

ATTACHMENT NO. 1

CONDITIONS OF APPROVAL

DRAFT PLAN OF SUBDIVISION FILE 19T-18V012 ("THE PLAN")

DI BENEDETTO GROUP INC.

PART OF EAST HALF OF LOT 15, CONCESSION 9, CITY OF VAUGHAN

YORK REGION COMMON ELEMENTS CONDOMINIUM PLAN 1034

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ("CITY") THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-18V012 ("THE PLAN") ARE AS FOLLOWS:

The Owner shall satisfy the following conditions:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No.1A.
2. The Conditions of Approval of York Region as set out on Attachment No.1B and dated April 9, 2019.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1C and dated January 20, 2020.
4. The Conditions of Approval of Canada Pacific Railway as set out on Attachment No. 1D, dated October 22, 2019 and November 23, 2018.
5. The Conditions of Approval of Canada Post as set out on Attachment No. 1E and dated January 14, 2020.
6. The Conditions of Approval of Alectra Utilities as set out on Attachment No. 1F and dated October 29, 2018.
7. The Conditions of Approval of Enbridge Gas as set out on Attachment No. 1G and dated December 31, 2018.

Clearances

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
 - a) Phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools, and other essential services; and

ATTACHMENT NO. 1A

CONDITIONS OF DRAFT APPROVAL

DRAFT PLAN OF SUBDIVISION FILE 19T-18V012 ("THE PLAN")

DI BENEDETTO GROUP INC.

PART OF EAST HALF OF LOT 15, CONCESSION 9, CITY OF VAUGHAN YORK REGION COMMON ELEMENTS CONDOMINIUM PLAN 1034

THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ("CITY") THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-18V012 ("THE PLAN") ARE AS FOLLOWS:

City of Vaughan Conditions

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Humphries Planning Group Inc., drawing A1, dated August 31, 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 Tariff of Fees By-law in-effect at the time of payment.
4. The Owner shall enter into a subdivision agreement 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 payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. Prior to final approval, the Owner shall provide easements as may be required for utility, drainage and construction purposes. Such easements shall be created and granted to the appropriate authority(ies), free of all charge and encumbrances.
6. The road allowances within this Plan shall be named to the satisfaction of the City, in consultation with the Regional Planning Department. Proposed street names shall be submitted by the Owner for approval by the City and shall be included on the first engineering drawings.
7. Any dead ends or open sides of road allowances created by this 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.

Plan; any modification to off-site driveways required to accommodate the Plan shall be co-ordinated and completed at the cost of the Owner.

13. The Owner shall agree in the subdivision agreement that all Lots or Blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
14. The Owner shall agree in the subdivision agreement that no Building Permit(s) 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 development.
15. Prior to final approval of the Plan, the Owner shall design and construct, at no cost to the City, any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized to accommodate the development of the Plan.
16. The Owner shall agree in the subdivision agreement to design, purchase material and install a 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 to include, or cause to include the following warning clauses 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 advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the subdivision agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has not imposed an amount of a tree fee or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of the residential dwelling."

- b) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the Subdivision Grading Plans is a requirement of this subdivision agreement.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for lot

space, is a requirement of this subdivision agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."

h) "The City has taken a Letter of Credit from the Owner (Subdivision Developer) for security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is not a requirement of this subdivision agreement."

i) "Purchasers and/or tenants are advised that fencing along the lot lines of Lots and Blocks abutting public lands is a requirement of this subdivision agreement and that all required fencing, noise attenuation feature and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings."

"The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City, or the Region of York and shall be maintained by the Owner (Subdivision Developer) until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation feature or fencing shall be the sole responsibility of the lot owner or Condominium Corporation. Landscaping provided on Regional Road right-of-ways by the Owner or the City for aesthetic purposes shall be approved by the Region and maintained by the City with the exception of the usual grass maintenance."

j) "Purchasers and/or tenants are advised that this plan of subdivision is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice."

k) "Purchasers and/or tenants are advised that the Owner (Subdivision Developer) has made a contribution towards recycling containers for each residential unit as a requirement of this subdivision agreement. The City has taken this contribution from the Owner to off-set the cost for the recycling containers, therefore, direct cash deposit from the Purchasers to the Owner for recycling containers purposes is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the home Purchasers to participate in the City's waste diversion programs and

facilities (Simmons Street), additional streetlighting along Simmons Street, watermain, storm and sanitary sewers, sidewalks, etc., (i.e. the Works) that are necessary to benefit the Plan; Alternatively, the Owner shall make arrangements with the adjacent landowner(s) on the shared design and construction of the Works and provide confirmation of a cost-sharing agreement for all applicable external municipal infrastructure, to the satisfaction of the City. In the event that the works have not been completed by others prior to the registration of the Plan and/or alternative arrangements have not been made with the adjacent landowner(s), the Owner shall provide the following:

