

ATTACHMENT 1B
YORK REGION



Corporate Services

February 28, 2018

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

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

RE: Proposed Official Plan Amendment
OP.17.011 (LOPA.17.V.0055) & OP.16.007 (LOPA.16.V.0044)
Zoning By-law Amendment
Z.17.031 (ZBA.17.V.0026) & Z.16.019
Draft Plan of Subdivision
19T-17V11 (SUBP.17.V.0047) & 19T-16V04 (SUBP.16.V.0042)
6061 & 6079 Rutherford Road & 134 & 140 Simmons Street
Part of East Half of Lot 15, Concession 9
(Gemini Urban Design (W) Corp.)
City of Vaughan

Further to the Region's letter dated October 28, 2016 wherein OP.16.007, Z.16.019 & 19T-16V04 were deemed premature, the Region is satisfied with the revised proposal. Metrolinx has confirmed that a potential GO station has been identified on the northeast quadrant of Rutherford Road and the Canadian Pacific Railway which satisfies policies 7.2.30 and 7.2.31 of the York Region Official Plan 2010. In addition, the proposal has been revised to include a connection to Simmons Street which addresses vehicular access and water and wastewater concerns. The development will be fully serviced through the City of Vaughan's infrastructure which addresses the previous proposal for a septic system as an interim wastewater solution.

Please refer to this letter on the Region's latest response to the circulation and request for comments for the above-captioned Official Plan Amendment (OPA), zoning by-law amendment and draft plan of subdivision applications.

The subject site is located on lands municipally known as 6061 & 6079 Rutherford Road & 134 & 140 Simmons Street, west of Highway 27 and on the south side of Rutherford Road, in the City of Vaughan. The proposal will facilitate the development of a residential block consisting of 108 residential units and blocks for a stormwater management pond, road widening and buffer, within a 3.44 ha site.

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Official Plan Amendment

Purpose and Effect of the Proposed Amendment

The subject lands are designated "Low-Rise Residential" by the Vaughan Official Plan 2010 (VOP 2010). The proposed OPA will amend the VOP 2010 by adding site specific provisions to allow for changes to policies relating to built form, urban design and compatibility.

2010 York Region Official Plan

The subject site is designated "Urban Area" by the York Region Official Plan (2010), which permits a wide range of residential, commercial, industrial and institutional uses.

Draft Plan of Subdivision

Sanitary Sewage and Water Supply

Residential development requires servicing capacity allocation prior to final site plan approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA
- West Vaughan Sewage Servicing – 2028 expected completion
- Other projects as may be identified in future studies

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

Based on our review of York Region's GIS data and the documentation submitted, it is our understanding that the wastewater and water servicing for the proposed development is as follows:

Wastewater Servicing

There is a proposed sanitary connection to the existing City of Vaughan sanitary sewer on Royalpark Way. The sanitary connection requires the crossing of the Regional 750mm diameter Highway 27 watermain. Engineering drawings showing the proposed crossing, complete with plan and profile/cross-sections and details of the aforementioned Regional infrastructure shall be submitted to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for review and approval. The Owner is further advised that the integrity of the Regional infrastructure is to be maintained at all times during the grading and construction activities of the proposed development. A minimum of 2 week's notice to the Region is required prior to the scheduled construction work related to the crossing of Regional infrastructure.

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Water Servicing

The proposed water supply for the subject development is by way of 2 connections to City of Vaughan infrastructure in the Rutherford Road right-of-way and the Simmons Street right-of-way. The Owner is advised that the Regional 1800mm diameter York Peel Feedermain is located in the Rutherford Road right-of-way. The integrity of the Regional infrastructure is to be maintained at all times during the grading and construction activities of the proposed development.

Should there be any change in the proposed servicing scheme, the Owner shall forward the revised Plan to the Region for review and record.

Transit

The applicant is advised to coordinate with the City of Vaughan to provide sidewalk facilities connecting from the internal road network to Rutherford Road.

Transportation and Infrastructure Planning

The Regional Transportation and Infrastructure Planning Branch section has reviewed the draft plan of subdivision and the Transportation Study Update, prepared by Nextrans, dated August, 2017. Technical comments are attached hereto.

Development Engineering

The Regional Development Engineering section has reviewed the draft plan of subdivision and future site plan requirements are attached hereto.

