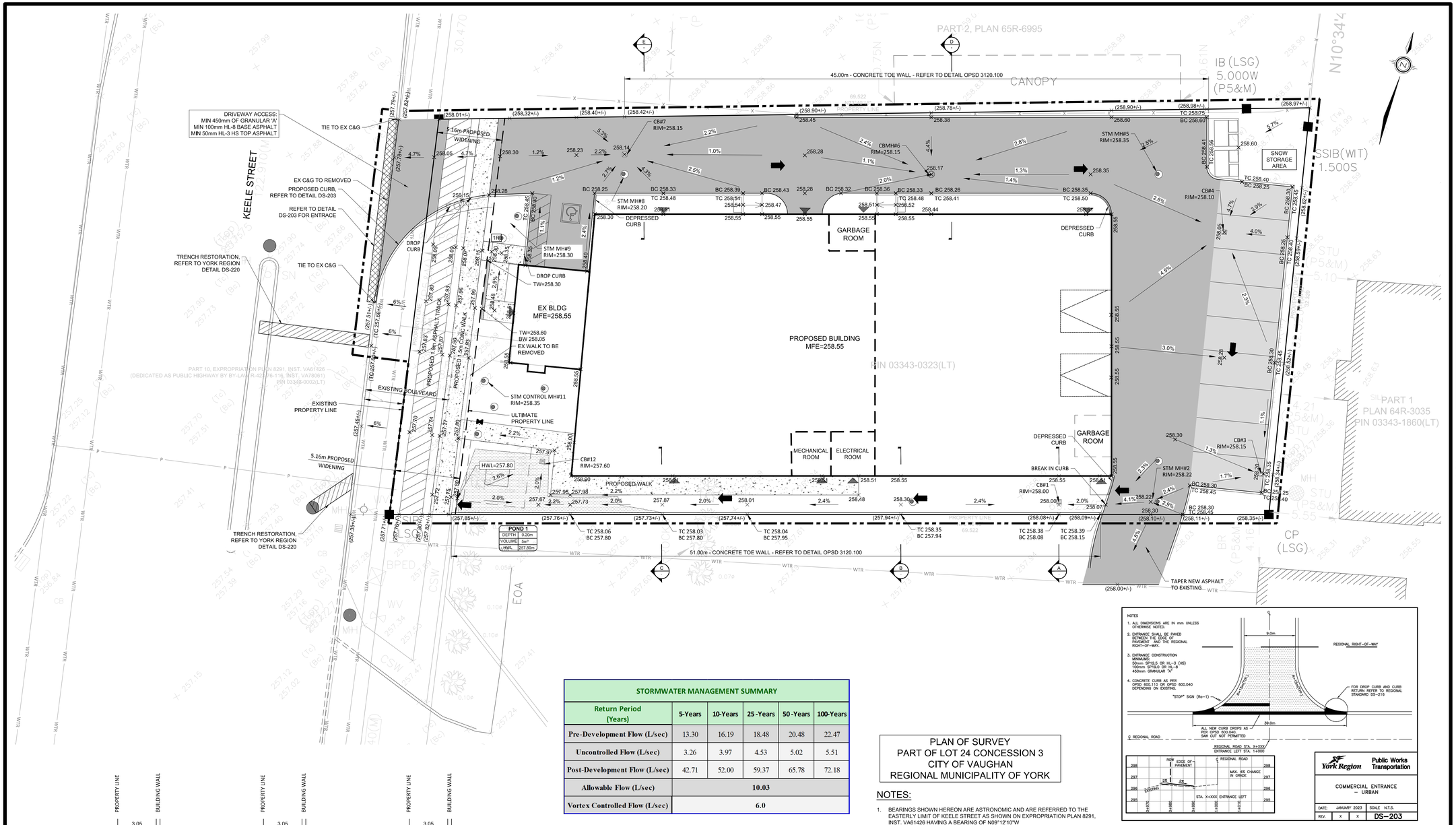
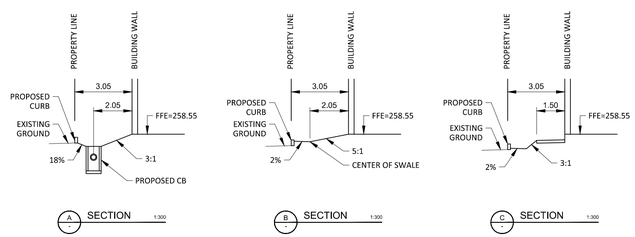




STORMWATER MANAGEMENT SUMMARY					
Return Period (Years)	5-Years	10-Years	25-Years	50-Years	100-Years
Pre-Development Flow (L/sec)	13.30	16.19	18.48	20.48	22.47
Uncontrolled Flow (L/sec)	3.26	3.97	4.53	5.02	5.51
Post-Development Flow (L/sec)	42.71	52.00	59.37	65.78	72.18
Allowable Flow (L/sec)	10.03				
Vortex Controlled Flow (L/sec)	6.0				

PLAN OF SURVEY
PART OF LOT 24 CONCESSION 3
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

NOTES:

1. BEARINGS SHOWN HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE EASTERLY LIMIT OF KEELE STREET AS SHOWN ON EXPROPRIATION PLAN 8291, INST. VA61426 HAVING A BEARING OF N09°12'10"W
2. ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO CITY OF VAUGHAN BENCH MARK No. 105090140 HAVING AN ELEVATION OF 240.744 METRES.

ROADWORKS NOTES:

1. ENTRANCE DRIVEWAYS SHALL BE CONSTRUCTED WITH HEAVY DUTY ASPHALT FROM THE BACK OF THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE (AREA HIGHLIGHTED ON DRAWING(S) IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
   - 50mm COMPACTED DEPTH OF HL3 ASPHALT - TOP COURSE
   - 100mm COMPACTED DEPTH OF HL8 ASPHALT - BINDER COURSE
   - 150mm COMPACTED DEPTH OF 20 MM CRUSHER-RUN LIMESTONE - GRANULAR BASE
   - 300mm COMPACTED DEPTH OF 50 MM CRUSHER-RUN LIMESTONE - GRANULAR SUB-BASE
2. THE SURFACE OF ALL LOADING SPACES AND RELATED DRIVEWAYS, PARKING SPACES, AND MANEUVERING AREAS WITHIN THE SITE SHALL BE PAVED WITH A HARD SURFACE. THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
   - 40mm COMPACTED DEPTH HL3 ASPHALT - TOP COURSE
   - 50mm COMPACTED DEPTH HL8 ASPHALT - BINDER COURSE
   - 150mm COMPACTED DEPTH 20 MM CRUSHER-RUN LIMESTONE - GRANULAR BASE
   - 200mm COMPACTED DEPTH 50 MM CRUSHER-RUN LIMESTONE - GRANULAR SUB-BASE
3. FOR CONDOMINIUM UNIT DRIVEWAYS, THE MINIMUM DEPTH REQUIREMENTS ARE AS FOLLOWS, OR AS SPECIFIED BY GEOTECHNICAL ENGINEER:
4. 25mm COMPACTED DEPTH HL3 ASPHALT TOP COURSE (TOP COURSE ASPHALT SHALL NOT BE PLACED UNTIL THE BASE COURSE ASPHALT HAS BEEN IN PLACE FOR ONE WINTER SEASON. OTHER HARD SURFACES MAY BE INSTALLED AS APPROVED BY THE CITY.)
5. 50mm COMPACTED DEPTH HL8 ASPHALT BASE COURSE
6. 200mm COMPACTED DEPTH 20 MM CRUSHER-RUN LIMESTONE BASE
7. ALL CONCRETE CURB FROM EXISTING ROAD CURB TO STREET LINE SHALL BE BARRIER CURB OPSD 600.110. ALL CONCRETE CURB HEIGHTS SHALL BE 150mm UNLESS OTHERWISE NOTED. ENTRANCE DRIVEWAY CURB TO BE DISCONTINUOUS AT SIDEWALK AND TAPERED BACK 600mm MINIMUM.
8. ALL REQUIRED CURB CUTTING AT ENTRANCE DRIVEWAY AND CURB DEPRESSIONS AT SIDEWALK CROSSINGS SHALL BE INSTALLED TO THE SATISFACTION OF THE CITY.
9. EXISTING ROADWAY CURB AND GUTTER TO BE CONTINUOUS THROUGH THE PROPOSED NEW DRIVEWAY ENTRANCE(S) ALONG WITH THE MUNICIPAL SIDEWALK.
10. SIDEWALK TO BE 200 MM THICK THROUGH DRIVEWAY ENTRANCE PER CITY STANDARD R-128 AND TO INCLUDE TACTILE INDICATORS IN ACCORDANCE WITH YORK REGION STANDARD.
11. ENTRANCE DRIVEWAYS SHALL BE SETBACK A MINIMUM CLEARANCE OF 1.0m FROM ALL ABOVEGROUND SERVICES OR OTHER OBSTRUCTIONS.
12. PAVEMENT GRADES: MIN. 0.5%; MAX 5%.

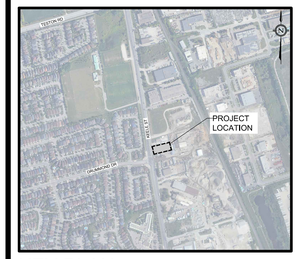
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8. LANDSCAPING WORK SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
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12. SILT FENCE(S) AND OTHER EROSION CONTROL MEASURES TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
13. CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450 MM CRUSHED STONE BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
14. ALL PROPOSED BARRIER-FREE PARKING SPACES TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND BARRIER-FREE PAVEMENT SYMBOL MARKING.

Contractor must check and verify all dimensions and be res- ponsible for same, reporting any discrepancies to the Engineer before commencing work. Prints shall not be used for construction until signed 'Approved For Construction' by the Engineer.
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4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN

SCALE: NTS

LEGEND

- CONSTRUCTION BOUNDARY
- EXISTING PROPERTY LINE
- ULTIMATE PROPERTY LINE
- 258.00 PROPOSED ELEVATION
- BC 258.00 PROPOSED ELEVATION BOTTOM CURB
- TC 258.00 PROPOSED ELEVATION TOP OF CURB
- (183.34±) EXISTING ELEVATION
- 1.0% PROPOSED SLOPE
- (1.0%) EXISTING SLOPE
- DIRECTION OF PROPOSED OVERLAND FLOW
- PROPERTY LINE
- EXISTING CURB & GUTTER
- EXISTING FENCE
- CATCHBASIN
- CATCHBASIN MAINTENANCE HOLE
- MAINTENANCE HOLE
- EXISTING MAINTENANCE HOLE
- PONDING AREA
- HEAVY DUTY PAVEMENT
- LIGHT DUTY PAVEMENT
- ASPHALT CYCLE TRACK
- CONCRETE WALK

LICENCED PROFESSIONAL ENGINEER SOSCIA SHAWN SOSCIA 100187903 PROVINCE OF ONTARIO

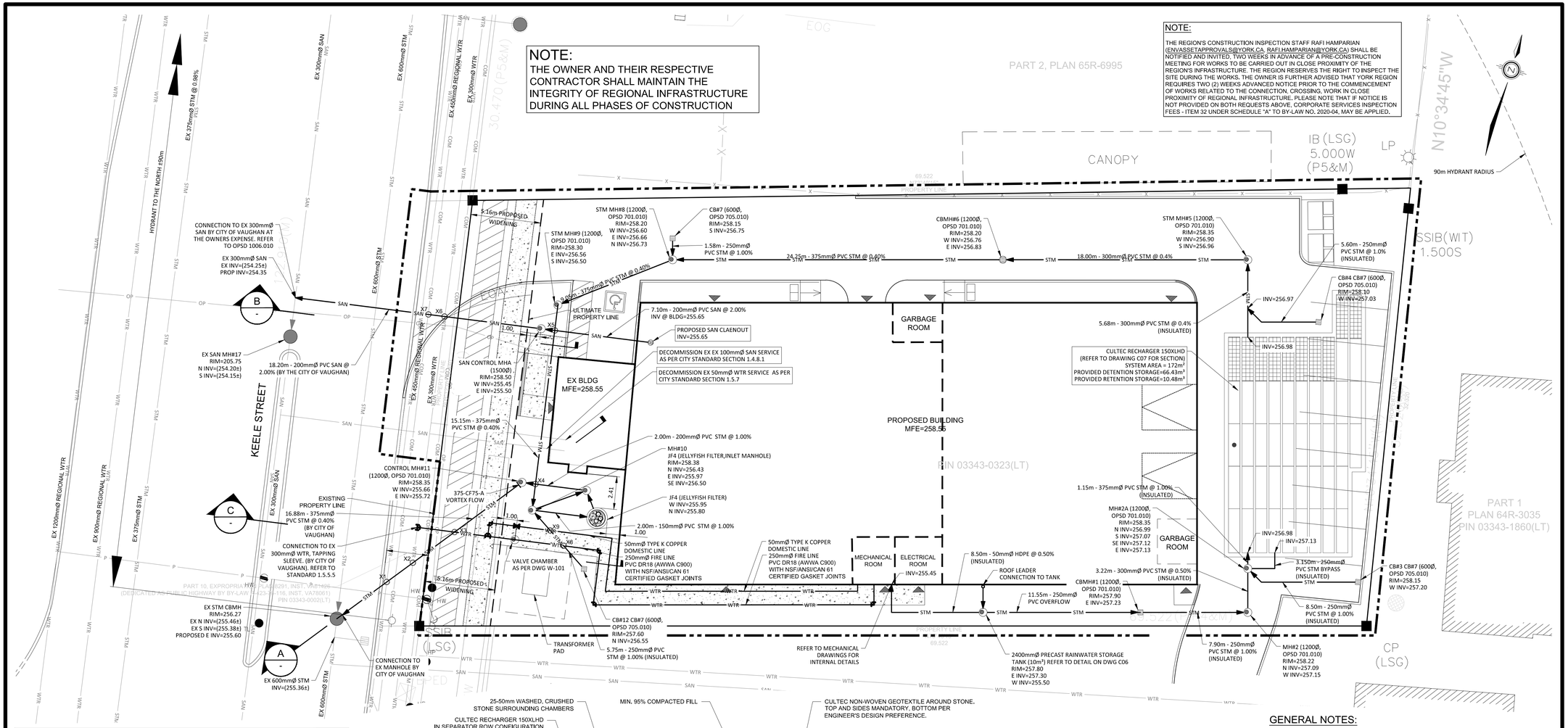
SOSCIA
PROFESSIONAL ENGINEERS INC.
10376 Yonge Street, Suite 307
Richmond Hill, ON, L4C 3B8
WWW.ssosciaeng.ca
ph 905 237 5410
fax 905 237 5413

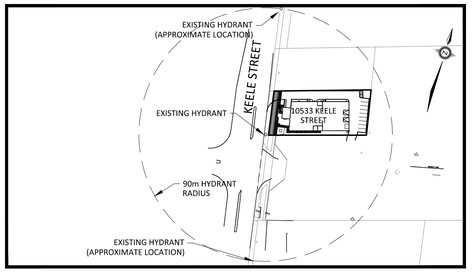
PROJECT: CITY FILE:DA.24.032
PROPOSED
INDUSTRIAL WAREHOUSE
10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:		JOB NO:
SITE GRADING PLAN		24-020
SCALE: 1:150	DATE: OCTOBER, 2026	DWG NO: C01
DRAWN: DB	CHECKED: SS	