- a. A comprehensive Traffic Management Plan (TMP) based on updated traffic study. The TMP shall include the details of the future traffic calming measures, future transit routes, pedestrian network, traffic controls, phasing etc. that reflects the latest road network to the satisfaction of the City.
- b. The Owner shall retain the services of a qualified Electrical Consultant to provide an updated streetlighting design and photometric analysis as part of the Simmons Street road improvements. The plan/analysis to be submitted to the City and Region for review and approval, shall demonstrate that adequate lighting is available for the sidewalk and roadway, and shall recommend mitigative measures for these issues, to the satisfaction of the City.
- c. The Owner shall ensure all necessary approvals to facilitate the road intersection of Simmons Street and Rutherford Road in accordance with the most current version of the Traffic Impact Study (TIS), to the satisfaction of the City. The traffic study is to analyze operation of the existing intersection and this intersection is subject to approval by the Region of York.
- d. The Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required Regional and City road improvements. The report/plan submitted to the City and Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner may be required to agree in the subdivision agreement to implement the recommendations of the updated transportation report/Plan and TMP, to the satisfaction of the City.
- e. The Owner shall submit detailed engineering design plans for the road improvements of Simmons Street including, but not limited to, the intersection design with Rutherford Road, lane widths, lane configurations,

the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.

27. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
28. For park/open space block(s) that are being conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion of the Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
 - a) Submit a Phase Two Environmental Site Assessment ('ESA') report in accordance with Ontario Regulation (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.
 - b) Should remediation of any portions of the park/open space block(s) within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment, Conservation and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*" (as amended), submit a Remedial Action Plan (RAP) and 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 the remediated park/open space block(s) within the Plan.
 - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional ('QP') stating that they covenant and agree that the park/open space block(s) to be dedicated to the City 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).
 - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.

- “Purchasers and/or tenants are advised that a future grade separation is anticipated to be constructed between the Canadian Pacific Railway track and Rutherford Road. Grading of Rutherford Road may be modified because of the anticipated construction works to facilitate the grade separation.”
32. The Owner shall agree in the subdivision agreement to obtain all necessary permissions to enter from adjacent private properties to facilitate and construct the proposed detailed design of Simmons Street as proposed, free of all costs and encumbrances, and to the satisfaction of the City.
 33. The Owner shall agree in the subdivision agreement that adequate access and municipal services will be available to service the subject Lands or demonstrate that alternative arrangements have been made for their completion to the satisfaction of the City.
 34. The Owner shall agree in the subdivision agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian and cycling facilities.
 35. Prior to final approval of the Plan, the Owner shall submit a final environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway to according to the Ministry of Environment Guidelines. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
 36. Prior to final approval of the Plan, the Owner shall obtain confirmation from the City and Region of York that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the proposed development.
 37. Prior to initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the TRCA Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.

restoration/management plans), and tree inventory/preservation/removals plans.

- In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City of Vaughan.

44. Prior to final approval of the Plan, the Owner shall prepare an urban design brief. The document must articulate how the community layout and concept is consistent with the performance standards outlined in the Vaughan City-Wide Urban Design Guidelines and Vaughan City-Wide Official Plan. The document shall address but not be limited to the following issues:

- Landscape Master Plan; Co-ordination of the urban design/streetscape elements including fencing treatments and street tree planting. Also, the appropriate community edge treatments along Rutherford Road and the Canadian Pacific Railway lands;
- Architectural control design guidelines, including appropriate flankage elevations along Rutherford Road; and,
- Sustainability design practices/guidelines.

45. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of the residential blocks that abut the existing Canadian Pacific Railway lands to the west, to the satisfaction of the.

46. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of the residential blocks that abut the existing lands to the east and to the south, to the satisfaction of the City.

47. The Owner shall agree in the subdivision agreement to erect permanent wood fence treatments for flanking residential dwellings; to be co-ordinated with the environmental noise report and architectural design guidelines.

48. Prior to final approval of the Plan, the owner shall agree in the subdivision agreement that all development shall proceed in accordance with the City of Vaughan Sustainability Metrics program.