Summary

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

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

Sincerely,



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

Attachments (2) Schedule of Conditions
 Memorandum – Technical Comments

JW/

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OP.17.011 (LOPA.17.V.0055) & OP.16.007 (LOPA.16.V.0044)
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Schedule of Conditions
19T-17V11 (SUBP.17.V.0047) & 19T-16V04 (SUBP.16.V.0042)
6061 & 6079 Rutherford Road & 134 & 140 Simmons Street
Part of East Half of Lot 15, Concession 9
(Gemini Urban Design (W) Corp.)
City of Vaughan

Re: Glen Schnarr & Associates Inc., dated January 17, 2018

Conditions to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.

Conditions to be Satisfied Prior to Final Approval

2. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
3. The Owner shall agree to advise all potential purchasers of the existing transit services near this development. This includes current transit routes, bus stops, and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, future plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The Owner/consultant is to contact YRT/Viva Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps.

Current YRT/Viva transit services operate on the following roadways in the vicinity of the subject development:

- Rutherford Road
 - Highway 27
4. The owner shall provide a pedestrian and cycling connection from the internal road network to Rutherford Road, including any pedestrian and cycling connections recommended in the updated Transportation Mobility Plan Study to the boundary roadways and adjacent developments, as well as facilities on the site to promote the usage of non-auto travel modes. A drawing shall be provided to illustrate the pedestrian and cycling connections and facilities.
 5. The owner shall provide an updated Transportation Mobility Plan Study to the satisfaction of the Region.
 6. The Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:

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- a) A widening across the full frontage of the site where it abuts Rutherford Road of sufficient width to provide a minimum of 21.5 metres from the centreline of construction of Rutherford Road and any lands required for future grade separation at C.P. Railway and Rutherford Road, and
 - b) A 0.3 metre reserve across the full frontage of the site, adjacent to the above noted widening.
7. 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.
 8. 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.

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9. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
10. 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.
11. The Regional Corporate Services Department shall advise that Conditions 1 to 10 inclusive, have been satisfied.

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MEMORANDUM – PRELIMINARY TECHNICAL COMMENTS

RE: Proposed Official Plan Amendment
 OP.17.011 (LOPA.17.V.0055) & OP.16.007 (LOPA.16.V.0044)
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 Part of East Half of Lot 15, Concession 9
 (Gemini Urban Design (W) Corp.)
 City of Vaughan

Regional Transportation and Infrastructure Planning and Development Engineering staff have reviewed the above noted Official Plan Amendment (OPA), zoning by-law amendment and draft plan of subdivision applications, as well as the supporting documents and offer the following comments for these applications and any subsequent development applications. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

1. Transportation and Infrastructure Planning

- a) The supporting Transportation Study shall be consistent with the Region Transportation Mobility Plan Guidelines as the study should assess the existing and future pedestrian and cycling infrastructure improvements to accommodate the development. The Study shall be revised to assess future infrastructure requirements for pedestrian, cycling and transit in the area.
- b) A 43.0 meter (21.5 m on either side) right-of-way is required for this section of Rutherford Road. However, a grade separation is identified for the C.P. Railway at Rutherford Road in the 2016 TMP. As such, additional lands may be required to accommodate the future grade separation.
- c) A pedestrian and cycling connection should be implemented from the internal road network to Rutherford Road.
- d) The Study should also consult Region's 2016 Transportation Master Plan update regarding roadway improvements in the area.

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- e) Trip assignment is based on the existing traffic pattern, therefore, the majority of the development traffic is assigned to Highway 27. However, once the Highway 427 extension completed in 2021 with a full interchange at Rutherford Road, traffic pattern will change on Rutherford Road, as such the majority of the development traffic will be travelling west on Rutherford Road. A sensitivity analysis regarding future traffic shall be conducted with the Highway 427 extension.
- f) With the future Highway 427 extension noted above, the study shall assess the need of an exclusive eastbound right turn lane on Rutherford Road and Simmons Street intersection to accommodate development traffic, given the geometry of the existing intersection. This intersection was designed to accommodate lower traffic volumes. As Simmons Street connects with Rutherford Road on a horizontal curve with significant slopes, this may create operational and safety issues as more development traffic will make right turns in the future.

2. Development Engineering

- a) Prior to final site plan approval, 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.
- b) Prior to final site plan approval, 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.
- c) Prior to final site plan approval, 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.
- d) Prior to final site plan approval, the Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.1 to 0.2 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.
- e) Prior to final site plan approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
 - a) All existing woody vegetation within the York Region road right of way,
 - b) Tree protection measures to be implemented on and off the York Region road right of way to protect right of way vegetation to be preserved,
 - c) Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region

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road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.

