

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 21, 2020

Item 1, Report No. 17, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 21, 2020.

**1. CONMAR DEVELOPMENTS INC. & FENLANDS VAUGHAN INC.  
ZONING BY-LAW AMENDMENT FILE Z.19.007 DRAFT PLAN OF  
SUBDIVISION FILE 19T-19V002 SITE DEVELOPMENT FILE DA.19.072  
11110 JANE STREET**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Acting Deputy City Manager, Planning and Growth Management, dated April 21, 2020, be approved, subject to the following amendments, in accordance with Communication C1 memorandum from the Acting Deputy City Manager, Planning and Growth Management, dated April 16, 2020, as follows:
  1. That Item No. 1 of the Committee of the Whole Report No. 17, dated April 21, 2020 be amended as follows:
    - a) delete all references to Phase 1 and the associated Gross Floor Area of 51,469m<sup>2</sup> and replace it with Phase 1a) a 36,388 m<sup>2</sup> GFA distribution facility, and Phase 1b) a 15,081 m<sup>2</sup> building addition;
    - b) delete Attachments 7 - 11 and replace them with Attachments 7 - 11, attached hereto;
    - c) delete the reference to the number of shipping and receiving doors in the "Building Elevations and Signage" section of the report from 42 and 40 and replace it with "28 receiving doors on the north elevation and 30 shipping doors on the south elevation"; and
  - 2) That the coloured elevations submitted by the applicant be received.

#### Recommendations

1. THAT Zoning By-law Amendment File Z.19.007 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 5 from "A Agricultural Zone" to "EM1 Prestige Employment Area Zone", "EM2 General Employment Area Zone", "C7 Service Commercial Zone", "A Agricultural Zone", and "OS1 Open Space Conservation Zone", in the manner shown on

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Attachment 6, together with the site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1 of this report, and the recommendations in this report.

2. THAT the implementing Zoning By-law include a provision requiring Block 3 to be developed with a Hotel or Office Building use.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, to permit minor adjustments to the in-effect Zoning By-law before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into full force and effect.
4. THAT Draft Plan of Subdivision File 19T-19V002 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE APPROVED, to facilitate the Draft Plan of Subdivision shown on Attachment 6, subject to the Conditions of Draft Plan of Subdivision Approval set out in Attachment 1 of this report.
5. THAT Site Development File DA.19.072 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachments 2, 3, and 4 to the satisfaction of the Development Planning Department, York Region and the Toronto and Region Conservation Authority respectively, to permit the development shown on Attachments 6 to 11.
6. THAT prior to the execution of the Site Plan Agreement the Owner (Conmar Developments Inc. & Fenlands Vaughan Inc.), shall successfully obtain approval from the City of Vaughan Committee of Adjustment for a Consent application to create a permanent easement in favour of Conmar Developments Inc. & Fenlands Vaughan Inc. for driveway access over the lands south of the Subject Lands located at 10980 Jane Street. The Committee's decision regarding the Consent Application shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee.
7. THAT the Owner (Conmar Developments Inc. & Fenlands Vaughan Inc.), enter into an agreement with the City of Vaughan to provide securities and commit to undertaking works based on the preliminary design for the provision of external roads and municipal services, improvements to existing municipal services, and commit to enter into agreement(s) with other landowners and the City to facilitate the development of the Subject Lands. This agreement is to be executed prior to enactment of the Zoning By-law unless alternative arrangements are made to the satisfaction of the City.

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8. THAT the Member's Resolution approved by Vaughan Council on March 11, 2020, supporting a Minister's Zoning Order to reclassify Provincially Significant Wetlands be clarified to include a Provincially Significant Wetland located south of the Subject Lands, as identified in Attachments 2 and 3 of the Resolution.

## Committee of the Whole (2) Report

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**DATE:** Tuesday, April 21, 2020

**WARD:** 1

**TITLE: CONMAR DEVELOPMENTS INC. & FENLANDS VAUGHAN INC.  
ZONING BY-LAW AMENDMENT FILE Z.19.007  
DRAFT PLAN OF SUBDIVISION FILE 19T-19V002  
SITE DEVELOPMENT FILE DA.19.072  
11110 JANE STREET**

**FROM:**

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Files Z.19.007, 19T-19V002 and DA.19.072. The Owner seeks permission to rezone the subject lands and for Draft Plan of Subdivision and Site Plan approvals to permit a distribution facility to be developed in two phases, as shown on Attachments 6 to 11.

**Report Highlights**

- The Owner proposes to rezone the subject lands and seeks Draft Plan of Subdivision and Site Plan approvals to permit the development of a distribution facility to be constructed in two phases on the subject lands
- Phase 1 will have a Gross Floor Area ('GFA') of 51,469m<sup>2</sup> and Phase 2 includes an 18,839m<sup>2</sup> expansion
- The Development Planning Department supports the approval of the development as it is consistent with the *Provincial Policy Statement 2014*, conforms to the Growth Plan 2019, the York Region Official Plan 2010 and Vaughan Official Plan 2010 and is compatible with the existing and planned land uses in the surrounding area

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.19.007 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 5 from “A Agricultural Zone” to “EM1 Prestige Employment Area Zone”, “EM2 General Employment Area Zone”, “C7 Service Commercial Zone”, “A Agricultural Zone”, and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment 6, together with the site-specific zoning exceptions to Zoning By-law 1-88 identified in Table 1 of this report, and the recommendations in this report.
2. THAT the implementing Zoning By-law include a provision requiring Block 3 to be developed with a Hotel or Office Building use.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, to permit minor adjustments to the in-effect Zoning By-law before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into full force and effect.
4. THAT Draft Plan of Subdivision File 19T-19V002 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE APPROVED, to facilitate the Draft Plan of Subdivision shown on Attachment 6, subject to the Conditions of Draft Plan of Subdivision Approval set out in Attachment 1 of this report.
5. THAT Site Development File DA.19.072 (Conmar Developments Inc. & Fenlands Vaughan Inc.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachments 2, 3, and 4 to the satisfaction of the Development Planning Department, York Region and the Toronto and Region Conservation Authority respectively, to permit the development shown on Attachments 6 to 11.
6. THAT prior to the execution of the Site Plan Agreement the Owner (Conmar Developments Inc. & Fenlands Vaughan Inc.), shall successfully obtain approval from the City of Vaughan Committee of Adjustment for a Consent application to create a permanent easement in favour of Conmar Developments Inc. & Fenlands Vaughan Inc. for driveway access over the lands south of the Subject Lands located at 10980 Jane Street. The Committee’s decision regarding the Consent Application shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee.
7. THAT the Owner (Conmar Developments Inc. & Fenlands Vaughan Inc.), enter into an agreement with the City of Vaughan to provide securities and commit to undertaking works based on the preliminary design for the provision of external roads and municipal services, improvements to existing municipal services, and commit to enter into agreement(s) with other landowners and the City to facilitate the development of the Subject Lands. This agreement is to be executed prior to

enactment of the Zoning By-law unless alternative arrangements are made to the satisfaction of the City.

8. THAT the Member's Resolution approved by Vaughan Council on March 11, 2020, supporting a Minister's Zoning Order to reclassify Provincially Significant Wetlands be clarified to include a Provincially Significant Wetland located south of the Subject Lands, as identified in Attachments 2 and 3 of the Resolution.

### **Background**

The subject lands (the 'Subject Lands') shown on Attachment 5 are municipally known as 11110 Jane Street, extend from Highway 400 to Jane Street, and are located north of Teston Road. The surrounding land uses are shown on Attachment 5.

The Subject Lands are vacant and currently being graded. The Development Engineering Department has issued a permit for topsoil stripping and earthworks.

### **Previous Reports/Authority**

The following is the link to the June 4, 2019, Committee of the Whole Public Hearing (Item 6, Report No. 22) for the applications:

<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=18453>

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

The City on May 10, 2019, mailed a Notice of a Public Hearing to all property owners within 150 m of the Subject Lands and the MacKenzie Ridge Ratepayers Association. A copy of the Notice of Public Hearing was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed along the Jane Street frontage of the property in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on June 4, 2019, to receive comments from the public and the Committee of the Whole. Vaughan Council on June 12, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of June 4, 2019, and to forward a comprehensive report to a future Committee of the Whole meeting. No individuals appeared before the Committee of the Whole at the Public Hearing.

Since the Public Hearing meeting an email was received by the Development Planning Department from Brookvalley Project Management Inc. on behalf of Janeston Valley Development Ltd. ('Janeston'), the Owners of the lands located immediately north of the Subject Lands. The correspondence stated Janeston are generally satisfied with the realignment of Street 1, but would like to be informed regarding proposed services for the Subject Lands.

## **Analysis and Options**

### ***Zoning By-law Amendment, Draft Plan of Subdivision, and Site Development Applications have been submitted to permit the Development***

Conmar Developments Inc. & Fenlands Vaughan Inc. (the 'Owner') has submitted the following applications (the 'Applications') for the Subject Lands to permit a distribution facility to be developed in two phases, including accessory office uses, buildings and structures, and parking for employees, visitors, trailers, tractor trailers, vans, and snow cleaning machinery (the 'Development'). Phase 1 consists of the main distribution facility and accessory buildings having a total GFA of 51,469m<sup>2</sup> and Phase 2 includes a 18,839m<sup>2</sup> expansion, as shown on Attachments 6 to 11:

1. Zoning By-law Amendment File Z.19.007 (Conmar Developments Inc. & Fenlands Vaughan Inc.) to rezone the Subject Lands from "A Agricultural Zone" to "EM1 Prestige Employment Area Zone", "C7 Service Commercial Zone" and "OS1 Open Space Conservation Zone", together with the site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-19V002 to obtain Draft Plan of Subdivision approval for a Plan of Subdivision ('Draft Plan'), as shown on Attachment 6, consisting of the following:

<b>Blocks</b>	<b>Land Use</b>	<b>Area (hectares)</b>
1 and 2	Employment	34.73
3	Service Commercial	2.15
4 - 9	0.3 m Reserve	0.01
10	Road Widening	0.39
	Streets 1 and 2	1.86
<b>Total</b>		<b>39.14</b>

3. Site Development File DA.19.072 (Conmar Developments Inc. & Fenlands Vaughan Inc.) to obtain site plan approval for the Development consisting of a single use, large-format, warehouse/distribution centre with accessory office, accessory structures, 560 employee/visitor parking spaces, and truck and tractor-trailer parking spaces, as shown on Attachments 6 to 11.

***The Development is consistent with the Provincial Policy Statement 2014 and the Provincial Policy Statement 2020, subject to the recommendations in this report***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario “shall be consistent” with the Provincial Policy Statement 2014 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The *Planning Act* requires that Vaughan Council’s planning decisions be consistent with the PPS. The Development is consistent with the policies of the PPS, specifically Sections 1.1.1, 1.1.3, 1.3.2.3 and 2.1.1 to provide employment opportunities, diversify the City’s economic base and protect employment areas in proximity to a major goods movement facility.

The new Provincial Policy Statement 2020 (‘PPS 2020’) will come into effect on May 1, 2020. The Development is consistent with the policies of the PPS 2020, specifically Sections 1.1.1, 1.1.3, 1.3.2.6 and 2.1.1.

The Development is a significant employment use providing employment opportunities and includes a mix of uses in a settlement area. The Development is located in proximity to a major goods movement facility (Highway 400), utilizes existing and planned infrastructure, and protects natural features through the use of an Open Space Conservation Zone and Agricultural Zone.

***The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019***

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (the ‘Growth Plan’) is intended to guide decisions on a wide range of issues, including economic development, land use planning, urban form, and housing. The Growth Plan encourages population and employment growth within settlement areas and promotes the development of complete communities that offer a mix of housing types, access to local amenities and connections to municipal water and wastewater systems. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The Development conforms to policies 2.2.1, 2.2.5 and 4.2.2 of the Growth Plan regarding utilizing existing employment areas and infrastructure and maintaining key natural heritage and hydrological features.

The Development conforms to the policy framework of the Growth Plan as it utilizes the Subject Lands efficiently, is located within a settlement area abutting a 400 series

Highway, the natural heritage features are protected, and it provides employment opportunities supportive of the Growth Plan objectives.

***The Owner has requested a Minister's Zoning Order for a portion of the Subject Lands***

The Committee of the Whole on March 9, 2020, considered and approved a Member's Resolution supporting a Minister's Zoning Order to reclassify the Provincially Significant Wetlands ('PSWs') to allow the Subject Lands to be developed for Employment Uses. Council on March 11, 2020, ratified the Committee's recommendation. Council's resolution has been forwarded to the Minister of Municipal Affairs and Housing for consideration. Attachments 2 and 3 of the Member's Resolution identified a PSW on lands south of the Subject Lands in Block 34 East. The Member's Resolution, however, is specific to the Subject Lands only. A Recommendation is included in this report to clarify that the Member's Resolution also applies to the PSW south of the Subject Lands.

The Ministry of Natural Resources and Forestry ('MNR') must confirm the PSWs within Block 1, as shown on Attachment 6, have been reclassified or relocated to form part of the larger natural heritage system in the southern half of Block 34 East to the satisfaction of the City of Vaughan and the Toronto and Region Conservation Authority ('TRCA'). A condition(s) requiring final approval from the MNR is included in Attachment 1a this report.

Should the PSWs be reclassified or relocated to the satisfaction of the TRCA and the City of Vaughan, a Zoning By-law amendment will be required to rezone these lands from "A Agricultural Zone" to "EM2 General Employment Zone" to implement a consistent zone over the entirety of Block 1. An amendment to the site plan, if approved, would also be required to permit employment uses related to the distribution facility on these lands, to the satisfaction of the City.

The Owner proposes compensation for the PSWs through a wetland relocation/compensation strategy located on lands immediately south of the Subject Lands. The TRCA supports the relocation of the PSWs, as protection of the PSWs in situ would ultimately result in their degradation due to their isolated nature and result in reduced quality contribution to the greater East Purpleville Creek valley system.

The TRCA concurs with the recommendations in the Environmental Impact Study, prepared by Savanta (October 2019), and in the Master Environmental Servicing Plan, prepared by Schaeffers Consulting Engineers (October 2019), to relocate the PSWs to the larger Natural Heritage System ('NHS') located on the land to the south, as this

would result in a more robust system and net ecological gain. A condition is included in Attachment 1c requiring final approval from TRCA for the proposed PSWs relocation/compensation strategy.

***The Development conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 (the 'YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated as "Urban Area" on Map 1, "Regional Structure" of the YROP. Figure 2, York Region Strategic Employment Lands, includes the Subject Lands in a Strategic Employment Land area.

YROP 2010 Chapter 4.3 "Planning for Employment Lands" states "it is the policy of Council to protect strategic employment lands". These strategic areas are identified based on their proximity to existing and planned 400-series highways. Major retail is not permitted in strategic employment areas. Section 4.3.11 of the YROP allows for a limited amount of ancillary uses on employment lands, provided that the proposed uses are intended to serve the employment businesses. Ancillary uses cannot exceed 15% of an employment area as defined in the local municipal official plan.

The Development is for employment uses in a strategic employment area abutting Highway 400. The proposed 1.97 ha service commercial block comprises approximately 5% of the area of the Subject Lands and is intended to serve the Highway 400 North Employment Lands and future businesses. The Development conforms to YROP 2010.

***The Development conforms to Vaughan Official Plan 2010***

Schedule 1 - "Urban Structure" of the Vaughan Official Plan 2010 ('VOP 2010') identifies the Subject Lands as being in an "Employment Area" and includes the "Natural Areas and Countryside" designation. Schedule 13 - "Land Use" of VOP 2010 shows the Subject Lands are located within an area identified as "Lands Subject to Secondary Plans", of Section 11.4 on Schedule 14-A (Volume 2 of VOP 2010).

The Subject Lands are designated "Prestige Areas", "General Employment Area", and "Potential Valley and Steam Corridor" by VOP 2010. The Highway 400 North Employment Lands Secondary Plan ('OPA 637'), an amendment to OPA 450 and OPA 600, relies on the underlying policies of OPA 450 as they relate to the Subject Lands.

Section 3.4.2 of OPA 450, as amended by OPA 637, requires a Block Plan for greenfield development. A Block Plan application (File BL.34E.2014) has been submitted for a portion of Block 34 East and includes the lands located immediately

south of the Subject Lands. The portion of Block 34 East, north of the Subject Lands, comprising three parcels and do not form part of the Block Plan.

***A Block Plan application was submitted by the Participating Landowners Group, collectively known as the “Block 34 East Landowners Group”***

The City received Block Plan File BL.34E.2014 (Block Plan application) on April 12, 2016, and a subsequent revision on March 13, 2019. The Committee of the Whole considered the Block 34 East Plan at a Public Hearing held on February 4, 2020.

Conmar Developments Inc. & Fenlands Vaughan Inc. are non-participating land owners in the Block Plan application process. The Development is being coordinated with the ongoing Block Plan application process to ensure future development is reviewed in a comprehensive manner. It is expected the Owner will form part of the Block Plan application process. The Owner will be required to update the approved Block 34 East Plan to reflect the Development to the satisfaction of the Development Planning Department. In accordance with Section 2.3.3.1 d) iii) of OPA 450, modifications, to the primary or collector road system may occur at the Block Plan stage provided that the overall planning and transportation polices of the Plan are maintained. A condition to this effect is included in Attachment 1a of this report.

To meet the requirements of the Block Plan, the studies submitted in support of the Applications have been prepared to include analysis consistent with a Block Plan review, as set out in VOP 2010, specifically policies 10.1.1.15 through 10.1.1.19 and 10.1.1.23 through 10.1.1.25. This would, if the Applications are approved, allow the information to be included as an addendum to the Block Plan file. These Applications are proceeding concurrent with the processing of the Block Plan submitted by the participating Block 34 East Landowners Group. The Owners will be required to enter into a Developers Group Agreement with the Block 34 East Landowners Group.

The Development provides a significant economic development opportunity for the City of Vaughan, which includes specialized distribution automation technology, and will provide skilled employment opportunities.

***Amendments to Zoning By-law 1-88 are required to rezone the Subject Lands to permit the Development***

The Subject Lands are zoned “A Agricultural Zone” by Zoning By-law 1-88, which does not permit employment uses. The Owner is proposing to rezone the Subject Lands to “EM1 Prestige Employment Area Zone”, “C7 Service Commercial Zone” and “OS1 Open Space Conservation Zone”.

The Development Planning Department has reviewed the Zoning By-law Amendment application and recommends Blocks 1, 2, and 3 be rezoned to “EM2 General Employment Area Zone”, “EM1 Prestige Employment Area Zone”, “C7 Service Commercial Zone”, and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment 6. This would implement the General Employment Area land use designation of the 400 Employment Lands Secondary Plan and the proposed distribution facility use for Block 1. Staff also recommends the portion of the Subject Lands containing the PSWs and a buffer within Block 1 remain zoned “A Agricultural Zone”, as shown on Attachment 7. This zoning will remain in place until the PSWs are reclassified as discussed in this report.

