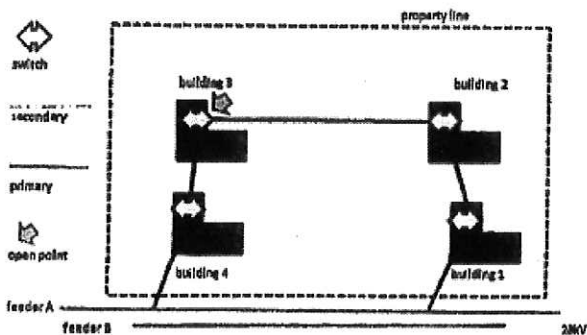


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA



June 8, 2017

**CITY OF VAUGHAN
2141 MAJOR MACKENZIE DRIVE
VAUGHAN ON L6A 1T1**

Attention: Carol Birch - Planner

Re: 19T-16V009

RELATED FILES: Z.16.049

LEZLIE PHILLIPS, 1834371 ONTARIO INC.

PART OF LOTS 6 & 7, CONCESSION 3 (1890 HIGHWAY NO. 7)

THE CITY OF VAUGHAN WARD 4 POSTAL DELIVERY AREA: CONCORD

Dear Sir/Madam:

Thank you for the opportunity to comment on the above noted project.

As a condition of Condominium approval, Canada Post requires that the owner/developer comply with the following conditions.

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

Patrick Brown

Patrick Brown
Delivery Planning Officer
Canada Post
1860 Midland Ave 2nd Fl
Scarborough ON M1P 5A1
416-751-0160 Ext 2019
Patrick.brown@canadapost.ca

Birch, Carol

From: prime@mmm.ca
Sent: Monday, February 27, 2017 9:55 AM
To: Birch, Carol
Subject: Draft Plan of Subdivision - 1890 Highway No. 7

2/27/2017

Carol Birch

Vaughan

Attention: Carol Birch

Re: Draft Plan of Subdivision - 1890 Highway No. 7; Your File No. 19T-16V009

Our File No. 75774

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

"The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements".

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication

will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

MMM (a WSP company) operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from MMM.** MMM is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours truly,

Meaghan Palynchuk
 Manager, Municipal Relations
 Access Network Provisioning, Ontario
 Phone: 905-540-7254
 Mobile: 289-527-3953
 Email: Meaghan.Palynchuk@bell.ca

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Enbridge Gas Distribution
600 Consumers Road
North York, Ontario M2J 1P6
Canada

February 23, 2017

Carol Birch, BAA, MCIP, RPP
Planner
City of Vaughan
Development Planning Division
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

Dear Carol Birch,

Re: Draft Plan of Subdivision & Zoning By-Law Amendment
1834371 Ontario Inc.
1890 Highway No. 7
Part of Lots 6 & 7, Concession 3
City of Vaughan
File No.: 19T-16V009 & Z-16-049

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and /or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,



Allison Sadler
Municipal Planning Advisor
Distribution Planning & Records

—
ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5763
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect

AS/jh

Birch, Carol

From: Brandon Gaffoor <Brandon.Gaffoor@metrolinx.com>
Sent: Wednesday, August 01, 2018 11:24 AM
To: Birch, Carol
Cc: Adam Snow; Ivan Cheung; 'Armando Lopes'; Lezlie Phillips
Subject: Re: 1890 Highway No. 7, Vaughan (19T-16V009, Z.16.049) - Metrolinx comments

Good Morning Carol,

Further to yesterday's discussion, this email is Metrolinx's consolidated comments for the Draft Plan of Subdivision and Zoning By-Law Amendment Applications for the lands described as Part of Lots 6 & 7, Concession 3 (known as 1890 Highway No. 7) in the City of Vaughan. I note that Metrolinx has provided comments regarding the subject lands dating back to 2005, more recently on June 26, 2017, February 9, 2018, and May 16, 2018. My consolidated comments regarding the present applications (19T-16V009 and Z.16.049) are set out below;

*The Draft Plan dated June 6, 2018 envisions mixed-use development on Blocks 1 and 10, open space on Block 11 and a park on Block 12 – lands immediately adjacent and/or have direct exposure to the rail corridor. With respect to the mixed-use – presuming there is residential or other higher occupancy commercial involved, Metrolinx's setback requirement is 30-metres (measuring from the property line to the building face). As plans become more developed, we will be able to provide further comment in this regard. Confirmation of the setback will be required prior to Site Plan approval.

*In conjunction with the setback, a safety barrier will be required for Blocks 1, 11 and 12 (a 2.5-metre high earthen berm being the most basic form). I am receipt of the Preliminary Grading Plan Dwgs. GR1 and GR 3 dated October 2017, which proposes an earthen-berm that will be constructed immediately adjacent to the corridor. The berm ranges in the order of 2.2 to 2.5 metres in height. The berm will need to be a minimum height of 2.5 metres, as per Metrolinx's requirements. The Grading Plan does not propose an earthen-berm on mixed-use Block 1. The ultimate design of the safety barrier will need to be reviewed by our consultant, AECOM. Confirmation of the safety barrier design will be required prior to Site Plan approval.

*I am in receipt of the Environmental Noise and Vibration Feasibility Assessment prepared by Novus Environmental dated November 8, 2017. The rail information contemplated in the Assessment is consistent with the current forecast. The Consultant notes railway vibration is not anticipated to adversely affect the development and no mitigation is required. The Consultant recommends various noise mitigation measures to be implemented, including a 3.0-metre high noise barrier wall. I have no further comment in this regard.

*Metrolinx recommends the application of a silicone anti-graffiti coating for solid surfaces with direct exposure to the rail corridor. We recommend that this coating is applied to the proposed noise barrier wall that will be installed along the rail corridor.

*The following warning clause shall be inserted in all development agreements, offers to purchase and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way:

Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.

*A 1.83-metre high fence is proposed along the mutual property line. I have no further comment in this regard.

*A 7.0 metre vegetation setback, to be measured horizontally from the centreline of Metrolinx's outermost track, has been established in association with the planned electrification of the Barrie rail corridor. Prior to Site Plan approval, the proponent shall

prepare a Landscaping Plan for review and satisfaction of Metrolinx. Limited types of vegetation are allowed within this section such as low rise shrubs and/or decorative grasses.

*Prior to Site Plan approval, the proponent shall submit a drainage report for review and satisfaction of Metrolinx. Any proposed alterations to the existing drainage pattern affecting the railway right-of-way must receive prior concurrence from Metrolinx.

*The Owner shall enter into an agreement with Metrolinx stipulating how applicable concerns will be addressed. The agreement will include an environmental easement for operational emissions, to be registered on title against all residential dwellings within 300 metres of the rail corridor and in favour of Metrolinx. This Agreement will need to be in place prior to Site Plan approval.

*Depending on the construction method, other agreements may be necessary (tiebacks, crane swing etc.)

*It should be noted, any construction activity within or immediately adjacent to the rail corridor must be coordinated with our consultant, AECOM. Permits and flagging may be required depending on the nature of the proposed work.

I trust this information is useful. Please feel free to contact myself with additional questions.

Thank you,

BRANDON GAFFOOR, B.E.S.
Junior Analyst – Third Party Projects Review
Pre-Construction Services | Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | M5J 2E3
T: 416.202.7294 C: 647.289.1958



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Birch, Carol

From: Kelly, Tate <Tate.Kelly@infrastructureontario.ca> on behalf of Notice Review <NoticeReview@infrastructureontario.ca>
Sent: Wednesday, February 22, 2017 9:37 AM
To: Birch, Carol
Cc: Siddiqui, Ghous (IO); 'dsoulier@dmsproperty.com'
Subject: RE: City of Vaughan Files 19T-16V009 and Z.16.049 - 1890 Regional Road 7
Attachments: 20170217_155018.pdf

Hi Carol,

Thank you for circulating us on this application. The Province owns several strips of land north of Highway 7 in between Highway 7 and the subject property. As such, the applicant will require a license agreement (or other) to access their site via the proposed Streets A and B as shown in the attached Draft Plan of Subdivision.

They should reach out to Ghous Siddiqui, Portfolio Real Estate Manager at Infrastructure Ontario, and Deborah Soulier at DMS Property Management to initiate this process.

Thank you,

Tate Kelly
Planning Coordinator

Infrastructure Ontario
 Development Planning
 1 Dundas Street West, Suite 2000, Toronto ON M5G 2L5

www.infrastructureontario.ca

T: 416.327.1925
 F: 416.327.4194

From: Birch, Carol [mailto:Carol.Birch@vaughan.ca]
Sent: Friday, February 17, 2017 4:18 PM
To: Notice Review <NoticeReview@infrastructureontario.ca>
Subject: City of Vaughan Files 19T-16V009 and Z.16.049 - 1890 Regional Road 7

Hello,

Please see the attached requested for comment memo.

Regards,

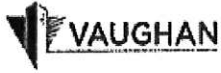
Carol Birch, BAA MCIP RPP

Planner
905-832-8585, ext. 8485 | carol.birch@vaughan.ca

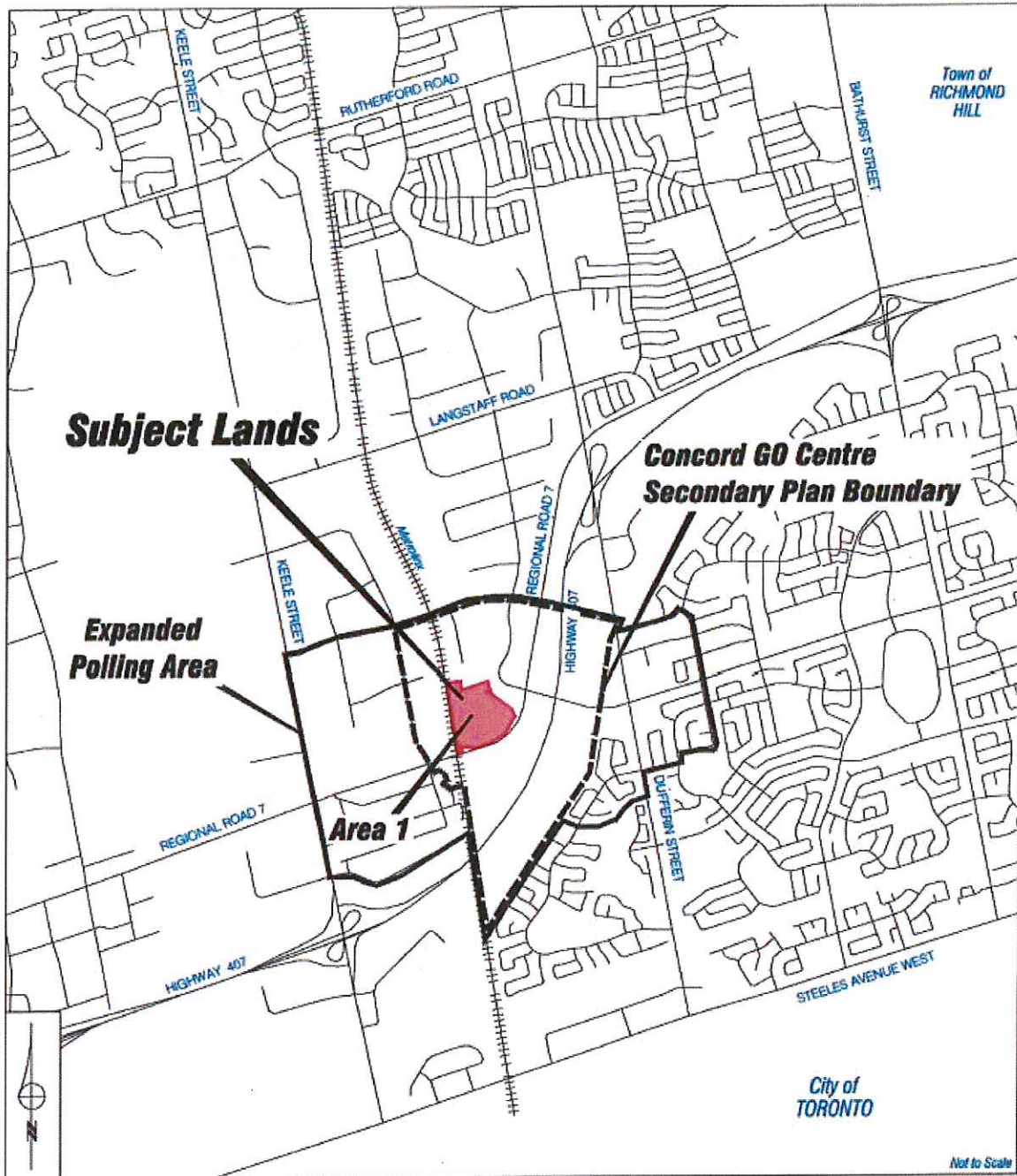
City of Vaughan | Development Planning Department
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



CANADA 150



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Context Location Map

LOCATION: Part of Lots 6 & 7, Concession 3
 APPLICANT: 1834375 Ontario Inc.
 (Liberty Development Corporation - 1890 Regional Road 7)
H:\GIS_Archive\GIS\Projects\1834375 - 1890 Regional Road 7.dwg

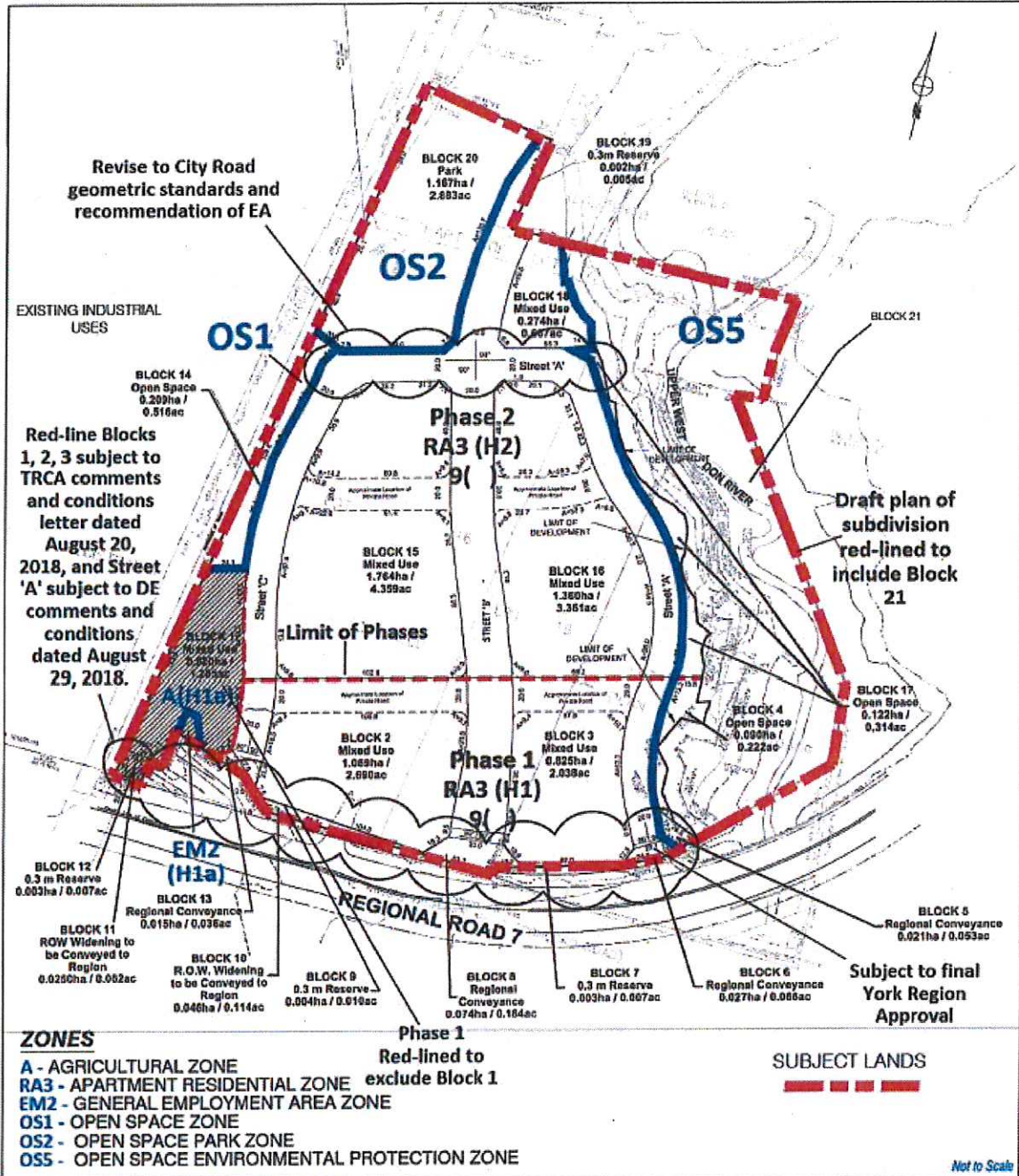


Attachment

FILES: Z 16.049 &
19T-16V009

DATE:
September 17, 2018

2



Proposed Zoning and Red-Lined Draft Plan of Subdivision File 19T-16V009

LOCATION: Part of Lots 6 & 7, Concession 3

APPLICANT: 1834375 Ontario Inc.
 (Liberty Development Corporation - 1890 Regional Road 7)
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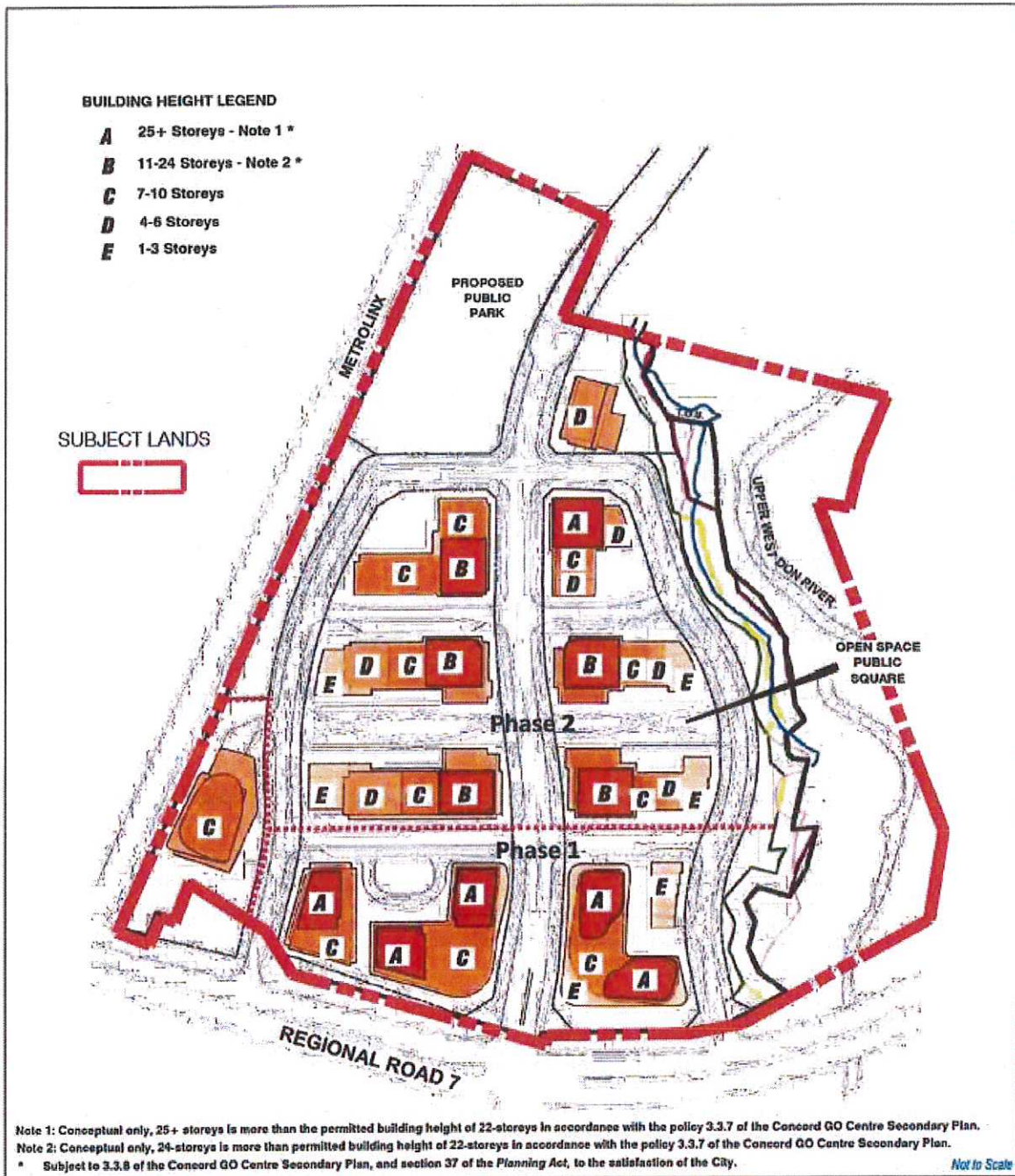


Attachment

FILES: Z.16.049 & 19T-16V009

DATE: September 17, 2018

4



**Conceptual Master Plan
Buildings and Roads**

LOCATION: Part of Lots 6 & 7, Concession 3

APPLICANT: 1834375 Ontario Inc
(Liberty Development Corporation - 1890 Regional Road 7)



Attachment

FILES: Z-16-049 &
19F-16V008

DATE:
September 17, 2018

5

(LPAT File Nos. PL171117 and PL171118)

EXHIBIT 4B

CONSOLIDATED LIST OF REVISED CONDITIONS OF DRAFT PLAN APPROVAL FOR DRAFT PLAN OF SUBDIVISION FILE 19T-16V009

AGREED TO BY BOTH PARTIES (CITY OF VAUGHAN AND 1834375 ONTARIO INC.)

