

## 1.9 Special Considerations

### 1.9.1 TransCanada Pipeline

Any proposed work on or near the TransCanada pipeline will require review and approval from TransCanada PipeLines Limited and consideration of their TransCanada's Standard Conditions for Development Near the Right-of-Way or similar documents. These conditions include such matters which govern the following, among others:

- Setbacks to permanent structures and excavations, including inground swimming pools
- Crossings of TransCanada's right-of way by roads, access ramps, trails or pathways, and above or below ground services and utilities
- Grading and drainage
- Inspection requirements
- Land conveyance requirements
- Construction considerations
- Vehicle barriers

Proponents are required to contact TransCanada to obtain the most current requirements.

### 1.9.2 Noise Control

#### 1.9.2.1 Residential Developments

All proposed residential lots that abut and/or are parallel to (i.e., flanking) major collector roads, arterial roads, railways or commercial developments, shall be provided with forced air heating and ventilation systems equipped with central air conditioning. Where determined appropriate by the Noise Study, additional lots not included in the above classification will be required to implement appropriate noise mitigation measures. An appropriate warning clause is to be included in all Agreements of Purchase and Sale for the affected lots.

#### 1.9.2.2 Noise Studies

All potential noise sources shall be taken into account including, but not necessarily limited to, the following:

- Traffic from arterial, collectors, local roads and Provincial Highways.
- Local commercial/industrial blocks and railways.
- Parks, public squares, urban parks and service blocks.
- Interim noise attenuation measures, if any.

The percentage of heavy vehicles shall be based on the following:

- Arterial Roads: Region of York traffic data and projections
- Local & Collector Roads: 5% heavy vehicles (2% heavy; 3% medium)

The analysis of traffic speeds for Local and Collector Roads shall be based on the design (not posted speed limits) identified in Table 1-2, or as otherwise determined based on Region of York traffic data and projections subject to a minimum of 80 km/h.

The traffic volumes identified in Table 1-22, representing the ultimate Average Annual Daily Traffic (AADT) volumes, shall be used in the noise impact assessment reports unless higher volumes are specified by the City and/or the Region of York. The designer is responsible to confirm the ultimate AADT with the City and/or the Region of York based on the most recent data and best information available at the time of analysis. Traffic volumes from Provincial Highways shall be obtained from the Ontario Ministry of

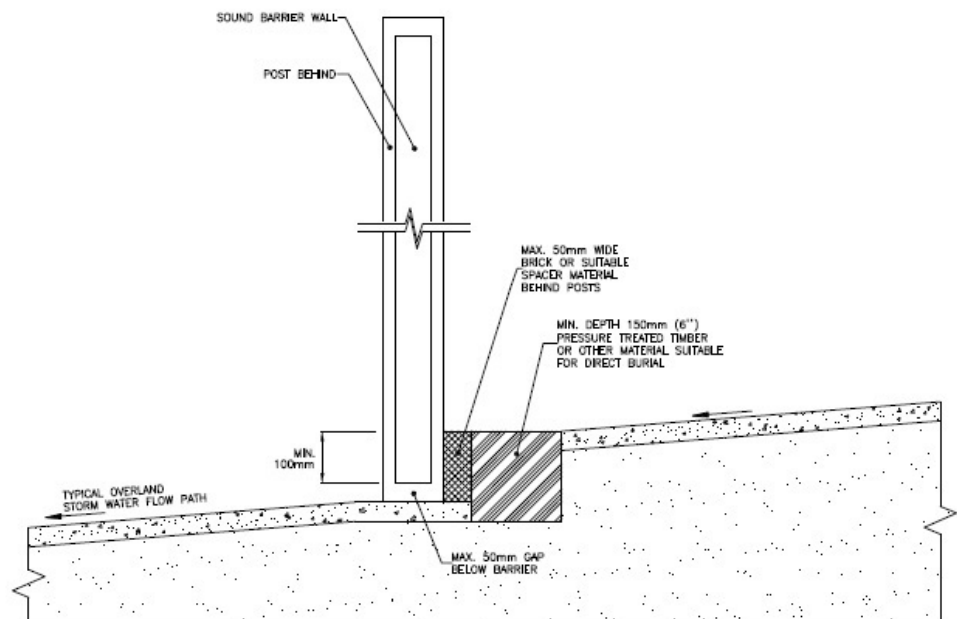
Transportation (MTO). Noise assessments are to be conducted based on the maximum centreline road grade with a tolerance of  $\pm 3\%$ .