- The program shall present a set of metrics to quantify the sustainability performance of new development projects.

49. The Owner shall agree in the subdivision agreement to include, or cause to include the following warning clauses Council approved September 29, 1997 with respect to "Tree Fees" for all purchasers and/or tenants with the Plan:

be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the Block Plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.
- 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.
- the location of parks, open space, stormwater management facilities and trails. the location of institutional uses, including schools, places of worship, community facilities.
- the location and type of commercial sites.
- colour-coded residential for singles, semis, multiples, and apartment units.
- 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, L6A 1T1; (905)832-8585."

"For detailed grading and berming 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.]

56. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit.

ATTACHMENT 1B - YORK REGION



Corporate Services

April 9, 2019

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

Attention: Clement Messere, M.C.I.P., R.P.P.

RE: Official Plan Amendment OP.18.019 (LOPA.18.V.0054)
Zoning By-law Amendment Z.18.031 (ZBA.18.V.0153)
Draft Plan of Subdivision 19T-18V012 (SUBP.18.V.0050)
Draft Plan of Condominium 19CDM-18V004 (CDMP.18.V.0027)
10, 20 & 25 Di Benedetto Lane and 110 Simmons Street
(Tony Di Benedetto, Di Benedetto Group Inc.)
City of Vaughan

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA), zoning by-law amendment, draft plan of subdivision and draft plan of condominium application. The subject site is located at 10, 20 & 25 Di Benedetto Lane and 110 Simmons Street, south of Rutherford Road and west of Highway 27, in the City of Vaughan. The applications are submitted in support of a proposed development consisting of 73 condominium townhouse units, a private road and visitor parking spaces within a 1.68 ha site.

Official Plan Amendment

Purpose and Effect of the Proposed Amendment

The subject lands are designated as "Low-Rise Residential" by the Vaughan Official Plan (VOP). The OPA proposes to amend the VOP to modify the design policies of the "Low-Rise Residential" designation to allow for townhouses to contain a maximum of seven units and to be permitted to front onto private condominium roads. In addition, the OPA proposes to permit a development density of 43.71 units per hectare. Currently, townhouses are a permitted built form in the "Low-Rise Residential" designation.

2010 York Region Official Plan

The subject lands are designated "Urban Area" by the York Region Official Plan (YROP), which permits a wide range of residential, commercial, industrial and institutional uses. Section 5.3 of YROP sets out policies related to addressing residential and employment intensification within York Region. Based on our review, the proposed OPA generally conforms to the Regional Official Plan as it will assist in building complete communities and will help in ensuring that a

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OP.18.019 (LOPA.18.V.0054), Z.18.031 (ZBA.18.V.0153),
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minimum of 40% of all residential development in York Region occurs within the built-up area as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe (YROP Policy 5.3.1). Infill and redevelopment within intensification areas should be compatible with the built form of adjacent areas and support the use of existing infrastructure, including streets (YROP Policies 5.3.4 & 5.3.6).

Regional staff encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (YROP Policy 5.2.11). We would also recommend the development be encouraged to be designed to achieve energy efficiency levels that exceed the Ontario Building Code (YROP Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (YROP Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (YROP Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (YROP Policy 7.5.12).

Exemption Request

The OPA application and associated request for exemption from Regional approval was considered by Regional staff. Based on our review, the proposed OPA appears to be a routine matter of local significance. Furthermore, in accordance with Regional Official Plan policy 8.3.8, the proposed Amendment does not adversely affect Regional planning policies or interests.

Pursuant to Council authorization specified in By-law A-0265-1999-017, this application is hereby exempted from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following its adoption by the City of Vaughan and the expiration of the required appeal period.

Zoning By-law Amendment

The zoning by-law amendment proposes to rezone the subject lands from "RR Rural Residential Zone" to "RT1 Residential Townhouse Zone" with additional exceptions. This is considered a matter of local significance and Regional Planning staff do not have comments on the amendment.

Draft Plan of Subdivision

Technical Comments

The Regional Transportation and Infrastructure Planning and Transit Branch have reviewed the draft plan of subdivision and the supporting Transportation Study, prepared by Nexttrans, dated May 2018 and technical comments are attached.

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Sanitary Sewage and Water Supply

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:

- West Vaughan Sewage Servicing – 2028 expected commissioning date, and
- 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.