Conditions 33, 42 and 52 (Engineering Conditions - revised wording provided by City of Vaughan and accepted by Liberty on November 2, 2018):

33. The Owner shall agree in the subdivision agreement for each phase of the Plan for a cost contribution to the City for the cost of the proposed site-specific stormwater management system. Cost contribution is based on the extra cost for operation and maintenance of the facilities through a 75-year life cycle as well as the replacement cost of the proposed stormwater management facility versus a conventional stormwater management facility to the satisfaction of the City. The cost amount will be calculated at the time of preparation of the subdivision agreement for each phase of the Plan.
42. The Owner shall agree in the Phase 1 subdivision agreement to design and construct the necessary water supply system improvements along Regional Road 7, to the satisfaction of the City. The City will be determining a funding source and the Owner may therefore qualify for reimbursement, when funding is available in an approved Capital Budget.
52. The Owner shall agree in the Phase 2 subdivision agreement to design and construct an east-west storm diversion pipe based on the Rivermede and Bowes Road Study dated August 14, 2014, prepared by Civica Infrastructure Inc., to the satisfaction of the City. The funding for this work is identified in 2018 City's Development Charges Background Study and may therefore qualify for reimbursement from City-Wide Development Charge funds, when funding is available in an approved Capital Budget.

Condition 66 c) (Strata Park Condition – revised wording accepted by Liberty on October 26, 2018; revised wording in *italic*):

- 66 c) Public parks shall not be encumbered by utility easements and structures, transformer boxes, Canada Post mail boxes and/or access, overland flow routes, railway and pipeline safety buffers and zones, Natural Heritage Network core features and associated buffers, regulated floodplain areas, or anything that could negatively impact the public use of the public park. Parks shall not be

LPAT File Nos. PL171117 and PL171118

encumbered by underground parking, unless so specified and approved by the City;

The applicant proposes the development of a strata park in the Phase 2 lands. The proposed strata park shall be authorized in accordance with the City's Strata Guidelines. The applicant shall develop a park master plan for the public square and shall refer to and utilize the City's Strata Guidelines (Report No. 2 to the Vaughan Metropolitan Centre Sub-Committee, May 27, 2013), subject to the approval and the satisfaction of the City.

Condition No. 66 t) (Administrative correction to ratio of sizing of Public Square Blocks 15 and/or 16 – as per Martin's e-mail of October 18, 2018):

- 66 t) That the future Park Block(s) within Blocks 15 and/or 16 be no less than 0.5 ha in size. This park is to have municipal/public road frontage with a length to width ratio of either 2:1, 3:1 or 4:1 (with one side being no less than 30 m wide).

Condition No. 85 (Timing of Conveyance of OS Block 4 – agreed to via telephone discussion with Lezlie Phillips on November 1, 2018):

- 85 Prior the final approval of Phase 1 of the Plan the Owner shall convey Open Space Block 4 to the City free of all cost and encumbrances, **TO THE SATISFACTION OF THE CITY.**

TRCA Draft Plan Condition, included as Appendix 1c) of the City of Vaughan Committee of the Whole staff report for files Z.16.049 and 19T-16V009, has been revised as follows:

Appendix "B"

Ecology

9. That prior to site alteration or registration of this plan or any phase thereof, that all stormwater outlets and outflow channels be naturalized, be designed to incorporate TRCA's design guidelines.



memorandum

DEVELOPMENT APPLICATION/SITE PLAN CONDITIONS

That prior to the execution of a Site Plan Agreement:

1. The ultimate conditions for the Subject Lands shall conform to the city-wide Integrated Urban Water Master Plan (IUW-MP) Class Environmental Assessment (EA) Study. 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) for the Promenade Centre Secondary Plan will be produced through the on-going Master Plan update. Accordingly, external servicing requirements and/or improvements shall conform to the conclusions and recommendations of the City's ongoing Integrated Urban Water Master Plan and associated FSSR service area to the satisfaction of the City.
2. 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.
3. The Owner shall have provided the updated downstream sanitary design sheets and related drawings to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
4. The Owner shall have provided the updated water servicing analysis and related drawings to demonstrate that the Subject Lands can be adequately serviced by water, to the satisfaction of the Development Engineering Department.
5. The Owner shall enter into a Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the draft plan, to the satisfaction of the City.
6. The Owner shall convey to the City, the lands required for the creation of all required stormwater management blocks, any necessary municipal roads and municipal right-of-way(s) surrounding the Subject Lands and shall prepare and register the associated reference plan at their expense, all to the satisfaction of the Development Engineering Department.
7. Following the creation of municipal roadway and right-of-way or when requested by the City, any temporary access driveway shall be removed complete with boulevard and road restoration to the satisfaction of the City and Region. The Owner shall agree to provide the necessary financial security in the form of a Letter of Credit, for this work, all to the satisfaction of the Development Engineering Department.

8. The Owner shall decommission any temporary services constructed for the development and provide the necessary financial security in the form of a Letter of Credit for this work, all to the satisfaction of the Development Engineering Department.
9. The following terms and conditions, as outlined in Items No. (i) to (v), are subject to City of Vaughan requiring a Discharge Approval, where applicable.
 - i. The Owner shall install all works to carry out the Private Groundwater Discharge (“Discharge and Related Works”) in accordance with the terms and conditions of the Discharge Approval, all to Vaughan’s satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.
 - ii. Prior to registration of the 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 Vaughan’s satisfaction.
 - iii. Upon registration of the condominium on the Lands, the Owner (which shall then be the condominium corporation) shall apply for and obtain a renewal of the Discharge Approval within thirty (30) days of registration or prior to the expiry date on the Discharge Approval, whichever occurs first, such that the Owner (condominium corporation) shall assume and become responsible for the Discharge Approval and the Discharge Related Works.
 - iv. Fees related to Discharge Approval renewals shall apply in accordance with the City’s Sewer Use By-law 130-2022, as amended.
 - v. Upon the Owner’s application to renew the Discharge Approval in accordance with the above Item No. (iii), the Owner shall provide a report prepared and sealed by a licensed professional geoscientist, in the province of Ontario, attesting that all Private Groundwater Discharge comply with the requirements of the Discharge Approval issued by Vaughan.
10. 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.
11. The Owner shall update the Pavement Marking and Signage Plan of the Site to include safety measures such as flashing beacons, signaling/signage system to improve safety of pedestrians, cycling and vehicular activity in the proposed loading space within the pick-up/drop-off (PUDO) area to the satisfaction of the City.
12. The Owner shall convey Public Access easement to the City to ensure the proposed east-west private road remains open and is accessible to the public including but not limited to the future neighboring properties fronting the subject private road.

13. The Owner shall provide a Letter of Credit to the City for the costs associated with TDM measures as identified in the Transportation Impact Study Addendum including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.

DRAFT PLAN CONDITIONS (for All Development Phases)

The Owner is required, as a condition of approval of the Draft Plan of Subdivision to satisfy the following in addition to the standard engineering conditions, which are attached:

Standard Draft Plan Conditions

1. The Owner shall enter into a Phase 2 subdivision agreement for each phase with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping, and fencing. The said agreement for each phase shall be registered against the lands to which it applies.
2. The Owner shall dedicate all roads, daylight triangles included within this draft plan of subdivision as public highways without monetary consideration and free of all encumbrances.
3. The road allowances included within this draft plan of subdivision shall be named to the satisfaction of the City and the Regional Planning Department.
4. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 metre reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
5. Any dead ends or open sides of road allowances created by this draft plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
6. The Owner shall agree in the subdivision agreement for each phase that construction access shall be provided only in a location approved by the City and the York Region.
7. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
8. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement for each phase

to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.

9. Prior to the initiation of grading, and prior to the final approval of this draft plan of subdivision or any phase thereof, the owner shall submit to the City for review and approval the following:

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

- a) plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
- b) the location and description of all outlets and other facilities;
- c) storm water management techniques which may be required to control minor or major flows; and
- d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement for each phase to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

10. The Owner shall agree in the subdivision agreement for each phase that no building permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the proposed development.
11. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the development of the plan. The City agrees to utilize its reasonable efforts to recover the Owner's costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners.
12. The Owner shall relocate or decommission any existing municipal infrastructure or utilities, internal or external to the Plan, to facilitate the Plan, at its own expense, to the satisfaction of the City.
13. The Owner shall agree in the subdivision agreement for each phase to design, purchase material and install a LED streetlighting system in the Plan in accordance with City Standards and Specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.

14. The Owner shall agree in the subdivision agreement for each phase that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
15. The Owner shall agree in the subdivision agreement for each phase to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
16. Prior to final approval of the plan, the Owner shall submit an environmental noise impact study, prepared in accordance with the MECPC NPC-300 for review and approval of the City. The preparation of the noise study shall include the ultimate traffic volumes associated with the surrounding road and rail network. The Owner shall agree in the subdivision Agreement for each phase to carry out, or cause to carry out, the recommendations set out in the approved noise study and include necessary warning clauses in all Offers of Sale or Lease, to the satisfaction of the City.
17. The Owner shall cause the following warning clauses to be included in a schedule to all offers of purchase and sale, or lease for all lots/blocks within the entire Plan:
 - a) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
 - b) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants."

Any additional warning clause as noted in the subdivision agreement for each phase shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

Site Specific Draft Plan Conditions for Phase 1 and Phase 2 of development

18. The Owner shall prepare, and the Development Engineering Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological reports, Traffic Impact Study (TIS), and Transportation Demand Management Plans (TDM Plans); note that additional information and documents may be

required upon the next submission. The Owner shall agree in the Subdivision Agreement for each phase to implement the recommendations of these reports and plans in the Plan of Subdivision to the satisfaction of the City.

19. The Owner shall carry out, at no cost to the City, any temporary or permanent, drainage works that may be necessary to eliminate ponding or erosion caused by design or construction deficiencies within the Subdivision to the satisfaction of the Development Engineering. The decision of the Development Engineering as to the required works to be undertaken in this regard shall be final and binding.
20. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services, and if required within the municipal right of way at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement for each phase to the appropriate telecommunication provider.
21. Prior to final approval of the Plan, the Owner shall provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system, storm water management, and servicing to the satisfaction of the City and York Region and it should specify the required infrastructure improvements and development triggers to support the development of the subject lands.
22. The following warning clauses shall be included in all Offers of Purchase and Sale or Lease for Lots and Blocks on the Plan.
 - a) "Purchasers and/or tenants are advised that Street "A", Street B" and Street "C" will be extended in the future in accordance with Concord Go Centre Secondary Plan and/or any other study(ies) to facilitate development of this development and adjacent lands without further notice."
 - b) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within this development area and within the building units, Metrolinx Barrie Railway Line, and commercial sound levels from increasing road traffic on Regional Road 7 and/or Ortona Court may continue to be of concern, occasionally interfering with some activities of the dwelling occupants as the sound level exceeds the City's and the Ministry of Environment, Conservation and Parks' noise criteria.
23. The following warning clauses shall be included in the Agreement for each phase of Purchase and Sale, condominium declarations, condominium agreement for each phase and subdivision agreement for each phase:
 - a) "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

- b) "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - c) "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - d) "This dwelling unit has been supplied with a central air conditioning system which will allow windows closed and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
 - e) "Purchasers/tenants are advised that due to the proximity of Metrolinx Barrie Railway Line, the adjacent industries and commercial facilities, sound levels from the industries may at times be audible."
24. Prior to final approval of the Plan, all lands beyond Phase 1 as delineated on the approved Draft Plan of Subdivision, shall be subject to the Holding Symbol "(H)". The "(H)" Symbol will be removed once the York Region confirms that adequate water supply and sewage treatment capacity are available, and the City has allocated same, and the Traffic Impact Study address phasing and implementation of the development.
25. Prior to earlier of the initiation of any grading or construction on the subdivision, the Owner shall install an erosion and sediment control within the property. The erosion and sediment control shall be designed and maintained in place until sufficient grass cover is established within the site to the satisfaction of the City.
26. Prior to final approval of the Plan, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Works as they may apply to the proposed primary roads and related infrastructure matters have been met.
27. The Owner shall agree in the subdivision agreement for each phase to design the municipal services in the plan with provisions to the future installation of a District Energy network to facilitate future connection, to the satisfaction of the City.
28. Prior to final approval of the Plan, the Owner shall submit to the City for review and approval a detailed geotechnical and hydrogeological report, which shall address but not limited to the following:

- a) a dewatering report/plan, necessary contingency plan, monitoring and reporting program during and after completion of the construction;
 - b) assessment of the potential for impact to the existing building structures in vicinity of the proposed development due to dewatering operation; and,
 - c) design considerations for municipal services and structures.
29. Prior to final approval of the Plan, the Owner shall obtain necessary Approvals from MECP for all sewage works that service the development including but not limited to proposed stormwater management facilities (sewers, underground storm tank and oil and grit separators units), sanitary sewers and watermains.
30. Prior to final approval of the Plan and at the request of the City, the Owner shall pay all costs associated with the City retaining a third-party peer reviewer to review noise report and related documents. The Owner shall submit an initial deposit of \$5,000.00 towards the cost of the Peer Review in the form of a certified cheque, to the City. The Owner shall agree to submit further deposits when requested to cover all costs of retaining a third-party peer reviewer (unused funds will be refunded to the applicant by the City).
31. The Owner shall agree in the subdivision agreement for each phase for each phase for cost contribution to the City for the cost of the proposed unconventional stormwater management system. Cost contribution is based on the extra cost for operation & maintenance of the facilities through its life cycle as well as the replacement cost of the proposed stormwater management facility versus a conventional stormwater management facility to the satisfaction of the City. The cost amount will be calculated at the time of preparation of the subdivision agreement for each phase.
32. The Owner shall agree in the subdivision agreement for each phase for each phase to design and construct, at no cost to the City, the proposed east-west private roads according to municipal local road standard and satisfactory to the City.
33. Prior to final approval of the Plan for each phase the Owner shall revise the draft Plan of subdivision to address any modifications to the transportation network subject to the outcome, findings and conclusions of:
- a) the Transportation Master Plan (Phases 1 and 2 of the Municipal Engineers Association's Municipal Class Environmental Assessment (MCEA)) that will inform and provide input to the Mobility Hub Study and any potential amendments to the transportation network, and transportation and implementation planning and policy framework in the Concord GO Centre Secondary Plan, and/or
 - b) Phases 3 and 4 of the MCEA for a north-south collector road (Street B), extending from the east-west local street, located at the northerly limit of Phase 1 of the development, to

Rivermede Road via Ortona Court. Phases 3 and 4 of the MCEA will establish a preferred design concept, including horizontal and vertical alignment for this collector road.

34. The Owner shall agree in the subdivision agreement for each phase for each phase to design and construct, at no cost to the City, the proposed east-west private roads according to municipal local road standards and satisfactory to the City. The construction of the private and public roads within each construction phase shall be completed prior to first building occupancy.
35. The Owner shall prepare all documents and convey to the City surface access easements without monetary considerations and, free of all encumbrances, to secure the surface public access, as well as, City emergency and maintenance vehicles access on the proposed private roads in perpetuity, at all times and to the satisfaction of the City. The Owner shall agree to include necessary conditions in the future condominium agreement for each phase to ensure the access are maintained in the future condominium corporation.
36. The Owner agrees and acknowledges, in the future condominium agreement for each phase, that the City will only maintain the public streets and the Owner will be responsible for the maintenance of the private east-west roads to the satisfaction of the City.
37. Prior to earlier of the approval of the Plan of Subdivision, the conveyance of land, or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA report in accordance with Ontario Regulation (O.Reg.) 153/04 (as amended) for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - b) For park/open space block(s) that are being conveyed to the City, submit a Phase Two ESA report in accordance with O.Reg. 153/04 (as amended) assessing all park/open space block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of the park/open space block(s) shall be conducted only after the City has certified the rough grading of the park/open space block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
 - c) Should a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the MOE document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the satisfactory registration of the Record(s) of Site Condition (RSCs) filed on the

- Environmental Site Registry including the acknowledgement letter from the MOE, covering all the lands within the Plan.
- d) Submit a certificate letter prepared by the Owner's Qualified Person stating that the Owner covenants and agrees that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04 (as amended) and the accepted RAP (if applicable), are suitable for the intended land use, and meet the applicable Standards set out in the MOE document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended).
 - e) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
38. The Owner shall agree in the subdivision agreement that the approval of future phases is contingent upon advancing the Secondary Plan and conducting a master/comprehensive area-wide transportation study. This study must determine the adequacy of the proposed road network in terms of capacity, right-of-way, alignment, and compatibility with the Concord GO Secondary Plan and the potential GO Train Station.
39. The Owner shall agree in the subdivision agreement that for the development of the future phases, the Master Transportation Study, as identified in the previous condition, be prepared by the participating landowners or individually to the satisfaction of the City. This study must determine the required road and transportation network under the full build-out condition of these lands. The study report shall include discussions on the feasibility of the proposed road alignments and the mechanisms for designing, constructing, and coordinating the road network among landowners. Additionally, the report must specify if Environmental Assessment studies are required and outline any necessary agreements.
40. The Owner shall agree in the subdivision agreement that for the development of the future phases, to design and deliver the transportation infrastructure improvements identified by the Master TIS in collaboration with the impacted landowners or individually to the satisfaction of the City.
41. The Owner shall agree in the subdivision agreement to undertake the works required to signalize the intersection of Street 'B' and Highway 7 prior to obtaining occupancy permit for Phase 1 of the development agreement to the satisfaction of the City and York Region. Note, realignment of access(es) south of Highway 7 and coordination with relevant property owners will be required as part of the signalization works.
42. The Owner shall agree in the subdivision agreement that prior to obtaining occupancy permit for Phase 1 to undertake the works required for design and implementation of sidewalks and cycle tracks along the frontage of the site. This includes extension of Active Transportation facilities along Highway 7 to the west of rail tracks to the satisfaction of the City and York Region.

43. The construction of the sidewalk and cycle tracks along the frontage of the site will be required as a condition of the approval.
44. The Owner shall submit revised engineering drawings including transportation related drawings to address the outstanding comments particularly with regard to the Public Roads within Phase 1 area to the satisfaction of the City.