- d) A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:

“Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance”,

- e) For landscape features not maintained to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.
- f) Prior to final site plan approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
- g) Prior to final site plan approval, 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.
- h) Please be aware that York Region Environmental Capital Delivery is scheduled to commence the construction of a sanitary trunk project along the frontage of the subject development, in 2023. For construction coordination please contact Alvaro Baca, Project Manager at 1-877-464-9675 extension 75091.
- i) Prior to final site plan approval, the Owner shall provide an electronic set of the engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services branch and the Infrastructure Asset Management Branch for record.

ATTACHMENT 1C
TORONTO AND REGION CONSERVATION AUTHORITY



October 24, 2018

CFN 60440
X-REF CFN 56077

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

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

Dear Mr. Messere:

**Re: Official Plan Amendment Applications OP.16.007 & OP.17.011
Zoning By-law Amendment Applications Z.16.019 & Z.17.031
Draft Plan of Subdivision Applications 19T-16V004 & 19T-17V011
Part of Lot 15, Concession 9
6061 & 6079 Rutherford Road and 134 & 140 Simmons Street
City of Vaughan, Regional Municipality of York
(Gemini Urban Design (W) Corp.)**

Further to the Toronto and Region Conservation Authority's (TRCA) correspondence of October 2, 2018, we are in receipt of a (revised) fifth submission in support of Official Plan Amendment Applications OP.16.007 and OP.17.011, Zoning By-law Amendment Applications Z.16.019 and Z.17.031 and Draft plan of Subdivision Applications 19T-16V004 and 19T-17V011 received by our office on October 16, 2018 with additional supporting materials received October 19, 2018. A list of materials reviewed can be found in Appendix 'A.'

Background

The original proposal reviewed by our office contemplated development on only the lots on Rutherford Road. The applications at that time sought to facilitate the development of 100 3-storey townhouse dwelling units within 16 blocks and one (1) single-detached dwelling served by a private common element condominium road with access from Rutherford Road. The Draft Plan of Subdivision Application (19T-16V004) was submitted for technical reasons to create a block which would then allow for future Draft Plan of condominium (Common Element).

Subsequently, the applicant secured two adjacent properties municipally known as 134 and 140 Simmons Street and Applications for Official Plan Amendment, Zoning By-law and Draft Plan of Subdivision were also submitted to reflect the additional properties and revision to the original concept. It is our understanding that the purpose of these applications is to facilitate a total of 111 townhouse dwelling units within 22 blocks and 2 semi-detached units, 12,691 m² of landscaped area, a stormwater management block and 34 visitor spaces.

The subject property is located on tablelands associated with the main Humber River valley corridor (to the east) with portions of the two lots on Simmons Street located within the valley wall, which contain a gradual slope east towards Simmons Street, which continues down beyond Highway 27 (to the east) and eventually meeting the Humber River. The tablelands are generally devoid of any significant vegetation; however the two lots on Simmons Street, which contain two existing dwellings, contain manicured lawns with an abundance of trees, many of which are slated for removal to accommodate the proposed development.

Tel. 416.661.6600, 1.888.872.2344 | Fax. 416.661.6898 | info@trca.on.ca | 5 Shoreham Drive, Downsview, ON M3N 1S4

ATTACHMENT 1C (CONTINUED)
TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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October 24, 2018

Application Specific Comments

TRCA completed its review of these applications and provide detailed-design comments in Appendix 'B'. The comments speak primarily to stormwater management practices, specifically quality control along the Simmons Street road right-of-way and confirmation that the LID measures are sized appropriately and detailed on all engineering drawings.

Recommendations

TRCA would have no objections to Official Plan Amendment Applications OP.16.007 and OP.17.011, Zoning By-law Amendment Applications Z.16.019 and Z.17.031 and Draft Plan of Subdivision Applications 19T-16V004 and 19T-17V011 subject to the draft zoning by-law schedule map being revised to remove the reference to 'SWM' (as noted in comment # 1) and the satisfactory resolution of the conditions noted in Appendix 'C' and detailed-design comments in Appendix 'B' of this letter.

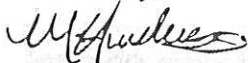
TRCA's detailed-design comments are included in Appendix 'B' herein. It is our expectation that the Owner will address all of TRCA's outstanding comments through fulfilment of the conditions of draft plan approval. This may necessitate redline revisions to the draft plan.

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

Please provide the Notice of Decision for these files once they are approved.