Municipal Wastewater and Water Servicing

The Functional Servicing Report (FSR) indicates that the wastewater and water servicing for the subject development is by way of connection to City of Vaughan's wastewater infrastructure in the Royalpark right-of-way and water infrastructure in the Simmons Road right-of-way. However, the FSR does not explore whether there is adequate capacity in the downstream local municipal sewers to accommodate the subject development. Please revise the FSR accordingly and resubmit for the Region's review.

Potential Impact on Regional Wastewater and/or Water Infrastructure

The Owner is advised that the Regional 750mm diameter Highway 27 watermain is located in the Highway 27 right-of-way. As indicated in the FSR, the sanitary servicing for the proposed subject development requires the crossing of the aforementioned Regional infrastructure. However, there is no further detail provided in the FSR as to the location of the crossing of the sewer. The Owner is advised that the Region's approval is required prior to construction works related to crossing of Regional infrastructure. Engineering drawings of the proposed sanitary sewer on Highway 27 including details of the crossing shall be submitted to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for review and approval.

The Region further requests that the final contract drawing(s) issued for construction in the vicinity of Regional Infrastructure shall identify the existing Regional watermain and include the following note on the drawing(s):

"The integrity of regional Highway 27 Watermain shall be maintained at all times during construction and grading activities."

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Regional Wastewater and/or Water Infrastructure Planning

York Region undertook the West Vaughan Sewage Servicing Municipal Class Environmental Assessment (EA) in 2013 that was amended. The approved EA alignment for the trunk sewer passes through Highway 27 in the vicinity of the subject site. This project is currently under detailed design. The Owner is advised to coordinate with the project team at York Region to identify if there are any impacts of the proposed works on the Region's project, and revise the design drawings for the proposed sanitary crossing, if required.

Lapsing Provision

York Region requests that the City of Vaughan apply a lapsing provision to the draft plan, pursuant to Section 51(32) of the *Ontario Planning Act*, and that York Region be provided an opportunity to comment on any proposed extensions of the approval.

Summary

York Region has no objection to the proposed Official Plan Amendment, zoning by-law amendment, draft plan of subdivision and draft plan of condominium subject to the aforementioned comments and the attached Schedule of Conditions for the draft plan of subdivision. We request that a copy of the Notice of Decision be forwarded to this office.

Please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at Justin.Wong@york.ca should you require further assistance.

Sincerely,



Karen Whitney, M.C.I.P., R.P.P.
Director of Community Planning and Development Services

JW/

Attachments (2) Schedule of Conditions for Plan of Subdivision
 Technical Memorandum

YORK-#9344405-v1-OP_18_019__19T-18V012__19CDM-18V004_&_Z_18_031_-_Regional_Exemption_and_Condition_Letter

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Schedule of Conditions
Draft Plan of Subdivision 19T-18V012 (SUBP.18.V.0050)
10, 20 & 25 Di Benedetto Lane and 110 Simmons Street
(Tony Di Benedetto, Di Benedetto Group Inc.)
City of Vaughan

Re: Humphries Planning Group Inc., Drawing No. A1, dated August 11, 2018

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 to advise all potential purchasers of the existing transit services in the area of this development. This includes current transit routes on Rutherford Road and Highway 27, bus stops and shelter locations.

Conditions to be Satisfied Prior to Final Approval

3. 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.
4. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for record.
5. The Owner shall provide a pedestrian and cycling connection from the internal road network to Rutherford Road, including pedestrian and cycling connections recommended in the updated Transportation Study to the boundary roadways and adjacent developments. A drawing shall be provided to illustrate the pedestrian and cycling connections.
6. The Owner shall revise the Transportation Study, prepared by Nextrans, dated August 2018 to address the Region's comments and provide functional design drawings and cost estimates to the satisfaction of York Region for the following improvements at the Simmons Street/Rutherford Road intersection, as recommended in the study:
 - a) A new dedicated 3.5 m wide eastbound right turn lane with a 30 m storage and 100 m taper, and
 - b) A new dedicated 3.5 m wide northbound left turn lane with a 15 m storage and 30 m taper.