**Table 1-22 Design Traffic Volumes for Noise Impact Assessments**

Road Type	AADT
Minor Collector Road (2 lanes)	6,000 – 12,000
Major Collector Road (4 lanes)	12,000 – 30,000
Arterial Road, 2 Lanes	12,000 – 30,000
Arterial Road, 4 Lanes	27,000+
Arterial Road, 6 Lanes	40,000+

### 1.9.2.3 Acoustic Fences

Acoustic fences shall comply with Standard Drawings FRW-102, FRW-104 and FRW-106 or as otherwise may be specified by a licensed Professional Engineer and subject to the approval of the City. Wherever possible, drainage should not be conveyed through the barrier. In cases, subject to the approval of the City, where drainage is to be conveyed through the barrier, then its design shall be as follows:



**Figure 1-6 Noise barrier with drainage gap**

### 1.9.3 Woodlot Buffer

For new developments, a minimum 10m buffer is to be provided between woodlots and private property. It is noted that additional buffer may be required for any grading/drainage requirements.

### 1.9.4 Hydrogeological Impact Study

Where required by the City, a detailed hydrogeological impact study is to be prepared that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision, as follows:

- A base line well condition and monitoring report shall be submitted to the City prior to the pre-servicing or registration of the Plan (whichever occurs first) and shall include as a minimum requirement the following tests:
  - Bacteriological Analysis — total coliform and E-coli counts
  - Chemical Analysis — Nitrate Test
  - Water level measurement below existing grade
- In the event that the test results are not within the Ontario Drinking Water Standards, notifications to relevant homeowners, the Region of York Community and Health Services Department and the City within twenty-four (24) hours of obtaining the test results
- Well monitoring shall continue during construction and an interim report shall be submitted to the City for records purposes.
- Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the City prior to Completion Approval.

Temporary water supply shall be provided to the affected residents upon notice by the City. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, a recognized hydrogeologist is to be engaged to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the municipal watermain system.

#### 1.9.5 Environmental Site Assessments (ESA)

Wherever required, and generally prior to final approval (registration), and/or conveyance of land, and/or any initiation of grading or construction, a Phase One ESA report and as applicable, a Phase Two ESA report and a Remediation Action Plan for the lands in accordance with Ontario Regulation 153/04 (or successor legislation) or its intent shall be submitted to the satisfaction of the City.

In addition, for park blocks and open space blocks to be deeded/conveyed to the City, the Owner shall submit a Phase Two ESA report in accordance with Ontario Regulation 153/04 (or successor legislation) or its intent to the satisfaction of the City. This ESA is to be conducted following certification of the completion of rough grading, but prior to the placement of topsoil and landscaping.

Additional conditions of the development agreement may include, as applicable:

- Should site remediation be required to meet the applicable soil and ground water criteria set out in the above-noted regulation, a report shall be submitted delineating the successful implementation of the accepted Remedial Action Plan which includes verification of samplings and chemical analysis to the satisfaction of the City.
- A certificate by a qualified professional shall be submitted indicating that all relevant land, including any lands and easements to be dedicated to the City, meet the applicable soil and groundwater criteria set out in the above-noted regulation.
- Proof of the satisfactory filing of a Record of Site Condition (RSC) for the relevant lands on the Environmental Site Registry (ESR) of the Ministry of the Environment, and Conservation and Parks (MECP), which includes the acknowledgment from MECP and a signed copy of the RSC by a Qualified Person.
- Reimbursement to the City for the costs of peer review of applicable ESA reports.

For full details with respect to the ESA requirements, refer to the “City of Vaughan Policy and Procedures for Dealing with Contaminated or Potentially Contaminated Sites, Updated January 2014”.

### 1.9.6 Canada Post Mailbox Locations

Development proponents will consult and coordinate with Canada Post with respect to locating Community Mailboxes within their developments. Additional considerations for site selection include the following:

- The mailboxes should not be located in front of park blocks;
- The mailboxes should not be located in front of roadway lay-bys;
- The mailboxes should not be located within the park blocks;
- It is preferred that the mailboxes be along local streets where traffic is not a major issue; and
- It is preferred that the mailboxes be located along flankage lots behind privacy fences.

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