

ATTACHMENT NO. 1

CONDITIONS OF APPROVAL

**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.

ATTACHMENT NO. 1a)

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 watermain 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 ("MNRF") 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 timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

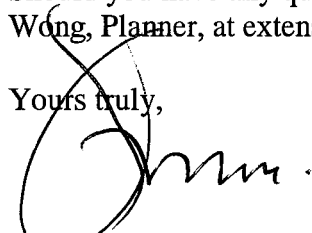
Based on our understanding of the Functional Servicing Report submitted, the proposed development is connecting to a sanitary sewer on the south side of Highway 7 that is proposed to be upgraded to accommodate the flows from the subject development. This sewer currently outlets to York Region's Maple 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)

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;

- 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.

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

- 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.

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.

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.

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 Dzaldov 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

- 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

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;

- 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

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

functions on this block plan including preservation of a wildlife corridor and erosion hazard protection. Any multiuse 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 provide, 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 MNR) 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.

ATTACHMENT NO. 1d)



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)

- 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 93-1, 93-4, attached
 - Canadian Standards Association (latest edition) (Basic Clearances)



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:

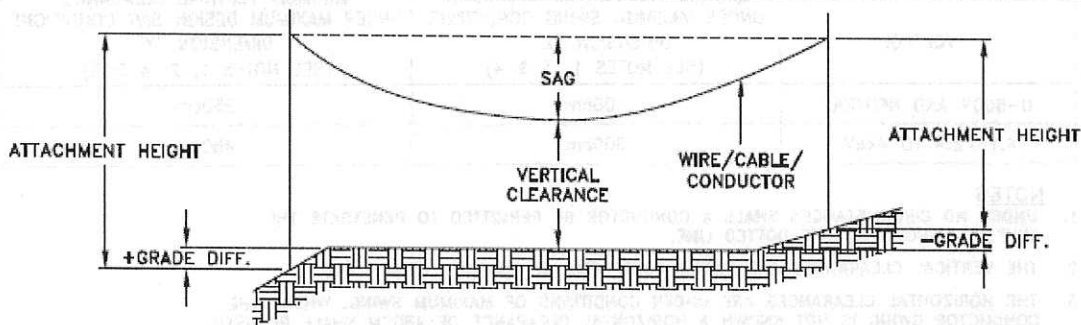
- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards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

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

| LOCATION OF WIRES, CABLES OR CONDUCTORS | SYSTEM VOLTAGE | | | |
|--|--|------------------------|--------------------------------------|-------|
| | SPAN GUYS AND COMMUNICATIONS WIRES | UP TO 600V AND NEUTRAL | 4.16/2.4kV TO 27.6/16kV (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.

| CONVERSION TABLE | |
|------------------|-------------------|
| 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

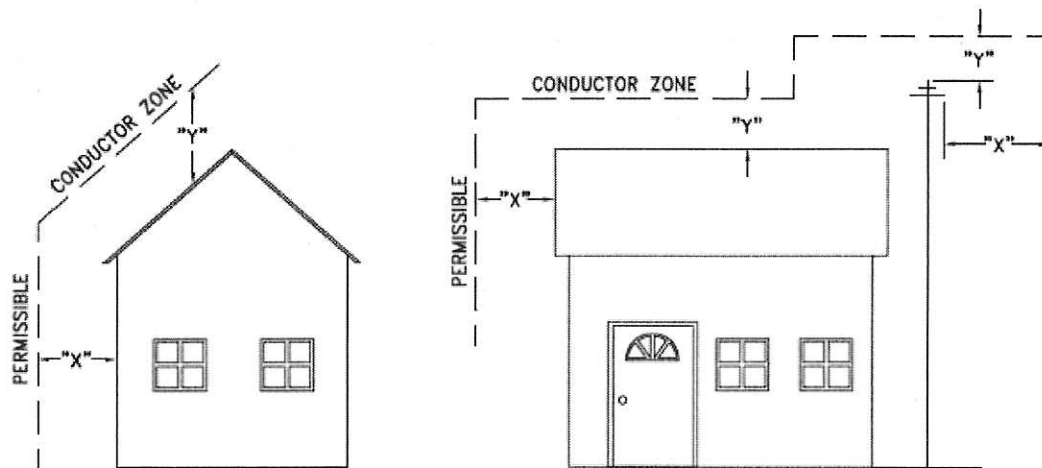
REFERENCES

SAGS AND TENSIONS SECTION 02

Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09
 Name Date
 P.Eng. Approval By: Joe Crozier



| VOLTAGE | MINIMUM HORIZONTAL CLEARNACE 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

1. UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
2. THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
3. THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
4. 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.
5. 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.
6. 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.
7. ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

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

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

Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04
Debbie Dadwani, P.Eng. 2010-MAY-05
Name Date
P.Eng. Approval By: D. Dadwani

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:

System Planning and Standards/Standard Design/PowerStream Standards/PowerStream Standards working folder/Section 03-4 RD May 5, 2010, Jmg, 3/3/2010 8:22:02 AM, Adobe PDF



COMMENTS:

Date: February 24th, 2017

Attention: Carol Birch

RE: Request for Comments

File No.: 19T-16V009(ICI)

Related Files:

Applicant: Lezlie Phillips, 1834371 Ontario Inc.

Location Part of Lots 6 & 7, Concession 3 (1890 Highway No.7)

All proposed buildings, signs, and other structures associated with the development must maintain minimum clearance to a existing overhead or underground electrical distribution system as specified by the applicable standards, codes and other rules.

The transformer, present here, cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded area, it must be established for the transformer base to be installed, with adequate space to accommodate the grounding arrangements and guard postulations if required. The primary distribution cannot be installed into the power location of the building.

Plans will require one or more of the following: a) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; b) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; c) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; d) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; e) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; f) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; g) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; h) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; i) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; j) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; k) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; l) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; m) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; n) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; o) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; p) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; q) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; r) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; s) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; t) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; u) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; v) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; w) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; x) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; y) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format; z) a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format.

In the event that the building components conflict with the existing overhead or underground electrical distribution system, the building owner must provide a plan showing the proposed transformer location, electrical side plan, and an electrical single-line drawing both in hard copy (PDF) and electronic (AutoCAD) format.



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

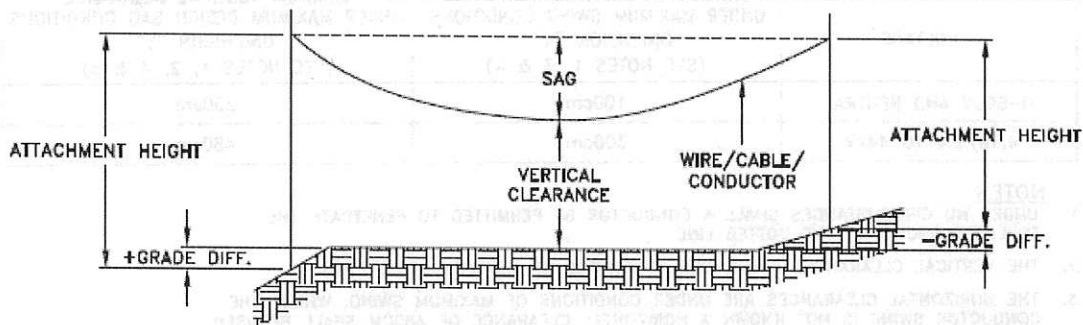
Phone: 1-877-963-6900 ext. 24425

Fax: 905-532-4401

E-mail: barry.stephens@alectrautilities.com

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

| LOCATION OF WIRES, CABLES OR CONDUCTORS | SYSTEM VOLTAGE | | | |
|--|--|------------------------|--------------------------------------|-------|
| | SPAN GUYS AND COMMUNICATIONS WIRES | UP TO 600V AND NEUTRAL | 4.16/2.4kV TO 27.6/16kV (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.

| CONVERSION TABLE | |
|------------------|-------------------|
| 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" |

