

ATTACHMENT 8 - CONDITIONS FROM DEVELOPMENT ENGINEERING

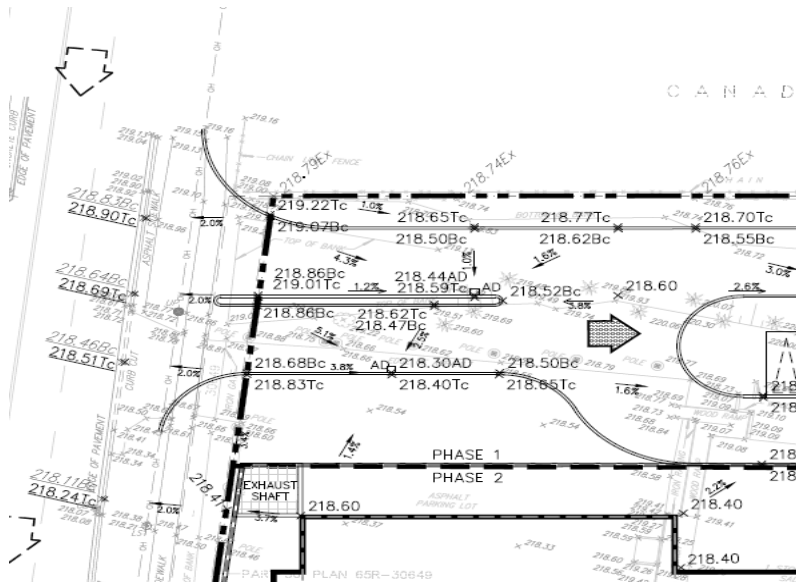
Development Engineering preliminary comments

Files: OP.20.017 and Z.20.044

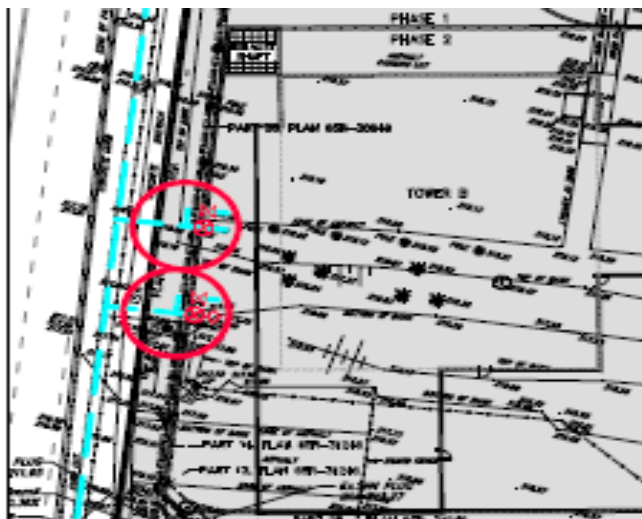
March 10, 2021

1. The owner shall provide Site Plan Complex Engineering Review Fee and Site Plan-Grading Inspection Fee on the first submission of the Development Application (DA) file. Furthermore, prior to the first submission of the DA file, the Owner shall contact DE to confirm the amount and procedure to submit the cheque to the City.
2. The owner shall enter into a Development Agreement, to satisfy all conditions, financial or otherwise, of the City with regard to such matters the municipality may consider necessary including payment of the development levies, the provision of roads and municipal services, including new sanitary sewer and upsizing the existing sanitary sewer along Jane Street, installation of new services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies and to the satisfaction of the City.
3. Prior to Site Plan approval the Development Agreement shall be registered with the City and the construction drawings approved.
4. The owner shall obtain all necessary approvals from the Region of York.
5. The owner shall obtain all necessary approvals from Toronto and Region Conservation Authority (TRCA) for the proposed outlet to the existing creek.
6. Functional Servicing Report (FSR):
 - a) The Functional Servicing report shall include grading component.
 - b) The Functional Servicing report shall be coordinated with Hydrogeology Report regarding the temporary dewatering flow and long-term foundation seepage drainage rates. Revise the FSR accordingly.
 - c) At the site plan stage, the owner shall provide detailed Site Servicing Plan describing the location of the groundwater sampling port, groundwater meter and groundwater pump.
 - d) The water and sanitary service connections shall be in accordance with City Standard Drawings (STD DWG) C-102, W-106 and W-111. Revise the Preliminary Servicing Plan accordingly.
 - e) The Owner shall obtain all required easements for the proposed sanitary sewer on Jane Street and any other municipal infrastructure required to service the subject site to the satisfaction of the City.
 - f) The Owner shall provide revised Geotechnical Investigation Report confirming that the proposed location of the sanitary sewer is suitable for municipal infrastructure to the satisfaction of the City.
 - g) Based on the FSR an emergency overland flow route will be provided through the proposed drive isle to Jane Street. However, the Preliminary Grading Plan shows slope in opposite direction. Revise the Preliminary Grading Plan accordingly.

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- h) The subject site is not proposed to drain to the downstream stormwater pond; accordingly, revise Section 2.3.3 of the FSR "Jellyfish unit is proposed to provide 80% TSS removal to provide quality control independent of the downstream stormwater pond."
- i) Section 2.4.1 Confirm the size of required underground storage tank.
- j) Clarify why two water service connections are proposed.



- k) Detailed comments on the servicing and grading plans will be provided at the site plan stage.

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7. Environmental comments:

- a) Soil Engineers Ltd. Phase One ESA report indicates that the site has contained a one-storey sales office for condominium projects since 2005. The Table of Current and Past Uses also identifies the site as a “Commercial” Property Use. In accordance with O. Reg. 153/04, a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) is required when changing to a more sensitive land use (i.e., commercial to residential). Therefore, the proponent is requested to confirm their intention and timing for obtaining an MECP RSC. The MECP RSC can be a requirement of the future site plan application(s) and submitted prior to the execution of associated future development agreements. All future ESA report relied upon for the MECP RSC shall also be submitted to the City.
- b) Soil Engineers Ltd. Reliance Letter provides reference to a Phase Two ESA report dated August 7, 2020 however his report was not included in the initial submission. The Owner is requested to provide the City with a copy of this report for our review.

8. Noise, Vibration and Air Quality

- a) Given the proximity of the site to the rail line/yard; the adjacent works yard to the east; automotive businesses to the west; and nearby major transportation corridors, the Owner is requested to undertake and submit an Air Quality Impact Study in conformance with MECP D-6 Series guidelines that addresses fugitive emissions and ensure the proposed development is compatible with the surrounding land uses. The Air Quality Impact Study will require review by the City's peer reviewer.
- b) Valcoustics Canada Ltd Noise Assessment Report recommended the use of a Class 4 Acoustical Area designation for the subject site in order to achieve a suitable noise environment for the proposed development. CN Rail's noise consultant, RWDI Air Inc, prepared a letter in response identifying a number of noise and vibration concerns with regards to Valcoustics Canada Ltd's Noise and Vibration reports and land use compatibility. Given the request for a Class 4 designation and the technical items raised by RWDI Air Inc, the City will require the use of a peer reviewer to review the submitted noise/vibration/air quality documentation; determine if the Class 4 area request is appropriate; and ensure appropriate mitigation measures are implemented including the noise measures to achieve as close to Class 1 noise level limits as possible if Class 4 is considered appropriate.

As such, the Owner is requested to provide the City with a cheque in the amount of \$15,000 to cover the costs of retaining a peer reviewer to review and provide input on the noise, vibration, and air quality studies. At the conclusion of the peer review, any remaining funds shall be refunded back to the Owner. Alternatively, should the peer reviewer require additional funds, the Owner will be required to submit a cheque to cover the additional costs.