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OP.18.019 (LOPA.18.V.0054), Z.18.031 (ZBA.18.V.0153),
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7. The Owner shall prepare a Transportation Mobility Plan Study Addendum, including a TDM plan to the satisfaction of York Region. The revised Transportation Mobility Plan Study or the Addendum shall be consistent with the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016).
8. 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.
9. 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) Grading and Servicing;
 - b) Intersection/Road Improvements, including the recommendations of the Traffic Report;
 - c) Sidewalk locations, concrete pedestrian access to existing and future transit services and transit stop locations as required by York Region Transit/Viva;
 - d) Functional Servicing Report (water, sanitary and storm services);
 - e) Engineering drawings showing plan and profile views of proposed works related to connections to or crossing of Regional watermain or sewer, including the following, as applicable:
 - Disinfection Plan
 - MOECC Form 1- Record of Watermains Authorized as a Future Alteration
 - f) Engineering drawings showing plan and profile views of proposed sewers and watermains and appurtenances, including manholes, watermains, valves, hydrants, etc. proposed within the subdivision.
10. 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.

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11. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
12. 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.
13. The Regional Corporate Services Department shall advise that Conditions 1 to 12 inclusive, have been satisfied.

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(Tony Di Benedetto, Di Benedetto Group Inc.)

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MEMORANDUM – PRELIMINARY TECHNICAL COMMENTS

RE: Official Plan Amendment OP.18.019 (LOPA.18.V.0054)
Zoning By-law Amendment Z.18.031 (ZBA.18.V.0153)
Draft Plan of Subdivision 19T-18V012 (SUBP.18.V.0050)
Draft Plan of Condominium 19CDM-18V004 (CDMP.18.V.0027)
10, 20 & 25 Di Benedetto Lane and 110 Simmons Street
(Tony Di Benedetto, Di Benedetto Group Inc.)
City of Vaughan

Regional Transportation and Infrastructure Planning and Transit staff have reviewed the above noted draft plan of subdivision application, as well as the supporting documents and offer the following comments for these applications and any subsequent development applications. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

Transportation and Infrastructure Planning

1. The Owner shall prepare a Transportation Mobility Plan Study Addendum, including a TDM plan to the satisfaction of York Region to address the following comments:
 - a) The Transportation Study should assess the existing and future pedestrian and cycling infrastructure improvements to accommodate the development. A Transportation Study Addendum shall be provided to provide an assessment of the future infrastructure requirements to accommodate pedestrian, cycling and transit in the area.
 - b) A pedestrian and cycling connection should be implemented from the internal road network to Rutherford Road.
 - c) The Transportation Study Addendum should also consult Region's 2016 Transportation Master Plan update regarding roadway improvements in the area.
 - d) Trip assignment is based on the existing traffic pattern, therefore the majority of the development traffic is assigned to Highway 27. However, once the Highway 427 extension completed in 2021 with a full interchange at Rutherford Road, traffic

ATTACHMENT 1B - YORK REGION

OP.18.019 (LOPA.18.V.0054), Z.18.031 (ZBA.18.V.0153),
19T-18V012 (SUBP.18.V.0050) & 19CDM-18V004 (CDMP.18.V.0027)
(Tony Di Benedetto, Di Benedetto Group Inc.)

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pattern will change on Rutherford Road, as such the majority of the development traffic will be travelling west on Rutherford Road. A sensitivity analysis regarding future traffic shall be conducted with the Highway 427 extension.

- e) The Transportation Mobility Plan Study Addendum shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region or the Municipality shall be identified as "TBD" (To be determined).
- f) The TDM Plan shall include a TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.

Transit

- 2. The applicant is advised to coordinate with the City of Vaughan for the provision sidewalk facilities connecting from the internal private road and Simmons Street to Rutherford Road. The pedestrian access connections shall meet the local municipality's standards for sidewalks and shall be owned and maintained by the local municipality.

ATTACHMENT 1C
TORONTO AND REGION CONSERVATION AUTHORITY



Toronto and Region
Conservation
Authority

January 20, 2020

CFN 60529

SENT BY E-MAIL (clement.messere@vaughan.ca)

Clement Messere
Senior Planner
Development Planning
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario L6A 1T1

Dear Mr. Messere:

**Re: Draft Plan of Subdivision Application – 19T-18V012
Official Plan Amendment Application – OP.18.019
Zoning By-law Amendment Application – Z.18.031
Draft Plan of Condominium Application – 19CDM-18V004
10, 20, 25 DiBenedetto Lane & 110 Simmons Street
Part of Lot 15, Concession 9
City of Vaughan, Regional Municipality of York
DiBenedetto Group Inc. (Agent: Humphries Planning Group Inc.)**

This letter acknowledges receipt of the above-noted applications, received on October 19, 2018. Toronto and Region Conservation Authority (TRCA) staff has reviewed the above noted application, and as per "The Living City Policies for Planning and Development within the Watersheds of the TRCA" (LCP), provides the following comments as part of TRCA's commenting role under the *Planning Act*; the Authority's delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement, 2014; TRCA's Regulatory Authority under Ontario Regulation 166/06, *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*; and our Memorandum of Understanding (MOU) with the Region of York, wherein we provide technical environmental advice.