REFERENCES

SAGS AND TENSIONS | SECTION 02

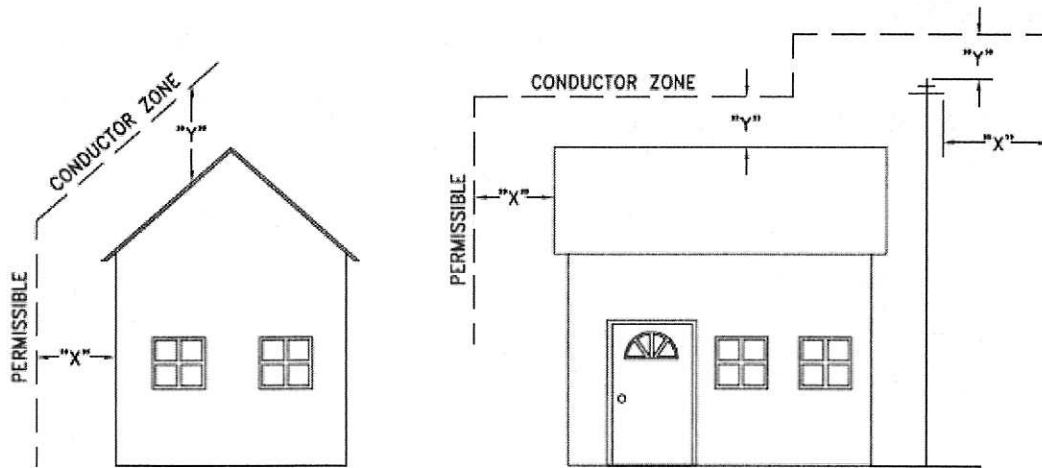
MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

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

Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09
 Name Date
 P.Eng. Approval By: Joe Crozier



| 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

1. UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
2. THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
3. THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
4. 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.
5. 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.
6. 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.
7. ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

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

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

Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04
Debbie Dadwani, P.Eng. 2010-MAY-05
Name Date
P.Eng. Approval By: D. Dadwani

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
System Planning and Standards/Standard Design/PowerStream Standards/PowerStream Standards working folder/Section 03-4 R0 May 5, 2010, 14w, 3/3/2010 12:02 AM, Adobe PDF

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 shall 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 1.8 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.