DRAFT PLAN CONDITIONS FOR PHASE 1

45. Prior to final approval of the Plan, the owner is required to amend the Reports and/or Drawings to address the enclosed comments, to the satisfaction of the City.
46. The Owner shall agree in the Phase 1 subdivision agreement to design and construct, at no cost to the City, necessary interim services permanent/temporary to service the Phase 1 development, to the satisfaction of the City.
47. The Owner shall agree in the Phase 1 subdivision agreement to design and construct the necessary water supply system improvements along Highway 7, to the satisfaction of the City. The funding for these improvements will be identified in the City's future Development Charges Background Study/Update and may therefore qualify for reimbursement from the City-Wide Development Charge funds.
48. The Owner shall agree in the Phase 1 subdivision agreement to design and construct, at no cost to the City, Street "A", Street "B", and Street "C", together with their associated services (including watermain, sanitary sewer and storm sewer), and their connections to Highway 7, to the satisfaction of the City. If these services are built for the benefit of others, the City may consider upon the Owner's request to include cost recovery provision in the Phase 1 subdivision agreement of each phase.
49. Prior to final approval of the Plan, the Owner shall provide a phasing and implementation plan, which includes details concerning such matters as the ultimate and interim traffic and transportation system, storm water management, and servicing to the satisfaction of the City and York Region and it should specify the required infrastructure improvements and development triggers to support the development of the subject lands.
50. Prior to final approval of the Plan, the Owner shall convey to the City required easements for the proposed stormwater management facilities and storm sewer system, as per the approved drawings, free of all charges and encumbrances, to the satisfaction of the City.
51. Prior to final approval of the Plan, the Owner shall make necessary arrangements with the owners of the lands south of Highway 7 for the transfer, release and abandonment the existing storm easement registered as Instrument Nos. 647645 and 648481. The Owner shall further arrange for the registration of an easement in favour of the City for the maintenance, construction and repair

of existing and proposed City sanitary sewers, as per the approved engineering drawings, to the satisfaction of, and at no cost to the City.

52. The Owner shall agree in the Phase 1 subdivision agreement to design and construct at no cost to the City, all flood protection measures, including the proposed protection berm south-east of the site and associated parapet wall, to the satisfaction of the City.
53. The Owner shall agree and acknowledge in the Phase 1 subdivision agreement that the final road alignment, right-of-way width and required City lands beyond Phase 1 shown on the draft Plan are conceptual. The final conditions will be determined through a number of processes, including the Comprehensive Transportation Study, a feasibility study examining the crossing of the Go Rail line and/or through an Environmental Assessment process, to the satisfaction of the City, as described in the Concord Go Centre Secondary Plan.
54. The Owner shall agree to design and construct a temporary cul-de-sac at the south end of Street 'A' to accommodate the safe and efficient movement of City maintenance and emergency vehicles. This temporary condition shall remain until sightline challenges at the intersection of Highway 7 and Street 'A' are resolved to permit a right-in only access and demonstrated to the satisfaction of the York Region, Development Engineering and Transportation Services, Parks and Forestry Operations.
55. The Owner shall agree in the Phase 1 subdivision agreement to operate, maintain, and repair, to the City's satisfaction, all public and private roads within Phase 1 of the development until the entire road network within the Plan (all phases) are constructed and accepted by the City.

The maintenances, operations and repairs include but not limited to snowploughing, sweeping, road repairs, etc.

Conditions of Approval

Draft Plan of Subdivision Conditions

Comment #1

1. The Owner shall agree in the subdivision agreement that the approval of future phases is contingent upon advancing the Secondary Plan and conducting a master/comprehensive area-wide transportation study. This study must determine the adequacy of the proposed road network in terms of capacity, right-of-way, alignment, and compatibility with the Concord GO Secondary Plan and the potential GO Train Station.

Comment #2

2. The Owner shall agree in the subdivision agreement that for the development of the future phases, the Master Transportation Study, as identified in the previous condition, be prepared by the participating landowners or individually to the satisfaction of the City. This study must determine the required road and transportation network under the full build-out condition of these lands. The study report shall include discussions on the feasibility of the proposed road alignments and the mechanisms for designing, constructing, and coordinating the road network among landowners. Additionally, the report must specify if Environmental Assessment studies are required and outline any necessary agreements.

Comment #3

3. The Owner shall agree in the subdivision agreement that for the development of the future phases, to design and deliver the transportation infrastructure improvements identified by the Master TIS in collaboration with the impacted landowners or individually to the satisfaction of the City.

Comment #9

4. The Owner shall agree in the subdivision agreement to undertake the works required to signalize the intersection of Street 'B' and Highway 7 prior to obtaining occupancy permit for Phase 1 of the development agreement to the satisfaction of the City and York Region. Note, realignment of access(es) south of Highway 7 and coordination with relevant property owners will be required as part of the signalization works.

Comment #11

5. The Owner shall agree in the subdivision agreement that prior to obtaining occupancy permit for Phase 1 to undertake the works required for design and implementation of sidewalks and cycle tracks along the frontage of the site. This includes extension of Active Transportation

facilities along Highway 7 to the west of rail tracks to the satisfaction of the City and York Region.

6. The construction of the sidewalk and cycle tracks along the frontage of the site will be required as a condition of the approval.

Comment #13-25

7. The Owner shall submit revised engineering drawings including transportation related drawings to address the outstanding comments particularly with regard to the Public Roads within Phase 1 area to the satisfaction of the City.

Comment #7 & 8

1. That the Owner shall agree to include bicycle parking rates in the final Site-specific Zoning By-law in accordance with the provisions of City-Wide Zoning By-law 001-2021 for an HMU zone. And include provisions permitting:
 - a) Short-term bicycle storage spaces to be located only on the ground level, and
 - b) long-term spaces only to be located on ground level and/or one level above ground, and/or one level below ground, and/or two level below ground levels.



Development Planning Department
Tel: (905) 832-8585 / Fax: (905) 832-6080

memorandum

Date: May 09th, 2024
To: Carol Birch; Planner, CoV Development Planning Department
Copy: Rob Bayley; Manager of Urban Design, CoV Development Planning Department
Department: Shahrzad Davoudi-Strike; Senior Urban Designer, CoV Development Planning Dept.

Owner: Elsa Fancello c/o 2678463 Ontario Ltd. (Cortel Group)

**Part of Lots 6 & 7, Concession 3
1890 Highway No. 7
Planning Block 16
FILE No. #19T-16V009 (related file #Z.16.049)**

REQUEST FOR COMMENTS/CONDITIONS

The City of Vaughan Development Planning Dept. – Urban Design Division has reviewed the supporting documents for the above-noted application and has provided comments and conditions of draft plan approval as follows:

General Comments

1. Prior to draft plan approval, the owner shall provide a tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved, proposed methods of tree preservation, and trees to be removed. In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation. The owner shall not remove trees without written approval by the City.

Recommended Conditions

2. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the owner to the Development Planning Department in accordance with recent council approved fee by-laws (commencing January 1, 2018); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
 - This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management

pond planting plans, and natural feature edge restoration/management plans) and inspections for tree removals permit clearance, start of guaranteed maintenance period, and assumption of the development by the City.

3. Prior to final approval, the owner shall prepare an urban design brief. The document shall address but not be limited to the following issues:
 - Architectural design guidelines.
 - Landscape master plan; including but not be limited to the following issues:
 - Co-ordination of the urban design/streetscape elements including lot fabric, built form, fencing treatments, street tree planting, park lands, vista lands, and open space lands;
 - The appropriate community edge treatment along Highway No. 7; including the appropriate landscaping with low-maintenance plant material.
 - The appropriate edge restoration along the natural feature lands; i.e. Upper West Don River.
 - The appropriate landscape treatment with a multi-use pedestrian trail for greenway block #3.
 - The appropriate landscaping for the CNR noise berm with low-maintenance plant material;
 - The pedestrian urban connections between streets, built forms, park lands, vista lands, and natural feature lands.
 - Environmental report for the natural feature lands.
 - Sustainability design practices/guidelines.
4. Prior to final approval, the owner shall provide a buffer block abutting the natural feature lands in accordance with TRCA policies.
5. Prior to final approval, the owner shall prepare a detailed edge management plan study for the perimeter of the natural feature lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural feature land edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The owner shall not remove any vegetation without written approval by the City.
 - The owner shall provide a report for a 20 metre zone within all staked natural feature land edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.

6. The warning clause council approved September 29th, 1997 with respect to “Tree Fees” shall be included in the subdivision agreement:
 - *“Purchasers are advised that the planting of trees on City boulevards in front of residential units is a requirement of the subdivision agreement. A drawing depicting the conceptual location for boulevard trees is included as a schedule in this subdivision agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.”*
 - *“The City has not imposed an amount of a ‘Tree Fee’ or any other fee which may be charged as a condition of purchase for the planting of trees. Any ‘Tree Fee’ paid by the purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling.”*

7. The following warning clause shall be included in the subdivision agreement for residential units within blocks #1, #2, and #4:
 - *“Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CN Railway safety berm adjacent to Street ‘C,’ railway traffic will be visible. A screen wall will not be erected on the CN Railway berm adjacent to Street ‘C.’ The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment.”*

8. The owner shall agree in the subdivision agreement to warranty the landscape vegetation screen on the CN Railway landscape buffer for a period of five (5) years following the date of assumption of the Plan.

9. The owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of CNR berm that abut the Canadian National Railway lands, to the satisfaction of the City.



memorandum

10. The owner shall convey greenway block #3 to the City free of all cost and encumbrances.

Trusting this information is of assistance to you.

Should you require any further information pertaining to the above do not hesitate to contact me at ext. 8875.

Sincerely,

Frank Milkovich; B.L.Arch., O.A.L.A., C.S.L.A.

Landscape Architect / Urban Designer

CoV Development Planning Department

Urban Design and Cultural Heritage Division

Tel: 905-832-8585 Ext.8875

E-mail: frank.milkovich@vaughan.ca



memorandum

Date: June 3, 2024

To: Carol Birch, Planner, Development Planning

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

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

RE: **Files:** OP.24.002, Z.24.006, 19T-16V009, DA.19.016
Related Files: PAC.24.001
Agent and Owner: Elsa Fancello
c/o 2678463 Ontario Ltd. (Cortel Group)
Location: 1890 Highway 7
(Planning Block 16)

Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated April 11, 2024, for the following applications for 1890 Highway 7, in Planning Block 16:

- 1st Submission for Minor Official Plan Amendment Application (File OP.24.002);
- 1st Submission for Zoning By-law Amendment Application (File Z.24.006);
- 4th Submission for Site Development Application (File DA.19.016); and
- Reinstatement and Revision of Lapsed Draft Approved Plan of Subdivision (File 19T-16V009).

PIPD staff had an opportunity to review the submitted documentation and offer the following comments:

Parks Infrastructure Planning and Development Recommendations:

- Official Plan Amendment Application (File OP.24.002)
 - PIPD have no comments at this time.
- Zoning By-law Amendment Application (File Z.24.006)
 - Refer to Attachment 1 of this memo for amendments required to the approved zoning by-law amendment included as Attachment "1" of OLT decision dated January 18, 2019 for PL 171117 & PL171118 for the subject lands.
- Draft Approved Plan of Subdivision (File 19T-16V009)
 - Refer to Attachment 2 of this memo for amendments required to the approved conditions of draft plan approval included as Attachment "3" of OLT decision dated January 18, 2019 for PL 171117 & PL171118 for the subject lands.

- Site Development Application (File DA.19.016)
 - o PIPD have no specific comments at this time with regard to the DA, however reserve the right to provide additional comments and conditions of Site Plan approval in future stage(s).

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

Thank you,



Diana Guida

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

O:\Parks Development\PD Parks Planning\Block 16\OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7\1st Submission - April 2024\Comments\OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 - Blk 16 - PIPD Comments.docx

ATTACHMENT 1

Below are edits required to the approved By-law to amend City of Vaughan By-law 1-88, included as ATTACHMENT "1" of LPAT Decision for PL 171117 dated January 18, 2019

Text to be **deleted** marked as: ~~strike through~~

Text to be **added** marked as: **red text**

The following edits are required for section 1.c).a) of the by-law

- A 'temporary public amenity space' shall be added as an additional permitted use for lands zoned with a Holding Symbol.

The following edits are required for section 1.D of the by-law

1.D. The Holding Symbol "(H2)" shall not be removed from Phase 2 of the Subject Lands, or any portion thereof, until the following conditions are addressed, to the satisfaction of the City:

*c) The Owner shall convey **Park Block 14** ~~Park Block 20~~ to the City, meeting all standards and requirements of the City including having **an approximate** ~~a minimum~~ area of 1.167 ha with municipal/public road frontage, free of all charges and encumbrances and to the satisfaction of the City;*

*d) The Owner shall convey to the City a Public Square in Phase 2 of the Subject Lands, free of all charges and encumbrances, unless otherwise specified by the City, with **an approximate** ~~a minimum~~ area of 0.5 ha, that is located within **Blocks 9 or 10** ~~Blocks 15 and/or 16~~, to the satisfaction of the City. For clarity, **unless otherwise agreed upon and to the satisfaction of the City**, the Public Square shall have public road frontage, with one side having a minimum length of 30 m, and a length to width ratio of 2:1, 3:1 or 4:1. Should Public Square in Phase 2 of the Subject Lands have a length greater than 90 m, the Owner shall provide a fully accessible, minimum 7 m wide, enclosed midblock public pedestrian corridor connection(s), to the satisfaction of the City. The enclosed mid-block public pedestrian connection(s) shall have a minimum clear unobstructed ceiling height of 6 m for the purposes of facilitating and encouraging public access;*

*e) The Owner shall provide payment of cash-in-lieu of the dedication of parkland to meet the requirements under the Planning Act, VOP 2010 (Section 7.3.3. Parkland Dedication); and **Parkland Dedication By-law 168-2022 and applicable amendments** ~~By-law 139-90, as amended by By-law 205-2012~~, if required which is dependent on the extent or parkland conveyance from paragraph D (c) and (d) above, and to the satisfaction of the City;*

ATTACHMENT 2**Excerpt from City of Vaughan Conditions of Draft Plan Approval, included as part of ATTACHMENT "3" of LPAT Decision for PL 171117 dated January 18, 2019**

Text to be **deleted** marked as: ~~strikethrough~~

Text to be **added** marked as: **red text**

The following edits are required for draft approved Conditions 53 – 74:

53. *Prior to the registration of Phase 1 of the Plan, that **Block 15** ~~Block 21~~ shall be conveyed to the Toronto and Region Conservation Authority ("TRCA"), free of all charges and encumbrances.*
54. *Prior to the registration of Phase 1 of the Plan, the Owner agrees to convey a blanket easement on the whole of Natural Heritage/Valleyland, **Block 15** ~~Block 21~~, for the purposes of public access and the construction and maintenance of a future public multi-use pathway(s) over the portion of the blanket easement lands.*
55. *Prior to the registration of Phase 1 of the Plan, the Owner shall convey a blanket easement (the "Blanket Easement") over the whole of **Block 15** ~~Block 21~~, in favour of the City of Vaughan for the purposes of public access and the construction and maintenance of a future public multi-use pathway(s) and associated structures (the "Public Multi-Use Pathway(s)") over a portion of **Block 15** ~~Block 21~~. The Owner and the City agree that the Blanket Easement shall remain on **Block 15** ~~Block 21~~ on Schedule "A" until, all to the satisfaction of the City: (i) a reference plan showing the location of the Public Multi-Use Pathway(s) and associated structures on a portion of the Blanket Easement Lands, is prepared and deposited on title to the satisfaction of the City; (ii) the Public Multi-Use Pathway(s) is constructed; and (iii) an easement for the Public Multi-Use Pathway(s) has been registered on title. Upon the occurrence of items (i), (ii), and (iii) the Owner shall register a Transfer, Release and Abandonment of the Blanket Easement, at the sole expense of the Owner and at no cost to the City.*
56. *All costs associated with the works as noted in Condition 55 as it relates to the blanket easement and transfer, release and abandonment of the blanket easement shall be paid by the Owner.*
57. *Prior to the registration of Phase 2 of the Plan, the Owner is to submit a Trails Feasibility Study, to the satisfaction of the Parks **Infrastructure Planning and Development ("PIPD")** Department and the Toronto and Region Conservation Authority ("TRCA"), which is to be completed by an active transportation specialist and will include the following:*
 - *Examination of potential public multi-use pathway(s) connection(s) from the Subject Lands through the adjacent valleylands/buffer block connecting into the existing Bartley Smith Greenway Trail system;*
 - *Tree Assessment/arborist component which examines the impact of the proposed public multi-use pathway(s) on vegetation and proposed restoration plan;*
 - *Geotechnical/Slope stability component which examines slopes in the area in the context of the proposed public multi-use pathway(s) connection;*
 - *Examination of alternative public multi-use pathway(s) alignments with the general goal of achieving a connection from the Subject Lands to the Bartley Smith Greenway Trail system; taking into account the above-noted natural features and any other natural features including wetlands; and*
 - *Total cost estimates for each public multi-use pathway(s) alignment proposed.*
58. *All costs associated with the preparation of the Trails Feasibility Study shall be paid by the owner.*

59. Prior to registration of Phase 2 of the Plan, the Owner shall design and agree to construct the following:
- Lit pedestrian pathway from Subject lands (at a location to be determined as part of the above-noted Trails Feasibility Study)
 - An open space pedestrian public multi-use pathway(s) and any relevant associated servicing and infrastructure in accordance with the approved Trails Feasibility Study including portions of the public multi-use pathway(s) located outside of the Plan, connecting to the Bartley Smith Greenway Trail system, to the satisfaction of and no cost to the City.
60. Prior to the registration of Phase 2 of the Plan, the Owner will be responsible for obtaining approvals, including any associated application fees from any applicable regulatory bodies, including but not limited to the Toronto and Region Conservation Authority ("TRCA") and the Ministry of Natural Resources and Forestry ("MNR") for the development and construction of the public multi-use pathway(s) and associated servicing/infrastructure.
61. Prior to the registration of Phase 2 of the Plan, ~~that~~ the Owner shall dedicate Park **Block 14** ~~Block 20~~ to the City, free of all charges and encumbrances.
62. Development of Park **Block 14** ~~Block 20~~ shall be coordinated with residential development in Phase 2 of the Plan in order to provide park facilities to the local residents in a timely manner. The Owner shall develop the park blocks in accordance with the "Developer Build Parks Policy, No. 07.2.05", and the timing of said development, such that the City can plan and budget accordingly.
63. Prior to the registration of the Phase 2 of the Plan, the Owner shall agree to develop the base requirements for Park **Block 14** ~~Block 20~~ in accordance with items listed in Condition 64. The timing of these works shall be completed within two growing seasons of the first building permit for Phase 2 of the Plan which contains the park, and/or twenty-five percent (25%) occupancy of the residential development within the subdivision.
64. Prior to the registration of Phase 2 of the Plan, the owner shall agree to complete a Parks and Open Space Master Plan to the City's standard level of service for Park **Block 14** ~~Block 20~~ and the future Public Square within **Blocks 9 or 10** ~~Blocks 15 and/or 16~~ and/or any additional parklands within the Phase 2 lands to the City's satisfaction, and shall include the following information:
- a) Illustrate the proposed park program requirements and level of service to meet the projected population and demographics as determined by the City per the recommendations of the 2018 Active Together Master Plan ("ATMP") or its successor document, and informed by the findings and recommendations of the Community Services and Facilities Report prepared for the Subject Lands;
 - b) Demonstrate a sound design approach at locations where proposed public parks are adjacent to private development the treatment of the interface between the public park and the private development to ensure an integrated design approach is adopted towards built form, pedestrian connections, and ground floor programming to the City's satisfaction;
 - c) Demonstrate parkland configuration and grading to allow for the placement and development of appropriate outdoor facilities;
 - d) Provide boundaries of proposed parkland dedication and the total size of individual blocks;
 - e) Provide an existing conditions plan illustrating topographic information in order to assess slopes and drainage, vegetation, identifying species, age, size and condition;
 - f) Provide a grading plan illustrating proposed storm water run-off, surface drainage patterns and sub-surface storm, water servicing requirements;

- g) Provide a preliminary construction cost estimate;
 - h) Layout plan which illustrates proposed park program requirements as determined by the City; and
 - i) Required restoration works and Edge Management Plan for park blocks abutting open space and associated buffer, if applicable.
65. The Owner shall ensure the plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the satisfaction of the City.
66. The Owner shall agree in the subdivision agreement that:
- a) Irregular non-programmable park configuration may not be considered for parkland conveyance;
 - b) Parkland shall be dedicated in accordance with **Parkland Dedication By-law 168-2022 and applicable amendments** ~~By-law 139-90, as amended by By-law 205-2012~~ and policies outlined in the VOP 2010 Section 7.3.3 Parkland Dedication (currently under appeal, as approved by Council and the Region of York and represents the City's current position);
 - c) Public parks shall not be encumbered by utility easements and structures, transformer boxes, Canada Post mail boxes and/or access, overland flow routes, railway and pipeline safety buffers and zones, Natural Heritage Network core features and associated buffers, regulated floodplain areas, or anything that could negatively impact the public use of the public park. Parks shall not be encumbered by underground parking, unless so specified and approved by the City;

~~Should the City accept the principle of strata parks on the subject lands, the owner shall refer to and utilize the City's Strata Park Guidelines (Report No 2 to the Vaughan Metropolitan Centre Sub-Committee, May 27, 2013).~~
 - d) Ensure the Parks Open Space Master Plan respecting park design, location, typology, and size conforms to and be consistent with the Vaughan Official Plan Section 7.3.2 Parks and Open Space Design and to the 2018 Active Together Master Plan ("ATMP"), Section 5.3;
 - e) A parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. The parkland dedication chart shall be used for valuating, determining, and identifying the total amount of final parkland conveyance or payment representing the payment-in-lieu of parkland dedication to the City based on developable lands of the individual applicant lands or the development group;
 - f) All parkland conveyed to the City shall be conveyed in a physical condition satisfactory to the City and in accordance with the policies, practices and guidelines of the City. Refer to Developer Responsibility for City of Vaughan Parkland Conveyance Conditions (Base Condition);
 - g) Archaeological Assessment, Stage I and II is required to determine limits of public park block(s). Proposed public park lands are to be clear of all historically significant heritage features;
 - h) A geotechnical investigation and Phase 2 Environmental Site Assessment to be conducted by a qualified Professional Engineer in accordance with O.Reg. 153/04 (as

amended) assessing park and open space blocks for contaminants of concern to the satisfaction of the City and in conformity with the applicable Ministry of the Environment, Conservation and Parks) C-MOECIP") Site Condition Standards for parkland use. Ensure compliance with the updated Engineering Design Criteria and Standard Drawings Manual. A minimum of five (5) boreholes are required within Park ~~Block 14~~ ~~Block 20~~ and the future park block in Phase 2 (within ~~Blocks 9 or 10~~ ~~Blocks 15 and/or 16~~). Boreholes shall be taken at regular intervals along the full length of said Park Blocks. Borehole reports will indicate soil type, water content, and density (general compaction). All samples are to be tested in a laboratory to determine their physical properties, including levels of various chemical elements and contaminants;

Should additional fill be placed to meet required grading levels, the results of the Phase Two Investigation shall be supplemented with a letter report addressed to the City by the Owner's environmental consultant that includes: confirmation of the area where fill has been placed and details regarding dates, sources, volumes, and certification that the placed fill material meets the applicable MOECIP Site Condition Standards referenced above and compacted to the standard referenced below.