The landscape buffer in the OS1 Zone includes the proposed headwater drainage feature and upland enhancement area at the southwest corner of the Subject Lands and the minimum 14 metre setback from Highway 400 as required by the Ministry of Transportation Ontario (‘MTO’). The proposed site-specific exceptions to Zoning By-law 1-88 are identified in Table 1 as follows:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>EM2 General Employment Area Zone Requirements (Block 1)</b>	<b>Proposed Exceptions to the EM2 General Employment Area Zone Requirements (Block 1)</b>
a.	Definition of a Front Lot Line	Front Lot Line means (in part) lot line facing the main entrance of the building	The Front Lot Line for Block 1 shall be the lot line abutting Street 1
b.	Definition of a Distribution Facility and Permitted Uses in an EM2 Zone	Distribution Facility – not defined in By-law 1-88	Permit a Distribution Facility defined as follows: means a building or part of a building used primarily for the storage and distribution of goods and materials, including the outside storage and maintenance of commercial motor vehicles, heavy commercial vehicles and intermodal containers and is also considered to be an employment use
c.	Definition of an Automotive Retail Store	Means a building or part of a building primarily engaged in the retail of vehicle parts, accessories, and tools where accessory uses may include service bays for performing specialized automotive	Automotive Retail Store means a building or part of a building primarily engaged in the retail of vehicle parts, accessories, and tools. No service bays shall be permitted

	Zoning By-law 1-88 Standard	EM2 General Employment Area Zone Requirements (Block 1)	Proposed Exceptions to the EM2 General Employment Area Zone Requirements (Block 1)
		related work, but do not include autobody repair work or paint work	
d.	Definition of a Driveway	Means a vehicular accessway providing access from a public highway to a building or property, a loading space, a parking area or a garage	Means a vehicular accessway providing access from a public highway or completely or partially from an abutting lot to a building or property, a loading space, a parking area or a garage
e.	Definition of Outside Storage	Means the leaving, placing or parking of goods, materials, machinery, equipment or vehicles on a lot and not covered by a structure in the EM2 Zone only	Means the leaving, placing or parking of equipment or vehicles including trucks, trailers, and tractor trailers directly associated with a Distribution Facility
f.	Minimum Parking Requirements	<u>Employment Use</u> 49,110m <sup>2</sup> (Phase 1) + 18,839m <sup>2</sup> (Phase 2) @ 1.5 spaces/100m <sup>2</sup> = 1,020 spaces  <u>Accessory Office</u> 2,359m <sup>2</sup> @ 2 spaces/100m <sup>2</sup> = 48 spaces  Total Required Parking: = 1,068 spaces	<u>Employment Use</u> 49,110m <sup>2</sup> (Phase 1) + 18,839m <sup>2</sup> (Phase 2) @ 0.75 spaces/100m <sup>2</sup> = 510 spaces  <u>Accessory Office</u> 2,359m <sup>2</sup> @ 2 spaces/100m <sup>2</sup> = 48 spaces  Total Proposed Parking: = 558 spaces
g.	Minimum Landscape Strip Width	6 m	2.5 m (between the employee/visitor parking and the north property line)
h.	Minimum Landscape Strip Width abutting an Open Space or Residential Zone	7.5 m	0 m
i.	Minimum/Maximum Width of a Driveway or Aisle Serving a Loading Facility	6 m/13.5 m	6 m/ 35 m
j.	Min./Max. Driveway Width	5.4 m/7.5 m	7 m/24 m
k.	Minimum Distance Between a Street Line and a Driveway	15 m	0m (truck entrance driveway from Street 1)
l.	Loading and Unloading Requirements	Loading and Unloading shall not be permitted between a building and a street	Loading and Unloading shall be permitted between a building and Street 1
m.	Yard Requirements for Accessory Structures	Accessory buildings or structures shall be subject to	The minimum setback to an accessory building or structure in

	Zoning By-law 1-88 Standard	EM2 General Employment Area Zone Requirements (Block 1)	Proposed Exceptions to the EM2 General Employment Area Zone Requirements (Block 1)
		<p>the same minimum yard requirements as the main building</p> <p>Accessory buildings or structures shall not be located in any yard abutting Highway 400</p>	<p>an interior, exterior or rear yard, shall be 1.5 m</p> <p>Accessory buildings and structures shall be permitted in any yard abutting Highway 400</p>
n.	Accessory Outside Storage Requirements	<ul style="list-style-type: none"> <li>• Max. 30% of the lot area</li> <li>• Not permitted in any front and exterior side yard or between any main building and a street line, and cannot be closer than 20 m to any street</li> <li>• Outside storage cannot exceed 3m in height</li> </ul>	<p>Permit outside storage:</p> <ul style="list-style-type: none"> <li>• maximum 65 % of the lot area</li> <li>• in an exterior or interior side yard</li> <li>• between a main building and a street line and 12 m from Street 1</li> <li>• having a maximum height of 4.5m</li> </ul>

	Zoning By-law 1-88 Standard	C7 Service Commercial Zone Requirements (Block 3)	Proposed Exceptions to the C7 Service Commercial Zone Requirements (Block 3)
a.	Definition of a Front Lot Line	Front Lot Line means (in part) lot line facing the main entrance of the building	The Front Lot Line shall be the lot line abutting Jane Street
b.	Permitted Uses	All C7 Service Commercial Uses	<p>Permit an Automotive Retail Store engaged in the retail sale of vehicle parts, accessories and tools only, no service bays shall be permitted</p> <p>Prohibit the following uses:</p> <ul style="list-style-type: none"> <li>• Car Rental</li> <li>• Parking Garage</li> <li>• Automobile Service Station</li> </ul>

The proposed development standards and exceptions to Zoning By-law 1-88 are required to implement the Development. The exceptions to the Outside Storage provisions of Zoning By-law 1-88 are required to accommodate the storage and/or parking of trucks, and tractor-trailers typically accessory to a Distribution Facility. The proposed definition for a Distribution Facility is consistent with the draft definition included in the City's draft comprehensive zoning by-law review.

The site-specific exceptions related to definitions, building setbacks, accessory structures, driveway width, lot line definitions, and landscaping are appropriate and will not impact adjacent properties. The Development Engineering Department have reviewed the Transportation Study in support of the application. The final Transportation Study shall be approved to the satisfaction of the Development Engineering Department.

No exceptions to the EM1 Prestige Employment Area Zone development standards in Zoning By-law 1-88 are proposed, except to clarify the definition of the Front Lot Line for Block 2 to be the lot line abutting Jane Street.

***The Service Commercial Block will provide for the needs of the area employees and businesses***

The Development Planning Department can support a “C7 Service Commercial Zone” for Block 3 as a Service Node. Service Nodes are not shown on Schedule 2D of the 400 Employment Lands. The Official Plan notes that acceptable Service Node sites will be identified through a site-specific Zoning By-law amendment application and service nodes are generally located at intersections of arterial and/or collector roads, but other conveniently located areas may also be considered.

The Official Plan permits a Service Node to a maximum of 2.4 ha if it is developed in conjunction with a predominant use (e.g. greater than 60% of the total gross floor area of the lot) such as an office building or a hotel. The C7 Block has an area of 2.15 ha. The proposed C7 Service Commercial Zone, permits a hotel and office building. The larger lot size would assist in attracting and developing this Block with a predominant use. The implementing Zoning By-law will include a provision to require Block 3 be developed with a hotel or office building to conform to the Official Plan.

The Development Planning Department does not support the following uses proposed for the C7 Service Commercial Zone:

- Car Rental Use
- Parking Garage
- Automotive Retail Store (with service bays)
- Automobile Service Station
- A Retail Warehouse

A Car Rental use on this Block could result in the outside storage of vehicles, and impact parking availability on this Block. In addition, a Car Brokerage use includes the

sale/leasing and rental of passenger vehicles (within a wholly enclosed building). A Parking Garage, Automobile Service Station, and an Automotive Retail Store (with service bays), is not appropriate along the Jane Street frontage.

The draft Zoning By-law application provided by the Owner proposes to rezone Block 3 to “C7 Service Commercial Zone” to permit the full range of “C7 Service Commercial Zone” uses identified in Zoning By-law 1-88 and a Retail Warehouse use. A Retail Warehouse use is not permitted in the C7 Zone and is identified as a prohibited use in the Highway 400 North Employment Lands Secondary Plan. Accordingly, staff cannot support a Retail Warehouse use in a C7 Zone as it does not conform to the Official Plan. An Official Plan Amendment is required to permit this use.

In consideration of the above, the Development Planning Department supports the proposed “EM1 Prestige Employment Area Zone” for Block 2 and “C7 Service Commercial Zone” for Block 3, subject to the exceptions identified in Table 1 and in the Recommendations in this report. Staff recommends Block 1 be rezoned to “EM2 General Employment Area Zone” and “A Agricultural Zone” as shown on Attachment 6, which conforms with the General Employment Area designation in the 400 North Employment Lands and more appropriately reflects the Distribution Facility use.

***The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Committee of Adjustment within two (2) years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance applications(s) within 2 years of the passing of the zoning by-law amendment. The Development Planning Department supports the inclusion of a resolution to accommodate minor design changes that may occur through the finalization of all plans and construction. A resolution to this effect is included in the Recommendations of this report.

***The Development Planning Department has no objection to the approval of the Development, subject to the Recommendations in this report***

**Draft Plan of Subdivision Design**

The Draft Plan shown on Attachment 6, includes three development Blocks, two new public roads with 26 m rights-of-way (‘ROW’), and a road widening of Jane Street. Street “1” is a public mid-block collector road extending from Teston Road to Kirby Road in Block 34 East.

The Development Planning Department supports the proposed Draft Plan, subject to the Recommendations and the Conditions of Draft Plan of Subdivision Approval outlined in Attachment 1 of this report.

### Site Plan

The Development shown on Attachments 6 to 11 includes a one-storey distribution facility (to be constructed in two phases) with a building height of 28 m having a total GFA (Phases 1 and 2) of 70,308 m<sup>2</sup>. A two-storey office is located along the south elevation. Administrative offices are located at the southeast corner of the distribution facility.

The main building entrance and the employee/visitor parking lot is located on the east side of the building. A concrete sidewalk provides a pedestrian connection from the employee/visitor parking lot to the administrative offices.

Three driveway entrances to the Subject Lands are located on Street "1" to provide access to the employee/visitor parking lot. Truck traffic will enter and exit the Subject Lands from a driveway located on the east/west portion of Street "1". Trucks will have controlled access to the Subject Lands via a gatehouse and a weigh scale area located south of the distribution facility. Truck traffic will not have access to the parking lot and drive aisles east of the building. Chain link fencing, 2.43 m in height, with opaque plastic slates is proposed along the north and south side yards to screen truck parking and the loading area from the employee/visitor parking area. The Open Space Zone is located along the Highway 400 property line and is proposed to be enclosed by a 2.43m chain link fence.

An access easement over the lands to the south is required for a truck driveway. The Owner of the lands to the south (10980 Jane Street) must grant an easement in favour of the Subject Lands to facilitate the driveway. Approval from the City of Vaughan Committee of Adjustment for a Consent application is required to create the easement. Prior to the execution of the Site Plan Agreement the Committee's decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee. A condition to this effect is included in the Recommendations of this report.

### Building Elevations and Signage

The proposed building elevations shown on Attachments 10 (Phase 1) and 11 (Phase 2) consist primarily of insulated metal panels, precast concrete insulated panels and moldings. Frosted clear glass curtain walls are being used for the administrative and transport offices on the north, south and east elevations, but are limited on the west elevation.

In accordance with the City-Wide Urban Design Guidelines (Sections 5.3.9 Façade Design Materials and 7.6.4 Employment/Industrial Buildings), staff recommend the Phase 1 and 2 west elevations facing Highway 400 be enhanced by including frosted clear glass aluminum curtain wall panels similar to the treatments provided on the north and south elevations. Staff also recommend the east elevation be enhanced to provide additional glazing at both the south and north corners of the building.

The Phase 1 building includes 40 and 42 prefinished garage doors on the south and north elevations respectively. The Phase 2 building includes an additional 18 garage doors to both the north and south elevations. The Owner will be required to continue to work with the Development Planning Department to finalize the building elevations prior to final approval. A condition to this effect is included in the Recommendations of this report.

#### Landscape Plan

The proposed Landscape Plan is shown on Attachment 9 and includes an enhanced landscape area abutting Highway 400 to provide a strong visual character and screen the distribution facility. Additional features such as earthen berms, masonry pillars, decorative fencing and native tree species are recommended by staff to provide additional screening along Highway 400. Additional soft and hard landscape islands should be included in the truck parking area and adequate landscaping shall be provided along the street lines to screen parking. Staff also recommend landscaping within the parking area to be used as part of the stormwater management design for the Subject Lands.

#### Tree Protection Protocol

The Owner is required to enter into a “Tree Protection Agreement” with the City in accordance with the Vaughan Council enacted Tree Protection By-law 052-2018 and the City’s Tree Protections Protocol. A condition to this effect is included in Attachments 1 and 2 of this report.

#### ***The Development meets the Bronze Threshold Score with an Overall Application Score of 41 and an Overall Community Score of 41***

The Owner has submitted the completed Sustainability Scoring Tool and Summary letter (“Sustainability Metrics Package”), dated October 18, 2019, in support of the Development. The Sustainability Metrics Package demonstrates an Overall application Score of 41 and an Overall Community Score of 41, meeting the Bronze Sustainability Threshold Score.

***Policy Planning and Environmental Sustainability have no objections to the Development, subject to Conditions of Approval***

Policy Planning and Environmental Sustainability has no objection to the Development, subject to the Owner satisfying their conditions of approval in Attachment 1a of this report.

***The Subject Lands are clear of any built heritage or cultural heritage landscapes and archaeological concern***

**Built Heritage**

The Subject Lands are listed under Section 27(1) of the *Ontario Heritage Act* as part of the City of Vaughan's List of Significant Heritage Sites ('LSHS'). The proposed Distribution Facility required the demolition of the remaining heritage structures, a 19th century farmhouse and barn.

The Owner submitted a Cultural Heritage Impact Assessment ('CHIA') in support of a demolition application. The CHIA documented the history of the property and the current condition of the main farmhouse and concluded it was in poor condition. The CHIA recommended the following:

“.....the existing residential building within the subject property is in significantly deteriorated condition, and a structural assessment conducted by Zarefsky Consulting Engineers Inc. dated 23 May 2019, finds that the building is beyond repair and should be demolished.”

Due to the extensive deterioration, in September 2019, a Heritage Clearance was issued and the main farmhouse building and associated barn have been removed from the Subject Lands.

The Subject Lands remain included on the municipal heritage register (i.e. listed under Section 27 of the *Ontario Heritage Act*) and must be de-listed as the property no longer retains its previously identified cultural heritage value. As a condition of final Site Plan approval the Owner must submit an application to de-list the property to be considered by the Heritage Vaughan Committee and Council, as specified by Section 27 of the *Ontario Heritage Act*.

The Development Planning Department recommends that as a condition of subdivision approval that one of the new municipal roads in the Development be named after its historical property owners. Conditions to this effect are included in Attachments 1 and 2 of this report.

### Archaeology

The Subject Lands have been declared to be free of archaeological concern, and the standard archaeological clauses shall be included in the conditions of Site Plan approval in the case of accidental discovery or deeply buried archaeological sites:

- i) Should archaeological resources be found on the Subject Lands during excavation and construction activities, all work must cease, and both the Ontario Ministry of Heritage, Tourism, Sport and Culture Industries and the City of Vaughan's Planning Department shall be notified immediately.
- ii) 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 Bereavement Authority of Ontario of the Ministry of Government and Consumer Services.

***The Development Engineering ('DE') Department have no objections to the Development, subject to conditions of approval.***

### Transportation Engineering

A Transportation Study ('TS') was submitted in support of the Applications to assess the proposed road network on the Subject Lands and the broader network. The proposed road network on the Subject Lands includes north-south and east-west Major Collector Roads to satisfy the intent of the 400 North Employment Lands Secondary Plan to accommodate a continuous connection between Teston Road and Kirby Road, and a mid-block connection to Jane Street. The alignment and design of the north-south Major Collector Road is generally acceptable and remaining DE comments shall be addressed during detailed design. The Owner shall provide an updated TS to address comments related to the traffic capacity analyses and the parking supply prior to final approval of the Plan. The Owner is required to arrange with the landowner to the south, through a spine services agreement, the requirements to facilitate the design and construction of the Major Collector Road to Teston Road.

### Water Servicing

The Subject Lands are located within two separate Pressure Districts ('PD') of the York Water Supply System. The boundary of the PDs splits the Subject Lands in half, with the proposed buildings on the Subject Lands primarily situated in PD8. There is no PD8 watermain infrastructure in the area; only an existing PD7 watermain along Teston Road. York Region's Northeast Vaughan Water & Wastewater Servicing Class Environmental Assessment ('Regional EA') identifies a future pumping station ('PS') to service PD8 on the Block 34 East lands, south of the Subject Lands. The PS is necessary to service the PD8 area as this pressure district has higher water demand

and requires higher water pressures relative to the PD7 area. The Regional EA is considered the ultimate water servicing strategy for Block 34 and Subject Lands.

The Owner is proposing an interim water servicing strategy until the ultimate water servicing strategy can be implemented as outlined in the Regional EA. The interim water servicing strategy requires a new watermain to be looped from the existing Teston Road watermain through the proposed Block 34 East collector roads and Jane Street. The supporting water model provided for the interim water servicing strategy identifies adequate water pressures are available to service the Subject Lands at a preliminary estimated cost of \$2.57 million using City Development Charge unit rates. Jane Street is within the jurisdiction of York Region and the proposed infrastructure may be conveyed to York Region based on the Owner's Water Supply Servicing Memorandum. The acceptance of the interim water servicing strategy is subject to York Region's review and approval. Furthermore, the Owner will be required to arrange with the landowners to the south, through an agreement, to facilitate the design and construction of the future watermain from Teston Road to supply water service to the Subject Lands. The Owner will also be required to pay for all costs toward the additional operation and maintenance and decommissioning costs of the interim water servicing, as necessary, until the ultimate water strategy is implemented by York Region.

#### Sanitary Servicing

The Subject Lands are currently not serviced by any existing sanitary infrastructure. The Regional EA identifies a future Regional Sanitary Sewer ('RSS') from the northwest corner of Jane Street and Teston Road running south to the existing York-Durham Sewage System ('YDSS') sewer at Jane Street and Rutherford Road. The RSS is intended to service the future development north of Teston Road and is expected to be operational after 2028. The Regional EA is considered as the ultimate sanitary servicing strategy for the Subject Lands.

The Owner contemplates an interim sanitary servicing strategy for the Subject Lands until the RSS on Jane Street is in service. The strategy proposes to direct wastewater flow to an existing sanitary sewer on Mahmood Crescent located immediately south of Teston Road. The existing sanitary sewer network south of Teston Road primarily services residential land uses and did not originally account for any additional contribution to the system from any of the Block 34 East lands (including the Subject Lands). The downstream sanitary sewer analysis prepared by the Owner concluded that the proposed strategy to connect the Subject Lands to Mahmood Crescent would adversely impact the sanitary sewer network south of Teston Road since there is not enough capacity within the existing sewers to receive the additional flow. To address this concern, the Owner proposes to control the additional sanitary flow by constructing

an inline municipal sanitary storage tank upstream of the Mahmood Crescent sewer to regulate the flow release rate.

The DE Department advises the proposed use of an inline sanitary storage tank may cause an increased risk of basement flooding due to surcharging sewers and may cause additional operational and maintenance obligations for the City to ensure service delivery. The Owner's updated Downstream Sanitary Sewer Analysis Memorandum identifies that Block 1 of the Subject Lands can be serviced by upsizing existing downstream sewers at a preliminary estimated cost of \$1.73 million, without the need for the inline storage tank. The approach of upgrading existing downstream sewers is consistent with the past approvals taken by the City for similar developments.

The City initiated an Interim Servicing Strategy ('ISS') Study in 2019 led by the Infrastructure Planning and Corporate Asset Management ('IPCAM') Department for the wastewater collection systems serving the City's new community areas and employment lands in advance of York Region's anticipated infrastructure delivery of 2028. The ISS will reflect the City's anticipated 10-year development forecast for the period of 2019 to 2028 projected to be completed for Spring 2020. As the Subject Lands and Block 34 East lands are within the ISS study area, the interim sanitary servicing solutions recommended by the Owner will need to be evaluated in conjunction with the City's ISS study.

In the absence of the ISS, it is the Owner's responsibility to mitigate any deficiencies identified in the downstream sewers to effectively service the Subject Lands. The City requests that the Owner identify and undertake a sanitary strategy that would conform to City Standards which includes upgrading downstream sanitary sewers. Furthermore, the Owner will be required to make arrangements with the landowners to the south through an agreement to facilitate the design and construction of the future sanitary sewer from Mahmood Crescent to the Subject Lands and the upgrading of sanitary sewers to service the Subject Lands. The Owner will also be required to pay for all costs toward the additional operation and maintenance and decommissioning costs of the upgraded sanitary infrastructure, as necessary, until the ultimate sanitary strategy is implemented by the Region.

#### Storm Servicing

The Subject Lands are currently not serviced by any existing storm infrastructure and no municipal storm ponds are proposed on the Subject Lands. The Stormwater Management Master Plan for the Block 34 East lands identifies a new municipal stormwater management pond (SWMP), on lands south of the Subject Lands. The City design standards dictate that the SWMP should control the urban stormwater runoff to

the target release rates established in the City's Master Plan and provide water quality treatment and erosion control. The Owner's proposal identifies that the Subject Lands will not facilitate any onsite water quantity control, necessitating oversized municipal storm sewers to convey the additional stormwater flow to the ponds. This approach is inconsistent with previous City decisions undertaken for similar developments requiring onsite water quantity controls. The absence of onsite water quantity controls has the potential to obligate the City to bare additional operational and maintenance and replacement costs for an oversized sewer system that has not yet been established.

The Addendum Submission by the Owner offered justification that the increase in the size of the municipal storm sewer was nominal, and operational and maintenance to be minimal in comparison to the costs of providing the on-site private storm water quantity controls. However, the operational and maintenance costs and future replacement costs of the increased sewer system necessary to verify the pipe diameter sizing were not provided by the Owner. In absence of this information, the DE Department is unable to verify the Owner's justification to permit oversized municipal sewers.

The DE Department requires the appropriate stormwater modelling information and all implementation, operation, maintenance and future replacement costs be supplied to support the Development. As the proposed pond is located on external lands, the Owner will be required to make arrangements with the landowners to the south through an agreement to facilitate the design and construction of the pond and related sewers to service the Subject Lands. The Owner will also be required to pay for all costs toward the additional operation and maintenance and future replacement costs of the oversized storm sewer, as necessary.

#### Grading Design/Erosion and Sediment Control

The grading, erosion and sediment control design drawings were submitted in support of the Subject Lands. The drawings should show all the services and property required to facilitate the new development, since infrastructure is necessary on external lands to service the Subject Lands, it should be reflected in the submission. This information will enable the City to confirm its operation and maintenance obligations for future municipal infrastructure including retaining walls, soil stability requirements or other proposed structures necessary to facilitate the development of the Subject Lands. The Owner will be required to reduce any impact of private infrastructure on municipal property and shall pay for all costs toward the additional operation and maintenance and future replacement costs, as necessary.

### Environmental Engineering

A Phase One Environmental Site Assessment ('ESA') was undertaken and provided in support of the Applications for the Subject Lands. The Phase One ESA was reviewed, and its conclusions recommended a Phase Two ESA to investigate the potential environmental concerns associated with the possible application of pesticides from the farming activities and the historical storage of trucks at the central portion of the Subject Lands. As such, the DE Department noted within the December 2019 memorandum that the Phase Two ESA be undertaken and a copy of the report provided to the City for review, including a reliance letter.

A copy of a Remedial Action Plan ('RAP') was submitted and identified soil impacts at the central portion of the Subject Lands. The RAP indicated that impacted soil would be remediated through excavation, direct truck loading, and offsite disposal at a licensed landfill facility. In accordance with the City's Contaminated Sites policy, the Owner is required to file a Ministry of the Environment, Conservation, and Parks ('MECP') Record of Site Condition ('RSC') on the Environmental Site Registry for the Subject Lands and confirm the successful implementation and remediation of the Subject Lands. It was also noted the Subject Lands will require the development and conveyance of lands external to the Plan for stormwater management and roads. The requirements for ESA reports covering the development lands and the stormwater management pond lands along with the submission of an RSC are included as Conditions of Draft Plan of Subdivision approval.

### Noise Impact Study

A Noise Impact Study ('NIS') to review any noise impacts from the development of the Subject Lands was not provided. The Owner shall submit a NIS to the City for review and approval of the Applications. The NIS shall reflect the proposed development of the Subject Lands based on current conditions (surrounded by open space) and future development conditions including the projected traffic volumes on existing and future roads, the impacts of Highway 400, the full buildout of Blocks 34 East and Block 27. Any mitigation measures identified by the NIS shall be implemented by the Owner to the satisfaction of City.

### ***Development Charges apply to the Development***

The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board. A condition to this effect is included in Attachment 1a of this report.

***Cash-in-lieu of the Dedication of Parkland is required for the Development***

The Owner is required to pay to the City of Vaughan, by way of certified cheque, a cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with Section 42 of the *Planning Act*. The Owner shall submit an appraisal of the Subject Lands prepared by an accredited appraiser for approval by the Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

The cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Council Policy waiving such payment remains in effect for industrial land. A condition to this effect is included in Attachment 1a of this report.

***The Toronto and Region Conservation Authority has no objection to the Development, subject to Conditions of Approval***

The TRCA has no objection to the Applications, subject to their conditions included in Attachments 1c and 4 of this report.

The TRCA supports, in principle, the PSWs being reclassified and relocated as it would result in a more robust system and net ecological gain, Should the PSWs not be reclassified then TRCA is also supportive of the Ministry of Municipal Affairs and Housing issuing an MZO based on a relocation and mitigation/ecosystem compensation strategy for the PSWs endorsed by MNRF, City of Vaughan and the TRCA. The TRCA agrees with the approach to keep the existing “A Agriculture Zone” for the PSWs and buffer lands and zone a portion of these lands “OS1 Open Space Conservation Zone” to accommodate the proposed Headwater Drainage Feature Function Compensation and Upland Enhancement Area. The TRCA’s Executive Committee will review the permit application required to facilitate the PSWs relocations under the *Conservation Authorities Act*. A permit approval may be subject to conditions.

Prior to final approval of the Draft Plan the Owner shall provide detailed design drawings for the proposed Headwater Drainage Feature Function Compensation and Upland Enhancement Area to the satisfaction of the City and TRCA.

***Alectra Utilities Corporation, Bell Canada and Enbridge Gas Distribution have no objection to the Development, subject to Conditions of Approval***

Alectra Utilities Corporation, Bell Canada and Enbridge Gas Distribution have no objection to the approval of the Applications, subject to their Conditions contained in Attachments 1d, 1e and 1f of this report.

***Canada Post has no objection to the approval of the Development, subject to Conditions of Approval***

Canada Post has no objection to the Development, subject to the Owner installing mailbox facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment 1g of this report.

***The Ministry of Transportation Ontario has no objection to the approval of the Development, subject to Conditions of Approval***

The Ministry of Transportation Ontario has no objection to the Development, subject to the Owner satisfying their conditions of approval contained in Attachment 1h of this report.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

***York Region has no objection to the Development, subject to Conditions of Draft Plan of Subdivision and Site Plan Approval***

The York Region Community Planning Department has no objection to the approval of the Applications, subject to their Conditions of Draft Plan of Subdivision Approval and Site Plan Approval contained in Attachments 1b and 3.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Files Z.19.007, 19T-19V002 and DA.19.072 in consideration of the applicable policies of the Provincial Policy Statement 2014, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the YROP, VOP 2010, the 400 North Employment Lands Secondary Plan, Zoning By-law 1-88, comments from the public, City Departments and external public agencies, and the surrounding existing and planned land use context.

The proposed Development of the Subject Lands is consistent with the policies of the PPS and conforms to the Growth Plan, the YROP, and VOP 2010, specifically the 400 North Employment Lands Secondary Plan. The Development Planning Department can support the approval of the Applications, subject to the Recommendations in this report and the Conditions of Approval set out in Attachments 1, 2, 3, and 4.

**For more information**, please contact: Carol Birch, Planner, Development Planning Department, ext. 8485.

## **Attachments**

1. Conditions of Draft Plan of Subdivision Approval
2. Conditions of Site Plan Approval (City of Vaughan)
3. Conditions of Site Plan Approval (York Region)
4. Conditions of Site Plan Approval (Toronto and Region Conservation Authority)
5. Location Map
6. Draft Plan of Subdivision File 19T-19V002 & Proposed Zoning
7. Site Plan (Phase 1)
8. Site Plan (Phase 2)
9. Landscape Plan
10. Building Elevations (Phase 1)
11. Building Elevations (Phase 2)

## **Prepared by**

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/FA

**ATTACHMENT NO. 1**

**CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL**

**DRAFT PLAN OF SUBDIVISION FILE 19T-19V002 (THE 'PLAN')  
CONMAR DEVELOPMENTS INC. & FENLANDS VAUGHAN INC. (THE 'OWNER')  
PART OF LOT THE EAST HALF OF LOT 28, CONCESSION 5, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-19V002 (THE 'PLAN'), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out in Attachment No. 1a).
2. The Conditions of Approval of York Region as set out in Attachment No. 1b) and dated November 20, 2019.
3. The Condition of Approval of the Toronto and Region Conservation Authority as set out in Attachment No. 1c) and dated March 20, 2020.
4. The Conditions of Approval of Alectra Utilities Corporation as set out in Attachment No. 1d) and dated October 29, 2019.
5. The Conditions of Approval of Bell Canada as set out in Attachment No. 1e) and dated November 1, 2019.
6. The Conditions of Approval of Enbridge Gas Distribution Inc. as set out in Attachment No. 1f) and dated November 4, 2019.
7. The Conditions of Approval of Canada Post as set out in Attachment No. 1g) and dated June 28, 2019.
8. The Conditions of Approval of Ministry of Transportation Ontario as set out in Attachment 1h and dated December 3, 2019.

**Clearances**

1. The City shall advise that the Conditions contained in Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

2. York Region shall advise that the Conditions contained in Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. The Toronto and Region Conservation Authority shall advise that the Conditions contained in Attachment No. 1c) has been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. Alectra Utilities shall advise that the Conditions contained in Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Bell Canada shall advise that the Conditions contained in Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Enbridge Gas Inc. shall advise that the Conditions contained in Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Canada Post shall advise that the Conditions contained in Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Ministry of Transportation shall advise that the Conditions contained in Attachment No. 1h) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met

**ATTACHMENT NO. 1 a)**

**DRAFT PLAN OF SUBDIVISION FILE 19T-19V002 ('THE PLAN')  
CONMAR DEVELOPMENTS INC. & FENLANDS VAUGHAN INC. ('THE OWNER')  
PART OF THE EAST HALF OF LOT 28, CONCESSION 5, 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-19V002, ARE AS FOLLOWS:**

**CITY OF VAUGHAN CONDITIONS**

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., SWG. No. – 20:1, dated February 28, 2020, (the 'Plan').
2. The lands within the 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.
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 payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. Any dead ends or open sides of road allowances created by this draft plan of subdivision shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
6. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and the Region of York.
7. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes shall be granted to the appropriate authority(ies), free of all charge and encumbrance.
8. Prior to final approval, a geotechnical 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 to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
9. Prior to the initiation of grading, and prior to the registration of this draft plan of

subdivision or any phase thereof, the owner shall submit to the City for review and approval the following:

10. 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 and 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 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.

11. The Owner shall agree in the subdivision agreement 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.
12. 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.
13. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
14. 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. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.
15. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
16. The Owner shall agree in the subdivision agreement to maintain adequate

chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

17. The Owner shall cause the following warning clauses to be included in a schedule to all offers of purchase and sale, or lease for all lots/blocks within the entire Plan:

- a. "Purchasers and/or tenants are 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 grading purposes, is NOT a requirement of this subdivision agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord."

- b. "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
- c. "Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan By-Law 1-88, as amended."
- d. "Purchasers and/or tenants are advised that the owner/developer will provide the building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the tenants of this project. The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock - boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom

door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.”

- e. “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.”
- f. “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highway, laneway, walkway or other similar public 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.”
- g. “The City has taken a Letter of Credit from the Owner 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.”
- h. “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 City has taken a Letter of Credit from the Owner (Subdivision Developer) for the 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.

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 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. 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.”

- i. "Purchasers and/or tenants are advised that this plan of subdivision is designed to include catchbasins. The catchbasin is designed to receive and carry only clean stormwater. It is the tenant'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 catchbasins are shown on the Construction Drawings and the location is subject to change without notice."

Any additional warning clause as noted in the subdivision agreement 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.

18. The Owner shall enter into an agreement with the City of Vaughan to provide securities and commit to undertaking works based on the preliminary design for the provision of external roads and municipal services, improvements to existing municipal services, and commit to enter into agreements with the external landowners and the City to facilitate the development of the Plan. The said agreement shall be executed prior to enactment of the Zoning By-law amendment and may be registered against the lands to which it applies.
19. The Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 34 East to the satisfaction of the City. The Agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services, including land dedication and construction of any future roads and streets deemed required to service the Subject Lands. This Agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands, all to the satisfaction of the City.
20. The Owner shall submit a letter from the Block Trustee for Block 34 East Developers' Group Agreement indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 34 East Landowners Cost Sharing Agreement, to the satisfaction of the City.
21. The Owner through the Block 34 East Developers' Group shall enter into an Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the municipal services for the Block, including but not limited to, roads, water, wastewater, storm and storm water management pond(s), land conveyances including the construction of streets and roads south of the Subject Lands or front-end the works and enter into a Agreement with the City to satisfy all conditions, financial or otherwise for the construction of the necessary municipal services, including but not limited to, roads, water, wastewater, storm and storm water management pond, land conveyances including the construction of streets and roads south of the Subject Lands. The Agreements shall be registered against the lands to which it applies and to the satisfaction of the City.

22. The Owner shall agree in the subdivision agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the draft plan, to the satisfaction of the City.

23. Prior to final approval of the Plan and/or conveyance of land, 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), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City.
- b. Should there be 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 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 complete copy 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.
- c. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.
- d. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.

24. Prior to the conveyance of land 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. For all parks, open spaces, landscape buffers, and storm water management pond block(s) in the Plan that are being conveyed to the City, submit a limited Phase Two Environmental Site Assessment (ESA) report in accordance or generally meeting the intent of Ontario Regulation (O. Reg.) 153/04 (as amended) assessing the fill in the conveyance block(s) for applicable contaminants of concern. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City. The implementation of the sampling and

analysis plan shall be completed to the satisfaction of the City and shall only be undertaken following certification of rough grading but prior to placement of topsoil placement. Reliance on the ESA report(s) from the Owner's environmental consultant shall be provided to the City.

- b. If remediation of any portions of the conveyance block(s) is required in order 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 complete copy of Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering the entire conveyance block(s) where remediation was required.
  - c. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the conveyance block(s).
  - d. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable.
25. Prior to final approval of the Plan, the Owner shall coordinate any telephone or telecommunications service provider to locate its plant in a common trench on future Street(s) to service the proposed Development Block(s) prior to release of the plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be able to install its plant so as to permit connection to individual units within the subdivision, at no cost to the City.
26. The Owner shall agree in the subdivision agreement to design and construct at no cost to the City all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City.
27. The Owner shall agree in the Subdivision Agreement with the City to pay its financial contribution towards any Special Area Charges related to implementation of the interim and ultimate servicing strategies identified through the Block 34 East Master Environmental Servicing Plan and/or the Functional Servicing Report to service the Subject Lands.
28. All proposed watercourse/roadway crossings and subsurface infrastructure including, but not limited to, sanitary, stormwater and water services shall be constructed in conjunction with this development. The timing for construction of these works shall be to the satisfaction of the City.
29. Prior to final approval of the Plan, the Owner shall prepare 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. The TMP shall ensure that all roadways as part of the Plan are designed in accordance with the applicable engineering standards and to the satisfaction of the City.

30. Prior to final approval of the Plan, the Owner shall prepare a comprehensive parking justification study to the satisfaction of the City.
31. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Electrical Consultant to provide an updated streetlighting design and photometric analysis as part of the proposed works. 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.
32. Prior to final approval of the Plan, the Owner shall ensure all necessary approvals to facilitate the road network in accordance with the Traffic Impact Study (TIS), to the satisfaction of the City. The traffic study is to analyze proposed road network and its impact to existing roadways that are also subject to approval by the Region of York.
33. Prior to final approval of the Plan, 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 shall agree in the subdivision agreement to implement the recommendations of the updated transportation report/Plan and TMP, to the satisfaction of the City.
34. The Owner shall agree in the subdivision agreement that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
35. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof. The analysis shall include, but not be limited to, conducting a WaterCAD/InfoWater analysis of the lands in accordance to the recommendations set forth within the Functional Servicing Report. The Owner shall agree in the subdivision agreement to design and construct, at no cost to

the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Owner shall agree in an agreement with the City to provide a financial security towards operation, maintenance and decommissioning considerations to facilitate the interim water servicing strategy, as necessary, to be held by the City until the ultimate water servicing works are implemented by the Region to service the Subject Lands.

36. Prior to final approval of the Plan, the Owner shall conduct comprehensive sanitary sewer study including, but not limited to, flow monitoring, conveyance capacity analysis of downstream sewers, downstream sanitary sewer design sheets and related drawings to demonstrate that the subject lands can be adequately serviced as proposed and conform to the City's comments on the sewer design. The sanitary sewer analysis shall be completed using the City standards, or alternate design standards to the satisfaction of the Development Engineering Department, as these lands are proposed to connect through an existing sanitary sewer network. The Owner shall agree in the subdivision agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Owner shall agree in an agreement with the City to provide a financial security for operation, maintenance and decommissioning considerations to facilitate the interim water servicing strategy, as necessary, to be held by the City until the ultimate sanitary servicing works are implemented by the Region to service the Subject Lands.
37. 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.
38. Prior to final approval of the Plan, the Owner shall conduct comprehensive storm sewer study including, but not limited to, conveyance capacity analysis of proposed sewers, downstream storm sewer design sheets, operation and maintenance considerations of any proposed non-standard measures, hydraulic grade line analysis and related design drawings to demonstrate that the subject lands can be adequately serviced as proposed and conform to the City's comments on the sewer design. The stormwater analysis shall be completed using the City standards, or alternate design standards to the satisfaction of the Development Engineering Department, as these lands are proposed to be serviced by a new storm sewer within the Block 34 East lands adjacent to the Subject Lands. The Owner shall agree in the subdivision agreement to design and construct, at no cost to the City, all applicable works that are necessary to service the proposed lands to the satisfaction of the City. The Owner shall agree to provide a financial security or direct financial contribution for operation and maintenance considerations alongside pipe replacement costs for the sewers to the City.

39. 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.
40. The Owner shall agree in the subdivision agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
41. Prior to the initiation of the grading or striping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either park or school blocks.
42. The Owner shall agree in the subdivision agreement to construct a 1.5-metre-high black vinyl chain link fence along the limits of the Blocks where they abut the open space, valley/woodlot, and/or park blocks to the satisfaction of the City.
43. The Owner shall include the following warning clause for all purchasers and/or tenants within the Plan:
- a. abutting or in proximity of any open space, valleylands, woodlots or stormwater facility:
    - “Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance.”
  - b. abutting or in proximity of any parkland or walkway:
    - “Purchasers and/or tenants are advised that the lot abuts a “Neighbourhood Park” of which noise and lighting may be of concern due to the nature of the park for active recreation.”
  - c. encroachment and/or dumping
    - “Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the school site, park, open space, woodlot and/or storm water management facility are prohibited.”
  - d. gate of access point
    - “Purchasers and/or tenants are advised that the installation of any gate of access point from the lot to the school site, open space,

stormwater management facility, watercourse corridor, woodlot, and/or park is prohibited.”

e. infiltration trench

- “Purchasers and/or tenants are advised that their rear yard lot area has been design to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits.”

44. The Owner shall agree in the subdivision agreement to obtain all necessary permissions to enter from adjacent private properties to facilitate and construct the required facilities necessary to service the Plan, free of all costs and encumbrances, and to the satisfaction of the City.
45. 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.
46. Prior to final approval of the Plan, the Owner shall submit detailed engineering design plans for the proposed roads within and external to the Subject Lands including, but not limited to, the intersection design with existing municipal and Regional roads, lane widths, lane configurations, curb radii, turning lanes with storage/ taper length, retaining wall details and sidewalk details to the satisfaction of the City and Region.
47. 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.
48. Prior to final approval of the Plan, the Owner shall submit an 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.
49. 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.

50. Prior to final approval of the Plan, the Owner shall address and satisfy all comments supplied by the Development Engineering Department, to the satisfaction of the City.
51. The Owner shall agree to notify both the Ministry of Heritage, Tourism, Sport and Culture Industries, and the City of Vaughan Development Planning Department immediately in the event that:
  - a. archaeological resources are found on the property during excavation and construction activities, to which all work must cease; and
  - b. where human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact York Region Police Department, the Regional Coroner and the Bereavement Authority of Ontario of the Ministry of Government and Consumer Services.
52. The Owner shall agree to name one of the new municipal roads after its historical property owners.
53. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations.
  - In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation outlined in the City's Tree Protection Protocol
  - The Owner shall not remove trees without written approval by the City
  - The Owner shall enter into a tree protection agreement in accordance with the City Council enacted Tree By-Law 052-2018
54. Prior to the landscape plan review by the Development Planning Department, a fee shall be provided by the Owner to the Development Planning Department in accordance with the in-effect Council approved fee by-laws; i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.

- This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge 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

55. Prior to final approval, the Owner shall prepare an urban design brief. The document must articulate how the design 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
- The appropriate edge treatment along Jane Street and Highway 400.
- Architectural control design guidelines
- Sustainability design practices/guidelines

56. Prior to final approval, 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.

57. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along limits of the employment block that abut Highway 400 lands to the west, to the satisfaction of the City.

58. The Owner shall agree in the subdivision agreement to provide a soils report for all tree pits and planting beds throughout the subdivision to the satisfaction of the City.

59. The Owner shall update the Block 34 East Plan to reflect the Development to the satisfaction of the Development Planning Department and 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. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the 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, buffer blocks, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, and community facilities;
- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and
- 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, Vaughan, ON, 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.]

60. Prior to final approval of the Plan, the Owner shall provide detailed design drawings for the proposed Headwater Drainage Feature Function Compensation and Upland Enhancement Area (in accordance with Figure 8 of the Environmental Impact Study – Azuria Condor Lands, prepared by Savanta, dated October 2019) to the satisfaction of the City and TRCA.
61. Prior to final approval of the Plan, the Owner shall prepare a cost estimate for the construction of the proposed Headwater Drainage Feature Function Compensation and Upland Enhancement Area to the satisfaction of the City.
62. Prior to final approval of the Plan, the Owner shall provide the City with a revocable Letter of Credit associated with construction of the Headwater Drainage Feature Function Compensation and Upland Enhancement Area in the

amount determined by the aforementioned cost estimate. The Letter of Credit will be released once the Headwater Drainage Feature Function Compensation and Upland Enhancement Area has been completed to the satisfaction of the City and TRCA.



November 20, 2019

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

Attention: Carol Birch, Planner

Re: 2nd Submission Comments/Conditions  
Draft Plan of Subdivision 19T-19V002 (SUBP.19.V.0024)  
Zoning By-law Amendment Z.19.007 (ZBA.19.V.0058)  
11110 Jane Street  
Part of the East Half of Lot 28, Concession 5  
(Conmar Developments Inc. & Fenlands Vaughan Inc.)  
City of Vaughan

York Region has now completed its review of the above noted revised plan of subdivision prepared by KLM Planning Partners Inc., Project No. P-3050, dated September 11, 2019. The proposed development is located at 11110 Jane Street, north of Teston Road and on the west side of Jane Street, in the City of Vaughan. The draft plan of subdivision will facilitate the creation of two employment blocks, a service commercial block and blocks for road widening, a buffer and a street, within a 39.14 ha site.

**Infrastructure Asset Management Branch**

Infrastructure Asset Management staff have reviewed the Functional Servicing Report and Stormwater Management Report, prepared by Schaeffers Consulting Engineers Ltd., dated October 2019, and technical comments are attached.

**Transportation and Infrastructure Planning**

Transportation and Infrastructure Planning staff have reviewed the Transportation Mobility Plan, prepared by Cole Engineering, dated October 2019, and technical comments are attached.

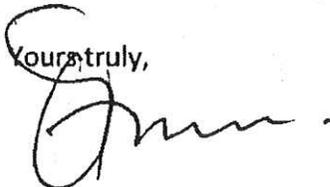
**Zoning By-law Amendment**

The zoning by-law amendment proposes to rezone the subject lands from "Agricultural A" to "Prestige Employment Area EM1 Zone," "Open Space Conservation OS1," and "Service Commercial C7" with additional exceptions. This is considered a matter of local significance and Regional Planning staff do not have comments on the amendment.

**Summary**

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

Should you have any questions regarding the above, please contact Justin Wong, Planner, at extension 71577 or through electronic mail at [justin.wong@york.ca](mailto:justin.wong@york.ca).

Yours truly,  


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

JW/

**Schedule of Conditions**  
**19T-19V002 (SUBP.19.V.0024)**  
**11110 Jane Street**  
**Part of the East Half of Lot 28, Concession 5**  
**(Conmar Developments Inc. & Fenlands Vaughan Inc.)**  
**City of Vaughan**

Re: KLM Planning Partners Inc., Project No. P-3050, dated September 11, 2019

**Conditions to be Included in the Subdivision Agreement**

1. The Owner shall agree to provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways and adjacent developments to support active transportation and public transit, where appropriate.
2. The Owner shall agree where enhanced landscape features beyond street tree planting, sod and concrete walkways are proposed in the York Region right-of-way by the Owner or the area municipality, these features must be approved by Development Engineering and shall be maintained by the area municipality. Failure to maintain these landscape features to York Region's satisfaction will result in the area municipality incurring the cost of maintenance and/or removal undertaken by the Region.
3. The Owner shall agree that, prior to the development approval of Blocks 2 and 3, that access to Blocks 2 and 3 shall be via "Street 2" (the internal road network) and direct access to Jane Street will not be permitted.
4. The Owner shall agree to be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

**Conditions to be Satisfied Prior to Final Approval**

5. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
6. 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.

7. The Owner shall revise the Transportation Study to address all comments related to the Transportation Mobility Plan, prepared by Cole Engineering, dated October 2019, to the satisfaction of York Region.
8. The Owner shall provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the Regional roads.
9. The Owner shall provide engineering drawings and cost estimates to implement the recommendations of the revised/updated Transportation Study, including TDM measures and incentives, as approved by the Region.
10. 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.
11. 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) Intersection/Road Improvements, including the recommendations of the Traffic Report,
  - d) Construction Access Design,
  - e) Utility and underground services Location Plans,
  - f) Signalization and Illumination Designs,
  - g) Line Painting,
  - h) Traffic Control/Management Plans,
  - i) Erosion and Siltation Control Plans,
  - j) Landscaping Plans, including tree preservation, relocation and removals,
  - k) Sidewalk locations, concrete pedestrian access to existing and future transit services and transit stop locations as required by York Region Transit/Viva,
  - l) Functional Servicing Report (water, sanitary and storm services),
  - m) Water supply and distribution report,
  - n) 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

- o) Engineering drawings showing plan and profile views of proposed sewers and watermains and appurtenances, including manholes, watermains, valves, hydrants, etc. proposed within the subdivision.
12. 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.
13. 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.
14. The location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
15. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
16. The Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.2 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.
17. The Owner shall have prepared, by a qualified Tree Professional, a Tree Inventory and Preservation/Removals Plan and Arborist Report identifying all existing woody vegetation within the York Region right-of-way to be removed, preserved or relocated. The report/plan, submitted to Development Engineering for review and approval, shall adhere to the requirements outlined in the York Region Street Tree and Forest Preservation Guidelines and shall be to the satisfaction of York Region Natural Heritage and Forestry Staff.
18. The Owner shall have prepared, by a qualified professional Landscape Architect, landscape design plans detailing landscape works and street tree planting in the York Region right-of-way as required by any and/or all of the following, York Region's Streetscaping Policy, York Region's Street Tree Preservation and Planting Design Guidelines, any prevailing Streetscape Masterplan or Secondary Plan or as required by Urban and Architectural Design Guidelines.

19. 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.

20. Upon registration of the plan, the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:
- a) A widening across the full frontage of the site where it abuts Jane Street of sufficient width to provide a minimum of 18 metres from the centreline of construction of Jane Street,

- b) A 15 metre by 15 metre daylight triangle at the north-west and south-west corners of Jane Street and "Street 2," and
  - c) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Jane Street and adjacent to the above noted widening(s).
21. 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.
  22. The Owner shall demonstrate, to the satisfaction of Development Engineering that "Street 2" shall be designed to intersect Jane Street at a right angle, or on a common tangent.
  23. The Owner shall demonstrate, to the satisfaction of Development Engineering, that the throat width of "Street 2" shall be designed to accommodate the recommendations of the transportation report approved by York Region.
  24. The intersection of Jane Street and "Street 2" shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
  25. 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.
  26. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
  27. 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.
  28. The Regional Corporate Services Department shall advise that Conditions 1 to 27 inclusive, have been satisfied.



**MEMORANDUM – TECHNICAL COMMENTS**

**Re: 19T-19V002 (SUBP.19.V.0024)  
11110 Jane Street  
Part of the East Half of Lot 28, Concession 5  
(Conmar Developments Inc. & Fenlands Vaughan Inc.)  
City of Vaughan**

Regional Infrastructure Asset Management and Transportation and Infrastructure Planning staff have reviewed the above noted draft plan of subdivision as well as the supporting documents and offer the following technical comments for the subject development application. These comments are not an approval and are subject to modification. It is intended to provide information to the Owner/Applicant regarding the Regional requirements that have been identified to date.

**A. Infrastructure Asset Management**

Infrastructure Asset Management staff have reviewed the Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Schaeffers Consulting Engineers Ltd., dated October 2019, and provide the following comments:

- i. The FSR indicates that wastewater and water servicing will be provided to the subject development by proposed City owned infrastructure from the northern extension of "Street 1" as illustrated on Figures 3.1 and 4.2 of the report.
- ii. According to the FSR, there is an interim sanitary tank used to attenuate the peak flows discharging to the Mahmood Crescent sanitary sewer in place until the Regional sewers are constructed. However, the location of the said tank is not shown on the schematic. Please revise accordingly.
- iii. For water servicing, the FSR further states there is not adequate pressure to service the subject subdivision in the fire flow condition through PD7. Therefore, a private storage tank and booster pumps within each site plan will be required to ensure there is adequate water supply during fire flow events.
- iv. The FSR states that in the future, PD8 supply shall be connected through Region's 500mm diameter watermain on Kirby Road west of Jane Street. Please be advised that there is no plan in the Region's ten year capital program, nor in any longer term plans to

construct a 500 mm CPP PD8 watermain along Kirby Road as stated in the FSR. Please revise the text accordingly.

- v. Appendix B: Water Supply Calculations & Modelling of the Functional Servicing and Stormwater Management Report shows the schematics of water system for Phase 1 (Interim) and Phase 2 (Ultimate Condition). Please show the location of the fire storage tank and location of the pressure reducing valves (PRVs) referenced in the text in the FSR. In addition, the label of the blocks on the schematics are incorrect.
- vi. As such Region requires the Owner to revise the water servicing strategy to provide adequate clarification in light of above comments and resubmit prior to final approval.

**B. Transportation and Infrastructure Planning**

Transportation and Infrastructure Planning staff have reviewed the Transportation Mobility Plan, prepared by Cole Engineering, dated October 2019, and provide the following comments:

- i. The Study shall provide basis such as proxy site data for the anticipated truck traffic at proposed distribution centre.
- ii. The Study shall provide information regarding the validation of the existing condition intersection analysis with the field conditions.
- iii. Table 8.1 Site Trip Generation - shall include detailed information (type and size) on the land use.
- iv. The Study should remove all references and figures of the old site plan form the Appendices.
- v. Peak hour factors (PHF) used in the analysis shall be based on existing traffic counts to ensure the "worst case" conditions are analyzed over a peak hour period. The average PHF based on the existing traffic counts can be applied to the whole intersection, however, if an individual movement or approach has sharp peaking characteristics, a PHF should be calculated and applied for each movement or approach. Additionally, the future proposed intersection peak hour factors should be based on adjacent existing intersections. The Study shall be revised accordingly by applying the PHF estimated using the existing traffic volumes and the same PHF shall be used for all future scenarios. PHF calculations shall be provided in the main report.
- vi. The Study assesses the intersection of City View Boulevard and Teston Road with a westbound dual left turn lane. However, the analysis does consider the single southbound left turn lane at the City View Boulevard and Highway 400 on-ramp

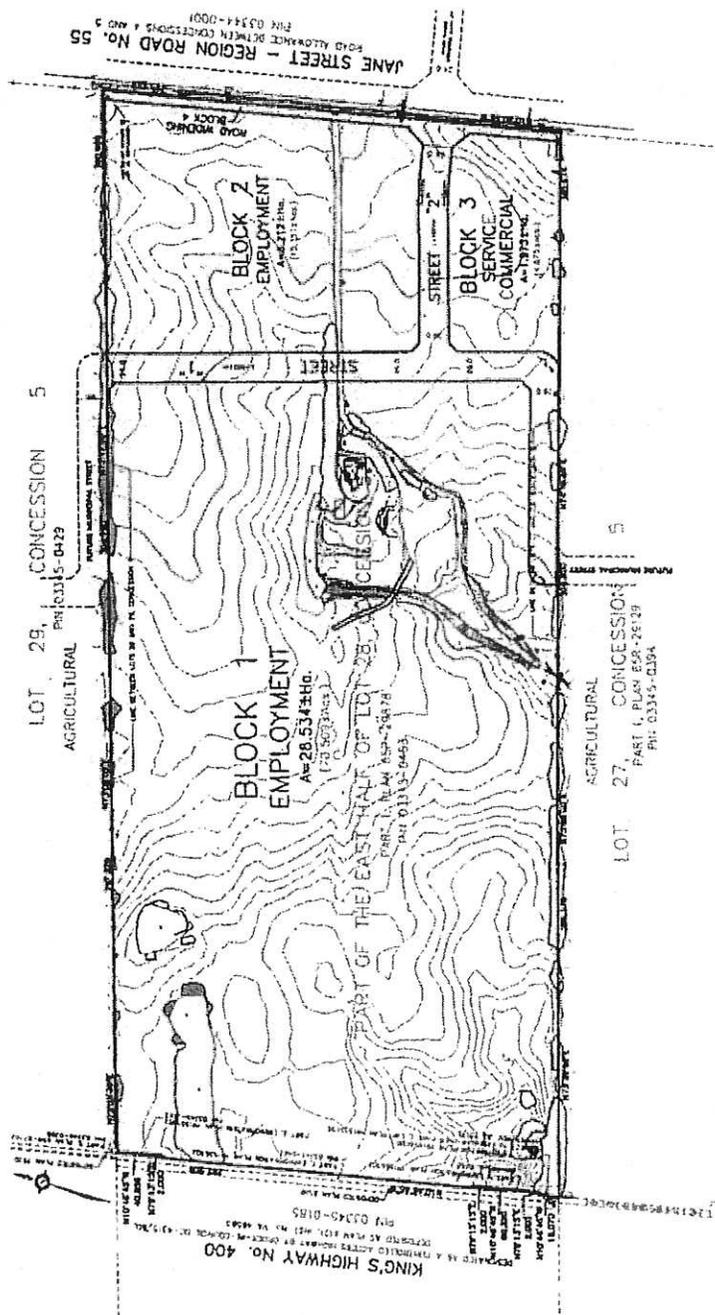
intersection. The merging of vehicles immediately downstream of the dual left turn lane will result in significant operational and safety issues. The intersection of City View Boulevard and Teston Road shall be analyzed with a single westbound left turn lane for all scenarios.

- vii. The Study also analyze Jane Street as 4-lanes at its intersections with Streets 2 and 3. The 4-lane section of Jane Street ends at about 200 meters north of Teston Road and widening of Jane Street to 4 lanes is not in the Region 2019 10-year roads and transit capital construction program. The analyses for the Streets 2 and 3 intersections with Jane Street shall be revised with Jane Street as a two lane cross section unless the Study recommends widening Jane Street to 4-lanes at the proposed intersections.
- viii. Both Streets 2 and 3 connecting to Jane Street shall be aligned with the proposed roadway network of Block 27 on the east side of Jane Street. A drawing shall be added to the Study to show the proposed roadway network located east and west of Jane Street.
- ix. The Transportation Study includes a TDM Section. However, there are no drawings that show the location of the pedestrian and cycling connections, bicycle parking locations or connections to bus stops. The Transportation Demand Management Plan (TDM) should be consistent with York Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TDM Plan shall include a drawing to show the layout of active transportation facilities and connections internal to the site and to the Regional roads, as well as a revised TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
- x. The Study shall include conceptual drawings showing all the physical improvements required at the existing and future intersections to accommodate the development. The storage requirements for the turn lanes (left and right) shall be based on the analysis using peak hour factors estimated from the existing traffic counts to ensure the "worst case" scenario.
- xi. The Study in Section 12.2 provides a long table of mitigation measures. This table shall be divided into multiple tables separating physical improvements such as signalization and lane improvements (left and right) from the signal timing improvements. Additionally, the physical improvements shall be further separated based on the timings/scenarios.
- xii. The Study shall also provide exclusive right-turn and left-turn lanes at all the proposed intersections (existing and future) that will intersect with Regional Roads.

- xiii. A revised/updated Transportation Study to address all comments shall be submitted for review to the satisfaction of York Region.

DRAFT PLAN OF SUBDIVISION  
 PART OF THE EAST HALF OF LOT 28, CONCESSION 5,  
 CITY OF VAUGHAN  
 REGIONAL MUNICIPALITY OF YORK

SCALE 1:2000



SECTION 51, PLANNING ACT,  
 ADDITIONAL INFORMATION

1. TO BE SUBMITTED TO THE CITY OF VAUGHAN
2. TO BE SUBMITTED TO THE REGIONAL MUNICIPALITY OF YORK
3. TO BE SUBMITTED TO THE CITY OF VAUGHAN
4. TO BE SUBMITTED TO THE REGIONAL MUNICIPALITY OF YORK
5. TO BE SUBMITTED TO THE CITY OF VAUGHAN
6. TO BE SUBMITTED TO THE REGIONAL MUNICIPALITY OF YORK
7. TO BE SUBMITTED TO THE CITY OF VAUGHAN
8. TO BE SUBMITTED TO THE REGIONAL MUNICIPALITY OF YORK
9. TO BE SUBMITTED TO THE CITY OF VAUGHAN
10. TO BE SUBMITTED TO THE REGIONAL MUNICIPALITY OF YORK

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE DIMENSIONS OF THE LAND IN BE  
 SUBDIVISION ARE TRUE AND CORRECT AND THAT THE  
 DIMENSIONS ARE ACCURATELY AND CORRECTLY SHOWN.

*[Signature]*  
 Surveyor  
 P. Eng.  
 No. 12345

OWNER'S CERTIFICATE

I HEREBY CERTIFY THAT THE DIMENSIONS AND AREA  
 OF THE LAND IN BE SUBDIVISION ARE TRUE AND  
 CORRECT AND THAT THE DIMENSIONS ARE ACCURATELY  
 AND CORRECTLY SHOWN.

CONMAR DEVELOPMENTS INC. &  
 FENLANDS VAUGHAN INC.

*[Signature]*  
 John Fenland  
 John Fenland  
 John Fenland

SCHEDULE OF LAND USE

Block	Area (sq. m)	Area (sq. ft)	Area (acres)
Block 1	1,234	1,234	0.307
Block 2	1,234	1,234	0.307
Block 3	1,234	1,234	0.307
<b>TOTAL</b>	<b>3,702</b>	<b>3,702</b>	<b>0.921</b>

NOTE - DIMENSIONS SHOWN IN  
 BLOCKS ARE APPROXIMATE

PROJECT No. P-3050  
 SCALE 1:2000  
 SEP 11, 2010

**KLM**  
 DWG. No. - 19:2

PLANNING PARTNERS INC.  
 Design • Development

March 20, 2020

ATTACHMENT 1c

CFN 62272

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

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

Dear Ms. Birch:

**Re: 3<sup>rd</sup> Revised Conditions of Draft Approval  
Draft Plan of Subdivision Application 19T-19V002  
Zoning By-Law Amendment Application Z.19.007  
Site Plan Application DA.19.072**

**Part of Lot 28, Concession 5  
11110 Jane Street  
City of Vaughan, Regional Municipality of York  
Conmar Developments Inc. & Fenlands Vaughan Inc.**

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Please find attached Toronto and Region Conservation Authority (TRCA)'s revised Conditions of Draft Approval as discussed with City Staff.

The purpose of this letter is to provide TRCA staff comments and support of applications for Draft Plan of Subdivision, Zoning By-Law Amendment and Site Plan on the above noted property in the City of Vaughan. A list of the reviewed materials can be found in Appendix 'A.'

TRCA previously provided comments on November 11, 2019 which provided an overview of TRCA's position on the ecology and hydrogeology items. Since these comments were provided, TRCA staff have had the opportunity to meet with the applicant and their technical experts to further discuss engineering aspects. Based on this meeting and an additional technical memo provided to TRCA on November 25, 2019 by Schaeffers Consulting Engineering, TRCA is in the position to provide conditions of approval for the Draft Plan of Subdivision, Zoning By-Law Amendment and Site Plan applications. TRCA staff provided initial conditions of approval on the subject application on January 9, 2020. That letter was subsequently revised on February 14, 2020 to address an amended approach to the application in light of ongoing discussions between the City, applicant and province. TRCA has again been asked to revise its conditions pending further advanced negotiations on the subject site.

It is important to note that TRCA has not yet received confirmation that the Ministry of Natural Resources and Forestry (MNR) has declassified the Provincially Significant Wetlands (PSWs) that are located within the subject development area. Until such time that the PSWs are declassified or a Ministers Zoning Order from the Ministry of Municipal Affairs and Housing has been issued based on a relocation and mitigation/ecosystem compensation strategy for the PSWs endorsed by MNR, City of Vaughan and TRCA, TRCA staff does not support the rezoning of the PSWs (and their 30m buffers) as it is contrary to the Provincial Policy Statement (PPS). It is TRCA's understanding that through the current

revised ZBA the existing zoning of Agriculture 'A' will remain on the majority of the PSWs and buffers and a portion will be zoned Open Space 'OS'. This is an acceptable approach moving forward.

TRCA staff have reviewed the *Environmental Impact Study for the Azuria Condor Lands, Vaughan, ON., prepared by Savanta, dated October 2019*, and greater information provided in the *Master Environmental Servicing Plan Addendums: Block 34 East – Phase 1, prepared by Schaeffers Consulting Engineers, dated October 2019*, and finds the recommendations of relocating the PSWs to the larger NHS located centrally on the southern block would result in a more robust system and net ecological gain. Protection of the individual PSWs in situ would ultimately result in their degradation due to their isolated nature and reduced quality contribution to the greater East Purpleville Creek valley system located West of Highway 400. If the province provides direction and support for the relocation of the PSWs, the actual wetland relocations would be addressed through the conditions in the planning process and via TRCA's permitting process administered under Section 28 of the *Conservation Authorities Act*. Development and interference with wetlands requires permit approval from TRCA and is reviewed in accordance with the Act, Ontario Regulation 166/06 and the policies of TRCA. Notwithstanding TRCA's policies, which do not support interference with PSWs or wetlands greater 0.5ha, TRCA staff would follow provincial direction as it relates to the relocation concept once received for our review and confirmation. In principle, TRCA staff are supportive of the relocation given the overall benefit to the NHS. However, it should be noted TRCA's Executive Committee would make the final decision on the permit application for the wetland relocations. The Executive Committee may approve or refuse the application or approve it subject to conditions.

It is TRCA's understanding that the Block 34E Landowners' Group has provided additional analysis of the PSWs proposed to be relocated to the MNRF and that MNRF will be providing a review and assessment of this information to all parties involved. TRCA staff asks to be copied on this assessment so that we can evaluate the implications under the *Conservation Authorities Act*, Ontario Regulation 166/06 and our policies.

## **Recommendations**

If the City wishes to move these files forward to the Committee of the Whole in advance of MNRF's assessment relating to the relocation of the PSWs, TRCA will only support approval of the applications if the underlying zoning (Agriculture 'A') remains on the lands containing the PSWs and associated 30m buffer which are located within Block 1. TRCA understands a portion of the PSW and associated buffer is proposed to be rezoned Open Space 1 ('OS1'). Given this restrictive zoning, TRCA can support this proposed rezoning from 'A' to 'OS1'. Detailed Conditions of Draft Plan of Subdivision approval are provided in Appendix 'B'. These conditions include provisions relating to the proposed relocation of the wetlands.

Our comments on the zoning by-law amendment application are provided within our conditions of draft plan approval.'

If the City wishes to move forward Site Plan Development Application DA.19.072, TRCA has provided conditions of Site Plan approval in Appendix 'C'. It is important to note that TRCA does have additional comments on the MESP for the Block 34E South lands and Pond 3 which will need to be addressed either through the MESP process and/or detailed design of Pond 3.

Please note that this letter is based on TRCA's current policies and regulation, which may change from time to time. Any future development proposal would be subject to the policies and regulation in effect at the time of application.

TRCA staff will continue to work closely with the applicant and the City to ensure that TRCA's expectations for meeting the comments are met.

Please notify TRCA of any decisions made by the City on these applications, or any appeals made by any party in respect of these applications.

**Fees**

By copy of this letter, we thank the proponent for submission of the TRCA application fee for Draft Plan of Subdivision (25ha and greater – Major \$57,750 with a per ha fee of \$475/ha \* 39.144 ha for a total of \$57,750). An additional clearance fee will be charged prior to registration based on the fee schedule in effect at the time of the clearance request.

We trust this letter is of assistance. We look forward to our continued meetings on this and other projects within the Block 34 East area.

Should you have any questions, please contact the undersigned at extension 5307 or email [colleen.bonner@trca.ca](mailto:colleen.bonner@trca.ca)

With Regards,



Colleen Bonner  
Senior Planner  
Development Planning and Permits | Development and Engineering Services

cc: Coreena Smith and Quentin Hanchard - TRCA  
Mark Yarranton - KLM Planning Partners Inc.  
Sam Morra - Condor

**Appendix 'A': List of Materials Reviewed**

*The following materials were received by TRCA on October 25, 2019*

- Draft Plan of Subdivision, East Half of Lot 28, Concession 5, City of Vaughan prepared by KLM, September 11, 2019
- Planning Justification Report., Draft Plan of Subdivision, Zoning by-Law amendment and Site Plan Application., prepared by KLM October 2019
- Tree Inventory and Preservation Plan Report., prepared by Kuntz Forestry Consulting Inc., Sept 27, 2019
- Drafted zoning by-law - 2019
- Master Environmental Servicing Plan Addendum – Block 34E – Phase 1., prepared by Schaeffer Engineering., October 2019
- Functional Servicing and Stormwater Management Report for 11110 Jane Street., prepared by Schaeffers Consulting Engineers., October 2019
- Functional Servicing and Stormwater Management Report for 11110 Jane Street, Block 1., prepared by Schaeffers Consulting Engineers., October 2019
- Memo – 11110 Jane Street Subdivision and Block 1 Discussion, prepared by Schaeffers Engineering., November 25, 2019
- Dwg. Plan of Subdivision GP-1, GR-1R, GR-2R, GR-3R prepared by Schaeffers Consulting Engineers., October 18, 2019
- Dwg. Site Plan D-1, GR-1 through GR-6 prepared by Schaeffers Consulting Engineers., October 18, 2019
- Dwg. Site Plan SC-1 through SC-6 prepared by Schaeffers Consulting Engineers., September 26, 2019
- Dwg. Site Servicing SS-1 through SS-3 prepared by Schaeffers Consulting Engineers., October 18, 2019
- Dwg. Site Plan TA-1, TA-1 prepared by Schaeffers Consulting Engineers., October 18, 2019
- Dwg. Topo Plan of Survey prepared by Schaeffer Dzaldov Bennett Ltd. July 17, 20119
- Dwg. Tree Inventory and Preservation Plan 1a, 1b prepared by Kuntz Forestry Consulting Inc., September 27, 2019

*The following materials were received by TRCA on November 25, 2019*

- Technical memo provided to TRCA on November 25, 2019 prepared by Schaeffers Consulting Engineering

**The following materials were received by TRCA on March 5, 2020**

- Circulation letter for Z.19.007, DA.19.073, 19T-19V002 prepared by City of Vaughan, March 4, 2020
- Draft Plan of Subdivision (19T-19V002), Zoning By-law Amendment (Z.19.007) and Site Development Applications for Conmar Developments Inc. Fenlands Vaughan Inc. 11110 Jane Street, City of Vaughan prepared by KLM March 4, 2020
- Proposed Zoning By-Law Number XXX-2020
- Transportation Addendum, Azuria Site, Block 34E prepared by Cole Engineering, February 27, 2020
- Dwg A100 – Warehouse Distribution Centre Site Plan Phase One prepared by GKC Architects, revised March 3, 2020
- Dwg A100 – Warehouse Distribution Centre – Phase two prepared by GKC Architects, revised March 3, 2020

- Draft Plan of Subdivision Part Lot 28, Concession 5, City of Vaughan, Region of York, prepared by KLM Planning Partners Inc., May 6, 2019
- 

*The following materials were received by TRCA on March 11, 2020*

Drafted By-Law number XXX-2020. Scheduled for Council Meeting: April 21, 2020

**Appendix 'B': Conditions of Draft Approval 19T-19V002 and Comments on Zoning By-Law Amendment Application Z.19.007**

**TRCA's Conditions of Draft Plan Approval**

TRCA requires the following conditions be included to establish Conditions of Draft Plan of Subdivision Approval for Application 19T-19V002, Part of Lot 28, Concession 2, City of Vaughan, Regional Municipality of York, prepared by KLM, September 11, 2019. TRCA's comments on Zoning By-law Amendment Application Z.19.007 can be found within the conditions of draft plan approval.

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 14 inclusive) if necessary, to the satisfaction of TRCA.
2. That the existing agricultural ('A') zoning remain in place on the balance of the Provincially Significant Wetlands (PSWs) and the associated 30 metre buffer located within Block 1 to the satisfaction of TRCA and the City of Vaughan. This zoning shall remain in place until such time as written confirmation has been received from the Ministry of Natural Resources and Forestry (MNRF) indicating that the PSWs located within the Block 1 can be relocated to form part of the larger natural heritage system in the southern half of Block 34 East in the City of Vaughan to the satisfaction of the City of Vaughan and TRCA; a relocation, compensation, mitigation and enhancement strategy has been submitted and endorsed by TRCA and the City of Vaughan; and, a permit is approved by 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 implementing zoning by-law place the *Compensation and Upland Enhancement Area* (1.35ha), located along the western property boundary and south west valley lands in Block 1, into an open space, or other suitable environmental zoning category, which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of TRCA.
4. That the implementing zoning by-law be prepared to the satisfaction of TRCA.
5. 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.
6. That prior to any pre-servicing, final grading 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:
  - Master Environmental Servicing Plan Addendums – Block 34 East – Phase 1., prepared by Schaeffers Consulting Engineers., October 2019;
  - Functional Servicing and Stormwater Management Report for 11110 Jane Street., prepared by Schaeffers Consulting Engineers., October 2019; and
  - Technical memo provided to TRCA on November 25, 2019; and prepared by Schaeffers Consulting Engineering.

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

- a. Authorization from the Block 34E South landowners group for the Stormwater Management Facility (Pond 3) to be constructed on the Block 34E South lands to service the lands subject to Draft Plan of Subdivision Application 19T-19V002;

- b. A description of the storm drainage system (quantity, quality, water balance, and erosion control) to service the proposed development on the subject lands and on external lands, and how it will comply with all related TRCA requirements;
- c. 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;
- d. Appropriate stormwater management techniques which may be required to control minor and major flows;
- e. Appropriate Stormwater Management Practices (SWMPs) to be used during construction, during any periods in which interim servicing is required, as well as permanently, 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;
- f. Appropriate SWMPs to be used to treat stormwater, to mitigate the impacts of development on erosion and siltation on-site and/or downstream areas and/or discharge to wetland areas during and after construction;
- g. Appropriate SWMPs to be used to treat stormwater, to mitigate the impacts of development on the overall site water balance to meet the pre-development water budget to satisfy the Ministry of the Environment, Conservation and Parks (MECP), City of Vaughan, TRCA and CTC Source Protection Plan criteria;
- h. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
- i. Proposed measures to ensure the integrity of stormwater management pond berms and to determine the need for a liner to limit seepage/piping and groundwater intrusion into the berms for both interim and ultimate stormwater management ponds;
- j. Geotechnical analyses to ensure the integrity of stormwater management pond berms and to determine the need for a liner to limit seepage/piping and groundwater intrusion into the berms for both interim and ultimate stormwater management ponds;
- k. Proposed measures to promote infiltration and maintain water balance for the plan area;
- l. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- m. A subsurface investigation (including assessment of groundwater levels) at the location of the stormwater management pond and for the final design of site grading. The recommendations of the subsurface assessment will be used to inform the final design and construction plans for both interim and ultimate stormwater management ponds and overall site grading;
- n. 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;

- o. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated environmental buffers;
  - p. 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 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 unless in accordance with the approved Master Servicing Plan and/or with prior authorization by TRCA and City of Vaughan;
  - q. 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 pond (where applicable), transition to the adjacent tableland areas/lots, interim stabilization of the slopes/disturbed areas, and supporting geotechnical/soils analyses;
  - r. 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;
  - s. 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;
  - t. Details relating to and confirming that the external Stormwater Management Facility (Pond 3) is to be fully constructed and operational prior to final Site Plan registration unless another satisfactory arrangement is presented to the satisfaction of the City of Vaughan and TRCA.
7. That prior to site alteration, servicing or pre-servicing, that the Owner provides confirmation of the interim and permanent servicing strategy for the subject property. This strategy must, demonstrate that any necessary extension of servicing to the subject property can be completed without impact to features Regulated by TRCA, unless it has been demonstrated to the satisfaction of TRCA and the City of Vaughan that all options have been explored to avoid impacts to the features, and if impacts are unavoidable, that any impacts are being mitigated to the greatest feasible extent .
8. That prior to the registration of this plan or any phase thereof, the Owner prepare a report and plans to address the relocation of the wetlands and central headwater drainage feature originating on the subject lands to the satisfaction of TRCA and the City of Vaughan. The report and supporting plans should address, at a minimum, location, design, hydrology, restoration planting, wildlife salvage, timing and phasing of the work. The recommendations of the relocation report and plans shall be implemented by the Owner to the satisfaction of TRCA and the City of Vaughan and in accordance with the *Environmental Impact Study for the Azuria Condor Lands, Vaughan, ON., prepared by Savanta October 2019, as may be amended*, prior to topsoil stripping in the area of the existing wetlands and headwater drainage feature.
9. That prior to any pre-servicing, final grading or registration of this plan or any phase thereof, the Owner shall provide authorization from the Block 34E South landowners group for the wetland and headwater relocation plans and report to be constructed on the Block 34E South lands.
10. That prior to the registration of this plan or any phase thereof, the Owner prepare planting plans for the Stormwater Management Facility, stormwater outlet and outflow channels, located on external lands, to the satisfaction of TRCA.

11. That the Owner initiate and continue to undertake the monitoring programs outlined in the Functional Servicing Report and the Environmental Impact Study, as may be amended to the satisfaction of TRCA and City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and City of Vaughan. The recommendations of the mitigation and adaptive management plans shall be implemented by the Owner to the satisfaction of TRCA and City of Vaughan.
12. 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.
13. 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;
  - b. That the Owner shall provide confirmation that the proposed subdivision, and current site plan applications will be viable in the event that the lands within Block 1, on which there is currently Provincially Significant Wetlands, are not available for development, to the satisfaction of TRCA and the City of Vaughan;
  - c. 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 both internal and external to the site;
  - d. To implement all water balance/infiltration measures identified in the water balance study and feature based water balance that is to be completed for the subject property to the satisfaction of TRCA;
  - e. To carry out, or cause to be carried out, to the satisfaction of TRCA, the monitoring programs outlined in the final approved Functional Servicing Report and the Environmental Impact Study, as may be amended to the satisfaction of TRCA and City of Vaughan, which includes but is not limited to the submission of monitoring reports and mitigation and adaptive management plans where negative impacts are anticipated or have occurred as a result of development in the plan area, to the satisfaction of TRCA and City of Vaughan. The Owner agrees to carry out, or cause to be carried out, the mitigation and adaptive management plans to the satisfaction of TRCA and City of Vaughan;
  - f. 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;
  - g. 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;

- h. To erect a permanent fence along the prestige employment lands that abut the open space lands and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA;
- i. To prohibit grading works within the open space lands unless approved by TRCA;
- j. To prohibit retaining walls in or adjacent to the open space lands unless approved by TRCA.
- k. That if confirmation is not received within five (5) years of the date for draft approval of this plan of subdivision that the Provincially Significant Wetlands located within Block 1 have been relocated to form part of the larger natural heritage system in the southern half of Block 34 East in the City of Vaughan , the Owner agrees and consents to City staff modifying the zoning by-law through the next comprehensive review, or on a site-specific basis to redesignate the lands as Open Space or equivalent, to provide for the permanent protection of the features. And further, the Owner consents that this requirement shall be made binding upon all successors and assigns.

14. 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.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

**Appendix C: Site Plan Conditions DA.19.072**

- 1) That TRCA's Conditions of Draft Plan Approval for Subdivision 19T-19V002, be addressed to the satisfaction of TRCA and the draft plan registered prior to execution of the site plan agreement.
- 2) That prior to development, pre-servicing, or execution of the site plan agreement, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA for the site plan area in accordance with the Functional Servicing and Stormwater Management Report for 11110 Jane Street, Block 1., prepared by Schaeffers Consulting Engineers., October 2019 and technical memo provided to TRCA on November 25, 2019; prepared by Schaeffers Consulting Engineering, as may be amended to the satisfaction of TRCA and City of Vaughan.
- 3) The Owner agrees in the site plan agreement, in wording acceptable to TRCA:
  - i. 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 site plan approval;
  - ii. 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;
  - iii. 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;
  - iv. 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.

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

# ATTACHMENT 1d



**Date:** October 29<sup>th</sup> , 2019

**Attention:** Carol Birch

**RE:** Request for Comments

**File No.:** DA.19.072, Z.19.007, 19T-19V002

**Related Files:**

**Applicant:** Conmar Developments Inc. & Fenlands Vaughan Inc.

**Location** Part Lot 28, Concession 5



**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. \*(see attachment 4)

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 Susan DiBratto. 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.

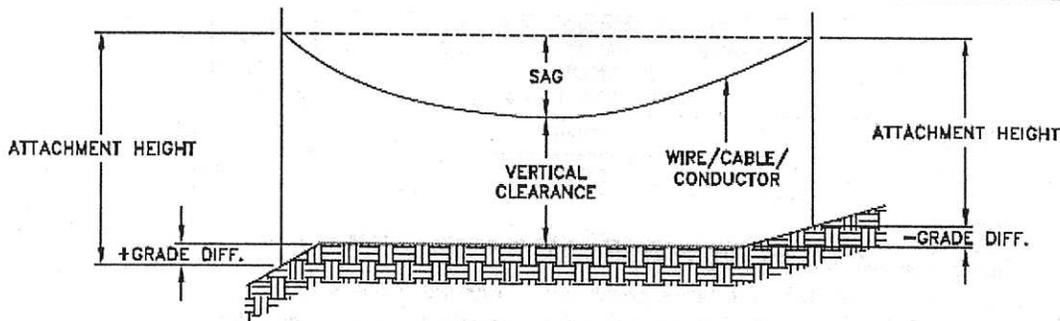
Regards,

**Regards,**

Susan DiBratto, C.E.T.  
Supervisor, Distribution Design, ICI & Layouts  
**Phone:** 1-877-963-6900 ext. 24577  
**Fax:** 905-532-4401  
**E-mail:** [susan.dibratto@alectrautilities.com](mailto:susan.dibratto@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"

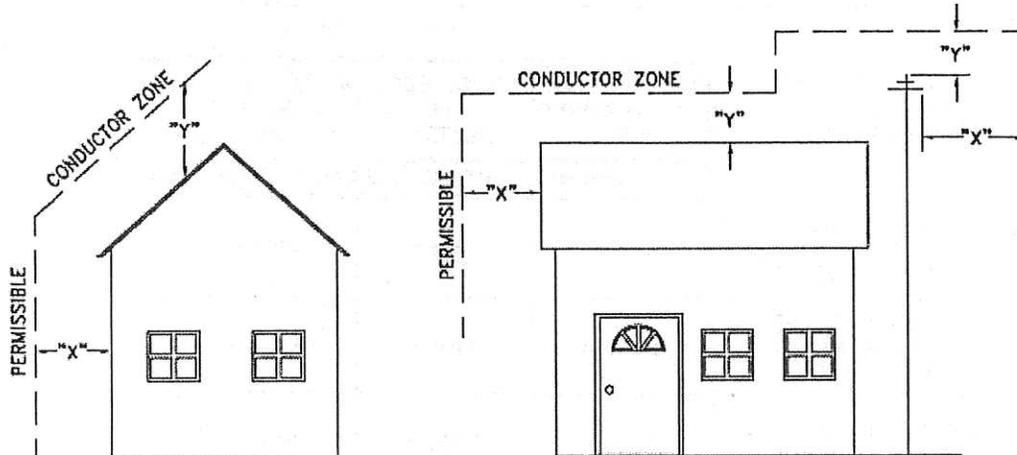
**REFERENCES**

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**

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

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

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

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

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:  
TS/Systems Planning and Standards/Standard Design/PowerStream Standards/PowerStream Standards working files/Section 03-4/2ND 03-4 RD May 5, 2010, Eng. S/V/2010 0172011 AN, Acite 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.

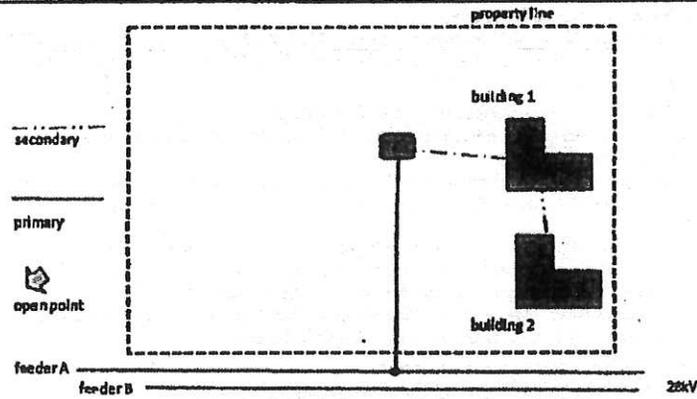


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

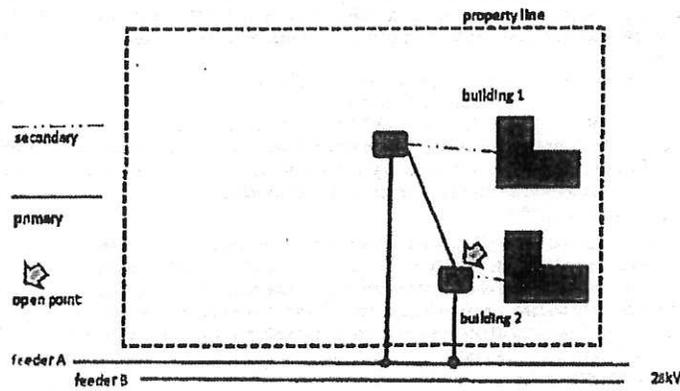
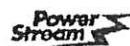
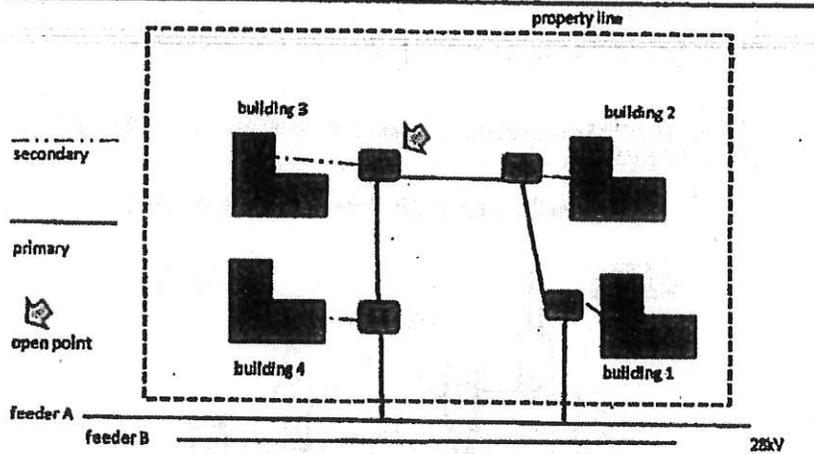


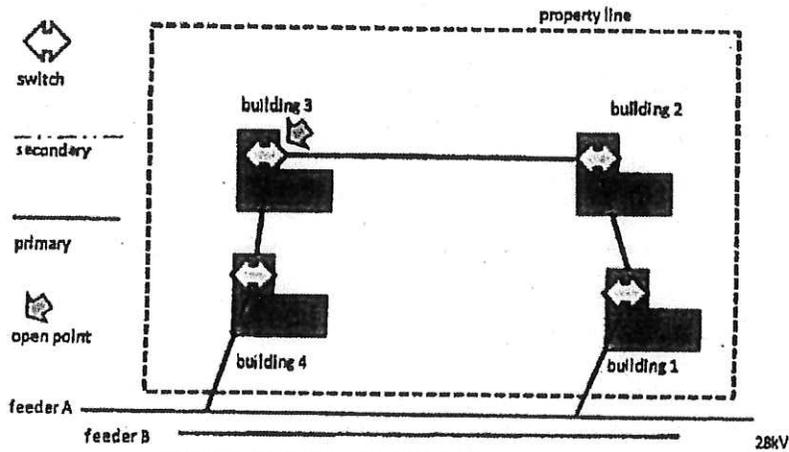
FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

Final Version, October 1, 2013



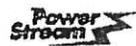


**FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA**



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

Final Version, October 1, 2013



#### (4) Underground consumer's service raceway entry into a building

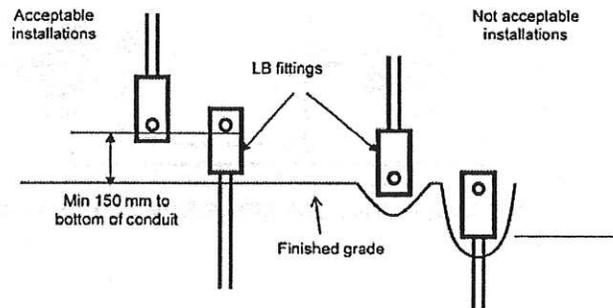
Subrule 6-300(3) requires that an underground consumer's service raceway enter a building above ground where practicable. If it is not practicable, then the raceway must be suitably drained or installed in such a way that moisture and gas will not enter the building.

The intent of the Subrule is to prevent water leaking into either the building or the electrical service equipment and causing damage.

Questions have arisen as to how we determine "above ground" or "above grade".

Above ground or grade will be interpreted as any part of the building that is more than 150 mm above the finished grade. (See Figure B1)

Figure B1 – Interpretation of "above ground"





**Alectra Utilities (Formerly PowerStream Inc.) Distribution  
Design Department**

# **Site Plan and Building Permit Submission Guideline**

**Version 1.1: March 31, 2017**

## 1. INTRODUCTION

The *Site Plan and Building Permit Submission Guideline* has been developed to assist the site plan applicant, consultant and contractor to achieve approval from Alectra Utilities for the integration of their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

The information that follows will assist the applicant in achieving a satisfactory engineering submission, prior to submitting for a building permit or site application submission, whichever process is applicable.

The applicant shall pre-consult with Alectra Utilities Distribution Design to discuss the submission and to review the project characteristics.

## 2. ENGINEERING DRAWING REQUIREMENTS

**The applicant is to supply one engineering drawing that explicitly depicts the proposed facilities within the property lines and how these facilities will be situated with respect to the existing Alectra Utilities EDS. This drawing shall be submitted as part of the site plan or building permit application to the City, which will be circulated to Alectra Utilities.**

The following is a list of general requirements that are required with the submitted engineering drawing:

1. the drawing shall be drawn at 1:200, 1:250, 1:400 or 1:500 scales and supplied in PDF format.
2. all drawing components shall be legible.
3. north arrow shall be prominent.
4. benchmark reference data used shall be indicated.
5. a key plan indicating site location and nearest roads included is required.
6. the name of applicant is to be clearly indicated.

7. municipal planning file reference number and/or building permit number (ie DA-----) shall be clearly indicated.
8. the name, address, fax and phone numbers of the firm preparing the site plan is to be clearly indicated.
9. the site address is to be clearly indicated.
10. the drawing is to be stamped and sealed by the applicable licensed Ontario Professional Engineer.
11. all easements are to be shown.

The following is a list of site specific requirements that form the engineering drawing:

12. a plan view is to be shown that details the perimeter of the facilities to be constructed.
13. a profile view is to be shown that details the perimeter of the facilities to be constructed.
14. municipal roads – show full road allowance widths.
15. sidewalks and walkways are to be shown.
16. property lines (front, back and sides as applicable) to be clearly indicated.
17. driveways to be clearly indicated, and shall be setback a minimum clearance of 1.5 m from all above ground EDS components.
18. lights standards to be clearly indicated.
19. hydro poles and down guys to be clearly indicated.
20. telephone poles and down guys to be clearly indicated.
21. transformers, either pad-mounted or aerial to be clearly indicated and drawn to scale.

22. utility vaults, chambers, pedestals to be clearly indicated
23. trees, bushes and hedges to be clearly indicated.
24. existing structures to be demolished/and or maintained to be clearly indicated.
25. placement of all existing primary wires on the existing poles to be clearly indicated.
26. placement of all existing underground hydro wires are to be clearly indicated.
27. populating and placement of "x", "x<sub>1</sub>", "x<sub>2</sub>" (and X<sub>n</sub> depending on the number required) dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - partial samples are included in the attachments) and must be shown in both the plan and profile drawings. **These are required to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing is less than 4m, or if a grading change is within the 4m limit, then close scrutiny of the project will be initiated.**
28. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear (all drawn to scale). This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

See the sample drawing enclosed for greater clarity.

### **3. NOTES FOR PREPARATION OF THE SUBMISSION**

1. All construction work shall be in accordance with the requirements of the Occupational Health & Safety Act.

2. The applicant shall retain the services of the consultants to resolve any conflict issues that may arise between the existing EDS and the proposed facilities.
3. For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

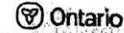
#### **4. ADDITIONAL INFORMATION**

1. In the event that that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Site Plan and/or Building Permit Approval process will be delayed.
2. If the information provided by the applicant is found to be incorrect, and there are costs associated with remediation for code compliance, 100% of the costs shall be borne by the applicant.
3. Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.
4. After approval of the drawing submission for the site plan application or building permit process, the applicant is required to contact Alectra Utilities' New Connections department to create a project reference number and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building electrical loads, required voltage and metering needs.
5. After the Consultant's design is complete for the electrical service to the property, and Alectra Utilities has approved the design, Alectra Utilities will supply the applicant with an Offer to Connect. As part of this process, any and all exclusive customer costs and work to resolve conflicts (noted in 3 above) must be completed.

# ATTACHMENTS

**3.1.17.3.**

**2006 Building Code**



## **3.1.19. Above Ground Electrical Conductors**

### **3.1.19.1. Clearance to Buildings**

- (1) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage not less than 2.5 kV and not more than 46 kV,
  - (a) the *building* shall not be located beneath the conductors, and
  - (b) the horizontal clearance between the *building* and the maximum conductor swing shall be not less than 3 m.
- (2) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage more than 46 kV, the clearances between the *building* and the conductors shall conform to the requirements of CAN/CSA-C22.3 No.1, "Overhead Systems".

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ELECTRICAL SAFETY CODE

- **75-312 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.

© Canadian Standards Association

Overhead systems

## **5.3 Vertical design clearances and separations**

### **5.3.1 Vertical design clearances of wires and conductors above ground or rails**

#### **5.3.1.1 Basic clearances**

The minimum vertical clearances of wires and conductors above ground or rails shall be as specified in Clause 5.2 and Tables 2 and 4, except that

- (a) the clearances over roadways or other areas where vehicles are expected to be used are based on a combined vehicle and load height of 4.15 m. For provinces and territories that permit the combined vehicle and load height to exceed 4.15 m, the applicable clearance specified in Tables 2 and 4 shall be increased by the amount by which the allowable combined vehicle and load height exceeds 4.15 m;
- (b) for altitudes exceeding 1000 m and where voltages exceed 50 kV, the clearances specified in Table 2 shall be increased by 1% for each 100 m increase in excess of 1000 m above mean sea level;
- (c) because the rail level of a railway where ballast is used is not fixed, when any line that crosses a railway is constructed or altered, an additional 0.3 m of vertical clearance above rails shall be provided, unless a lesser amount is mutually agreed upon, to permit normal subsequent ballast adjustments without encroaching on the specified minimum clearance;
- (d) when a line that crosses or will cross any public thoroughfare likely to be travelled by road vehicles is constructed or altered, an additional 0.225 m of vertical clearance shall be provided to permit the

July 2010

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**SAMPLE DRAWING SUBMISSION**

PLAN VIEW  
NOT TO SCALE

PROFILE VIEW: "A-A"  
NOT TO SCALE

**NOTES:**

1. "X" DIMENSION REPRESENTS MINIMUM CLEARANCES. ACTUAL DIMENSIONS WILL BE PROVIDED BY CUSTOMER OR CUSTOMER'S AGENT. MUST BE ADVISED TO:
2. THE FOLLOWING AGENTS MUST BE ADVISED TO:
  - 2.1. ONTARIO BUILDING CODE (LATEST EDITION (CLEARANCE TO BUILDINGS))
  - 2.2. ONTARIO ELECTRICAL SAFETY CODE (LATEST EDITION (CLEARANCE OF CONDUCTORS FROM BUILDINGS))
  - 2.3. ONTARIO HIGHWAY SAFETY ACT (LATEST EDITION (CONSTRUCTION PROTECTION))
  - 2.4. POWERSTREAM (CONSTRUCTION STANDARD 03-1)
  - 2.5. CANADIAN STANDARDS ASSOCIATION (LATEST EDITION) (BASIC CLEARANCES)

<b>PROJECT PROPOSAL:</b>	<b>COMPANY NAME:</b>	<b>DRAWN BY:</b>	<b>ARCHITECTURAL ENGINEERING STAMP</b>
<b>ADDRESS:</b>	<b>PHONE:</b>	<b>CHECKED BY:</b>	
<b>MUNICIPALITY NAME:</b>	<b>FAX:</b>	<b>DATE:</b>	
<b>ADDRESS OF PROJECT:</b>	<b>LINE CLEARANCE APPLICATION</b>	<b>SCALE:</b>	
<b>PLANNING FILE REF. NO.:</b>		<b>DWG. FILE:</b>	<b>ELECTRICAL ENGINEERING STAMP</b>
		<b>DWG. TITLE:</b>	
		<b>PROJECT NO.:</b>	

## **Introduction**

The Building Plan Submission Guideline has been developed to assist the applicant in achieving approval from Alectra Utilities for their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

## **Requirements**

**The applicant is required to survey the lands outside the property lines to accurately locate existing hydro facilities and to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing, is less than 4m, or if a grading change is within the 4m limit, then a submission to Alectra Utilities is required.**

This is to be accomplished by providing the information below, on both the plan and profile views:

1. populating and placement of "x<sub>1</sub>" and "x<sub>2</sub>" dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - a sample of each is included in the attachments) and must be shown in both the plan and profile drawings. This applies to both above and below ground facilities.
2. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear, both within the property and adjacent to it. This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

In the event that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Building Permit Approval process may be delayed.

Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.

In the event where the applicant requires a new service, or changes to their existing service, after approval of the drawing submission for the building permit application process, the applicant is required to contact Alectra Utilities Customer Care to create a project file and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building loads, required voltage and metering needs.

After the design is complete for the electrical service to the property, Alectra Utilities will supply the applicant with an Offer to Connect: As part of this process, any and all exclusive customer costs and work to resolve conflicts must be completed.

**Birch, Carol**

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**From:** circulations@wsp.com  
**Sent:** Friday, November 01, 2019 7:59 AM  
**To:** Birch, Carol  
**Subject:** ZBLA (Z.19.007) and Draft Plan of Subdivision (19T-19V002) , East of Highway 400, Vaughan

2019-11-01

Carol Birch

Vaughan

, ,

Attention: Carol Birch

Re: ZBLA (Z.19.007) and Draft Plan of Subdivision (19T-19V002) , East of Highway 400, Vaughan; Your File No. Z.19.007,19T-19V002,DA.19.072

Your File No. 85778

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).

WSP 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 WSP.** WSP is not responsible for the provision of comments or other responses.

As of June 1, 2019, Meaghan Palynchuk will be taking maternity leave and returning in the first quarter of 2020. In my absence please contact Ryan Courville for any matters concerning this file.

Yours truly,

Ryan Courville  
Access Network Provisioning Manager  
Municipal Relations  
Phone: 416-570-6726  
Email: [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca)

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

November 4, 2019

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

Dear Carol,

Re: Draft Plan of Subdivision (Revised), Site Plan Application (New), Zoning By-law Amendment (Revised)  
Conmar Developments Inc. & Fenlands Vaughan Inc.  
Part Lot 28, Concession 5, Jane Street  
City of Vaughan  
File No.: 19T-19V002, DA-19-072, Z-19-007

Enbridge Gas Inc. 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 Inc.'s Customer Connections department by emailing [SalesArea30@Enbridge.com](mailto: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 Inc. at no cost.

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 Inc. reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in cursive script that reads 'Alice Coleman'.

Alice Coleman  
Municipal Planning Coordinator  
**ENBRIDGE GAS INC.**  
TEL: 416-495-5386  
[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)  
500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)  
**Safety. Integrity. Respect.**



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

June 28, 2019

City of Vaughan – Planning Department

To: Carol Birch

Reference: **File: 19T-19V002 related files: Z.19.007**  
Part Lot 28, Concession 5  
Warehouse distribution Centre with attached office building.

Canada Post Corporation appreciates the opportunity to comment on the above project. In order to provide mail service to the Warehouse Distribution Centre and an attached Office Building at this development, Canada Post requests that the owner/developer comply with the following conditions:

The owner/developer will provide the building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the tenants of this project.

The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock - boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.

Buildings with 100 or more units would require a back-fed mailroom. The developer/owner must supply, install and maintain a centralized mailbox facility to Canada Post's specifications.

The specifications can be found in our Delivery Standards Manual, which can be downloaded from this link:

[https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual\\_en.pdf](https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf)

As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as any existing postal coding will not apply and new postal codes will be issued for this development.

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 1h

Ministry of  
Transportation  
Corridor Management Section  
Central Region  
7<sup>th</sup> Floor, Bldg. D  
159 Sir William Hearst Ave  
Downsview, ON M3M 0B7  
Tel (416) 235- 4269  
Fax (416) 235-4267

Ministère des  
Transports  
Section de la gestion des couloirs routiers  
Région du Centre  
7e étage, édifice D  
159 Avenue Sir William Hearst  
Downsview ON M3M 0B7  
Tél: 416 235-4269  
Télé: 416 235-4269



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

December 3, 2019

**File: Z.19.007, 19T-19V002**

**RE: Hwy 400/Teston Rd. East Z. 19.007 and Draft Plan of Subdivision 19T-19V002, Lot 28 Con 5 City of Vaughan.**

Attention: **Carol Birch,**

We have reviewed the above mentioned applications and have following comments:

**Zoning By-law Amendment:**

Ministry has no concerns with the proposed Amendment.

**Draft Plan of Subdivision:**

Ministry requires that any new buildings/structures (including internal roads) above and below ground (including detention ponds) be setback a minimum distance of 14 m from the Hwy 400 property line.

The owner must be made aware that Ministry permits are required for all buildings located within 46m from Highway 400 property line and the radius of 396m from the centrepont of Highway 400 and Teston Road interchange, prior to any construction being undertaken. Permits must be obtained from our office. Applications are also available on our web site at:  
[www.mto.gov.on.ca/english/engineering/management/corridor](http://www.mto.gov.on.ca/english/engineering/management/corridor)

**As a Conditions of Draft Plan Approval, we will require the following:**

1. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of Stormwater Management Report, for the entire Block, Site Grading and Servicing Plan, addressing the intended treatment of the calculated runoff.
2. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of a detailed and comprehensive Traffic Impact Study, for the entire Block, prepared in accordance to the Ministry guidelines, addressing the anticipated

traffic volumes and their impact on Hwy 400/Teston Road interchange.

3. Prior to final approval, the owner must submit to the Ministry of Transportation for review and approval a copy of the proposed site Lighting Design and Calculation in the isometric format, using AGI-32 and Auto- lux.
4. If the earth berm along Hwy 400 is anticipated, the berm (toe of slop) must be 0.3m setback from the highway property line and it must be approved by MTO.
5. If the development is constructed in phases, each phase will require a separate clearance letter from the Ministry.
6. Once all the above conditions are addressed to the Ministry satisfaction, the Clearance Letter will be issued to the City and then the owner can register the plan and apply for Ministry permits.

Please forward a copy of this letter to the proponent.

If you have any questions or require further clarification, please contact me at the number listed above at your earliest convenience

Sincerely,

Margaret Mikolajczak, CET  
Senior Project Manager

cc. Kevin Scholz  
Mark Yarranton KLM

## **Attachment 2 – Conditions of Site Plan Approval (City of Vaughan)**

### **Site Development File DA.19.072 (Conmar Developments Inc. & Fenlands Vaughan Inc.) Conditions of Approval:**

The Development Engineering Department recommends that Site Development File DA.19.072 be draft approved subject to the following conditions:

1. That prior to the execution of a Site Plan Agreement:
  - a. the Development Engineering Department shall approve the final grading plan, servicing plan (including interim and ultimate strategies), erosion and sediment control plan, Functional Servicing and Stormwater Management Report, Geotechnical Investigation Report and Transportation Studies;
  - b. the Owner shall have provided the updated downstream sanitary design sheets and related drawings to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department;
  - c. the Owner shall have provided the updated water servicing analysis and related drawings to demonstrate that the Subject Lands can be adequately serviced by water, to the satisfaction of the Development Engineering Department;
  - d. the Owner shall have provided the updated storm servicing analysis and related to demonstrate that the Subject Lands can be adequately serviced for storm water, to the satisfaction of the Development Engineering Department;
  - e. the Owner shall have entered into a Developers' Group Agreement with the other participating landowners within Block 34 East to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 34 East. This agreement shall also include a provision for additional developers to participate with the Developers' Group Agreement when they wish to develop their lands, all to the satisfaction of the Development Engineering Department.
  - f. the Owner shall submit a Letter from the Trustee for Block 34 East indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 34 East Developers' Group Agreement, to the satisfaction of the Development Engineering Department;

- g. the Owner shall submit a draft reference plan to the Development Engineering Department for review prior to deposit for the conveyance of lands required for the creation of all required stormwater management ponds, any necessary municipal roads and municipal right-of-way(s) south of the Subject Lands, and shall arrange to prepare and register the associated reference plan at their expense, to the satisfaction of the Development Engineering Department;
- 2. The Site Plan Agreement shall include the following clauses:
  - a. The Owner shall convey to the City, the lands required for the creation of all required stormwater management blocks, any necessary municipal roads and municipal right-of-way(s) south of the Subject Lands, and shall prepare and register the associated reference plan at their expense, all to the satisfaction of the Development Engineering Department;
  - b. Following the creation of municipal roadway and right-of-way or when requested by the City, any temporary access driveways (i.e. access from Teston Road and Jane Street as shown on the civil engineering drawings) shall be removed complete with boulevard and road restoration to the satisfaction of the City and Region. The Owner shall agree to provide the necessary financial security in the form of a Letter of Credit, for this work, all to the satisfaction of the Development Engineering Department; and
  - c. The Owner shall decommission any temporary services constructed for the development and provide the necessary financial security in the form of a Letter of Credit for this work, all to the satisfaction of the Development Engineering Department.

#### Warning Clauses

1. "Should archaeological resources be found on the Subject Lands during construction activities, the Owner must immediately cease all construction activities and immediately notify the Ontario Ministry of Heritage, Tourism, Sport and Culture Industries and the City of Vaughan Development Planning Department"
2. "In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Bereavement Authority of Ontario of the Ministry of Government and Consumer Services."

## Attachment 3 – Conditions of Site Plan Approval

### York Region Conditions of Approval for Site Development File: DA.19.072 (Conmar Development Inc. & Fenlands Vaughan Inc.)



Corporate Services  
Community Planning and Development Services

November 22, 2019

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

Dear Ms Birch:

**Re: First Site Plan Submission Comments  
Conmar Developments Inc. and Fenlands Vaughan Inc.  
11110 Jane Street**

**City of Vaughan**

**Town File No.: DA.19.072**

**Our File No.: SP.19.V.0268**

This is a preliminary letter, not an approval and it is subject to modification. It is intended to provide information to the applicant regarding the Regional requirements and comments that have been identified to date. By copy of this letter, feedback regarding the status of this application is being provided to the owner / municipality.

#### **General Comments:**

1. Please note that York Region will not issue site plan approval ahead of the subdivision registration and that engineering approval for the improvements to Jane Street is required as a condition of Subdivision registration.
2. A written response matrix is required explaining how each comment has been addressed. The resubmission shall consist of one digital copy only, and it shall be sent directly to York Region Development Services at [developmentservices@york.ca](mailto:developmentservices@york.ca)
3. In order for York Region to be able to complete its review, the owner or applicant must submit the following information:

- ❑ Review Fee (minimum \$1,500.00 for Environmental clearance)
- ❑ Revised drawings based on comments below
- ❑ Survey Information indicating existing topography and current property lines, including existing widenings and reserves.
- ❑ Detailed Cost Estimate for all works in the Region's right of way
- ❑ Complete a Subsurface Utility Engineering (SUE) investigation to Quality Level B and as required Quality Level A. SUE Quality Levels as defined in CI/ASCE 38-02 –

The Regional Municipality of York | 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1 1-877-464-9675 | york.ca

- Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data. Show the results of the SUE Investigation on all pertinent civil drawings.
- ❑ Pavement Marking & Signage Drawings (existing and proposed)
  - ❑ Permanent Signing Plans
  - ❑ Revised Transportation Study (see comments below)
  - ❑ Revised Functional Servicing Report (FSR) as per comments below
  - ❑ Draft Reference Plan for Property Conveyance and Lifting Reserves (see comments below)
  - ❑ Traffic Management Plan
  - ❑ Construction Notes for works on Regional Road (see attached)

**Development Engineering Comments:**

4. Development Engineering has reviewed the subject application, and has red-lined all pertinent plans. See attached marked-ups **GR-1R**, **GR-2R**, and **GR-4**, and please address all comments prior to resubmission.
5. The Owner must obtain a Road Occupancy Permit from Corridor Control and Safety with the Roads and Traffic Operations Branch, prior to commencing any work on **Jane Street**. The Road Occupancy Permit will be released once the contractor has supplied proof that the Region is in receipt of securities and the Certificate of Insurance to the satisfaction of the Commissioner of Finance. A Road Occupancy Permit will be required as a condition of site plan approval. Details regarding the Road Occupancy Permit will be provided upon submission of the revised plans
6. Please note the following minimum requirements for working within a York Region Road allowance unless dictated otherwise on the Traffic/Construction Management Plan and Road Occupancy Permit:
  - i. No lane closures are permitted on weekdays between the hours of 5:00 a.m. to 9:30 a.m. and 3:30 p.m. to 9:00 p.m.;
  - ii. Any lane closures or lane encroachments that occur must be signed in accordance with the Ontario Traffic Manual (OTM) Book 7 "Temporary Conditions";
  - iii. Safe pedestrian access must be maintained at all times by the Owner's contractors. As such, safe passage for all pedestrians, including pedestrians with disabilities (blind, hearing impaired, on wheelchairs, etc.), must be ensured by the Owner's contractors.
  - iv. 24-hour contacts must be available throughout the duration of the project;
  - v. The characteristic and placement of all signs and traffic control or management shall conform to the standards of the Ontario Traffic Manual (OTM) Book 7 "Temporary Conditions" and as per the Occupational Health and Safety Act;

- vi. The manufacture and the erection of all signs for the Traffic Management Plan shall be the responsibility of the Contractor.
- vii. Paid Duty officers will be required for proposed or existing signalized works within intersections.
7. As per plan of Subdivision conditions of approval, ultimate property line grades shall be 0.2 metres above the centreline elevations of **Jane Street**.
8. This application is subject to payment of the Region's development review fees identified in York Region Fee By-law 2010-15, as amended. **The fee for application review is \$3,200.00 minimum or 7% of the estimated cost of works on the York Region road allowance, whichever is greater.** The minimum fee must be submitted so we can proceed with the review. Please forward a **certified cheque** in the amount **\$3,200.00 or 7% whichever is greater** to the Community Planning and Development Services Branch, payable to "The Regional Municipality of York", to the attention of the Development Review Coordinator.

***The Region acknowledges receipt of the minimum review fees for \$3,200.00***

9. Upon final review York Region shall advise the Owner of any other property, financial, legal, insurance, technical, notification and other requirements, which will become part of the conditions of approval for the subject application.
10. The Owner agrees that no portion of the building structure above or below ground or associated footings and construction shoring system shall encroach within the Regional right of way and or 0.3 metre reserve. Any unauthorized encroachment of the building structure above or below ground or associated footings and construction shoring system shall be removed at the owner's expense.
11. All exterior walls of building(s) shall be set back a minimum of 2 metres from the ultimate Regional right of way in order to avoid steps, retaining walls or doorways that may encroach onto the Regional right of way.
12. Please be advised York Region is protecting a **36 metre** right-of-way for this section of **Jane Street**. As such, York Region requests that all municipal setbacks be referenced from a point **18 metre(s)** from the centreline of construction of **Jane Street**.
13. The Owner shall convey the following lands, along the entire frontage of the site adjacent to **Jane Street**, to The Regional Municipality of York, free of costs and encumbrances:
  - sufficient property to provide an **18.0 metres setback from the centreline of construction of Jane Street**;

- sufficient property to provide 15.0 metre by 15.0 metre daylighting triangles at the **north-west and south-west** corners of **Jane Street and Road “2”**;
  - A **0.3** metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts **Jane Street** and adjacent to the above noted widening(s), and
  - An additional **2** metre widening, **70** metres in length, together with a **80** metre taper for the purpose of a southbound right turn lane at the intersection of **Jane Street and Road “2”**.
12. **Prior to the execution of a site plan agreement**, the Owner shall provide a solicitor’s certificate of title in a form satisfactory to the Regional Solicitor, at no cost to the Region, with respect to the conveyance of the above referenced lands to York Region. Alternatively, the Owner shall submit documentation to York Region confirming that the existing streetline represents sufficient right-of-way as required by York Region Official Plan.

**Transportation Services Comments:**

13. Transportation Planning staff have reviewed the proposed development along with the supporting Transportation Mobility Plan (the Study) dated October 2019 prepared by Cole Engineering. The following comments are provided:
- a. The Study shall provide basis such as proxy site data for the anticipated truck traffic at proposed distribution centre.
  - b. The Study shall provide information regarding the validation of the existing condition intersection analysis with the field conditions.
  - c. Table 8.1 Site Trip Generation - shall include detail information (type and size) on the land use.
  - d. The Study should remove all references and figures of the old site plan from the Appendices.
  - e. Peak hour factors (PHF) used in the analysis shall be based on existing traffic counts to ensure the “worst case” conditions are analyzed over a peak hour period. The average PHF based on the existing traffic counts can be applied to the whole intersection, however, if an individual movement or approach has sharp peaking characteristics, then a PHF should be calculated and applied for each movement or approach. Additionally, the future proposed intersection peak hour factors should be based on adjacent existing intersections. The Study shall be revised accordingly by applying the PHF estimated using the existing traffic volumes and the same PHF shall be used for all future scenarios. PHF calculations shall be provided in the Main report.
  - f. The Study assesses the intersection of City View Boulevard and Teston Road with a westbound dual left turn lane. However, the analysis does consider the single southbound left turn lane at the City View Boulevard and Highway 400 On-Ramp

intersection. The merging of vehicles immediately downstream of the dual left turn lane will result in significant operational and safety issues. The intersection of City View Boulevard and Teston Road should be analyzed with a single westbound left turn lane for all scenarios.

- g. The Study also analyze Jane Street as 4-lanes at its intersections with Street 2 and 3. The 4-lane section of Jane Street ends at about 200 meters north of Teston Road and widening of Jane Street to 4 lanes is not in the Region 2019 10-year roads and transit capital construction program. The analyses for the Street 2 and 3 intersections with Jane Street shall be revised with Jane Street as a two lane cross section unless the Study recommends widening Jane Street to 4-lanes at the proposed intersections.
- h. Both Street 2 and 3 connecting to Jane Street shall be aligned with the proposed roadway network of Block 27 on the east side of Jane Street. A drawing shall be added to the Study to show the proposed roadway network located east and west of Jane Street.
- i. The Transportation Study includes a TDM Section. However, there is no drawings that show the location of the pedestrian and cycling connections, bicycle parking locations or connections to bus stops. The Transportation Demand Management Plan (TDM) should be consistent with York Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016) . The TDM Plan shall include a drawing to show the layout of active transportation facilities and connections internal to the site and to the Regional roads, as well as a revised TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
- j. The Study shall include conceptual drawings showing all the physical improvements required at the existing and future intersections to accommodate the development. The storage requirements for the turn lanes (left and right) shall be based on the analysis using peak hour factors estimated from the existing traffic counts to ensure the "worst case" scenario.
- k. The Study in Section 12.2 provides a long table of mitigation measures. This table shall be divided into multiple tables separating physical improvements such as signalization and lane improvements (left and right) from the signal timing improvements. Additionally, the physical improvements shall be further separated based on the timings/scenarios.
- l. The Study shall also provide exclusive right-turn and left-turn lanes at all the proposed intersections (existing and future) that will intersect with Regional Roads.
- m. Implement both left and right turn lanes on Jane Street at the proposed access to accommodate turning traffic generated by the development to the satisfaction of York Region.
- n. The Owner shall agree to provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways and adjacent developments to support active transportation and public transit, where appropriate. A drawing shall be provided to show the layout of active transportation facilities and connections internal to the site and to the Regional roads.

- o. A revised/updated Transportation Study to address the above comments shall be submitted for review to the satisfaction of York Region.
14. The Transportation study must provide proposed short and long term road improvements for all entrances, including left and right turn lanes, illumination and signalization, pedestrian and transit considerations.
15. Confirmation must be provided that entrances on the opposite side of the roadway will be aligned with the proposed site entrances.

**Environmental Services Comments:**

16. **Prior to approval of the Temporary Construction Access and/or issuance of conditional building permits** from the local municipality, a dewatering plan must be submitted for review. If dewatering discharge is proposed to Regional or local infrastructure, then a dewatering discharge permit is required from the Region's Environmental Service Department. A dewatering permit application is available on line at [www.york.ca/seweruse](http://www.york.ca/seweruse); or by contacting 905-830 4444 x 75097.
17. Infrastructure Asset Management (IAM) has reviewed the subject site plan application in conjunction with the Functional Servicing Report (FSR) and Stormwater Management Report prepared by Schaeffers Consulting Engineers Ltd. dated October 2019. The purpose of the draft plan is to facilitate the development of a warehouse distribution centre, a private public road, buffer area and regional road widening (Jane Street) in Block 34 East area. IAM does not have any objection to the approval of the draft plan subject to the following comments:
- a. The FSR indicates that wastewater and water servicing will be provided to the subject development by proposed City-owned infrastructure from the northern extension of 'Street 1', as illustrated on Figures 3.1 and 4.2 of the report.
  - b. According to the FSR, there is an interim sanitary tank used to attenuate the peak flows discharging to the Mahmood Crescent sanitary sewer in place until the Regional sewers are constructed. However, the location of the said tank is not shown on the schematic. Please revise accordingly.
  - c. For water servicing, the FSR further states there is not adequate pressure to service the subject subdivision in the fire flow condition through PD7. Therefore a private storage tank and booster pumps within each site plan will be required to ensure there is adequate water supply during fire flow events.
  - d. The FSR states that in the future, PD8 supply shall be connected through Region's 500mm diameter watermain on Kirby Road west of Jane Street. Please be advised that there is no plan in the Region's ten year capital program, nor in any longer term plans to construct a 500 mm CPP PD8 watermain along Kirby Road as stated in the FSR. Please revise the text accordingly.

- e. Appendix B: Water Supply Calculations & Modelling of the Functional Servicing and Stormwater Management Report shows the schematics of water system for Phase 1 (Interim) and Phase 2 (Ultimate Condition). Please show the location of the fire storage tank and location of the pressure reducing valves (PRVs) referenced in the text in the FSR. In addition, the label of the blocks on the schematics are incorrect.
  - f. As such Region requires the Owner to revise the water servicing strategy to provide adequate clarification in light of above comments and resubmit prior to final approval.
18. The Environmental Legal Section has reviewed the Phase 1 ESA and have the following comments:
- a. Once the Phase 2 ESA investigation is complete, please provide a copy of the report to the Region for review.
  - b. Provide the Region with status (and any related records) of decommissioning the identified onsite well as per Reg. 903.
  - c. Please confirm if there is an existing septic tank on site.
  - d. A “pipe from the ground” is identified in Appendix I, page 6 of 8. Provide further information on this pipe as it is not noted anywhere in the report (e.g., where its located, is it buried, type of pipe, etc.).
  - e. The Region requires a reliance letter in our standard attached format.
19. **Prior to the execution of a site plan agreement**, the Owner shall provide a solicitor’s certificate of title in a form satisfactory to the Regional Solicitor, at no cost to the Region, with respect to the conveyance of the above lands to York Region. Alternatively, the Owner shall submit documentation to York Region confirming that the existing streetline represents sufficient right-of-way as required by York Region Official Plan.
20. Water Resources does not have any objections/concerns subject to the following comments with the Site Plan application as it relates to Source Protection policy:
- a. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.
  - b. Please note the property is located within a Significant Groundwater Recharge Area (SGRA) and Wellhead Protection Area Q (WHPA-Q). As such the CTC Source Protection Plan water quantity recharge policy and York Region Official Plan Low Impact Development policy 2.3.41 will apply. The proponent should maximize infiltration at the site using best management practices. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide by Credit Valley Conservation Authority. The contact person for this requirement is Quentin Hanchard at TRCA.
  - c. As the site is within a vulnerable area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place

with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

- d. As the site is within a vulnerable area, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed:

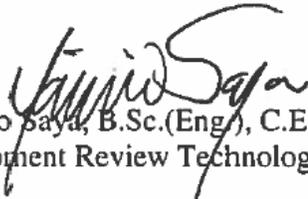
<https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>.

If the proposed development includes a parking lot, Water Resources recommends following the Parking Lot Design Guidelines:

<https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf>

If there are any questions in regards to the above noted application, please contact me at extension 75758.

Sincerely,



Mauricio Saja, B.Sc.(Eng.), C.E.T.  
Development Review Technologist

MS

Copy to: Mark Yarranton, KLM Planning Partners Inc. (e-mail)

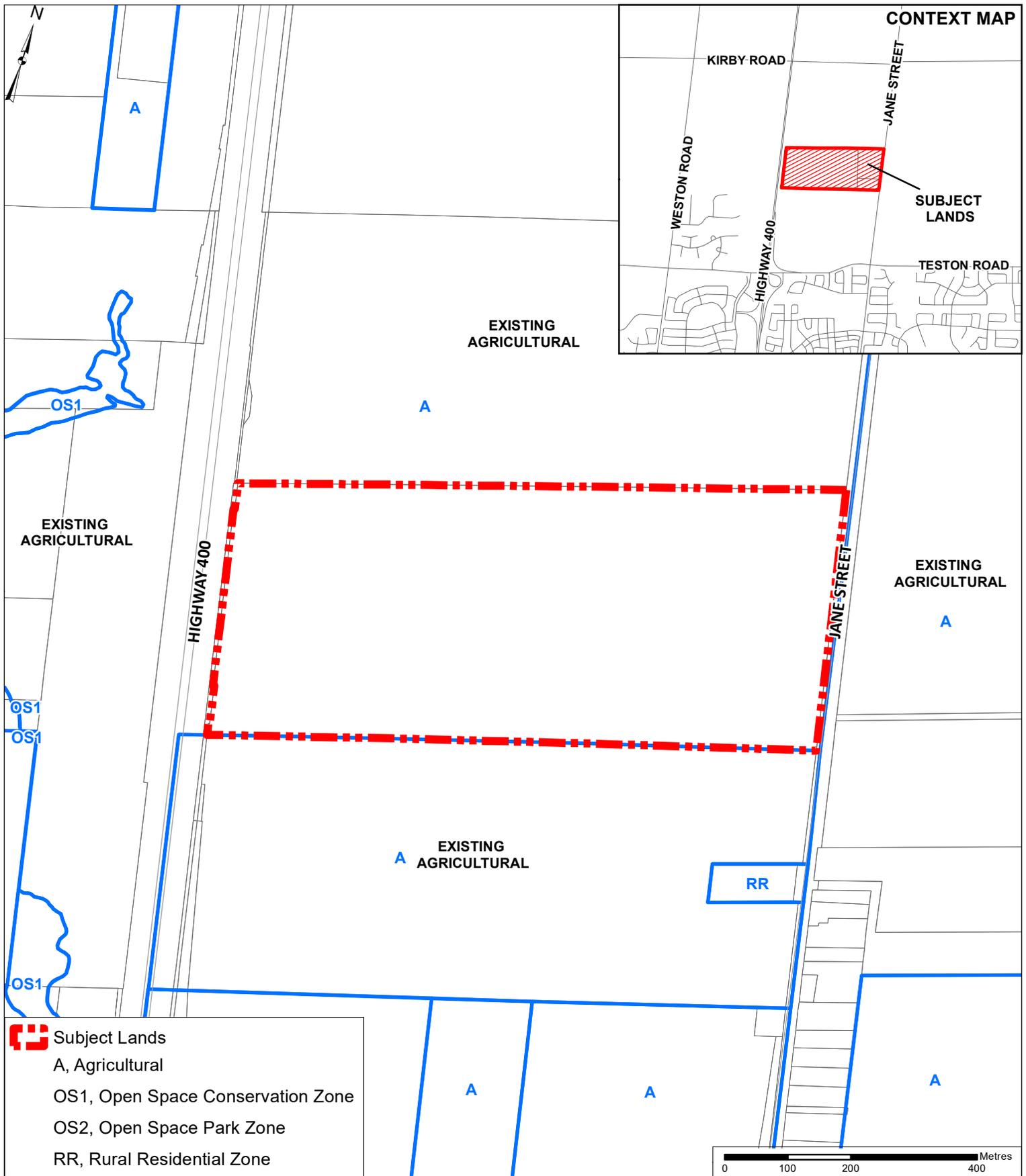
Ivan Gonzalez, Construction Coordinator Development Engineering (e-mail)  
Sami Butorsky, Water and Wastewater Engineer Environmental Services (e-mail)

## **Attachment 4 – Conditions of Site Plan Approval (Toronto and Region Conservation Authority – ‘TRCA’)**

### **Site Development File DA.19.072 (Conmar Developments Inc. & Fenlands Vaughan Inc.) Conditions of Approval:**

- 1) That TRCA’s Conditions of Draft Plan Approval for Subdivision 19T-19V002, be addressed to the satisfaction of TRCA and the draft plan registered prior to execution of the site plan agreement.
- 2) That prior to development, pre-servicing, or execution of the site plan agreement, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA for the site plan area in accordance with the Functional Servicing and Stormwater Management Report for 11110 Jane Street, Block 1., prepared by Schaeffers Consulting Engineers., October 2019 and technical memo provided to TRCA on November 25, 2019; prepared by Schaeffers Consulting Engineering, as may be amended to the satisfaction of TRCA and City of Vaughan.
- 3) The Owner agrees in the site plan agreement, in wording acceptable to TRCA:
  - i. 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 site plan approval;
  - ii. 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;
  - iii. 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;
  - iv. 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.

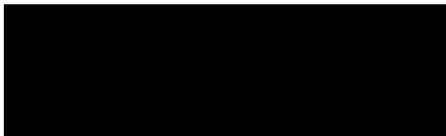
Should any revisions to the site plan application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.



# Location Map

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.

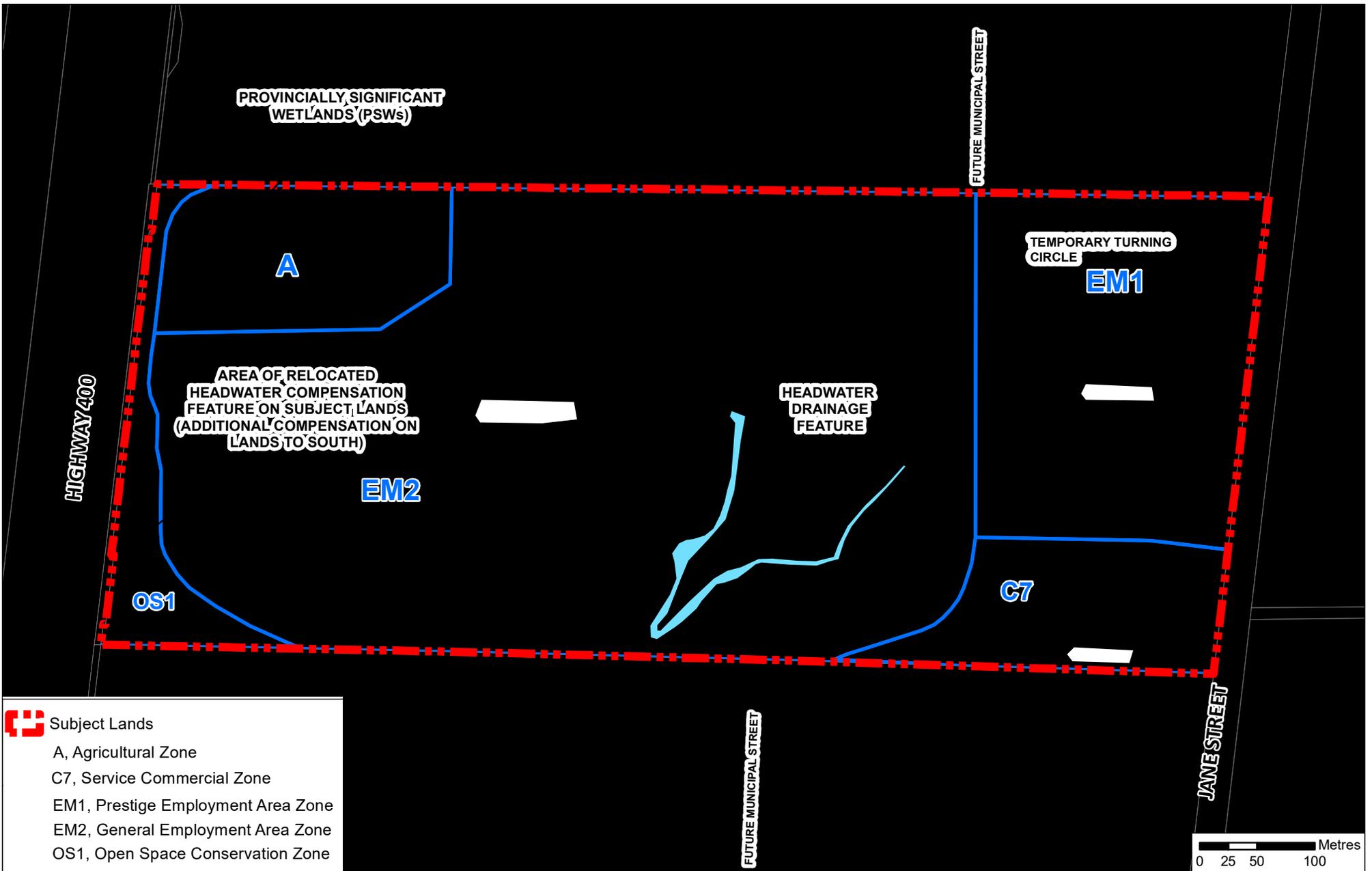


# Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

# 5



-  Subject Lands
- A, Agricultural Zone
- C7, Service Commercial Zone
- EM1, Prestige Employment Area Zone
- EM2, General Employment Area Zone
- OS1, Open Space Conservation Zone

## Draft Plan of Subdivision File 19T-19V002 & Proposed Zoning

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.

Document Path: N:\GIS\_Archive\Attachments\Z\2015-2019\Z.19.007\Circulation\Z.19.007\_CW\_Subdivision&Zoning\_2.mxd

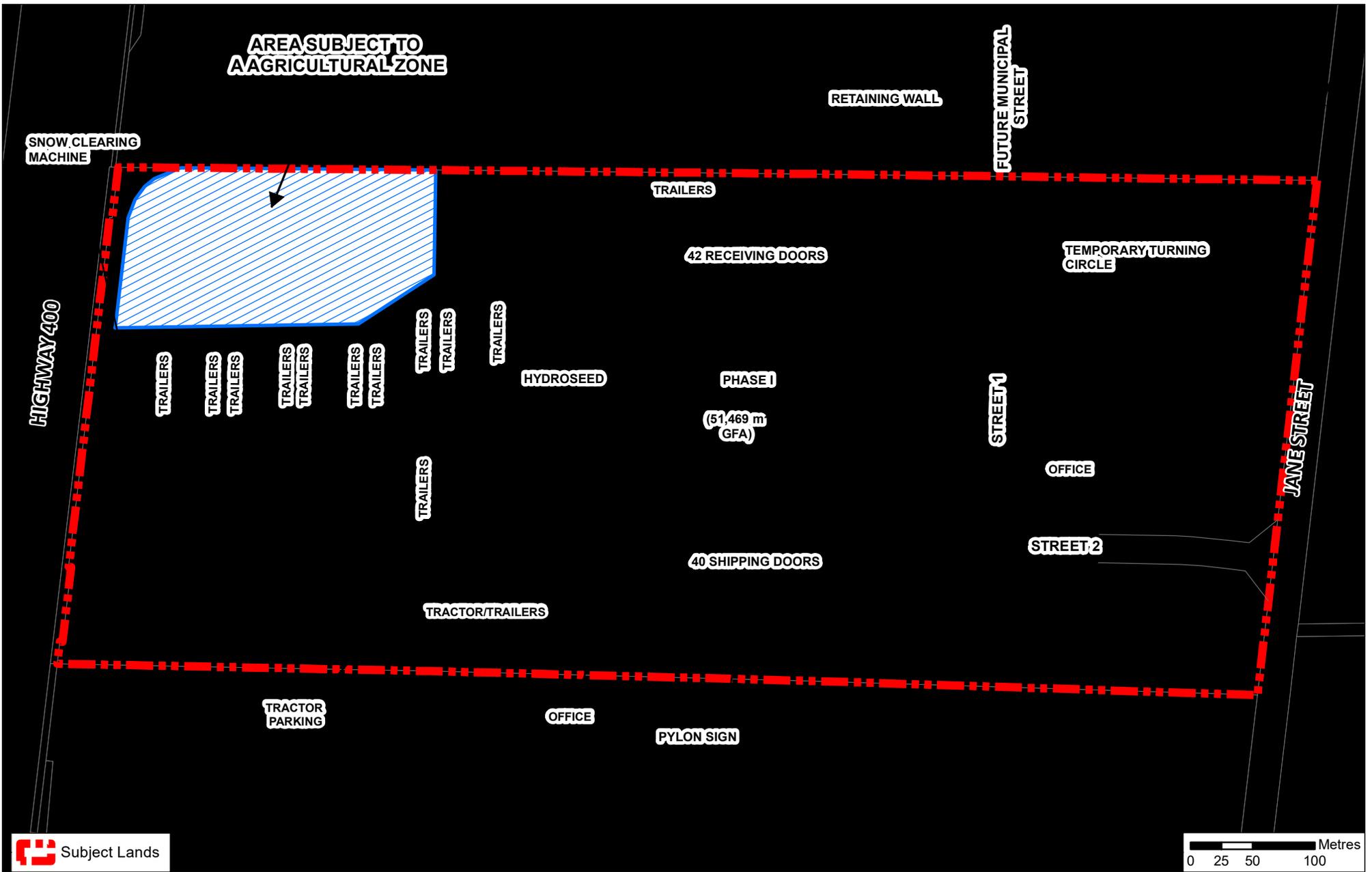


## Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

6



# Site Plan (Phase 1)

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.

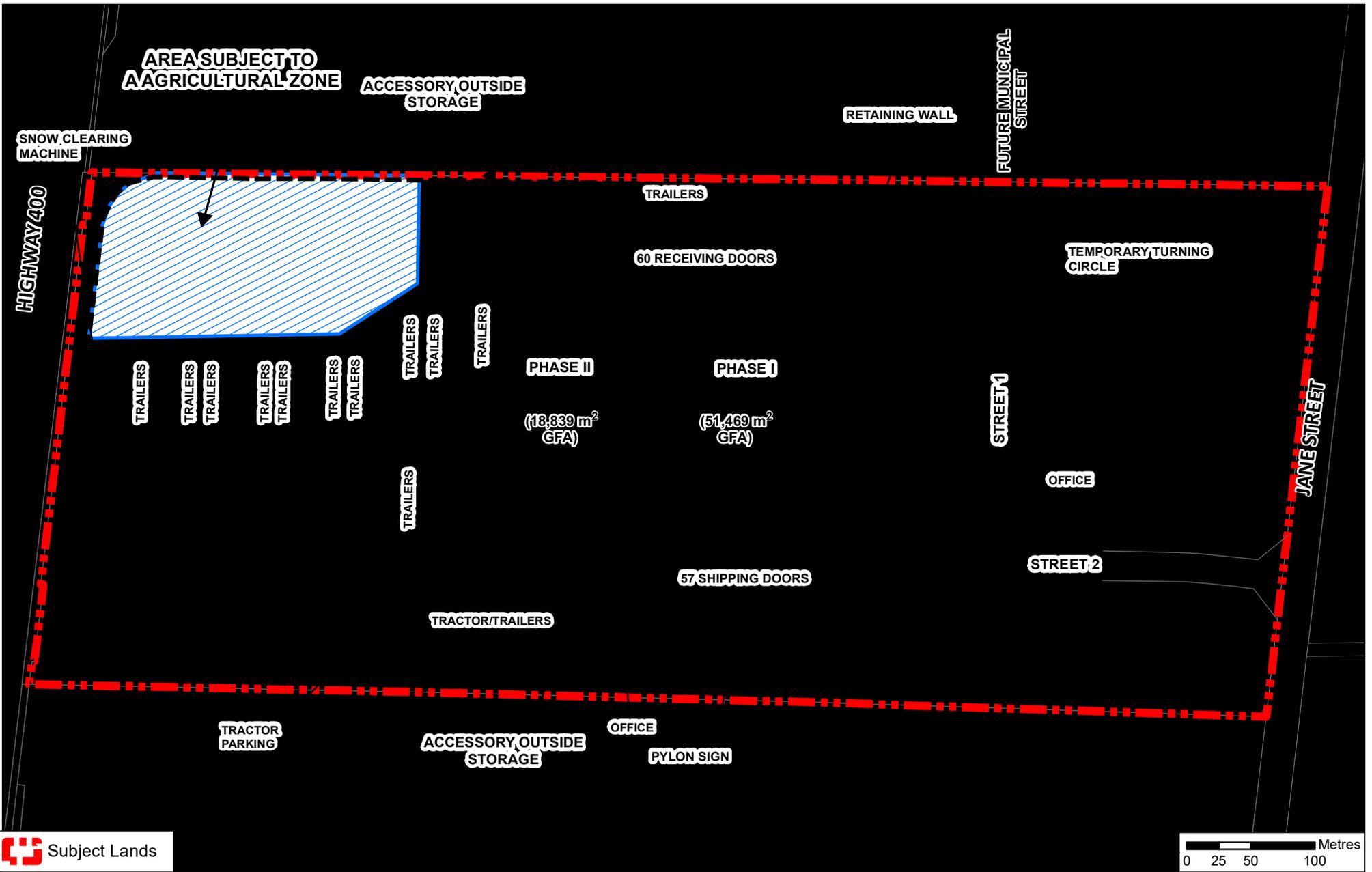


# Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

# 7



# Site Plan (Phase 2)

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.

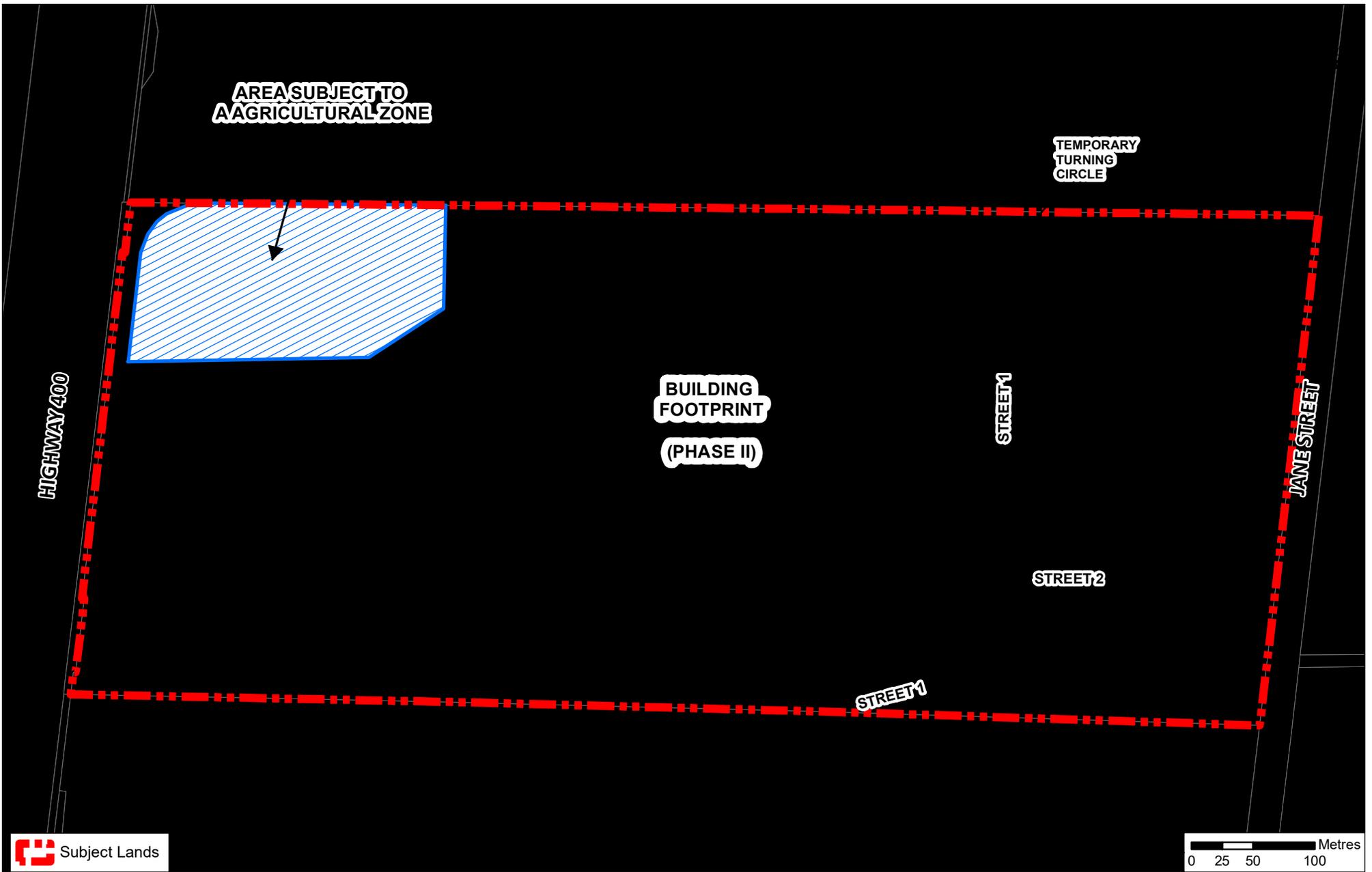


# Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

# 8

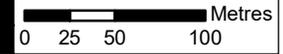


 Subject Lands

# Landscape Plan

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.



# Attachment

**FILE:**  
Z.19.007  
**RELATED FILES:**  
DA.19.072 & 19T-19V002  
**DATE:**  
April 21, 2020

# 9



# Building Elevations (Phase 1)

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.

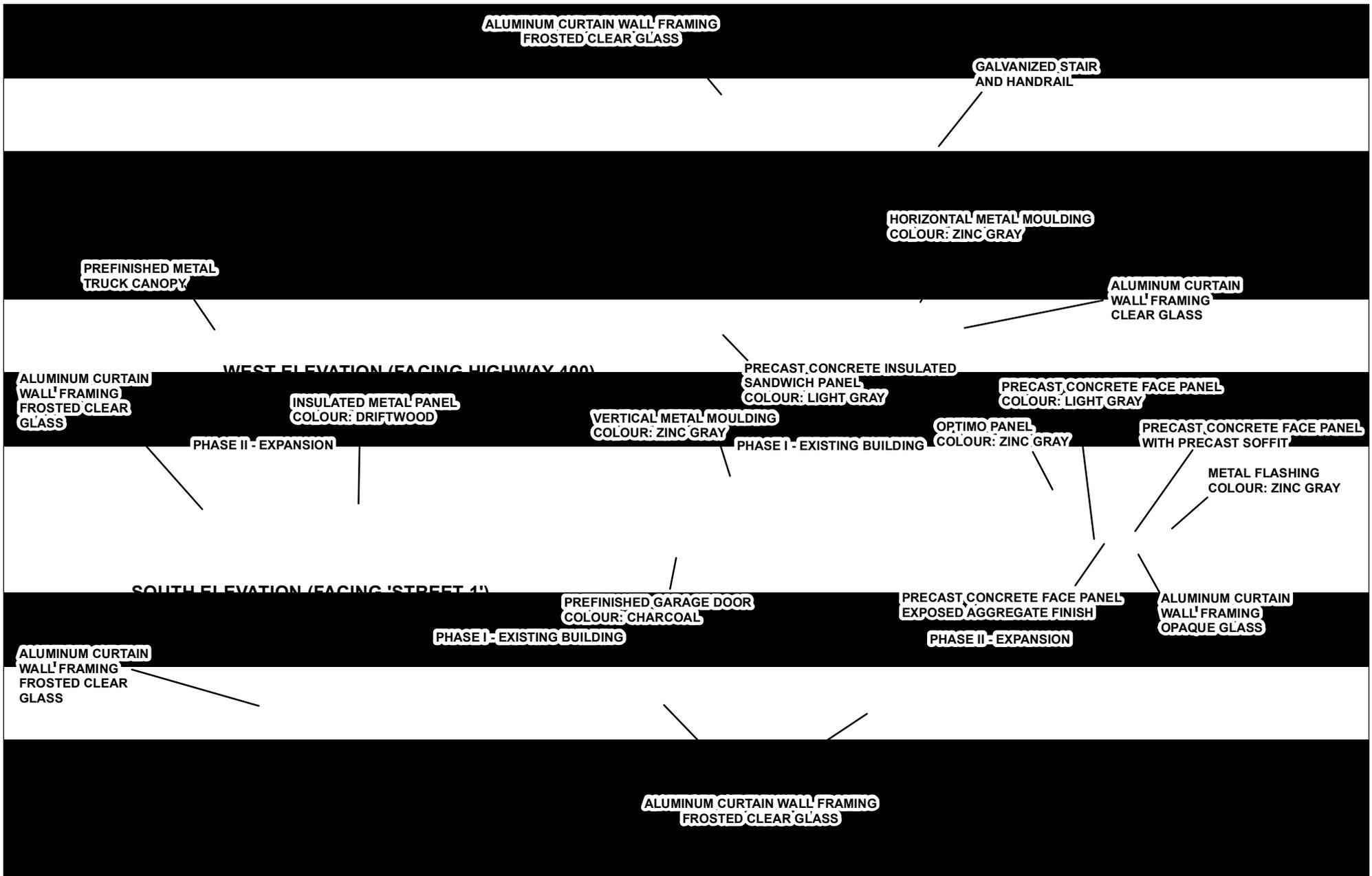


# Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

# 10



# Building Elevations (Phase 2)

**LOCATION:**  
Part of Lot 28, Concession 5

**APPLICANT:**  
Conmar Developments Inc. & Fenlands Vaughan Inc.



# Attachment

**FILES:**  
Z.19.007,  
19T-19V002 & DA.19.072

**DATE:**  
April 21, 2020

11