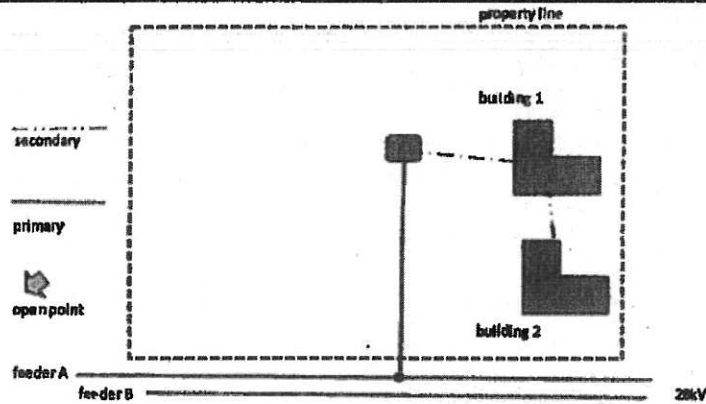


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

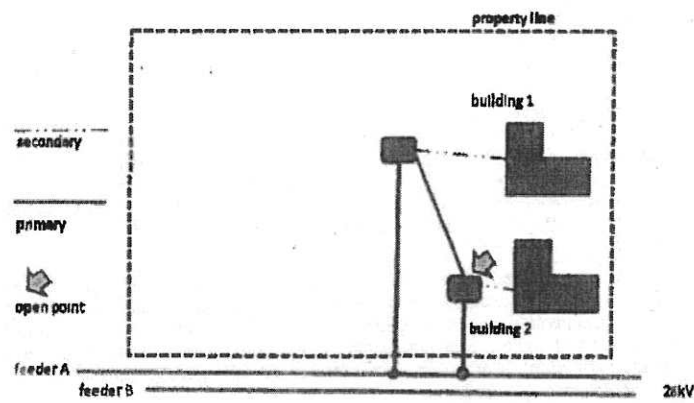


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

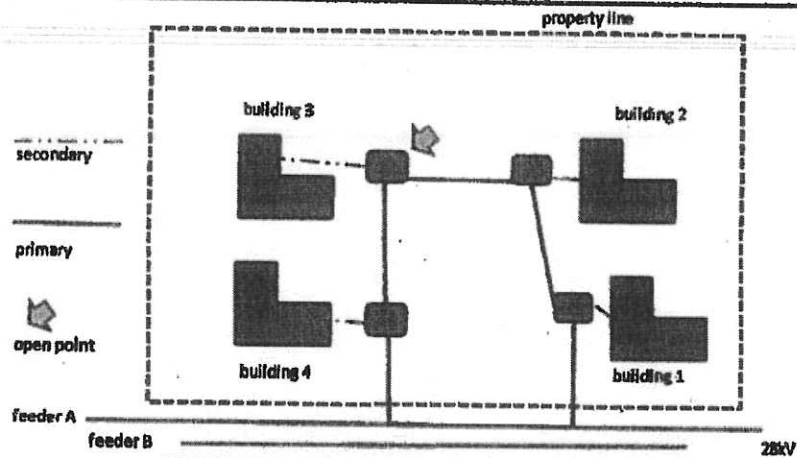


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

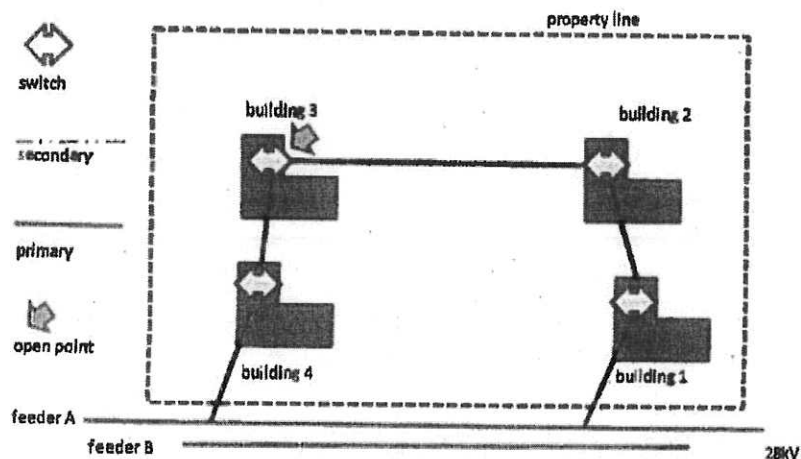


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA

Final Version, October 1, 2013





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

ATTACHMENT NO. 1f)

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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ATTACHMENT NO. 1g)



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
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,

A handwritten signature in black ink, appearing to be 'Allison Sadler', with a stylized initial 'A' and a long, flowing horizontal stroke.

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

ATTACHMENT NO. 1h)

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

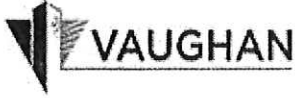
City of Vaughan | Development Planning Department

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

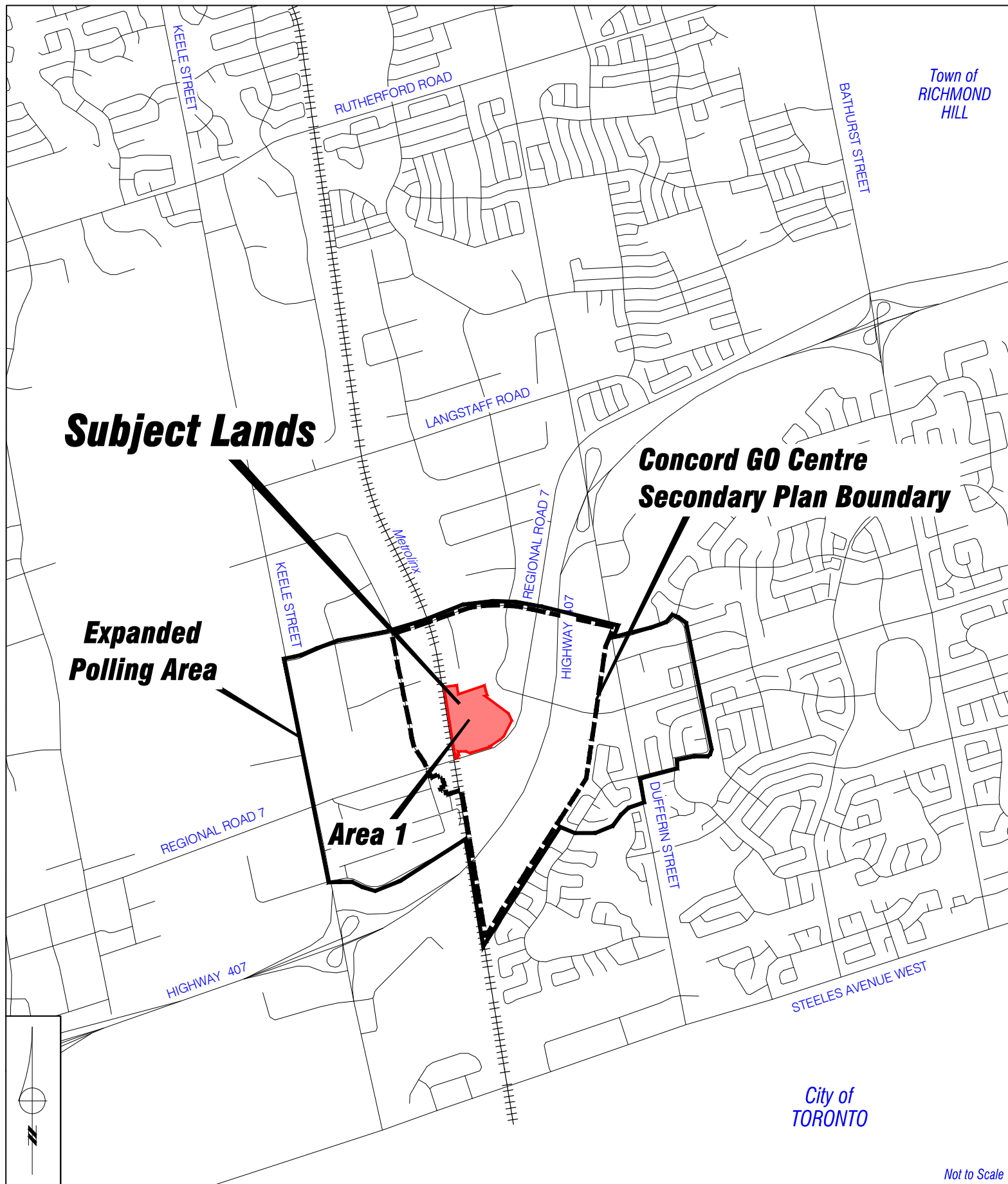
vaughan.ca



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)

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Attachment

FILES: Z.16.049 &
19T-16V009

DATE:
September 17, 2018

2



4

BUILDING HEIGHT LEGEND

- A** 25+ Storeys - Note 1 *
- B** 11-24 Storeys - Note 2 *
- C** 7-10 Storeys
- D** 4-6 Storeys
- E** 1-3 Storeys

SUBJECT LANDS



Note 1: Conceptual only, 25+ storeys is more than the permitted building height of 22-storeys in accordance with the policy 3.3.7 of the Concord GO Centre Secondary Plan.

Note 2: Conceptual only, 24-storeys is more than permitted building height of 22-storeys in accordance with the policy 3.3.7 of the Concord GO Centre Secondary Plan.

* Subject to 3.3.8 of the Concord GO Centre Secondary Plan, and section 37 of the *Planning Act*, to the satisfaction of the City.

Not to Scale

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)

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Attachment

FILES: Z.16.049 &
19T-16V009

DATE:
September 17, 2018

5