Background

It is our understanding that the intent of these applications is to facilitate the redevelopment of the subject lands with seventy-three (73), three-storey townhouse dwelling units arranged into 15 blocks. All the units are proposed to be freehold units, tied to a private common element condominium road. The proposed condominium roads have been coordinated with the proposed development to the north and conceptual development plan for the lands to the south which are being reviewed under separate covers to allow for vehicular and pedestrian interconnection across the sites.

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TORONTO AND REGION CONSERVATION AUTHORITY

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January 20, 2020

The subject lands are designated Low Rise Residential by Vaughan Official Plan 2010 and zoned RR – Rural Residential. The proposed development requires an amendment to the Official Plan in order to establish site specific policies related to several design/layout components of the project. The proponent is also proposing to rezone the subject lands to RT1 – Residential Townhouse, to permit townhouse units. The Draft Plan of Subdivision application is required to facilitate the future creation of individual parcels of tied land ("POTLs") and common element areas.

The subject lands currently contain single detached dwellings and minimum vegetation (other than planted ornamental trees and other associated landscaping) which are all intended to be demolished to facilitate the proposal.

Applicable TRCA Policies and Regulation

Ontario Regulation 166/06

In accordance with *Ontario Regulation 166/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses)*, development, interference or alteration may be permitted in the Regulated Area where it can be demonstrated to TRCA's satisfaction that the control of flooding, erosion, dynamic beaches, pollution, or the conservation of land will not be affected. The subject lands are not within TRCA's Regulated Area, nor does it contain any natural features or hazards. In this regard, a permit will not be required from the Authority for the proposed works.

Living City Policies (LCP)

The Living Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (LCP) describes a 'Natural System' made up of natural features and areas, water resources, natural hazards, potential natural cover and/or buffers. The LCP recommends that development is not permitted within the Natural System and that it be conveyed into public ownership for its long-term protection and enhancement. The LCP also provides policies for developing adjacent to, and in, the Natural System (where permitted), while meeting natural hazard management requirements, and maintaining and enhancing the functions of the protected Natural System. These policies also seek to integrate the natural and built environments, maximizing opportunities for ecosystem services from across the entire landscape. It is these policies that guide TRCA's review of the subject application, along with those found in other Provincial and municipal plans, documents and guidelines.

Application-Specific Comments

As noted above, the subject lands are located outside of TRCA's Regulated Area, thus a permit will not be required for the proposed development. However, since the stormwater from the site will be collected and discharged into a valley corridor associated with the Humber River and an unevaluated wetland feature just to the north of the site, TRCA has an interest in ensuring that an appropriate stormwater management strategy is implemented for the site. Specifically, we want to ensure that the valley, watercourse and wetland feature are adequately protected from erosion in the long term.

TRCA staff have completed review of the materials listed in Appendix 'A' and offers detailed design comments in Appendix 'C'. These comments are focused on stormwater management design for the development and erosion and sediment controls during construction.

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TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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January 20, 2020

Recommendation

TRCA has no objections to the approval of Official Plan Amendment Application OP.18.019, Zoning By-law Amendment Application Z.18.031, Draft Plan of Subdivision Application 19T-18V012 and Draft Plan of Condominium Application 19CDM-18V004, subject to the conditions in Appendix 'B'.

It is our expectation that the Owner will address all TRCA's outstanding comments through fulfillment of the conditions of draft plan approval. This may necessitate redline revisions to the draft plan.

Should any revisions to the noted applications be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for these files once they are approved or any appeals made by any party in respect of these applications.

Fee

We thank the applicant for the payment of the \$6,300 application fee (Draft Plan of Subdivision – Residential/Industrial/Commercial Subdivision – Less Than 5 Ha – Minor). Please note that this project will be subject to an additional fee at the time of requesting clearance for the conditions of draft plan approval. The required fee will be based on the fee schedule in effect at that time.