We trust these comments are of assistance. Should you have any questions, please contact me at extension 5936 or at mandrews@trca.on.ca.

Yours truly,



Mark Andrews
Planner II
Planning and Development

Copy: Ken Slater, Gemini Urban Design (W) Corp. (kslats46@gmail.com)
Jim Levac, Glen Schnarr & Associates (jiml@gsai.ca)

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ATTACHMENT 1C (CONTINUED)
TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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October 24, 2018

Appendix 'A': List of Materials Reviewed

- Draft Plan of Subdivision, prepared by Glen Schnarr & Associates Inc., dated October 5, 2018, received by TRCA on October 16, 2018.
- Drawing No. SP1, Site Plan, prepared by FBP Architects Inc., revised October 5, 2018, received by TRCA on October 16, 2018.
- Drawing No. SP1, Site Plan, prepared by FBP Architects Inc., revised July 17, 2018, received by TRCA on October 19, 2018.
- Plan of Survey Showing Topographic Detail of Part of East Half of Lot 15, Concession 9 (Geographic Township of Vaughan), City of Vaughan, Regional Municipality of York, prepared by Rady-Pentek & Edward Surveying Ltd., dated December 4, 2017, received by TRCA on October 19, 2018.
- Functional Servicing & Stormwater Management Report, prepared by Schaeffers Consulting Engineers, dated August 2017, revised October 2018, received by TRCA on October 16, 2018.
- Drawing No. SS-SG-1, Preliminary Site Servicing and Grading Plan, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. SEC-1, Sections 1-8 and 13, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. SEC-2, Preliminary Site Servicing Grading Plan and Sections 14, 15 and 16, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. PP-1, Plan Profile of Simmons Street, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. PP-2, Plan Profile of Simmons Street, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. PP-3, Plan Profile of Sanitary Connection, prepared by Schaeffers Consulting Engineers, dated May 2018, received by TRCA on October 16, 2018.
- Drawing No. ESC-1, Erosion and Sediment Control Plan Stage 1 – Topsoil Stripping, prepared by Schaeffers Consulting Engineers, dated August 2018, received by TRCA on October 19, 2018.
- Drawing No. ESC-2, Erosion and Sediment Control Plan Details, prepared by Schaeffers Consulting Engineers, dated August 2018, received by TRCA on October 19, 2018.
- Response letter addressing TRCA Comments, prepared by Schaeffers Consulting Engineers, dated October 9, 2018, received by TRCA on October 16, 2018.
- Draft Zoning By-law Amendment Map Schedule, prepared by Glen Schnarr & Associates Inc., revised October 5, 2018, received by TRCA on October 16, 2018.
- Arborist Report, prepared by Strybos Barron King Landscape Architecture, dated August 24, 2018, received by TRCA on October 19, 2018.
- Drawing No. V100, Existing Tree Inventory, Preservation and Removals Plan, prepared by Strybos Barron King Landscape Architecture, revision No. 5 dated August 24, 2018, received by TRCA on October 19, 2018.
- Drawing No. V101, Existing Tree Inventory List, prepared by Strybos Barron King Landscape Architecture, revision No. 5 dated August 24, 2018, received by TRCA on October 19, 2018.
- Drawing No. L100, Key Plan, prepared by Strybos Barron King Landscape Architecture, revision No. 5 dated August 24, 2018, received by TRCA on October 19, 2018.
- Drawing Nos. L101 and L102, Landscape Plan, prepared by Strybos Barron King Landscape Architecture, revision No. 5 dated August 24, 2018, received by TRCA on October 19, 2018.
- Drawing Nos. L200 to L202, Landscape Details, prepared by Strybos Barron King Landscape Architecture, revision No. 5 dated August 24, 2018, received by TRCA on October 19, 2018.
- Figure No. 2-1, E to e Slope Study Line, prepared by Bruce A. Brown Associates Limited, dated October 4, 2018, received by TRCA on October 16, 2018.
- Figure No. 2-2, Scoped E to e Slope Study Line, prepared by Bruce A. Brown Associates Limited, dated October 4, 2018, received by TRCA on October 16, 2018.

ATTACHMENT 1C (CONTINUED)
TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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October 24, 2018

Appendix 'B': Detailed-Design Comments

Planning

1. A revised draft zoning by-law map schedule has been provided as requested, however, the OS1 zone references 'SWM' in the former location of the stormwater management facility. Please revise this schedule to remove this reference accordingly.
2. The Site Plan (drawing No. SP1) indicates the location of the underground stormwater management facility as 'Tot Lot.' Please revise this drawing to indicate this as the location of the stormwater management facility.