- i) A complete inventory and analysis report of existing vegetation completed by a Certified Arborist for all existing trees within the Park Blocks. Drawings shall indicate the location of all existing trees, including limit of drip line, trees to be removed and trees to be maintained within the park block. No grading work is permitted Within the drip line of existing trees that are to be preserved. All dead, damaged and hazardous trees shall be removed and disposed of off-site;
- j) Any tree or similar vegetation in accordance with the tree preservation plan shall be retained on the park block(s);
- k) Park Blocks shall be graded based on the Park's proposed facilities and stormwater management requirements. The Park Blocks shall be graded to conform to the overall grading plan of the subdivision with clean engineered fill compacted to 95% Standard Proctor Dry Density ("SPDD"), inclusive of any civil work required such as retaining structures, rip rap, swales, and the like to meet grading levels. The park block shall generally be graded to allow for a minimum of 2% and no greater than 5% gradient over 75% of the total block area. No fill is to be placed on existing topsoil and the stockpiling of topsoil on the park and open space blocks is prohibited. Spread and fine grade topsoil evenly to a depth of 300mm over the entire park block. Topsoil for fine grading shall be fertile and friable, natural loam soil with two percent (2%) minimum organic matter for sandy loams and four percent (4%) minimum organic matter for clay loams. Acidity of topsoil shall range from 6.0pH to 7.5pH and shall be capable of sustaining vigorous plant growth. The Owner shall complete all necessary chemical analysis and topsoil fertility tests by a qualified testing laboratory to the satisfaction of the City, and results of testing provided to the City for review and approval. Prior to placement of topsoil, the Owner shall add all amendments as required to amend the existing soils to meet the recommendations of the fertility testing and demonstrate that these standards have been met;
- l) Proposed public park block(s) grading must not negatively impact adjacent properties with overland flow routes. The public park block(s) cannot be encumbered by overland flow routes from adjacent properties;
- m) The Park Blocks shall be seeded with a seed mix approved by the City;
- n) The perimeter of the Park Block shall be temporarily fenced off with fencing approved by the City and "No Dumping" signs shall be placed along the perimeter of the park blocks;

- o) *The Owner shall be responsible to maintain the Park Blocks until such time as the park's construction commences or assumption is granted. Maintenance shall entail maintaining sufficient grades to prevent standing water, cutting the grass/vegetation a minimum of twice in summer, erosion repairs, cleaning of catch basins, repair of perimeter fencing and removal of any debris that is dumped on the site, to the satisfaction of the City;*
 - p) *The Park Blocks shall not be encumbered by any servicing or easement including but not limited to utility services, transformer boxes, Canada Post mail boxes and/or access;*
 - q) *The Park Blocks shall include adequately sized servicing connections along the main frontage of the park block, including a water chamber manhole, complete with a curb stop, sanitary manhole, if necessary, and storm water manhole. All servicing structures are to be located no less than 5 metres away from property lines. A storm water management brief and grading plan for all required storm water services is required to ensure that proposed works have been designed to accommodate storm water flows in accordance with the Engineering Department Design Manual City at interim and ultimate phases of the Park Block and to the satisfaction of the City;*
 - r) *Electrical services include a 120/240 volt, single phase, three wire power supply to the proposed park blocks. The power supply drop will consist of a 3 conductor #3/0 aluminum underground cable drop located one metre from the street line and one metre from the property line Inside the park block(s). The cable feed will originate from the closest (within 75 metre cable length) single phase pad mounted transformer and will be left coiled and attached to a 2" X 4" wood stake, visible above grade;*
 - s) *All temporary sediment control management measures within parks and open space blocks are to be removed prior to rough grading of the associated block(s); and*
 - t) *Unless otherwise agreed upon and to the satisfaction of the City, the future Park Block(s) within **Blocks 9 or 10** ~~Blocks 15 and/or 16~~ shall be no less than **approximately 0.5 ha in size and shall** ~~This park is to have municipal public road frontage with a length to width ratio of either 2:1 or 3:1 (with one side being no less than 45 wide).~~*
67. *Prior to the issuance of a Building Permit, to meet dedication requirements under the Planning Act, VOP 2010 (Section 7.3.3 Parkland Dedication) and **Parkland Dedication By-law 168-2022 and applicable amendments**, payment-in-lieu of parkland shall be provided. **Real Estate Services staff shall review and provide comments as required.** ~~The Office of the City Solicitor, Real Estate Department shall review and provide comments as required.~~*
68. *Payment-in-lieu of parkland dedication will be required for the Phase 2 lands. Upon satisfactory conveyance of Park **Block 14** ~~Block 20~~ and the future park block(s) within **Blocks 9 or 10**, ~~Blocks 15 and/or 16~~ a portion or entirety of payment-in-lieu of parkland dedications funds for Phase 2 will be refunded to the Owner, at the discretion and to the satisfaction of the City.*
69. *Prior to the registration of Phase 1 of the Plan, the Owner shall enter into a Temporary Park Agreement with the City to provide a temporary public amenity space, no less than 0.5 ha in size, within **Block 9** ~~Block 3~~ or other similarly sized area ~~within the Phase 1 lands and/or lands within Phase 2 that abut a public right-of way~~, to the satisfaction of the City. The temporary public amenity space is to be graded and maintained to City standards, but on a temporary basis until such time as the Phase 2 parklands are conveyed to the City or at a time mutually agreed to by both the City and the owner.*
70. *Prior to the registration of Phase 1 of the Plan, a Letter of Credit from the Owner shall be submitted to the City for the construction, grading and sodding of the temporary public amenity*

space. This Letter of Credit in the amount of ~~\$560,539.20~~ ~~\$68,000~~, shall be held for a period of 5 years from the date of the Phase 1 registration or until such time as the temporary public amenity space is provided. Portions or the entire sum of the Letter of Credit may be drawn upon by the City to construct, grade, and sod the temporary public amenity space. Should the 5-year period elapse prior to the establishment of the temporary public amenity space, the Letter of Credit will be renewed in the amount of ~~\$560,539.20~~ ~~\$68,000~~ plus annual rate of inflation (from date of original issuance) until such time as the temporary public amenity space is established.

71. That a Letter of Credit from the Owner be submitted to the City for the maintenance of the above-noted temporary public amenity space. This Letter of Credit in the amount of \$30,000.00, shall be held for a period of 5 years from the date of the Phase 1 registration or until such time as the Phase 2 parklands are conveyed to the City. Portions or the entire sum of the Letter of Credit may be drawn upon by the City to maintain the temporary public amenity space (e.g., mowing of grass, litter pick-up and/or removal). Should the 5-year period lapse prior to the Phase 2 parkland conveyance, the Letter of Credit will be renewed in the amount of \$30,000.00 plus the annual rate of Inflation (from date of original issuance) until such time as the Phase 2 parkland conveyance occurs.
72. Temporary signage informing users of the temporary nature of the site shall be installed by the Owner around the temporary public amenity space. Warning clauses are also to be included any Agreement of Purchase and Sale for development/units within the Phase 1 lands advising of the temporary nature of the public amenity space.
73. Prior to the registration of Phase 2 of the Plan, the Owner shall provide the City with a Letter of Credit totaling the complete costs to build the multi-use pathways on the subject lands and within the open space valleylands, connecting to the Bartley Smith Greenway Trail system including any associated servicing and Infrastructure, as detailed in the future Trails Feasibility Report, which is to be submitted, reviewed and approved to the satisfaction of the City. The Letter of Credit shall be held for the estimated construction costs for the proposed site works, which shall include but is not limited to all required geotechnical reports, construction testing, surveying, and all required construction costs to build said trail. The Owner is responsible for the total cost of the design and construction of all works to complete the pathway on the subject lands and open space trail and associated infrastructure, servicing and landscape works, including but not limited to any works of a temporary nature.

Portions or the total sum of the Letter of Credit may be drawn upon by the City, as necessary, to complete the above-noted public multi-use pathway(s) system, in the case where the Owner does not fulfill Condition No. ~~59~~ ~~7~~ and/or if deemed necessary by the City;

- ~~74. Prior to the registration of Phase 1 of the Plan, the Owner shall provide a revised Community Services Facilities Impact Study ("CSFIS"), addressing Parks Development Comments of August 8, 2018, to the satisfaction of the City.~~

From: [Lana Marcy](#)
To: [Carol Birch](#)
Cc: [Cristina Papadatos](#)
Subject: PPSP (Env Pl) RE: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)
Date: Wednesday, June 05, 2024 1:14:28 PM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

Hello Carol,

Thank you for the opportunity to comment on the subject application. Please note that Policy Planning and Special Programs (PPSP), Environmental Planning staff have had an opportunity to review the proposed development, and offer the following comments:

- As noted in TRCA's comments issued on May 9th, 2024, TRCA staff were working with the previous owner to determine the Compensation approach for the loss of woodland. This remains an outstanding issue. However, due to recent changes in the Conservation Authorities Act, TRCA will no longer comment on discussions related to Compensation as the TRCA no longer has a legislative or regulatory authority to comment on matters related to the ecological function of natural heritage features/systems. As such any previous comments related to the protection, enhancement or compensation of the natural heritage system are deferred to the City of Vaughan. Environmental Planning staff request clarity on where those discussions left off. The City of Vaughan will work with the applicant to determine and finalize the required Compensation approach.
- Staff note the applicant has submitted a Sustainability Metrics Program (SMP) (2023 threshold scores version). We also note the development has attained an overall application score of 68 points which meets the minimum requirements for Silver Performance Level under the Site Plan application Thresholds. Please note, the SMP scoring tool is required for both the Site Plan application and the Draft Plan of Subdivision application as different metrics are used to evaluate each application. The applicant has provided only one Scoring Tool. The applicant is asked to re-submit a SMP scoring tool for the Draft Plan of Subdivision application as it appears the Scoring Tool submitted is for the Site Plan application. We advise that SMP scores should be reviewed by Development Planning and by all technical staff to verify their scores to confirm the scores accuracy and to ensure minimum threshold requirements are being met.

Thank you,

Lana

Lana Marcy, B.E.S., M.Pl.

Environmental Planner

905-832-8585, ext. 8996 | lane.marcy@vaughan.ca

City of Vaughan | Policy Planning and Special Programs

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1

www.vaughan.ca



From: Carol Birch <Carol.Birch@vaughan.ca>

Sent: Wednesday, June 5, 2024 11:09 AM

To: Lana Marcy <Lana.Marcy@vaughan.ca>

Subject: FW: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

Hello Lana,

Please let me know you have any comments for the above noted application. The item is proceeding to the June 18th Committee of the Whole. The Development Planning report is due in Clerk's today. The existing Draft Plan of Subdivision conditions for File 19T-16V009 remain applicable.

Thank you,

Carol Birch, BAA MCIP RPP

Planner

905-832-8585, ext. 8485 | carol.birch@vaughan.ca

City of Vaughan | Development Planning Department

2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1

vaughan.ca



From: Carol Birch

Sent: Friday, May 24, 2024 11:43 AM

To: Lana Marcy <Lana.Marcy@vaughan.ca>

Cc: Cristina Papadatos <Cristina.Papadatos@vaughan.ca>

Subject: RE: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

Hello Lana,

Please see TRCA comments attached on the above noted Files.

Thank you,

Carol Birch, BAA MCIP RPP
Planner
905-832-8585, ext. 8485 | carol.birch@vaughan.ca

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



From: Lana Marcy <Lana.Marcy@vaughan.ca>
Sent: Tuesday, May 14, 2024 2:07 PM
To: Carol Birch <Carol.Birch@vaughan.ca>
Cc: Cristina Papadatos <Cristina.Papadatos@vaughan.ca>
Subject: RE: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

Hi Carol,

I am looking to confirm whether you have access to any additional files associated with the application from TRCA that may have discussed compensation in the past? I have looked through Planit and our Environmental Planning files, and I am not seeing anything from TRCA that mentioned compensation.

Thanks so much,

Lana

Lana Marcy, B.E.S., M.PI.
Environmental Planner
905-832-8585, ext. 8996 | lana.marcy@vaughan.ca

City of Vaughan | Policy Planning and Special Programs

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
www.vaughan.ca



From: Carol Birch <Carol.Birch@vaughan.ca>
Sent: Thursday, May 9, 2024 3:06 PM
To: Cristina Papadatos <Cristina.Papadatos@vaughan.ca>
Cc: Lana Marcy <Lana.Marcy@vaughan.ca>
Subject: FW: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

Hello,

I received the attached comments from TRCA on the above noted Files and thought I would share them with you.

Thank you,

Carol Birch, BAA MCIP RPP
Planner
905-832-8585, ext. 8485 | carol.birch@vaughan.ca

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



From: Stephen Bohan <Stephen.Bohan@trca.ca>
Sent: Thursday, May 09, 2024 2:01 PM
To: Carol Birch <Carol.Birch@vaughan.ca>
Subject: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, please use the Phish Alert Button.

Hi Carol,

Please find attached TRCA comments.

Regards,

Stephen Bohan

Senior Planner

Development Planning and Permits | Development and Engineering Services
Toronto and Region Conservation Authority (TRCA)

T: [437-880-1944](tel:437-880-1944)

E: stephen.bohan@trca.ca

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](https://www.trca.ca) | [trca.ca](https://www.trca.ca)



From: Harry Zhao <Harry.Zhao@vaughan.ca>

Sent: Thursday, April 11, 2024 10:40 AM

To: Francesco Morea <Francesco.Morea@vaughan.ca>; Elvio Valente <Elvio.Valente@vaughan.ca>; zoningservices@vaughan.ca; Susan Kelly <Susan.Kelly@vaughan.ca>; Nancy Cronsberry <Nancy.Cronsberry@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Tuckett, Nancy <nancy.tuckett@vaughan.ca>; Bruce, Christina <christina.bruce@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Michael Tranquada <Michael.Tranquada@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Lana Marcy <Lana.Marcy@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Diana Soos <Diana.Soos@vaughan.ca>; Maneet Sadhra <Maneet.Sadhra@vaughan.ca>; Effie Lidakis <Effie.Lidakis@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; Carlos Couto <Carlos.Couto@vaughan.ca>; Agathe Ouedraogo <Agathe.Ouedraogo@vaughan.ca>; Manu Madhusoothanan <Manu.Madhusoothanan@vaughan.ca>; Michael Frieri <Michael.Frieri@vaughan.ca>; Christopher Tam <Christopher.Tam@vaughan.ca>; DEcirculations@vaughan.ca; Margie Chung <Margie.Chung@vaughan.ca>; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamler <Aaron.Zamler@vaughan.ca>; Wowk, Jaro <jaro.wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Helen Teng <Helen.Teng@vaughan.ca>; CulturalHeritage@vaughan.ca; Engineering Admin <engineeringadmin@powerstream.ca>; Luciano Campoli <Luciano.Campoli@vaughan.ca>; Paul Salerno <Paul.Salerno@vaughan.ca>; Francesca Laratta <Francesca.Laratta@vaughan.ca>; Paula Pesci <Paula.Pesci@vaughan.ca>; 'circulations@mmm.ca' <circulations@mmm.ca>; 'lorraine.farquharson@canadapost.postescanada.ca' <lorraine.farquharson@canadapost.postescanada.ca>; Proximity <proximity@cn.ca>; planification@csviamonde.ca; real_estatecanada@cpr.ca; planification@cscmonavenir.ca;

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Lori-Ann.Seethaler@mpac.ca; Jessica.martini@mpac.ca;
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Services <planning.services@yrdsb.ca>; developmentsservices@york.ca; Land Use
<LandUse@navcanada.ca>
Cc: Carol Birch <Carol.Birch@vaughan.ca>
Subject: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7
(Cortel Group)

EXTERNAL SENDER

Good morning,

This is a Request for Comment on City of Vaughan Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Applications (Files OP.24.002, Z.24.006, 19T-16V009, DA.19.016) at 1890 Highway 7.

Complete Application Confirmation:

The above noted application(s) were not subject to a PAS review (CAP Phase 2). Therefore, in order to deem the application(s) complete or incomplete, please review your relevant submission materials for quality and completeness and advise if they meet the prescribed Terms of Reference, standards and/or guidelines for review, as applicable, by responding on or before **(April 18, 2024)**.

Technical Comments:

Please review the application(s) and provide your technical comments and conditions on or before: **(May 02, 2024)**.

The submitted electronic drawings and documents can be downloaded and accessed here: [Submission](#)

Please forward your comments and questions to **Carol Birch**, the Planner managing the file, at Carol.Birch@vaughan.ca.

Thank you and have a great day.

Harry Zhao, MScPI
Planning Technician, Development Planning

905-832-8585, ext. 8507 | Harry.Zhao@vaughan.ca

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



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Corporate Services

June 3, 2024

Carol Birch, BAA MCIP RPP
Planner
Development Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Dear Carol Birch:

RE: Draft Plan of Subdivision SUBP.17.V.0007 (19T-16V009)
Related Files: LOPA.24.V.0013 (OP.24.002) & ZBA.24.V.0038 (Z.24.006)
1890 Highway 7
(2678463 Ontario Ltd. (Cortel Group))
City of Vaughan

York Region has now completed its review of the above noted draft plan of subdivision prepared by Schaeffer Dzaldov Purcell Ltd., Job No. 22-700-02B, dated April 4, 2024. The 1.698 hectare subject site is located on lands municipally known as 1890 Highway 7 West, at the northeast quadrant of Highway 7 and the Metrolinx rail line in the Concord GO Station Secondary Plan area. The proposed development consists of 1,322 residential units in three 37-storey towers, 441 m² of retail space, 1,132 parking spaces in a four-level underground parking garage. The overall density is 9.27 FSI.

Technical Comments

Regional Transportation Planning, Sustainable Mobility, Infrastructure Asset Management and Water Resources staff have reviewed the draft plan of subdivision and associated documents and provides technical comments, attached hereto. These are the same technical comments that were provided as part of the Region's related Official Plan Amendment (LOPA.24.V.0013, OP.24.002) comment letter, dated June 3, 2024.

Summary

The applicant is advised that Phase 1 of the development can be accommodated with the proposed signalized full moves access on Highway 7. Development beyond Phase 1 will require future connections to be implemented unless other analyses are provided to demonstrate appropriate phasing to the Region's satisfaction.

York Region has no objection to draft plan approval of the draft plan of subdivision subject to the attached Schedule of Clauses/Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above, please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at Justin.Wong@york.ca should you require further assistance.

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.
Manager, Development Planning

JW/

Attachment (1): Schedule of Clauses/Conditions

YORK-#16181640-v1-SUBP_17_V_0007_(19T-16V009)_-_YR_Condition_Letter

Schedule of Clauses/Conditions
SUBP.17.V.0007 (19T-16V009)
1890 Highway 7
(2678463 Ontario Ltd. (Cortel Group))
City of Vaughan

Re: Schaeffer Dzaldov Purcell Ltd., Job No. 22-700-02B, dated April 4, 2024

Clauses to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall agree that the proposed modifications of the sanitary outlet to the Region's Maple Collector at Manhole 43 shall be designed and installed to the satisfaction of the Region.
3. The Owner shall advise all potential purchasers of the existing and future introduction of transit services. The Owner/consultant is to contact YRT Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps.
4. The Owner shall implement all recommendations in the revised Transportation Study, including all TDM measures, to the satisfaction of the Region.
5. The Owner shall agree where enhanced landscape features beyond street tree planting, sod and concrete walkways are proposed in the York Region Right-of-Way by the Owner or the area municipality, these features must be approved by Development Engineering and shall be maintained by the Owner. Failure to maintain these landscape features to York Region's satisfaction will result in the area Owner incurring the cost of maintenance and/or removal undertaken by the Region.
6. The Owner shall implement the noise attenuation features as recommended by the noise study and to the satisfaction of Development Engineering.
7. The Owner shall agree that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
8. The following warning clause shall be included with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants".

9. Where noise attenuation features will abut a York Region Right-of-Way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:
 - a) That no part of any noise attenuation feature shall be constructed on or within the York Region Right-of-Way,
 - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence, and
 - c) That maintenance of the noise barriers and fences bordering on York Region Right-Of-Way's shall not be the responsibility of York Region.
10. The Owner shall agree in wording satisfactory to Development Engineering, that access to Blocks 2, 7 and 8 shall be via the internal road network and direct access to Highway 7 will not be permitted.
11. The Owner shall agree in wording satisfactory to Development Engineering, that the intersection of Street C with Highway 7 shall be restricted to right-in/right-out movements only.
12. The Owner shall agree in wording satisfactory to Development Engineering, that the intersection of Street A with Highway 7 will be restricted to right-in movements only (except for emergency vehicles who will be permitted to make all movements).
13. The Owner shall agree to be responsible for determining the location of all utility plants within York Region Right-of-Way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

Conditions to be Satisfied Prior to Final Approval

14. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
15. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a) A copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan, or any phase thereof, and

- b) A copy of an email confirmation by a City of Vaughan staff member stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.

16. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to Development Services and Infrastructure Asset Management for record.
17. The Owner shall provide preliminary design and cost estimate for the intersection of the full moves access on Highway 7, to the satisfaction of the Region.
18. The Owner shall provide an updated/revised supporting Transportation Study, including a TDM Implementation Plan, to address all comments provided, to the satisfaction of the Region.
19. The Owner shall demonstrate that interim pedestrian facilities are provided to the west underneath the railway tracks, to the satisfaction of the Region.
20. The Owner shall provide the provision of westbound and eastbound bus stops as per the associated engineering file (ENG.19.V.0015):

Westbound Stop:

- Provision of a bus bay on the north side of Highway 7 at the intersection of Highway 7 and Street B (far-side stop)
- The bus bay must have sufficient hard surface to accommodate all doors on a 60-foot bus
- The bus bay should be located at least 3 metres away from delineated pedestrian crossing

Eastbound Stop:

- Provision of a bus stop on the south side of Highway 7, east of Street B (far-side stop). Bus bay not required
- Agreeable to a bus bay if warranted due to increased traffic flow
- Ensure sufficient space for bus stop amenities

21. The Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
22. Concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region's road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:

- a) Plan and Profile for the York Region's road and intersections;
- b) Grading and Servicing;
- c) Connection to Regional sanitary sewer system
- d) Intersection/Road Improvements, including the recommendations of the Traffic Report;
- e) Construction Access Design;
- f) Utility and underground services Location Plans;
- g) Signalization and Illumination Designs;
- h) Line Painting;
- i) Traffic Control/Management Plans;
- j) Erosion and Siltation Control Plans;
- k) Landscaping Plans, including tree preservation, relocation and removals;
- l) Sidewalk locations, concrete pedestrian access to existing and future transit services and transit stop locations as required by York Region Transit/Viva;
- m) Functional Servicing Report (water, sanitary and storm services);
- n) Water supply and distribution report;
- o) Engineering drawings showing plan and profile views of proposed sewers and watermains and appurtenances, including manholes, watermains, valves, hydrants, etc. proposed within the subdivision.

23. The location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
24. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
25. The Owner shall have prepared, by a qualified Tree Professional, a Tree Inventory and Preservation / Removals Plan and Arborist Report identifying all existing woody vegetation within the York Region Right-of-Way to be removed, preserved or relocated. The report / plan, submitted to Development Engineering for review and approval, shall adhere to the requirements outlined in the York Region Street Tree and Forest Preservation Guidelines and shall be to the satisfaction of York Region Natural Heritage and Forestry Staff.
26. The Owner shall have prepared, by a qualified professional Landscape Architect, landscape design plans detailing landscape works and street tree planting in the York Region Right-of-Way as required by any and/or all of the following, York Region's Streetscaping Policy, York Region's Street Tree Preservation and Planting Design Guidelines, any prevailing Streetscape Masterplan or Secondary Plan or as required by Urban and Architectural Design Guidelines.
27. The Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.

28. The Region requires the Owner submit a Phase One Environmental Site Assessment (“ESA”) in general accordance with the requirements of the *Environmental Protection Act* and O. Reg. 153/04 Records of Site Condition, as amended (“O. Reg. 153/04”). The Phase One ESA must be for the Owner’s property that is the subject of the application and include the lands to be conveyed to the Region (the “Conveyance Lands”). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region’s standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner’s certified written statement.

29. Upon registration of the plan, the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:

- a) A widening across the full frontage of the site where it abuts Highway 7 of sufficient width to provide a minimum of 22.5 metres from the centreline of construction of Highway 7, and

- b) A 10 metre by 10 metre daylight triangles at the northwest and northeast corners of Highway 7 and Street A,
 - c) A 10 metre by 10 metre daylight trapezoid at the intersection of Highway 7 and Street B,
 - d) A 10 metre by 10 metre daylight triangle at the northwest corner of Highway 7 and Street C, and
 - e) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Highway 7 and adjacent to the above noted widenings.
30. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
31. The Owner shall demonstrate, to the satisfaction of Development Engineering, that pedestrian access to Highway 7 shall be provided from Streets A, B and C.
32. The intersection of Streets A, B and C with Highway 7 shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including, but not limited to, medians, turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
33. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's Right-of-Way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
34. The Owner shall design and provide a set of engineering drawings, to the Region's satisfaction, and obtain Engineering Approval, for the proposed modifications of the sanitary outlet to the Region's Maple Collector at Manhole 43.
35. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
36. For any applications (Site Plan or Zoning By-law Amendment) deemed complete after January 1, 2020, the Owner shall enter into a Development Charge Rate Freezing Agreement with York Region to freeze/lock in the Development Charge rate at the time the site plan application or Zoning By-law Amendment is deemed complete submission, satisfy all conditions, financial and otherwise, and confirm the date at which Regional development charge rates are frozen; Regional Development Charges are payable in accordance with

Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable. Please contact Fabrizio Filippazzo, Manager, Development Financing Administration to initiate a Development Charge Agreement with York Region.

37. The Regional Corporate Services Department shall advise that Conditions 1 to 36 inclusive, have been satisfied.



MEMORANDUM- TECHNICAL COMMENTS

**RE: Draft Plan of Subdivision SUBP.24.V.0003 (19T-24V001)
Part of Lot 26 and West Half of Lot 27, Concession 6
4330 Teston Road
(1212765 Ontario Limited)
City of Vaughan**

Regional Staff have reviewed the above noted draft plan of subdivision application, as well as the supporting documents, and provide the following comments. These comments are not an approval and are intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

Transportation Comments:

Regional transportation staff have reviewed the application. The following consolidated comments are provided in coordination with staff from Transportation Planning and Transportation Sustainable Mobility.

Transportation Planning

Phase 1 (1,322 residential units) of the development can be accommodated with the proposed signalized full moves access on Highway 7. Development beyond Phase 1 will require Ortona Court connection, or other east-west connections to the west side of the rail tracks and to North Rivermede Road, to be implemented unless other analyses are provided to demonstrate appropriate phasing to the Region's satisfaction.

Transportation Sustainable Mobility

The following are preliminary comments that relate to the draft plan of subdivision. Sustainable Transportation has reviewed the Urban Transportation Considerations Report, dated June 2018, prepared by BA Group, the draft plan of subdivision and the site plan. The following comments are provided:

1. While it appears that the proposed development will provide for active transportation facilities along the frontage of Highway 7, it doesn't appear that these facilities connect further west, such as Tim Hortons to the west. The Transportation consultant shall review opportunities and provide an interim design to provide a sidewalk within the existing underpass structure underneath the railway tracks. The Region would require a preliminary design that considers opportunities to fit a sidewalk, with railings, along the northern side of Highway 7 by adjusting pavement markings.

2. The transportation consultant shall also provide pavement marking and signage plans for the proposed intersections along Highway 7 which demonstrate how pedestrians and cyclists can traverse safely across the frontage of the subject site. Dismount signs should also be identified as the active transportation facility as it approaches the railway underpass.
3. Regarding the Transportation Considerations report, it should be noted that it is at the discretion of the Region to deploy funds collected through DC credits to support the various TDM measures. As such, any recommendations for PRESTO funding by the Transportation Consultant will be borne by the developer. The Region typically recommends that applicants provide a PRESTO incentive of 3 months to assist new residents in establishing a higher modal choice, and at a minimum of 1 month. Currently, a monthly transit pass is approximately \$155. It is recommended that the consultant consider inflationary increases pending the timing of the proposed phase of development.
4. Prior to final approval, the applicant will need to submit an updated TDM implementation strategy and shall include but not limited to the following:
 1. Provide an updated review current modal splits and targeted modal splits assume in the trip generation analysis.
 2. Provide a TDM checklist. The TDM checklist shall summarize the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region or the municipality shall be identified as "TBD" (To be determined).
 3. The TDM Implementation Plan shall also include a TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.

Water and Wastewater Servicing Comments:

Infrastructure Asset Management (IAM) has reviewed the application in conjunction with the Master Functional Servicing Report (MFSR) dated April 2024 for 1890 Highway 7 - Phase 1, prepared by Schaeffers Consulting Engineers.

Servicing Allocation

1. Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation

from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment.

2. Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this draft plan of subdivision.
 - a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.

3. It is IAM's understanding that lands located in and around the Concord GO Station Mobility Hub planning area are contemplating higher density growth than planned in the recently adopted Regional Official Plan. Please note that the Region's recently completed 2022 Water and Wastewater Master Plan has not considered the level of intensification proposed. As such, the potential impact of proposed growth in this area (and upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

Water Servicing

4. It is IAM's understanding that the proposed development is connecting to the existing 300mm City of Vaughan watermain in the Highway 7 ROW. This is consistent with the overall servicing strategy for the subdivision. A hydrant test was conducted by Aquazition in August 2017 and the results indicate that there is sufficient pressures and flows to service this development. As it has been about 7 years since the previous hydrant test, IAM recommends an updated hydrant test, as available pressures and flows may have changed.

Wastewater Servicing

5. It is IAM's understanding that the proposed development is connecting to the sanitary sewer on the south side of Highway 7 after it has been upgraded to 450mm to accommodate the flows from the subject development. This sewer currently 250mm and outlets to York Region's Maple Collector at Manhole 43.

6. If the sewer is reconstructed as proposed, Regional approval is required prior to construction of the sewer outlet, including the works required at Manhole 43 on the Region's Maple Collector. A separate engineering submission will be required for review and approval. Prior to construction, the Owner shall make an engineering submission for the proposed connection at Manhole 43 and shall be submitted to the Community Planning and Development Services. The engineering submission shall include, as a minimum, the details showing plan and profile view of the existing and proposed pipes and appurtenances, manholes, chambers, etc. and designed to the satisfaction of Infrastructure Asset Management (IAM) of Public Works for review and approval. Further details, including regional inspection and compliance requirements, will be provided as part of the engineering approval to be issued at a later time.
7. The Owner is further advised that York Region requires two (2) weeks advanced notice prior to the start of works related to connection to Regional infrastructure. A Regional Construction Administrator is to be invited to the pre-construction meeting. The Region reserves the right to inspect the site during the connection and/or crossing.

Other Requirements

8. Prior to final approval, the Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to Community Planning and Development Services and Infrastructure Asset Management for record.

Water Resources

Source Water Protection staff do not have any objections/concerns subject to the following comments with the OPA application as it relates to Source Protection policy implemented by the Region. Should the proposal change and/or the application is amended, Source Protection staff will require recirculation for comment and/or approval.

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required.



May 9, 2024

CFN 70418.03
Ex Ref CFN 57143, 60805.10

SENT BY E-MAIL (carol.brigh@vaughan.ca)

Carol Birch
Development Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Carol Birch:

**Re: Official Plan Amendment OP.24.002
Zoning By-Law Amendment Z.24.006
Draft Plan of Subdivision 19T-16V009
Site Development Applications DA.19.016
Part of Lot 6, Concession 3
1890 Highway 7
City of Vaughan, York Region
2678463 Ontario Ltd. (Cortel Group)**

This letter acknowledges receipt of the 1st circulation of technical materials associated with Official Plan Amendment OP.24.002 and Zoning By-law Amendment Z.24.006, a 4th circulation of Site Development Application DA.19.016 and request for reinstatement and revision of lapsed draft approved plan of subdivision 19T-16V009.

A digital copy of the circulation material was provided by the City of Vaughan to the Toronto and Region Conservation Authority (TRCA) on April 11, 2024. A list of the documents reviewed by TRCA can be found in Appendix 'A' of this letter.

Background

TRCA's last involvement with this project was in 2020-2021. At that time the land was owned by another development company (Liberty). TRCA staff were reviewing technical materials to address conditions associated with the draft plan approval and site plan approval. The last outstanding issues TRCA staff were working on with the previous owner were:

- Determining compensation approach for the loss of woodland area as a result of a proposed outfall and access road in the valley corridor.

Due to legislative changes to the Conservation Authorities Act, which came into effect on April 1, 2024, TRCA no longer has a legislative or regulatory authority to comment on matters related to the ecological function of natural heritage features/systems. As such any previous comments related to the protection, enhancement or compensation of the natural heritage system are deferred to the City of Vaughan, as the approval authority related to natural heritage system matters.

- The design of an interim berm landform required to block potential flood waters emanating from a spill on the northern end of the site (Phase 2) from impacting the southern portion of the site (Phase 1).

In December 2021, TRCA staff provided email correspondence to the previous owner confirming that they had addressed outstanding items related to the design of the interim berm and that the next step they would need to address was applying for a permit for final grading and servicing and interim berm construction for the Phase 1 lands. The previous owner never initiated the permit process.

Purpose of the Applications

Official Plan Amendment

The subject lands are within the Concord GO Centre Secondary Plan, Area 1 as noted on Schedule A – Secondary Plan Boundary, and designated “High-Rise Mixed Use” with a maximum permitted height of 22-storeys by Schedule C – Height and Density.

The proposed development requires a Minor Official Plan Amendment Application to increase the maximum permitted height and unit count of the Subject Lands to facilitate the proposed development.

Zoning By-Law Amendment

The Subject Lands are zoned “RA3 – Apartment Residential Zone” by Zoning By-law 1-88, subject to site-specific exception 9(1497) and are zoned “RM2 – Multiple Unit Residential Zone” by Comprehensive Zoning By-law 001-2021, subject to site-specific exception 14.1114.

The proposed development requires a Zoning By-law Amendment Application to amend provisions in Zoning By-law 1-88 exception 9(1497) and Comprehensive Zoning By-law 1-21 exception 14.1114 related to height, maximum number of dwelling units and parking standards.

Draft Plan of Subdivision

The owner is seeking to reinstate the lapsed draft approved plan of subdivision and to revise it to redefine Phase 1 to only consist of Block 2 and its surrounding road networks, leaving the remainder of the site to be developed under Phase 2.

Site Development Application

The owner is seeking to update the detailed design to accommodate the proposed changes to the design of the buildings and associated servicing.

Application Specific Comments

TRCA staff have completed a review of the materials noted in Appendix ‘A’ and are satisfied that our legislative interests related to natural hazard management have been addressed for this stage.

Recommendations

Based on the above, TRCA staff have no objection to the approval of Official Plan Amendment OP.24.002 and Zoning By-law Amendment Z.24.006.

Fee

By copy of this letter, the applicant is advised that the TRCA has implemented a fee schedule for our planning review services. This application is subject to a review fee of \$10,165 (Official Plan Amendment (OPA) – Standard). The noted fees should be submitted to TRCA as soon as possible.

Conservation Authorities Act – Section 28.1

Portions of the subject property are within TRCA's regulated area. A TRCA permit pursuant to Section 28.1 of the Conservation Authorities Act is required for any development or site alteration within the regulated area. Further details related to TRCA's permitting requirements have been provided in Appendix 'B' for the proponent's reference.

We trust these comments are of assistance. Should you have any questions, please contact me at stephen.bohan@trca.ca.

Sincerely,



Stephen Bohan
Senior Planner
Development Planning and Permits | Development and Engineering Services

Appendix A: Materials Reviewed by TRCA

The following materials were received by TRCA on April 11, 2024

- Draft Official Plan Amendment, prepared by proponent, not dated.
- Draft Zoning By-law Amendment (1-88), prepared by proponent, not dated.
- Draft Zoning By-law Amendment (001-2021), prepared by proponent, not dated.
- Draft Plan of Subdivision, prepared by Schaeffer Dzaldov Purcell Ltd., dated April 2024.
- Planning Justification Report, prepared by Bousfields Inc., dated April 5, 2024.
- *Master Functional Servicing and Stormwater Management Report 1890 Highway 7 – Phase 1 Proposed Mixed Development*, prepared by Schaeffers Consulting Engineers, dated April 2024.
- *Functional Servicing Report - 1890 Highway 7 - Phase 1 Block 2 Proposed Residential and Commercial Development*, prepared by Schaeffers Consulting Engineers, dated April 2024
- Civil Engineering Design Drawing Set – Phase 1, prepared by Schaeffers Consulting Engineers, dated April 2024.
- Civil Engineering Design Drawing Set – Master Function Servicing, prepared by Schaeffers Consulting Engineers, dated April 2024.

Appendix 'B' – TRCA Permit Application Requirements

To initiate TRCA's permit review process, the following materials must be provided to TRCA:

- a) Complete Permit Application pursuant to Section 28.1 of the Conservation Authorities Act. The application can be downloaded from the following website: <https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2024/04/30134207/FA-TRCA-Development-Permit-Application-Form.pdf>
- b) A digital copy of the following finalized plans/drawings are required:
 - Civil Engineering Drawing Set (i.e., Grading, Servicing, ESC, details, and cross-sections).
- c) Permit review fee of \$11,355 (Works on Subdivision Lands, Commercial, Industrial and Institutional Properties – Standard). TRCA's fee schedule can be found by visiting the following site: <https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2024/04/19135104/DevelopmentPermittingFeeSchedule-20221124.pdf>



Revised: April 10, 2024

Date: April 26, 2024

Attention: Carol Birch

RE: Request for Comments

File No.: 19T-16V009

Related Files:

Applicant: Elsa Fancello c/o 2678463 Ontario Lrd. (Cortel Group)

Location 1890 Highway 7

Revised: April 10, 2024

COMMENTS:

We have reviewed the Proposal and have no comments or objections to its approval.