9. Transportation comments:

General Comments

- a) Confirm the timing of transit improvements including VIVA service along Jane Street and frequent transit route along Rutherford Road. Development phasing should be aligned with the opening date of transit improvements. Development shall be correlated with the availability of services and facilities sufficient to ensure the timely and coordinated development.
- b) Although the subject lands are not part of the Secondary Plan area, additional development density will generate traffic in addition to the development level anticipated in the Secondary Plan area by 2021 Horizon. As such, subject development is required to comply with development levels set forth in Vaughan Mills Centre Secondary Plan Area and recommended transportation network improvements. This includes transit improvements as discussed in the previous comment as well as road network improvements such as completion of Caldari Road extension to Rutherford Road. The complete list of required improvements can be found in "Table 2" of the Part C, Section 1.0 of VM CSP.
- c) Given the existing and anticipated capacity issues, robust TDM/AT measures and Transit supporting measures are required.
- d) Please clarify if access easement to the southern neighboring property is obtained or how and at which stage it is going to be obtained. This has significant impact on the traffic analysis and overall application assessment if such easement is not available, and York Region does not support a full moves access.

Traffic Analysis Comments

- e) It is specified in the Transportation Study that *"The 2021 horizon year was assumed since this aligns with the extensive work that has been completed for Phase 1 of the proposed area developments south of Rutherford Road. This provides a consistent base for the City and Region to conduct their review and reach decisions."* However, one significant purpose of setting 5 and 10-year study horizon is to identify and plan for potential improvements required for both future background and future total conditions. Additionally, to be consistent with City of Vaughn TIS Guidelines, please add a 5-year after full build out horizon to the study.
- f) Staff support the reduced parking supply rates; however, a parking study section must be provided justifying the proposed rates as well as discussing how it contributes to promoting transit services.
- g) Please clarify what is the source and value of the general growth rate applied to the through movements of the existing volumes along both Rutherford Road and Jane Street.
- h) Synchro files are required to be submitted for review.

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- i) Please provide TTS data in support of the 20% non-auto modal split assumption.
- j) The vehicle trips to/from the new proposed development (presented in Figure 9-b) does not add up with the trip generation values. Please clarify.
- k) Figure 12 must be updated or another figure to be provided to demonstrate “Delta” between the future background condition and full buildout condition.
- l) In almost all the intersections studied there are movements with v/c ratios larger than 1.00 under the existing condition. This must have not occurred if signal timing plans dates are consistent with data collection dates and Synchro input parameters are coded correctly. This issue subsequently has been carried over through future background and future total results. Please clarify and verify that signal timing dates are consistent with the date of traffic counts.
- m) Regardless of the v/c issue under existing condition discussed in the previous comment, there are incremental impacts identified on certain movements even with optimized timings. Please explore and recommend improvements to resolve the issues. This should include measures beyond the recommended transportation improvements by each horizon in the VMCSPP. Site specific recommendations can include but not limited to robust TDM measures, reduction in number of units, parking supply reduction, additional bicycle parking, etc. Please note, following critical movements are merely samples and must be updated considering other comments:
 - Rutherford Rd / Jane St: EBL, SBL movements during PM peak hour
 - Riverrock Gate / Jane St: SBL movement during PM peak hour
 - Auto Vaughan Dr / Jane Street: SBL movement during PM peak hour
- n) As stated in the Transportation Study, the outbound traffic turning left at the site entrance experiences heavy delays (although complete LOS tables are not provided). In addition, the 95th percentile queue length at the southbound approach of Jane St / Rutherford Rd intersection at AM peak hour will block the site entrance. This may result in aggressive driving behavior at site access exit particularly in case York Region does not permit a traffic signal at Phase 1 access. In coordination with York Region, please explore mitigation measures such as considering 2 lane westbound approach at the new site access to accommodate separate right turn lane and a left turn lane.
- o) Complete LOS tables should be included in the traffic analysis results. i.e. v/c, delay, levels of service, 50th and 95th percentile queue length results plus available storage length should be provided for individual movements (or critical movements) and overall intersections where applicable.

Active Transportation (AT) Comments

- p) As transit and trail access are located on the west side of Jane Street opposite the subject site, both which will be important for encouraging sustainable travel choices, investigate means of providing a pedestrian crossing across Jane Street, preferably at the existing access to 9225 Jane Street. Please coordinate

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with York Region on the requirements for exploring a crossing (i.e. signalized intersection).

- q) Aisles within long-term bicycle parking rooms must be a minimum of 1.75m in width per Zoning By-Law 1-88. Please label the aisle width dimensions on the architectural drawings.