Water Resources Engineering

Stormwater Management – Quantity Control

3. In addition to the underground chamber, additional LID measures (infiltration chambers, backyard infiltration trenches and swales) have been added to the design. Based on Figure 2-3, it appears that the infiltration galleries are going through the middle of the lots for areas 103, 106 and 108. However, the supporting calculations in Appendix A shows the length including the lots on both sides which may overestimate the retention volume. For example, area 103 includes 19 lots in the calculation of the length, however it appears it is only spanning across 10 lots. It is expected that there should still be enough volume for the 5 mm on site-retention, however please clarify the LID on-site retention volumes. Further, please clarify how water is directed to the bioswale in catchment 105. In addition, please include a detail of all the LID measures and update all of the respective drawings including the Grading, Servicing and Erosion and Sediment Control plans.

Additional Comments Pertaining to Simmons Street Road Upgrades

4. It is noted that an OGS and scour pool are proposed at the outlet of the Simmons Street storm sewer. Please note that TRCA has taken a position parallel to the City of Toronto whereby OGS units, regardless of manufacturer, as a stand-alone measure can achieve up to a 50% TSS removal. As TRCA requires 80% TSS removal, additional measures for a treatment train approach must be considered.

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Clement Messere

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October 24, 2018

Appendix 'C': TRCA's Conditions of Draft Plan of Subdivision Approval

TRCA's Conditions of Draft Plan Approval

As noted above, TRCA has no objections to Draft Plan of Subdivision Application 19T-17V011, Part of East Half of Lot 15, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Glen Schnarr & Associates Inc., dated October 5, 2018, subject to the following conditions:

1. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the Functional Servicing & Stormwater Management Report (prepared by Schaeffers Consulting Engineers, dated October 2018), as may be amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
 - i. a description of the storm drainage system (quantity and quality) for the proposed development;
 - ii. plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
 - iii. appropriate stormwater management techniques which may be required to control minor and major flows;
 - iv. appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial;
 - v. detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
 - vi. proposed measures to promote infiltration and maintain water balance for the plan area;
 - vii. a subsurface investigation (including assessment of groundwater levels) for the final design of site grading, underground structures and infrastructure, and low impact development measures. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
 - viii. an evaluation that addresses the need for groundwater dewatering during construction, including but not limited to, details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
 - ix. grading plans for the subject lands;
 - x. Cross-sections and details regarding areas where grading and filling is proposed in or adjacent to the Buffer (Block 4) and the valley lands, including detailed cross sections for any proposed retaining walls within the Simmons Street road right-of-way. The cross-sections and details shall include, but not be limited to, existing and proposed grades; limits of the natural features, hazards and buffers; transition to the adjacent tableland areas; interim and permanent stabilization of the slopes/disturbed areas; soil remediation; mitigation; tree protection; sediment and erosion controls; supporting geotechnical/soils analyses; and compensation, to the satisfaction of TRCA;

ATTACHMENT 1C (CONTINUED)
TORONTO AND REGION CONSERVATION AUTHORITY

Clement Messere

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October 24, 2018

- xi. an erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and
 - xii. 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.
2. 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.
3. That the Owner agrees in the subdivision and 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 draft plan approval; and
 - 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 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;
 - iv. To erect a permanent fence along all residential lots and blocks that abut the Buffer (Block 4), the valley 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;
 - v. To prohibit grading works within the Buffer (Block 4) and the valley lands unless approved by TRCA; and
 - vi. To prohibit retaining walls in or adjacent to the Buffer (Block 4) and the valley lands unless approved by TRCA.
4. That prior to the registration of this plan or any phase thereof, the Owner prepare a comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the Buffer (Block 4) and the valley lands.
5. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions (dwelling and accessory structure) in the Buffer (Block 4) and the valley lands to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state.
6. That the Buffer (Block 4) and the valley lands be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA.
7. That prior to the registration of this plan or any phase thereof, that a geotechnical slope stability analysis be prepared, to the satisfaction of TRCA, for the proposed Simmons Street road upgrades that addresses the long term stability of the slope, including the factor of safety and any proposed retaining walls along the western side of Simmons Street.