We trust these comments are of assistance. Should you have any questions, please do not hesitate to contact the undersigned at extension 5743 or stephen.bohan@trca.ca

Sincerely,



Stephen Bohan
Planner

Development Planning and Permits | Development and Engineering Services

Copy: Marcus Martins, Humphries Planning Group Inc. (mmartins@humphriesplanning.com)

ATTACHMENT 1C

TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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January 20, 2020

Appendix 'A' - Materials Reviewed by TRCA

Materials received by TRCA on October 19, 2018

- Planning Justification Report, prepared by Humphries Planning Group Inc., dated September 2018;
- Functional Servicing & Stormwater Management Report, prepared by Schaeffers Consulting Engineers, dated June 2018;
- Drawing No. SP1, Site Plan, prepared by FBP Architects Inc., revision No. 4 dated April 23, 2018;
- Drawing No. SS-SG-1, Preliminary Site Servicing and Grading Plan, prepared by Schaeffers Consulting Engineers, dated May 2018;
- Drawing No. SEC-1, Sections 1 to 5, prepared by Schaeffers Consulting Engineers, dated May 2018;
- Drawing No. A1, Draft Plan of Subdivision, prepared by Humphries Planning Group Inc., dated August 11, 2018.

ATTACHMENT 1C

TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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January 20, 2020

Appendix 'B' – TRCA Conditions of Draft Plan Approval

TRCA's Conditions of Draft Plan Approval

TRCA would have no objection to the approval of Draft Plan of Subdivision 19T-18V012, York Region Common Elements Condominium Plan 1034 Part of East Half of Lot 15 Concession 9 City of Vaughan, Regional Municipality of York, prepared by Humphries Planning Group Inc., dated August 11, 2018, subject to the following conditions:

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 4 inclusive in TRCA's letter dated January 16, 2020), if necessary, to the satisfaction of TRCA.
2. That prior to site alteration and prior to the 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 the Functional Servicing and Stormwater Management Report (prepared by Schaeffers Consulting Engineers, dated June 2018), as may be amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - i. a description of the storm drainage system (quantity and quality) for the proposed development;
 - ii. 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;
 - iii. appropriate stormwater management techniques which may be required to control minor and major flows;
 - iv. 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;
 - v. detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - vi. proposed measures to promote infiltration and maintain water balance for the plan area;
 - vii. a subsurface investigation (including assessment of groundwater levels) for the final design of site grading, underground structures and infrastructure, and low impact development measures. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;

ATTACHMENT 1C

TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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January 20, 2020

- viii. 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;
 - ix. grading plans for the subject lands;
 - x. 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; and
 - xi. the location and description of all outlets and other facilities or works which may require 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.
3. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA which is standard, normal and consistent with applications and approvals for development of this kind:
- i. 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;
4. 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.

ATTACHMENT 1C

TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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January 20, 2020

Appendix 'C' – TRCA Comments for Detailed Design

The following comments are based on TRCA's review of the documents listed in Appendix 'A'

Water Resources Engineering

Quantity Control

1. The development drains to the Main Humber and therefore no quantity control is required. TRCA defers quantity control to the City of Vaughan as the site is discharging to the storm sewer system.

Quality Control

2. Please include the sizing of the Jellyfish unit and supporting documentation at the detailed design stage.

Water Balance and Erosion Control

3. An infiltration bed is proposed to provide the 5 mm on site retention to store the required volume for the entire site. However, it appears only a small portion of the site is draining to the infiltration bed. The purpose of the criteria is to provide 5 mm on site retention of all impervious areas for the entire site, which means the site would generate no runoff during a 5 mm storm event. Please illustrate what is draining to the infiltration bed and explore using additional measures such as infiltration trenches and permeable pavers as mentioned in the report to achieve 5 mm on site retention.
4. At the detailed design stage cross section details of all the proposed Low Impact Development and infiltration measures should be provided.
5. The proponent should confirm that the distance between the seasonally high-water table and bedrock is greater than 1 m from the bottom of the infiltration facilities/LID's as per the TRCA SWM Criteria (2012).
6. Since infiltration is proposed to meet the Water Balance and Erosion SWM criteria, the drawdown time must be demonstrated to be less than 48 hours. Please illustrate the design infiltration rate used in the design calculations was obtained through in-situ testing and factored in accordance with Appendix C2 of the TRCA SWM Criteria (2012).

Erosion and Sediment Control

7. The proponent should provide Erosion and Sediment Control drawings to demonstrate the erosion protection for the subject site and the staging plan for the proposed works. Please ensure that the erosion and sediment control plan follow the ***Erosion and Sediment Control Guideline for Urban Construction, December 2006***. The most up to date guideline can be found on the Sustainable Technologies Evaluation Program (STEP) website at www.sustainabletechnologies.ca.