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

We have reviewed the proposal and have the following concerns (attached below)

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

- The developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF). The developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is also available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).
- The developer's electrical consultant to provide load calculations / requirements for this development.
- The developer shall confirm with Alectra Utilities Subdivisions Department on the availability of adjacent plant capable of servicing this development and to discuss the electrical service installation requirements and schedule.
- The developer shall be responsible for the costs associated with the hydro plant expansion to supply this development.
- The developer's electrical consultant to contact Alectra Utilities Subdivisions Department to discuss placement of switchgear(s) and/or transformer(s) requiring adequate space for safe installation and operation.
- The developer shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s) and driveway(s).
- The developer's electrical consultant to confirm the metering configuration within this development (individual / ganged metering). The developer shall provide the architectural drawings and confirm the location of the hydro meters as approved by Alectra Utilities.
- The developer shall enter into a servicing agreement (offer-to-connect) and will be responsible for the cost-sharing as detailed in the offer-to-connect.

Revised: April 10, 2024

- Any easements required by Alectra Utilities for the provision of electrical service to this development will be determined by Alectra Utilities in its sole discretion at the design stage of the project. For condominium/private developments, Alectra Utilities requires a blanket easement.

For new developments with townhouses, the installation of electrical distribution system (EDS) shall only commence after the foundation of the townhouses had been erected.

Regards,

Mitchell Penner

Supervisor, Distribution Design-Subdivisions

Phone: 416-302-6215

E-mail: Mitchell.Penner@alecrautilities.com

Subdivision Application Information Form is available by emailing Mitchell.Penner@alecrautilities.com



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

April 23, 2024

City of Vaughan – Planning Department

To: **Carol Birch**, Planner, Development Planning

Reference: **Files:** OP.24.002, Z.24.006, 19T-16V009, DA.19.006 **Related Files:** PAC.24.001
 1890 Highway 7

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

In order to provide mail service to the high-rise mix use building with commercial unit(s) at ground level, Canada Post requests that the owner/developer comply with the following conditions:

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

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

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

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

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

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

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

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

Regards,

Lorraine Farquharson

Lorraine Farquharson

Delivery Services Officer | Delivery Planning – GTA

From: [PrimeCities](#)
To: [Carol Birch](#)
Subject: [External] OPA (OP.24.002), ZBLA (Z.24.006), Draft Plan of Subdivision (19T-16V009) and Site Plan Application (DA.19.016), 1890 Hwy. 7 W., Vaughan
Date: Tuesday, April 16, 2024 9:46:09 PM

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4/17/2024

Carol Birch

Vaughan

Vaughan (City)

Attention: Carol Birch

Re: OPA (OP.24.002), ZBLA (Z.24.006), Draft Plan of Subdivision (19T-16V009) and Site Plan Application (DA.19.016), 1890 Hwy. 7 W., Vaughan; Your File No. 19T-16V009,OP.24.002,Z.24.006,DA.19.016

Our File No. DTS: 5961 / Circ: 41384

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

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

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

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

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

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

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for Bell's responses and for any of the content herein.

Should you have any questions, please contact the undersigned.

Yours Truly,

A rectangular box with a thin black border, containing a small blue square icon with a white question mark inside, indicating a redacted signature.

Juan Corvalan
Senior Manager - Municipal Liaison
Email: planninganddevelopment@bell.ca.

Attachment 10g)

June 4, 2024

Carol Birch
Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Carol,

Re: Site Development Application – 1st Submission
Elsa Fancello c/o 2678463 Ontario Ltd. (Cortel Group)
1890 Highway 7
City of Vaughan
File No.: DA-19-016, 19T-16V009, OP-24-002, Z-24-006

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details:
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall use the [Enbridge Gas Get Connected tool](#) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.
(https://enbridge.outsystemsenterprise.com/GetConnected_Th/Login2?OriginalURL=https%3A%2F%2Fenbridge.outsystemsenterprise.com%2FGetConnectedApp_UI%2F)

If the gas main(s) needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas at no cost.

Sincerely,



Willie Cornelio CET
Sr Analyst Municipal Planning
Engineering



To: Carol Birch, Planner, City of Vaughan

From: David Tsai, Project Manager
Adjacent Development
Third Party Projects Review – GO (Heavy Rail)
Metrolinx

Date: May 8, 2024

Re: **City of Vaughan – 1890 Highway 7 (OP.24.002, Z.24.006, 19T-16V009, DA.19.016) – Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Applications, Submission 2 Metrolinx Response**

Metrolinx has reviewed the second submission of the Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Applications for 1890 Highway 7, Toronto. It is our understanding that the subject development proposes a mixed-use development consisting of three 37-storey towers.

The subject site is non-adjacent to the Metrolinx Rail Corridor, Newmarket Subdivision, to which Metrolinx operates the Barrie GO Service.

We note that our previous comments provided on February 27, 2024, have been updated in response to the current submission. Please refer to Appendix A for detailed Metrolinx comments that will need to be addressed as part of the application review. Responses to each comment should be provided in the next submission to demonstrate how they have been addressed.

Should you have any questions or concerns, please do not hesitate to contact me.

Best regards,

David Tsai, Project Manager
Adjacent Development
Third Party Projects Review – GO (Heavy Rail)
Metrolinx
20 Bay Street Suite 600, Toronto

Appendix A: Metrolinx Comments and Proponent Responses

Item	Metrolinx OPA, ZLBA, DPS, & SPA Submission 2 Comments (May 8, 2024)	Proponent/Consultant Response
Rail Safety		
1.	Metrolinx is in receipt of a Rail Safety Brief prepared by Entuitive, dated April 4, 2024. The report has been reviewed, and we note that while the report conclusion is acceptable, it references items that are not relevant or applicable to the rail safety review. Discussions will be held directly with the proponent and their rail safety consultant. Metrolinx has no further comments regarding rail safety considerations.	
Noise and Vibration		
2.	Metrolinx is in receipt of an Environmental Noise and Vibration Impact Study prepared by Valcoustics, dated March 26, 2024. We will require that the recommended mitigation measures be adhered to for approval.	
Agreements		
3.	<p>The Proponent shall provide confirmation to Metrolinx, that the following warning clause will be inserted into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the Railway Corridor. Please note that the previously provided warning clause has since been updated per the below:</p> <p>Warning: The Applicant is advised that the subject land is located within Metrolinx’s 300 metres railway corridor zone of influence and as such is advised that Metrolinx and its assigns and successors in interest has or have a right-of-way within 300 metres from the subject land. The Applicant is further advised that there may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or alteration may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual lots, blocks or units.</p>	
4.	The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be	

	registered on title for all uses within 300 metres of the rail right-of-way. Included is a copy of the form of easement for the Proponent's information. The Proponent may contact David.Tsai@metrolinx.com with any questions and to initiate the registration process at their earliest convenience. Wording of the easement is included below and registration of the easement will be required prior to clearance of Site Plan Approval. (It should be noted that the registration process can take up to 6 weeks).	
5.	The Owner shall be responsible for all costs for the preparation and registration of agreements/undertakings/easements/warning clauses as determined appropriate by Metrolinx, to the satisfaction of Metrolinx.	



Form of Easement

WHEREAS the Transferor is the owner of those lands legally described in the Properties section of the Transfer Easement to which this Schedule is attached (the “**Easement Lands**”).

IN CONSIDERATION OF the sum of TWO DOLLARS (\$2.00) and such other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by the Transferor, the Transferor transfers to the Transferee, and its successors and assigns, a permanent and perpetual non-exclusive easement or right and interest in the nature of a permanent and perpetual non-exclusive easement over, under, along and upon the whole of the Easement Lands and every part thereof for the purposes of discharging, emitting, releasing or venting thereon or otherwise affecting the Easement Lands at any time during the day or night (provided that doing so is not contrary to law applicable to Metrolinx) with noise, vibration and other sounds and emissions of every nature and kind whatsoever, including fumes, odours, dust, smoke, gaseous and particulate matter, electromagnetic interference and stray current but excluding spills, arising from or out of, or in connection with, any and all present and future railway or other transit facilities and operations upon the lands of the Transferee and including, without limitation, all such facilities and operations presently existing and all future renovations, additions, expansions and other changes to such facilities and all future expansions, extensions, increases, enlargement and other changes to such operations.

THIS Easement and all rights and obligations arising from the above easement shall extend to, be binding upon and enure to the benefit of the parties hereto and their respective officers, directors, shareholders, agents, employees, tenants, sub-tenants, customers, licensees and other operators, occupants and invitees and each of its or their respective heirs, executors, legal personal representatives, successors and assigns. The covenants and obligations of a party hereto, if such party comprises more than one person, shall be joint and several.

Easement in gross.

From: [Baird, Rahim \(IO\)](#)
To: [Carol Birch](#)
Cc: [Kelly, Rita \(IO\)](#); [Emm, Amy \(IO\)](#)
Subject: [External] OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 Comments
Date: Friday, April 26, 2024 1:58:26 PM
Attachments: [image001.png](#)

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Hello Carol,

Infrastructure Ontario ("IO") is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure ("MOI"). Part of IO's mandate is to protect and optimize the value of the portfolio while ensuring real estate decisions reflect public policy objectives.

The proposal for OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 is abutting MOI-owned lands. It appears that IO lands may be required for later phases of this development. If they are, the applicant should contact IO for a more in-depth review of the land requirement, potential impacts to the government property, and the process for a possible acquisition if deemed appropriate. Please contact Rita Kelly, Real Estate Transaction Manager at 647-264-3804 or rita.kelly@infrastructureontario.ca if provincial government lands are required.

Thank you,
Rahim Baird



Rahim Baird (he, him)
Infrastructure Ontario
Land Use Planning Analyst

Rahim.Baird@infrastructureontario.ca
Mobile: 647-526-8466
www.infrastructureontario.ca

Follow IO at:   

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including any attachments, without reading it or making a copy. Thank you.

From: [Harry Zhao](#)
To: [Kolet, ArieH \(MTO\)](#)
Cc: [Carol Birch](#)
Subject: RE: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)
Date: Thursday, April 18, 2024 9:03:19 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)

Hi ArieH,

Received. Thank you. I have copied Carol Birch, Planner on Files, for her records.

Thanks,

Harry Zhao, MScPI
Planning Technician, Development Planning

905-832-8585, ext. 8507 | Harry.Zhao@vaughan.ca

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



From: Kolet, ArieH (MTO) <ArieH.Kolet@ontario.ca>
Sent: Wednesday, April 17, 2024 4:59 PM
To: Harry Zhao <Harry.Zhao@vaughan.ca>
Subject: [External] RE: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7 (Cortel Group)

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Hi Harry,

Re:
OPA Application: File OP.24.002
ZBA Application: File Z.24.006
Draft Plan of Subdivision: File 19T-16V009 (Cortel Group)
Address: 1890 Highway 7, Vaughan, ON.

This email is to advise you that MTO has reviewed the above OPA and ZBA documents and the MTO has no objection to the proposed OPA and ZBA applications.

The MTO has also reviewed the Draft Plan of Subdivision application for the proposed development at 1890 Highway 7, Vaughan, ON. and we offer the following comments which we recommend you kindly include in the Conditions of Draft Approval:

1. That prior to final approval, the owner shall submit a detailed master stormwater management report for Ministry of Transportation review and approval, in accordance with the following MTO drainage guidelines:

<http://www.mto.gov.on.ca/english/publications/drainage/stormwater/index.shtml>

2. That prior to final approval, the owner shall submit detailed site grading / servicing / drainage plans for Ministry of Transportation review and approval.

3. That prior to final approval, the owner shall submit a master traffic impact study for Ministry of Transportation review and approval, in accordance with MTO's February 2023 TIS Guidelines.

4. That prior to final approval, the owner shall enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of all associated highway improvements required for site development, if identified in the approved Traffic Impact Study. (Only if the Ministry of Transportation determines that the development would trigger highway improvements)

Please include the following Notes to Draft Approval:

1. MTO Building & Land Use permits are required for all buildings / structures within the subdivision, in accordance with Sec 38(2)(f) of the PTHIA. MTO permits are also required prior to site grading / servicing / internal road construction, including storm ponds, and for site signs. MTO Encroachment permits are required for construction of any required highway improvements, as well as for any proposed servicing connections within Highway 407 ROW. (Only if needed)

2. All structures (above and below ground), including land uses considered integral to site operations (e.g. ponds, drainage features, drive-thrus, loading docks, fire routes, etc.) must be setback a minimum of 14m from the Highway 407 ROW limits. (if and where applicable)

With respect to the Traffic Impact Study, we request that it be focused to assess highway impacts, including Highway 407 ramp interchanges with the Dufferin St. on the east and Keele St. on the west. In addition, we note that the TIS assumes a specific number of units within the mixed-use blocks, but states these are subject to future Site Plan revisions; further, the draft plan does not assign unit #s for these blocks. Please ensure that the TIS and draft plan include unit #s satisfactory to the city, to minimize the potential need for TIS revisions at the Site Plan stages of development. Please also include relevant adjacent developments that could impact the trip generation in the TIS.

MTO comments on the Stormwater Management Report will be provided under separate cover.

I will be circulating the 1st submission that you submitted to the various MTO input offices for review, and I will provide future updates once comments are received.

Please advise of Council's decision on these applications.

Please feel free to contact me if you have any questions.

Regards,

Arieh Kolet

Senior Project Manager, York Region | Corridor Management / Operations Division
Ministry of Transportation | Ontario Public Service
(437) 833 9487 | arieh.kolet@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Harry Zhao <Harry.Zhao@vaughan.ca>

Sent: April 11, 2024 10:40 AM

To: Francesco Morea <Francesco.Morea@vaughan.ca>; Elvio Valente <Elvio.Valente@vaughan.ca>; zoningservices@vaughan.ca; Susan Kelly <Susan.Kelly@vaughan.ca>; Nancy Cronsberry <Nancy.Cronsberry@vaughan.ca>; Nick Spensieri <Nick.Spensieri@vaughan.ca>; Sonia Furtado <Sonia.Furtado@vaughan.ca>; Haiqing Xu <Haiqing.Xu@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Mary Caputo <Mary.Caputo@vaughan.ca>; Shahrzad Davoudi-Strike <Shahrzad.Davoudi-Strike@vaughan.ca>; Michael Tranquada <Michael.Tranquada@vaughan.ca>; Urban Design & Cultural Heritage Circulations <UD.CH.Circulations@vaughan.ca>; Shirin Rohani <Shirin.Rohani@vaughan.ca>; Margaret Holyday <Margaret.Holyday@vaughan.ca>; Cristina Papadatos <Cristina.Papadatos@vaughan.ca>; Lana Marcy <Lana.Marcy@vaughan.ca>; Lindsay Davidson <Lindsay.Davidson@vaughan.ca>; Raphael Costa <Raphael.Costa@vaughan.ca>; Diana Soos <Diana.Soos@vaughan.ca>; Maneet Sadhra <Maneet.Sadhra@vaughan.ca>; Effie Lidakis <Effie.Lidakis@vaughan.ca>; Michael Habib <Michael.Habib@vaughan.ca>; Aimee Pugao <Aimee.Pugao@vaughan.ca>; Peter Harper <Peter.Harper@vaughan.ca>; Forestry Circulations <forestrycirculations@vaughan.ca>; Carlos Couto <Carlos.Couto@vaughan.ca>; Agathe Ouedraogo <Agathe.Ouedraogo@vaughan.ca>; Manu Madhusoothanan <Manu.Madhusoothanan@vaughan.ca>; Michael Frieri <Michael.Frieri@vaughan.ca>; Christopher.Tam <Christopher.Tam@vaughan.ca>; DEcirculations@vaughan.ca; Margie Chung <Margie.Chung@vaughan.ca>; Development Finance <Development.Finance@vaughan.ca>; Aaron Zamler <Aaron.Zamler@vaughan.ca>; Jaro Wowk <Jaro.Wowk@vaughan.ca>; Veronica Siu <Veronica.Siu@vaughan.ca>; Helen Teng <Helen.Teng@vaughan.ca>; CulturalHeritage@vaughan.ca; Engineering Admin <engineeringadmin@powerstream.ca>; Luciano Campoli <Luciano.Campoli@vaughan.ca>; Paul Salerno <Paul.Salerno@vaughan.ca>; Francesca Laratta <Francesca.Laratta@vaughan.ca>; Paula Pesci <Paula.Pesci@vaughan.ca>; 'circulations@mmm.ca' <circulations@mmm.ca>; 'lorraine.farquharson@canadapost.postescanada.ca' <lorraine.farquharson@canadapost.postescanada.ca>; Proximity <proximity@cn.ca>; planification@csviamonde.ca; real_estatecanada@cpr.ca; planification@cscmonavenir.ca; Development.Coordinator@Metrolinx.com; LANDUSEPLANNING <landuseplanning@hydroone.com>; noticereview@infrastructureontario.ca; Kolet, Arieh (MTO) <Arieh.Kolet@ontario.ca>; Mulrenin, Colin (MTO) <Colin.Mulrenin@ontario.ca>; McInnis, Cisca (ENERGY) <Cisca.McInnis@ontario.ca>; Dannetta, Luca (ENERGY) <Luca.Dannetta2@ontario.ca>; NWGTA Transmission Corridor (ENERGY) <NWGTATransmissionCorridor@ontario.ca>; Nguyen, Tammy (MMAH) <Tammy.Nguyen2@ontario.ca>; Zhuo, Julianna (MMAH) <Julianna.Zhuo@ontario.ca>; Lori-Ann.Seethaler@mpac.ca; Jessica.martini@mpac.ca; Executivevp.lawanddevelopment@opg.com; yorkcirculations@rci.rogers.com; yorkplan@trca.ca;

'developmentplanning@ycdsb.ca' <developmentplanning@ycdsb.ca>; Planning Services
<planning.services@yrdsb.ca>; developmentservices@york.ca; Land Use <LandUse@navcanada.ca>
Cc: Carol Birch <Carol.Birch@vaughan.ca>
Subject: Request for Comments - OP.24.002, Z.24.006, 19T-16V009, DA.19.016 - 1890 Highway 7
(Cortel Group)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning,

This is a Request for Comment on City of Vaughan Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Applications (Files OP.24.002, Z.24.006, 19T-16V009, DA.19.016) at 1890 Highway 7.

Complete Application Confirmation:

The above noted application(s) were not subject to a PAS review (CAP Phase 2). Therefore, in order to deem the application(s) complete or incomplete, please review your relevant submission materials for quality and completeness and advise if they meet the prescribed Terms of Reference, standards and/or guidelines for review, as applicable, by responding on or before **(April 18, 2024)**.

Technical Comments:

Please review the application(s) and provide your technical comments and conditions on or before: **(May 02, 2024)**.

The submitted electronic drawings and documents can be downloaded and accessed here: [Submission](#)

Please forward your comments and questions to **Carol Birch**, the Planner managing the file, at Carol.Birch@vaughan.ca.

Thank you and have a great day.

Harry Zhao, MScPI
Planning Technician, Development Planning

905-832-8585, ext. 8507 | Harry.Zhao@vaughan.ca

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



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Attachment 11 – Conditions of Site Plan Approval (City of Vaughan)
Site Development File DA.19.016 (2678463 Ontario Ltd. (Cortel Group))

Conditions of Approval:

- 1) THAT prior to the execution of the Site Plan Agreement:
 - a) The Development Planning Department shall approve the final site plan, landscape plan and cost estimate, building elevations, public art strategy, and lighting plan;
 - b) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Distribution Inc., Rogers, Bell Canada and Canada Post.
 - c) The ultimate conditions for the Subject Lands shall conform to the city-wide Integrated Urban Water Master Plan (IUW-MP) Class Environmental Assessment (EA) Study. 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) for the Promenade Centre Secondary Plan will be produced through the on-going Master Plan update. Accordingly, external servicing requirements and/or improvements shall conform to the conclusions and recommendations of the City's ongoing Integrated Urban Water Master Plan and associated FSSR service area to the satisfaction of the City.
 - d) 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.
 - e) The Owner shall have provided the updated downstream sanitary design sheets and related drawings to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
 - f) The Owner shall have provided the updated water servicing analysis and related drawings to demonstrate that the Subject Lands can be adequately serviced by water, to the satisfaction of the Development Engineering Department.
 - g) The Owner shall enter into a Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include

any required easements and/or additional lands within and/or external to the draft plan, to the satisfaction of the City.

- h) The Owner shall convey to the City, the lands required for the creation of all required stormwater management blocks, any necessary municipal roads and municipal right-of-way(s) surrounding the Subject Lands and shall prepare and register the associated reference plan at their expense, all to the satisfaction of the Development Engineering Department.
- i) Following the creation of municipal roadway and right-of-way or when requested by the City, any temporary access driveway shall be removed complete with boulevard and road restoration to the satisfaction of the City and Region. The Owner shall agree to provide the necessary financial security in the form of a Letter of Credit, for this work, all to the satisfaction of the Development Engineering Department.
- j) The Owner shall decommission any temporary services constructed for the development and provide the necessary financial security in the form of a Letter of Credit for this work, all to the satisfaction of the Development Engineering Department.
- k) The following terms and conditions, as outlined in Items No. (i) to (v), are subject to City of Vaughan requiring a Discharge Approval, where applicable.
 - i) The Owner shall install all works to carry out the Private Groundwater Discharge (“Discharge and Related Works”) in accordance with the terms and conditions of the Discharge Approval, all to Vaughan’s satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.
 - ii) Prior to registration of the 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 Vaughan’s satisfaction.
 - iii) Upon registration of the condominium on the Lands, the Owner (which shall then be the condominium corporation) shall apply for and obtain a renewal of the Discharge Approval within thirty (30) days of registration or prior to the expiry date on the Discharge Approval, whichever occurs first, such that the Owner (condominium corporation) shall assume and become responsible for the Discharge Approval and the Discharge Related Works.
 - iv) Fees related to Discharge Approval renewals shall apply in accordance with the City’s Sewer Use By-law 130-2022, as amended.
 - v) Upon the Owner’s application to renew the Discharge Approval in accordance with the above Item No. (iii), the Owner shall provide a

report prepared and sealed by a licensed professional geoscientist, in the province of Ontario, attesting that all Private Groundwater Discharge comply with the requirements of the Discharge Approval issued by Vaughan.

- l) 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.
- m) The Owner shall update the Pavement Marking and Signage Plan of the Site to include safety measures such as flashing beacons, signaling/signage system to improve safety of pedestrians, cycling and vehicular activity in the proposed loading space within the pick-up/drop-off (PUDO) area to the satisfaction of the City.
- n) The Owner shall convey Public Access easement to the City to ensure the proposed east-west private road remains open and is accessible to the public including but not limited to the future neighboring properties fronting the subject private road.
- o) The Owner shall provide a Letter of Credit to the City for the costs associated with TDM measures as identified in the Transportation Impact Study Addendum including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.
- p) Portions of the subject property are within TRCA's regulated area. A TRCA permit pursuant to Section 28.1 of the Conservation Authorities Act is required for any development or site alteration within the regulated area. Further details related to TRCA's permitting requirements have been provided in Appendix 'B' for the proponent's reference
- q) Complete Permit Application pursuant to Section 28.1 of the Conservation Authorities Act. The application can be downloaded from the following website:
[https://trcaca.s3.ca-central-
.amazonaws.com/app/uploads/2024/04/30134207/FA-TRCA-Development-
Permit-Application-Form.pdf](https://trcaca.s3.ca-central.amazonaws.com/app/uploads/2024/04/30134207/FA-TRCA-Development-Permit-Application-Form.pdf)
- r) A digital copy of the following finalized plans/drawings are required:
 - 1. Civil Engineering Drawing Set (i.e., Grading, Servicing, ESC, details, and crosssections).

- s) Permit review fee of \$11,355 (Works on Subdivision Lands, Commercial, Industrial and Institutional Properties – Standard). TRCA’s fee schedule can be found by visiting the following site: <https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2024/04/19135104/DevelopmentPermittingFeeSchedule-20221124.pdf>
 - t) The Owner must pay all applicable development charges in accordance with the development charges by-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board. A clause for the payment of Development Charges is included as a standard condition in the Site Plan Agreement/LOU.
 - u) An updated noise report is required prior to the execution of the Site Plan Agreement. The Owner shall agree to implement the noise mitigation measures and recommendations outlined in the updated noise report into the design and construction of the buildings on the lands and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City.
 - v) The City requires a Phase One ESA Update (the scope of which would be up to the professional opinion of the consultant's Qualified person, but may be a brief letter report) to confirm that there are no material changes to the site or surroundings since the RSC filings were completed, given the duration of time that has since elapsed.
- 2) THAT the Site Plan Agreement shall include the following conditions and warning clauses, to the satisfaction of the City:
- a. Purchases/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.
 - b. Purchasers and/or tenants are advised that the future roads will be constructed in accordance with the Concord GO Centre Secondary Plan and the approved Draft Plan of Subdivision to facilitate the development of adjacent lands.
 - c. “Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of

the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of way." This warning clause shall be included in all Purchase and Sale Agreements and Condominium Agreement(s), and the Condominium Declaration document(s)."

Warning Clauses

- "Should archaeological resources be found on the Subject Lands during construction activities, the Owner must immediately cease all construction activities and immediately notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division."
- "In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division."



Corporate Services
Community Planning and Development Services

May 6, 2024

Carol Birch,
Planner, Development Planning
City of Vaughan

Emailed to: carol.birch@vaughan.ca

Dear Ms Birch:

**Re: 1st Submission Site Plan Comments
Phase 1 – 1890 Highway 7
City of Vaughan
Town File No.: DA.19.016
Our File No.: SP.24.V.0059**

The Region is in receipt of a Site Plan submission dated April 11, 2024.

It is noted that for the City this application is a continuation of the 2019 Site Plan application submitted by the Liberty Corporation. For the Region this is a new Site Plan application and has been assigned a new Regional Site Plan file number.

The Region deems this submission complete and has no objections to the City issuing a notice of complete submission to the Owner. **Section A** outlines the requirements Owner must satisfy prior to the Region issuing Site Plan approval. **Section B** outlines the requirements the Owner must satisfy prior to a **Construction Approval** for the commencement of construction (site alteration, hoarding, excavation, shoring, crane swing and construction). **Section C** outlines the requirements the Owner must satisfy prior to execution of the **Site Plan Agreement** with the Region.

Section A: Requirements be satisfied prior to issuance of a Regional site plan approval

1. The Owner shall be in receipt of City approvals for the Official Plan Amendment (OP.24.002) and Zoning Bylaw Amendment applications (PAC.23.022). The comments in this letter are provided on a without Prejudice basis to assist the Owner in obtaining Site Plan approval after obtaining the Official Plan Amendment and Zoning By-Law Amendment application approvals.
2. The Owner shall have satisfied all Regional Draft Plan of Subdivision conditions – including obtaining Engineering Approval for the construction and signalization of Street B, the implementation of bus-bays, the implementation of streetscaping, and the installation of services in Highway 7.

General Comments:

3. The Owner shall submit a **Response Matrix** explaining how each comment has been addressed – including comments on red-line drawings. The resubmission should include 1 digital copy.

Financial Requirements

4. For any applications (Site Plan or Zoning By-law Amendment) completed after January 1, 2020, the Owner shall enter into a Development Charge Rate Freezing Agreement with York Region to freeze/lock in the Development Charge rate at the time the site plan application or Zoning By-law Amendment is deemed complete submission, satisfy all conditions, financial and otherwise, and confirm the date at which Regional development charge rates are frozen; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable. Please contact Fabrizio Filippazzo, Manager, Development Financing Administration to initiate a Development Charge Agreement with York Region.
5. This application is subject to payment of the Region's development review fees identified in York Region Fee By-law 2020-04, as amended. **The fee for application review is \$11,000.00 minimum or 7% of the estimated cost of works on the York Region road allowance, whichever is greater.** The Region acknowledges receipt of the \$11,000.00 review fee.
6. The Owner shall submit a detailed itemized **cost estimate** of all aboveground and below ground works to be undertaken in road allowance of Highway. Upon receipt of a complete submission the cost estimate will be used by the Region to prepare a final Financial Request Letter that will outline all Fee, Insurance and Security Deposit requirements for the approval of this application.
7. The Owner is advised that the following financials may be requested and should only be submitted to the Region after receiving a final Financial Request Letter:
 - Security Deposit to secure for development works within the road allowance of Hwy 7. Minimum Security is \$20,000.
 - Certificate of Insurance
 - Final Site Plan review fee based on 7 % of estimated cost of works within road allowance minus minimum fee already paid.
 - \$ 2,200 for the preparation of an Encroachment Permit
 - \$ 2,400 for the preparation of the Site Plan Agreement
8. The Owner is advised that development application fees are subject to annual adjustments and increases. Any unpaid fees, regardless of the year the application is submitted, will be subject to current fee requirements at the date the Financial Request Letter is prepared.

Transportation

9. Transportation comments will be provided under the LOPA application. Prior to Site Plan approval all transportation comments need to be addressed to the Region's satisfaction.
10. The following comments need to be addresses either through the Site Plan or the Draft Plan of Subdivision:
 - a) While it appears that the proposed development will provide for active transportation facilities along the frontage of Highway 7, it doesn't appear that these facilities connect further west, such as Tim Hortons to the west. The Transportation consultant shall review opportunities and provide an interim design to provide a sidewalk within the existing underpass structure underneath the railway tracks. The Region would require a preliminary design that considers opportunities to fit a sidewalk, with railings, along the northern side of Highway 7 by adjusting pavement markings.
 - b) Furthermore, the transportation consultant shall also provide pavement marking and signage plans for the proposed intersections along Highway 7 which demonstrate how pedestrians and cyclists can traverse safely across the frontage of the subject site. Dismount signs should also be identified as the active transportation facility as it approaches the railway underpass.
 - c) Regarding the Transportation Considerations report, it should be noted, that it is at the discretion of the Region to deploy funds collected through DC credits to support the various TDM measures. As such, any recommendations for PRESTO funding by the Transportation Consultant will be borne by the developer. The Region typically recommends that applicants provide a PRESTO incentive of 3 months to assist new residents in establishing a higher modal choice, and at a minimum of 1 month. At the moment a monthly transit pass is approximately \$155. It is recommended that the consultant consider inflationary increases pending the timing of the proposed phase of development.
 - d) Prior to final approval, the applicant will need to submit an updated TDM implementation strategy and shall include but not limited to the following:
 - Provide an updated review current modal splits and targeted modal splits assume in the trip generation analysis.
 - Provide a TDM checklist. The TDM checklist shall summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region or the Municipality shall be identified as "TBD" (To be determined).
 - The TDM Implementation Plan shall also include a TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards.

The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.

Landscaping/Streetscaping

11. The Region will permit landscaping and streetscaping – inclusive of terraced walls and stairs with the road allowance of Highway 7 between the 22.5m off-set line (from the centerline of construction) and the existing property line on the following conditions:
 - a) The Owner obtains an Encroachment Permit prior to Site Plan approval.
 - b) That Condominium Agreement/Declaration for each condominium contains suitable clauses wherein the Condominium assumes all obligations with respect to the ongoing maintenance of all streetscaping with the zone between the 22.5 m offset line and the Highway 7 road allowance limit. The Region will provide the wording when providing Draft Plan of Condominium conditions.
12. Work within the boulevard between the Highway 7 curb and the 22.5 m offset line will be reviewed and approved under a separate Engineering file (ENG.19.V.0015) associated with the subdivision application.
13. Natural Heritage and Forestry resources can be found on York Region's Construction Design Guidelines and Standards web page (www.york.ca/standards) within the Street Tree and Horticultural Design Guidelines and Standards section. It is the Applicant's responsibility to ensure the latest versions of all resources are referenced and used to complete the development application's landscape package.

•
Tree Inventory, Tree Protection Plan and Arborist Report

14. Section 7.2. Remove language indicating an exemption for the species Black Locust, Manitoba Maple and Scots Pine. Exemptions of these species have been made in the past based on specific site context and which not applicable to this application. Please include an updated table calculating the replacement plantings required based on proposed removals.

Landscape Plans

15. As mentioned Highway 7 improvements within the limits of the 22.5m centerline of construction will be reviewed and commented on under a separate engineering file to the Region. Landscape Plans associated with this engineering file are to address previous comments issued and coordinated amongst numerous Region and City stakeholders under Region File ENG.19.V.0015. The attached concept / redlines and supporting as-builts from the adjacent H2VMC corridor have been attached to these comments for the Applicant's reference as the Highway 7 design progresses.

16. York Region Natural Heritage and Forestry has no comments on the proposed plant material, including trees, and supporting infrastructure proposed north of the 22.5-meter centerline of construction along Highway 7 as these items will not be owned or maintained by York Region Forestry and will ultimately be the exclusive responsibility of the Condominiums.

Servicing Capacity Allocation

17. Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation for the existing capacity assignments to date, then the development may require additional Regional infrastructure based on the conditions of future capacity assignment.
18. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this site plan.
 - a copy of an email confirmation by the City of Vaughan staff member stating that the allocation to the subject development remains valid at the time of request for Regional clearance of this condition.
19. It is the Region's understanding that lands located in and around the Concord GO Station Mobility Hub planning area are contemplating higher density growth than planned in the recently adopted Regional Official Plan. Please note that the Region's recently completed 2022 Water and Wastewater Master Plan has not considered the level of intensification proposed. As such, the potential impact of proposed growth in this area (and upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

Site Servicing

20. The sanitary sewer connection to MH 43, and any new sanitary sewers, storm sewers and watermains within the Regional road allowance of Highway 7 will be reviewed and approved under a separate Engineering file (ENG.19.V.0015) associated with the subdivision application.

21. A hydrant test was conducted by Aquazition in August 2017 and the results indicate that there is sufficient pressures and flows to service this development. As it has been about 7 years since the previous hydrant test, the Region recommends an updated hydrant test, as available pressures and flows may have changed.

Source Water Protection

22. The Owner is advised that the Site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, the Region recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required.

Utilities

23. The Owner is advised that the Engineering Approval will be conditional on the Owner agreeing to the following:
 - i. That the Owner shall be responsible for determining the location of all utility plants within the Regional right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner shall review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.
 - ii. That if this site requires any service installation, connection or relocation, including hydro, telecommunications, gas, cable, water, sewers, etc. within the Regional right-of-way, the Owner shall inform the affected utility company of the requirement to obtain approval from the Regional Community Planning and Development Services Branch. The Owner shall also contact Matthew Aylett, Utilities Plans Coordinator at (905) 830-4444 extension 75959.

Section B: Requirements be satisfied prior to the commencement of construction.

24. The Owner shall be in receipt of City approvals for the Official Plan Amendment (OP.24.002) and Zoning Bylaw Amendment applications (PAC.23.022).
25. The Owner shall submit all the following documents, drawings and/or reports – that are to the satisfaction of the Region:
- Erosion and Sediment Control Plans
 - Permanent and Temporary Dewatering Plans
 - Hoarding Plan
 - Crane Swing Plan
 - Shoring Plan and Profile
 - Construction Management Plans
 - Civil and Electrical design of construction access (if required)

Dewatering

26. The Owner shall submit **Dewatering Plans**, to the satisfaction of the Region, for the proper assessment, design, and supervision of temporary and permanent construction dewatering on the subject property. The assessment, design and construction of the construction dewatering system(s) shall be based on conservative estimates of groundwater levels given that current groundwater levels may be influenced by third-party groundwater control systems in the area.
27. If temporary dewatering discharge is proposed to a Regional storm sewer or any sanitary sewer the Owner will be required to obtain a dewatering discharge permit is required from the Region's Environmental Service Department prior to the commencement of dewatering. A dewatering permit application is available online at [www.york.ca /seweruse](http://www.york.ca/seweruse) or by contacting 905-830-4444 extension 75097.

Hoarding, Shoring and Crane Swing

28. The Owner shall submit a plan/s showing the location and details of **Construction Hoarding, Fencing and Overhead Pedestrian Protection (if required)**. Prior to the implementation of approved Construction Hoarding/Fencing/Pedestrian Protection within the Regional right-of-way the Owner shall be in receipt of an **Encroachment Permit** from the Region.
29. The Owner shall submit, certified by a qualified professional engineer, plan and profile drawings of the Shoring System. No part of the shoring system with the exception of tiebacks shall encroach into the Regional right-of-way. Prior to the implementation of approved tiebacks within the Regional right-of-way the Owner shall be in receipt of an **Encroachment Permit** from the Region

30. If a construction crane will swing over the ultimate right-of-way of Highway 7 the Owner must submit plans showing the limits of crane swing and load swing paths. Approved Crane Swing over the Regional right-of-way and/or Easements will require an encroachment agreement/permit between the Region and the Owner.

Construction Management

31. Construction access shall be obtained from Highway 7 at the location of Street B after installing a temporary or permanent traffic signal. It is recommended that prior to the commencement of construction of Phase 1 the Owner constructs Street B and the ultimate signalized intersection with Highway 7.
32. The review and approval of the Street B intersection design and the signalization thereof will be done under Engineering file ENG.19. V.0015.associated with the subdivision application.
33. The Owner shall submit to the Region's satisfaction a Construction Management Plan for each phase of construction (excavation, shoring, foundations and superstructure) that contains information on:
- i. Location of the Site Trailer and other amenity structures
 - ii. How trucks will route to and from the site, where they will queue, where they will enter the site, where they will load/off-load materials, and where they will exit the site. – with due consideration that no queuing and/or loading/off-loading will be permitted from the travelled portion of Highway 7.
 - iii. Details on where construction personnel will park private vehicles – with due consideration that no parking will be permitted within the right-of-way of Highway 7 – neither in the travelled portion nor on the boulevard of Highway 7.
 - iv. Details on storage area for materials
 - v. Details on the anticipated construction schedule

Permits

34. The Owner is advised that no site alteration and/or development works can commence within the road allowance of Highway 7 without a Road Occupancy Permit (ROP) from the Region's Corridor Control Group with the Roads and Traffic Operations Branch. The Road Occupancy Permit will be released once the contractor has supplied proof that the proposed works have received Engineering/Site Plan approval from Development Engineering and that the Region is in receipt of Securities and a Certificate of Insurance from the Owner to the satisfaction of the Commissioner of Finance
35. The Owner is advised that the following features may encroach into the road allowance of Highway 7 and will require and an encroachment permit from the Region prior to Construction approval:
- Tie-backs

- Crane Swing
- Dewatering equipment
- Shoring and Hoarding

36. Once in receipt of final drawings and the requirements listed below the Region will prepare the Encroachment Permit and the Owner for execution.

- A Certificate of Insurance (details will be provided in final Financial Request Letter);
- A cheque in the amount of \$2,200.00 made payable to The Regional Municipality of York representing Community Planning and Development Services' fee required for permitting the encroachment as set out in Bylaw No. 2010-15.
- A registerable legal description of the Region's lands upon which the Owner intends to encroach (include copy of Parcel Register (PIN) and Block Map).
- The registered Owner's name and a registerable legal description of its lands (include copy of Parcel Register (PIN) and Block Map).
- A drawing or reference plan clearly indicating the encroaching items and the extent of the encroachment within the regional road allowance.

Section C: Requirements be satisfied prior to the execution of the Site Plan Agreement

37. The Owner shall have received Site Plan Approval and Construction Approval.

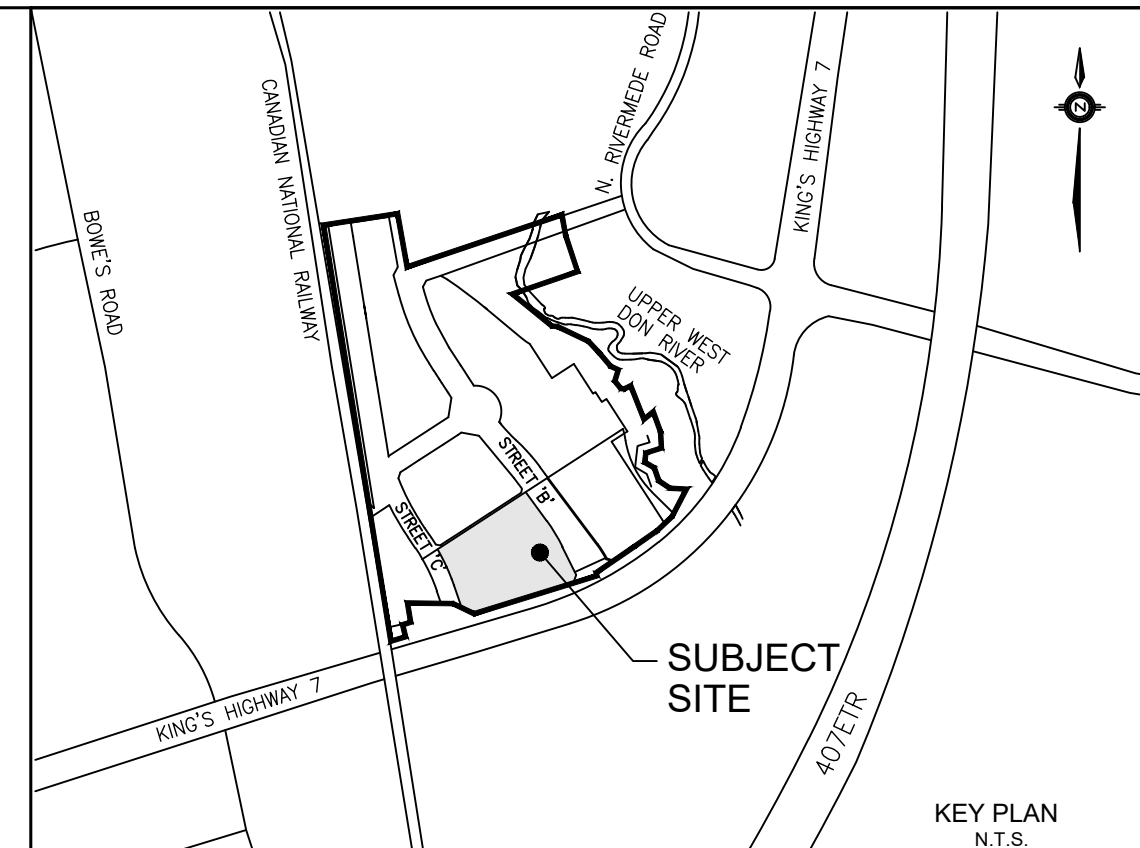
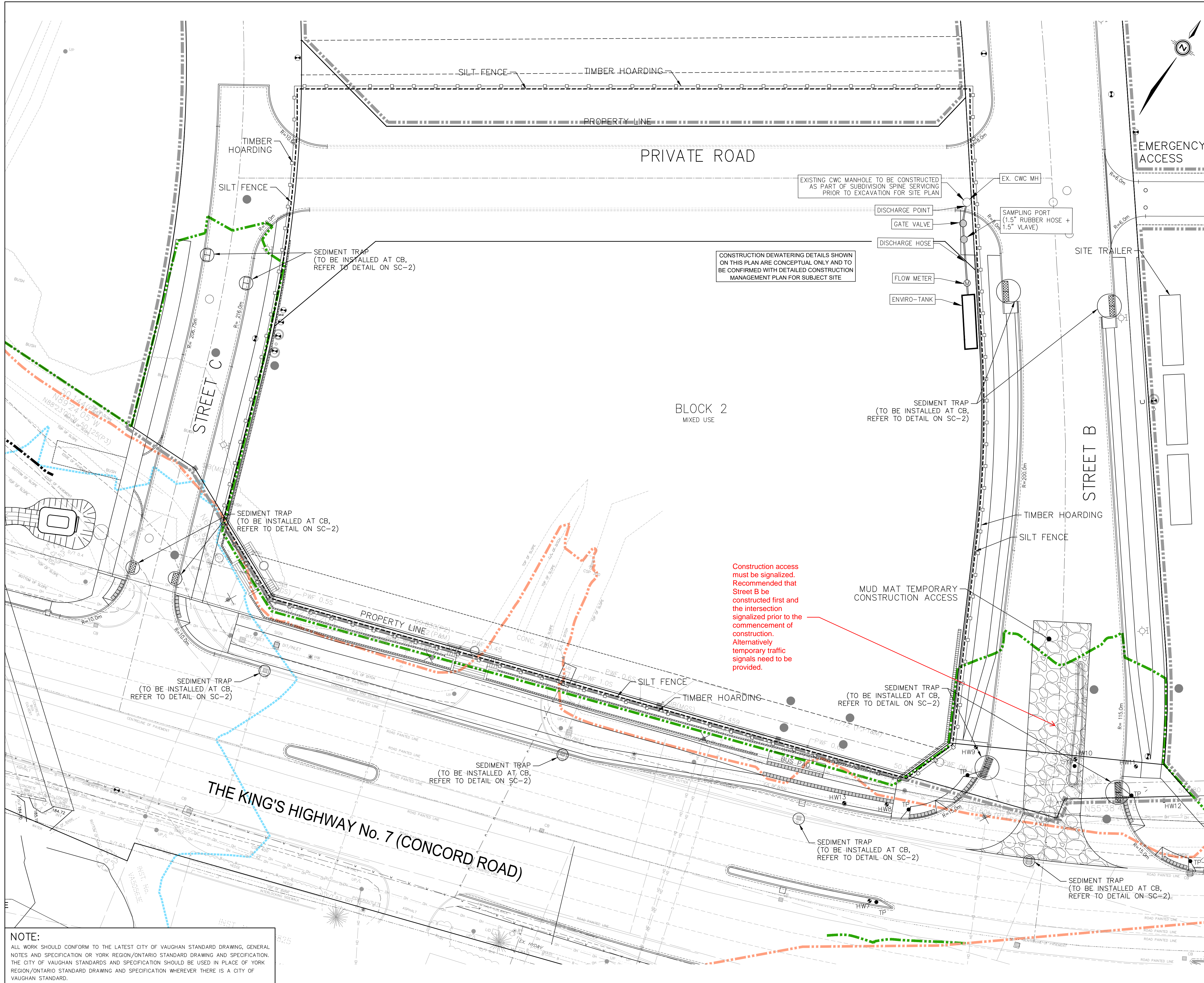
If there are any questions in regard to the above noted application, please contact me at calvin.mollett@york.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'Calvin J. Mollett', with a stylized flourish at the end.

Calvin J. Mollett, P.Eng
Program Manager: Development Engineering

Attachments



NOTES:

1. THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
2. ALL AREAS DISTURBED DURING CONSTRUCTION OF SEWERS AND WATERMANS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE CITY OF VAUGHAN AND REGION OF YORK TRANSPORTATION SERVICES DEPARTMENT. GRASSED AREAS TO BE TOPPED WITH 100mm TOPSOIL AND SODDED AS PER OPSD 216.01. ALL EXISTING SERVICES TO BE ADJUSTED TO SUIT NEW GRADES.
3. THIS SILTATION CONTROL PLAN IS CONCEPTUAL. DETAILS OF SILTATION CONTROL MEASURES TO BE CONFIRMED WITH FINAL APPROVED CONSTRUCTION MANAGEMENT PLAN FOR THE SUBJECT SITE AND MODIFIED TO SUIT.

LEGEND

- DENOTES CATCHBASIN
- DENOTES DOUBLE CATCHBASIN
- DENOTES EXISTING STORM MANHOLE
- DENOTES EXISTING SANITARY MANHOLE
- - - DENOTES SILT FENCE
- - - DENOTES ROW LIMITS
- - - DENOTES TIMBER HOARDING
- - - DENOTES EXISTING WATERMAIN
- - - DENOTES EXISTING GASMAIN
- - - DENOTES EXISTING OVERHEAD WIRES
- - - DENOTES EXISTING STREET LIGHT
- - - DENOTES EXISTING BELL
- - - DENOTES PRE-DEVELOPMENT REGIONAL FLOODLINE
- - - DENOTES POST-DEVELOPMENT REGIONAL FLOODLINE
- - - DENOTES 100-YR FLOODLINE

BENCH MARK NUMBER: 15-9
 ROYAL BANK AT SOUTH-EAST CORNER OF HWY. #7 AND KEELE STREET, NORTH-WEST CORNER OF THE BUILDING, 0.300m EAST OF NORTH-WEST CORNER, 0.100m ABOVE GROUND ON NORTH FACE. #7733 KEELE STREET.
 ELEVATION: 201.304

No.	DESCRIPTION	By	Date
1.	ISSUED FOR SPA SUBMISSION	H.H.T.	04/03/2024

REVISIONS

REGISTERED PROFESSIONAL ENGINEER
 H.H. TOZCU
 10013065
 04/03/2024
 PROVINCE OF ONTARIO

APPROVED AS TO FORM IN RELIANCE UPON THE PROFESSIONAL SKILL AND ABILITY OF SCHAEFFERS CONSULTING ENGINEERS AS TO DESIGN AND SPECIFICATION

 DIRECTOR OF DEVELOPMENT ENGINEERING DATE

2678463 ONTARIO LTD.
 1890 HIGHWAY 7 - PH-1

SCHAEFFERS

CONSULTING ENGINEERS
 6 Ronrose Drive, Concord, Ontario L4K 4R3
 Tel: (905) 738-6100
 Fax: (905) 738-6875
 E-mail: design@schaeffers.com



BLOCK 2
SILTATION CONTROL PLAN

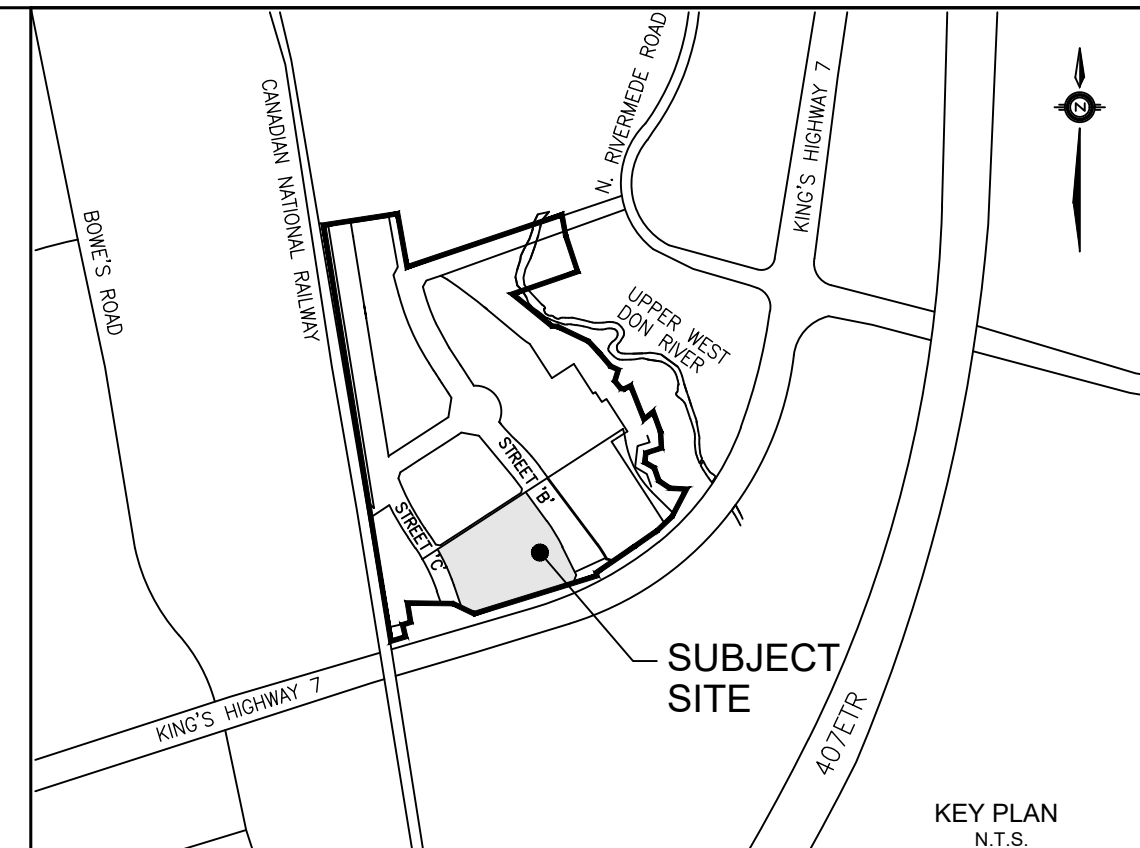
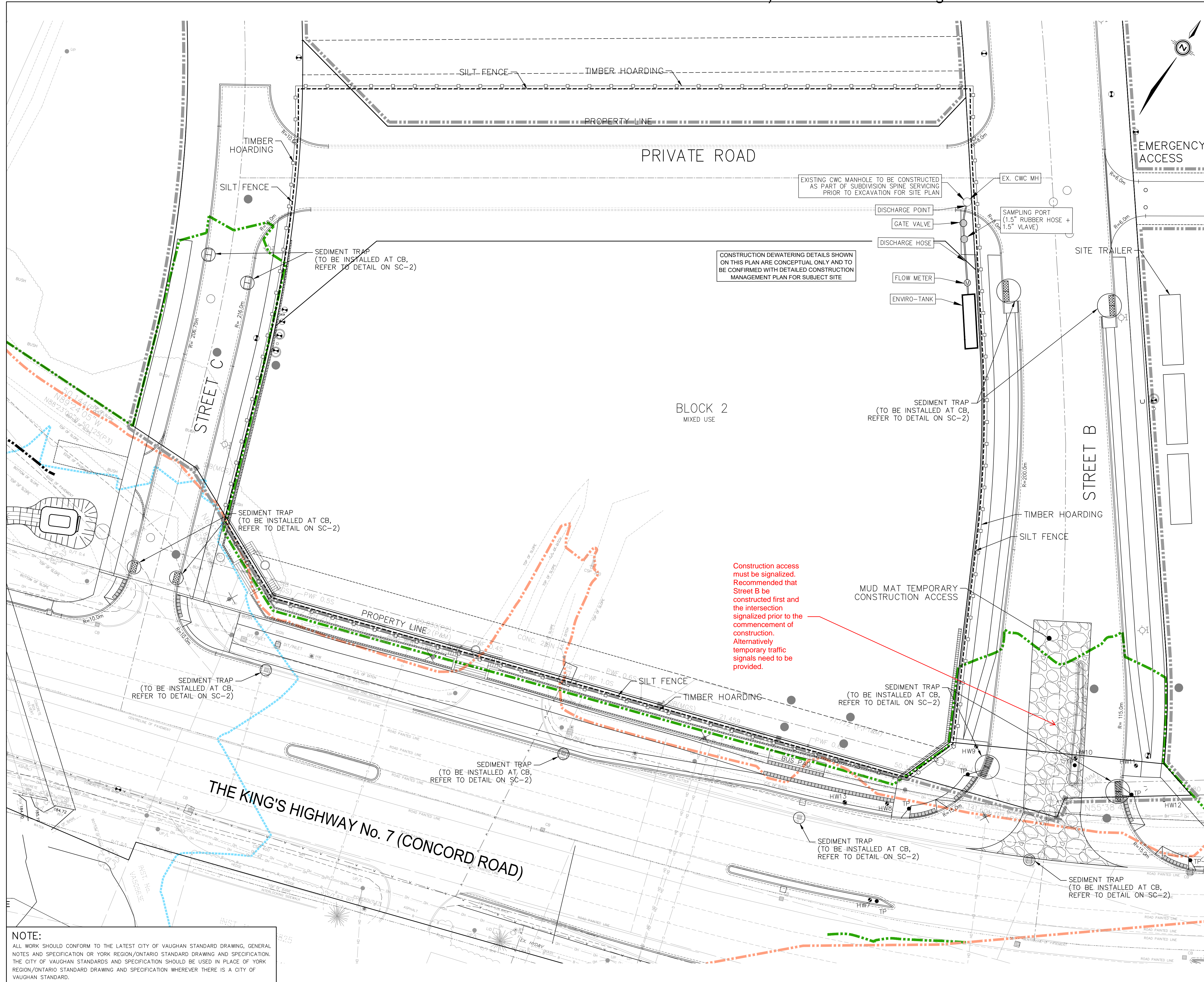
REGION FILE# TBD CITY FILE: OP.24.002
 Z.24.006

PROJECT No.	2022-5253	DRAWING No.	SC-1
DRAWN BY:	K.K.	CHECKED BY:	H.H.T.
DESIGNED BY:	K.K.	APPROVED BY:	H.H.T.
		DATE:	APR. 2023

SCALE: 1:300 0 5 10 15 20 25 30m

NOTE:
 ALL WORK SHOULD CONFORM TO THE LATEST CITY OF VAUGHAN STANDARD DRAWING, GENERAL NOTES AND SPECIFICATION OR YORK REGION/ONTARIO STANDARD DRAWING AND SPECIFICATION. THE CITY OF VAUGHAN STANDARDS AND SPECIFICATION SHOULD BE USED IN PLACE OF YORK REGION/ONTARIO STANDARD DRAWING AND SPECIFICATION WHEREVER THERE IS A CITY OF VAUGHAN STANDARD.

Construction access must be signaled. Recommended that Street B be constructed first and the intersection signaled prior to the commencement of construction. Alternatively temporary traffic signals need to be provided.



- NOTES:**
1. THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
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BENCH MARK NUMBER: 15-9
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 ELEVATION: 201.304

No.	DESCRIPTION	H.H.T.	By	Date
1.	ISSUED FOR SPA SUBMISSION			04/03/2024

REVISIONS

APPROVED AS TO FORM IN RELIANCE UPON THE PROFESSIONAL SKILL AND ABILITY OF SCHAEFFERS CONSULTING ENGINEERS AS TO DESIGN AND SPECIFICATION

REGISTERED PROFESSIONAL ENGINEER
 H.H. TOZCU
 10013065
 04/03/2024
 PROVINCE OF ONTARIO

DIRECTOR OF DEVELOPMENT ENGINEERING DATE

2678463 ONTARIO LTD.
 1890 HIGHWAY 7 - PH-1

SCHAEFFERS
 CONSULTING ENGINEERS

6 Rosnose Drive, Concord, Ontario L4K 4R3
 Tel: (905) 738-6100
 Fax: (905) 738-6875
 E-mail: design@schaeffers.com



BLOCK 2
SILTATION CONTROL PLAN

REGION FILE# TBD CITY FILE: OP.24.002 Z.24.006

PROJECT No.	2022-5253	DRAWING No.	SC-1
DRAWN BY:	K.K.	CHECKED BY:	H.H.T.
DESIGNED BY:	K.K.	APPROVED BY:	H.H.T.
		DATE:	APR. 2023

SCALE: 1:300

NOTE:
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Construction access must be signaled. Recommended that Street B be constructed first and the intersection signaled prior to the commencement of construction. Alternatively temporary traffic signals need to be provided.



Quinto M. Annibale*
***Quinto M. Annibale Professional Corporation**
Tel: (416) 748-4757
E-mail: qannibale@loonix.com

June 4, 2024

BY EMAIL

City of Vaughan
Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Haiqing Xu, Deputy City Manager, Planning and Growth Management

Dear Mr. Xu,

Re: Go Train Station Funding Act, 2023 – Confirmation of Contribution towards a Transit Levy

I am the solicitor for 2678463 Ontario Ltd., the owner of the development site municipally located at 1890 Highway 7 (the 'Site'). The Site has also been identified as an optimal location for the future Concord GO Station by Metrolinx.

I understand that the GO Transit Station Funding Act, 2023 (the Act) came into force on December 4, 2023. This Act allows the Minister of Infrastructure to approve the use of an optional funding tool called the Station Contribution Fee, to allow municipalities to fund the design and construction of new GO stations. This investment can then be recovered through a charge on new development in specified areas surrounding those new stations.

Recognizing that the regulations to implement the Act have not been finalized, I can nonetheless confirm that my client is supportive of contributing towards the transit levy in the future.

I look forward to continuing to work with the City of Vaughan to deliver the future Concord GO Station.

Yours truly,

LOOPSTRA NIXON LLP

Per: Quinto M. Annibale