ATTACHMENT 1C (CONTINUED)
TORONTO AND REGION CONSERVATION AUTHORITY

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8. 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.
9. That this draft plan of subdivision and site plan be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval, if necessary, to the satisfaction of TRCA.
10. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, along with a detailed letter stating how each draft approved condition has been addressed, in order to expedite the clearance of conditions of draft plan approval.
11. That the Owner pay the applicable clearance of draft plan conditions fee, pursuant to TRCA's fee schedule at the time the request to clear conditions has been made.

ATTACHMENT 1D
CANADA PACIFIC RAILWAY



**Canadian Pacific
Conditions of Approval
February 23, 2018**

**6061 & 6079 Rutherford Rd & 134 and Part 140 Simmons St.
19T-16V004, OP.16.007, Z.16.019 19T-17V011, OP.17.011, Z.17.031**

The proposed development is located adjacent to mile 14.13 of our Mactier Subdivision, which is classified as a principle main line.

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

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

1. A suitable safety berm be constructed on adjoining property, parallel to the railway right-of-way. The site plan drawing 15-1277-SP1 prepared by Flanagan Beresford & Patterson Architects references the 2.5 metre berm as required by CP.
2. Dwellings must be constructed such that the interior noise levels meet MOECC criteria. We have reviewed the Noise & Vibration Feasibility Study as prepared by HGC Engineering dated April 22, 2016 and support the implementation of all the recommendations contained therein. The vibration analysis was performed based on a proposed set-back of 30 metres, and it appears no mitigation is required.
3. Typical setback of dwellings from the railway right-of-way to be a minimum of 30 metres. The site plan drawing 15-1277-SP1 prepared by Flanagan Beresford & Patterson Architects indicates all units will meet the standard setback requirement.
4. A clause should be inserted in all offers to purchase, agreements of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.

ATTACHMENT 1D (CONTINUED)
CANADA PACIFIC RAILWAY

6. A 1.83 metre high chain-link fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense. It is noted that the site plan indicates a fence along the common property line.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

ATTACHMENT 1D (CONTINUED)
CANADA PACIFIC RAILWAY



PRINCIPAL MAIN LINE REQUIREMENTS

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

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

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

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

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

ATTACHMENT 1E
CANADA POST



December 5, 2017

**CITY OF VAUGHAN
2141 MAJOR MACKENZIE DRIVE
VAUGHAN ON L6A 1T1**

Attention: Clement Messere - Planner

Re: OP.16.007, Z.16.019 & 19T-16V004

OP.17.011, Z.17.031 & 19T-17V011

RELATED FILES:

KEN SLATER, GEMINI URBAN DESIGN (W) CORP

6061 & 6079 RUTHERFORD ROAD & 134 & PART OF 140 SIMMONS ST

THE CITY OF VAUGHAN WARD 2 POSTAL DELIVERY AREA: WOODBRIDGE

Dear Sir/Madam:

Thank you for the opportunity to comment on the above noted project.

As a condition of Condominium approval, Canada Post requires that the owner/developer comply with the following conditions.

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

ATTACHMENT 1E (CONTINUED)
CANADA POST

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

Patrick Brown

Patrick Brown
Delivery Planning Officer
Canada Post
1860 Midland Ave 2nd Fl
Scarborough ON M1P 5A1
416-751-0160 Ext 2019
Patrick.brown@canadapost.ca

ATTACHMENT 1F
ALECTRA UTILITIES



Date: February 26th , 2018

Attention: **Clemente Messere**

RE: Request for Comments

File No.: **Z.17.031**

Applicant: Ken Slater, Gemini Urban Design (W) Corp.

Location 6061 and 6079 Rutherford Road and 134 and 140 Simmons Street

ATTACHMENT 1F (CONTINUED)
ALECTRA UTILITIES



COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

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

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

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

We trust this information is adequate for your files.

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

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

ATTACHMENT 1G
ENBRIDGE GAS DISTRIBUTION



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

November 23, 2017

Clement Messere, BAA, MCIP, RPP
Senior Planner
City of Vaughan
Development Planning Division
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Clement Messere,

Re: Draft Plan of Subdivision, Official Plan Amendment & Zoning By-law Amendment
Gemini Urban Design (W) Corp. (c/o Ken Slater)
6061 & 6079 Rutherford Road and 134 & Part of 140 Simmons Street
City of Vaughan
File No.: 19T-17V011, OP-17-011 & Z-17-031
Related: 19T-16V004, OP-16-007 & Z-16-019

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as 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.

ATTACHMENT 1G (CONTINUED)
ENBRIDGE GAS DISTRIBUTION

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,



Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh