

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 developmentsservices@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; 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:

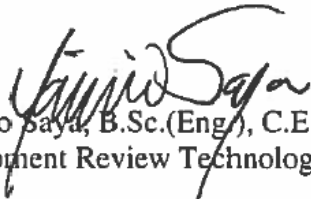
<https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>.

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)