ATTACHMENT 1D - CANADIAN PACIFIC RAILWAY

**Canadian Pacific Conditions of Draft Approval
October 22, 2019**

**19T-18V012
10, 20, 25 Di Benedetto Lane & 110 Simmons Street
Di Benedetto Group Inc.**

The proposed development is located adjacent to CP's Mactier Subdivision, which is classified as a Principal Main line.

Canadian Pacific Railway is not in favour of residential developments adjacent to our right-of-way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, we request that the attached requirements be included as Conditions of Subdivision Approval.

1. Berm: The site plan and grading plan indicate CP's required 2.5 metre berm.
- 1.1 Noise: CP has reviewed The Noise and Vibration Feasibility Study prepared by HGC Engineering dated August 13, 2019 and supports the recommendations contained in the report.
2. Setback: The site plan indicates a setback of 30 metres as per CP requirements.
3. Vibration: The vibration analysis completed as part of the above noted Noise and Vibration Feasibility Study indicates that vibration levels are below CP's criteria and no mitigation is required.
4. A clause should be inserted in all offers to purchase, agreements of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Drainage: There are no proposed alterations to the existing drainage pattern.
6. Fencing: The common property line will need to be secured by either the crash wall or 1.83 fence to protect the boundary in its entirety.
7. Utilities: No utilities are proposed under or over railway property.

ATTACHMENT 1D - CANADIAN PACIFIC RAILWAY



PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
 - a) Minimum total height 5.5 metres above top-of-rail;
 - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
 - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
 - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c) Other suitable measures that will retain their effectiveness over time.
4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

ATTACHMENT 1E - CANADA POST

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

January 14, 2020

City of Vaughan – Planning Department

To: Clement Messere, Senior Planner, Development Planning Dptm

Reference: **File: OP.18.019 Related Files: Z.18.031, 19T-18V02 & 19CDM-18V004**
Tony Di Benedetto, DI BENEDETTO GROUP INC.
10, 20, 25 DeBenedetto Lane and 110 Simmons Street

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

Canada Post has reviewed the proposal of 73 townhouse units for the above noted Development Application and has determined that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes.

In order to provide mail service to this development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The Owner/Developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans;
- ⇒ The Builder/Owner/Developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads;
- ⇒ The Owner/Developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings;
- ⇒ The Owner/Developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy;
- ⇒ The Owner/Developer will communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy;

ATTACHMENT 1E - CANADA POST

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

1. The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox location.
2. Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy.
3. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
4. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
5. The complete guide to Canada Post's Delivery Standards can be found at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

As the project nears completion, it is requested that the Developer contact me directly during the design stage of the above project, to discuss a suitable mailbox location.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Sincerely,

Lorraine Farquharson

Lorraine Farquharson
Delivery Services Officer | Delivery Planning - GTA
200 – 5210 Bradco Blvd
Mississauga, ON L6W 1G7
(416) 262-2394
lorraine.farquharson@canadapost.ca

ATTACHMENT 1F - ALECTRA UTILITIES



Date: October 29th, 2018

Attention: Clement Messere

RE: Request for Comments

File No.: OP.18.019, Z.18.031, 19T-18V012 & 19CDM-18V004

Applicant: Tony Di Benedetto, Di Benedetto Group Inc.

Location 10,20,25 Di Benedetto Lane and 110 Simmons Street

ATTACHMENT 1F - ALECTRA UTILITIES



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 his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) Installation. Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

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.

All proposed buildings, 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 Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

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

Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297

ATTACHMENT 1G - ENBRIDGE GAS DISTRIBUTION



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

October 31, 2018

Clement Messere
Senior Planner
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Clement,

Re: Draft Plan of Subdivision, Draft Plan of Condominium, Official Plan Amendment, Zoning
By-law Amendment
Di Benedetto Group Inc. c/o Tony Di Benedetto
10, 20, 25 Di Benedetto Lane and 110 Simmons Street
City of Vaughan
File No.: 19T-18V012, 19CDM-18V004, OP-18-019, Z-18-031

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.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea30@enbridge.com.

ATTACHMENT 1G - ENBRIDGE GAS DISTRIBUTION

The applicant will grade all road allowances to as close to 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,



Alice Coleman
Municipal Planning Coordinator
Long Range Distribution Planning

—
ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect.
AC/jh