The following are advisory comments that will be required at the time of SPA. Additional detailed comments will be provided at the time of SPA:

- r) Please label all on-site walkways and ensure a minimum clear width of 1.5m is provided per AODA.
- s) Explore providing a connection between the pathway network proposed at the east of the site and the walkway system with the neighbouring site to the south.
- t) Where pedestrian crossings are proposed on-site, curb cuts and tactile plates must be provided on both sides of each crossing.
- u) Where walkways are proposed in the area of loading spaces, safety measures or conflict mitigation measures will be required to ensure pedestrian safety.
- v) It is recommended that the walkway along the north-south central driveway be located on the east side to avoid conflicts with the loading area and vehicle ramp.
- w) Continue the walkway along the north-south central driveway to the south limit of the site and provide a curb cut to provide a connection with the neighbouring site.
- x) Bicycle parking will be required at a minimum rate of 0.50 spaces/unit long-term and 0.1 spaces/unit short-term. Short-term bicycle parking can be provided either indoor or outdoor on the ground floor level. Outdoor bicycle parking must be dimensioned to a minimum of 1.8m x 0.6m and be in the form of inverted U-shape racks. Please located outdoor bicycle parking in highly convenient and visible locations.
- y) Long-term bicycle parking below P1 is discouraged. Please explore options to provide all long-term bicycle parking on the P1 or ground floor level.

Travel Demand Management (TDM) Comments

The following are advisory comments that will be required at the time of SPA. Additional detailed comments will be provided at the time of SPA:

- z) A TDM Plan will be required at the time of SPA. Please be advised that the following measures will be required at a minimum:
 - Provide pre-loaded PRESTO Cards to all new residents with their welcome package
 - Provide transit, walking, and cycling maps as part of the welcome package to all new residents

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- Arrange for an outreach program as part of a communication strategy in consultation with York Region
- Provide a minimum of one (1) bicycle repair station
- Unbundle parking spaces sales from unit sales
- Outline a monitoring program

aa) Additional comments will be provided at the time of SPA.

Advisory/Preliminary Comments for Site Plan Application (SPA)

Following are preliminary comments that can be addressed at the site plan application stage. However, it is recommended that the comments to be addressed as they might have impacts on other design elements. Further SPA comments will be provided at the time of application.

- bb) York Region to approve the design of the Site Access. However, as a general rule site access curb returns of each property must be completed within the frontage of the site, and not be extended over the frontage of the neighboring property.
- cc) Confirm the access design, and whether it can be full moves or RIRO with York Region. If it is planned to be a full moves access, Jane Street median just north of the access must be modified.
- dd) Include drawings showing vehicle maneuvering diagrams for garbage collection and delivery trucks. Include a drawing showing fire route as well.
- ee) In both buildings loading spaces and underground ramps are very close to each other. Please relocate one of these elements or propose safety measures to avoid conflicts.
- ff) Residential parking spaces and Visitor spaces must be labeled on the parking plans and separated by a secondary gate.
- gg) Waste management and building standard departments to comment on loading requirements, site design with respect to staging of the garbage bins, appropriateness of count, dimensions and functionality of the proposed loading spaces. The applications will be required to comply with the Zoning By-Law 1-88 requirements at a minimum. (City's waste collection By-law, and Waste collection design standards policy must be met)
- hh) Specify snow storage area on plan (2% of lot area) or identify if it is removed off site.
- ii) Accessible parking spaces to be provided as per the Ontario Regulation requirement and Zoning By-Law 1-88 for disabled parking requirements.

Draft Zoning By-law Comments

- jj) Number of small-car parking spaces if exist must be specified in the Site-Specific Zoning By-law.

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kk) Bicycle storage supply rates should be included in the Draft Zoning By-law.

ll) Subject to the approval of Waste Management Services, loading space count and dimensions should be included in the Draft Zoning By-law.

Please note that City of Vaughan has the right to provide further comments.

Please note that in order for the DE department to complete the review of these applications, the owner shall provide response letter identifying how the comments are addressed and notify the department if further revisions have been made, which are not associated to any DE comments.