NOTE:
THE OWNER AND THEIR RESPECTIVE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF REGIONAL INFRASTRUCTURE DURING ALL PHASES OF CONSTRUCTION

NOTE:
THE REGION'S CONSTRUCTION INSPECTION STAFF RAFI HAMPARIAN (ENVASSETAPPROVALS@YORK.CA, RAFI.HAMPARIAN@YORK.CA) SHALL BE NOTIFIED AND INVITED, TWO WEEKS IN ADVANCE OF A PRE-CONSTRUCTION MEETING FOR WORKS TO BE CARRIED OUT IN CLOSE PROXIMITY OF THE REGION'S INFRASTRUCTURE. THE REGION RESERVES THE RIGHT TO INSPECT THE SITE DURING THE WORKS. THE OWNER IS FURTHER ADVISED THAT YORK REGION REQUIRES TWO (2) WEEKS ADVANCED NOTICE PRIOR TO THE COMMENCEMENT OF WORKS RELATED TO THE CONNECTION, CROSSING, WORK IN CLOSE PROXIMITY OF REGIONAL INFRASTRUCTURE. PLEASE NOTE THAT IF NOTICE IS NOT PROVIDED ON BOTH REQUESTS ABOVE, CORPORATE SERVICES INSPECTION FEES - ITEM 32 UNDER SCHEDULE "A" TO BY-LAW NO. 2020-04, MAY BE APPLIED.





HYDRANT KEY PLAN
1:2000

PLAN OF SURVEY
PART OF LOT 24 CONCESSION 3
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK

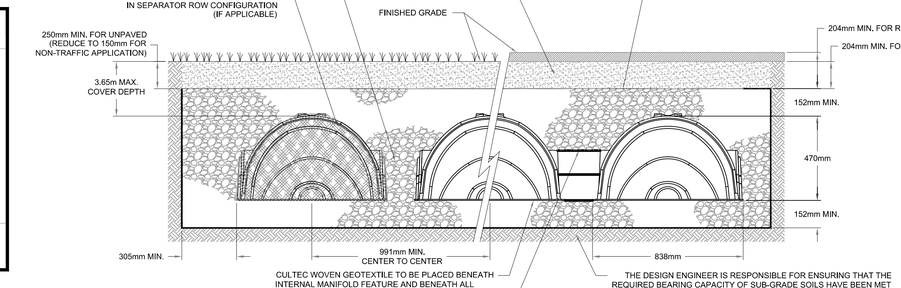
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2. ELEVATIONS SHOWN HEREON ARE GEODETIC AND ARE RELATED TO CITY OF VAUGHAN BENCH MARK No. 105090140 HAVING AN ELEVATION OF 240.744 METRES.

DEEP UTILITY PIPE CROSSING TABLE

PROJECT NAME: 10533 Keele Street Industrial Warehouse — **DATE:** August 5, 2026
PROJECT No.: 24-020 — **CALCULATED BY:** DB

CROSSING No.	PIPE 1	INV 1	SIZE	TOP 1	PIPE 2	INV 2	SIZE	TOP 2	DIFF (m)
X1	STM	256.01	0.375	256.39	WTR	254.60	0.450	255.05	0.96
X2	STM	256.02	0.375	256.40	WTR	254.60	0.300	254.90	1.12
X3	STM	255.64	0.375	256.02	WTR	254.66	0.150	254.81	0.83
X4	STM	255.73	0.200	255.93	STM	256.45	0.375	256.83	0.52
X5	STM	256.49	0.375	256.87	SAN	255.52	0.200	255.72	0.77
X6	SAN	255.31	0.200	255.51	WTR	254.35	0.300	254.65	0.66
X7	SAN	255.27	0.200	255.47	WTR	254.20	0.450	254.65	0.62
X8	STM	256.53	0.250	256.78	WTR	255.88	0.150	256.03	0.50
X9	STM	256.51	0.250	256.76	WTR	255.88	0.050	255.93	0.58



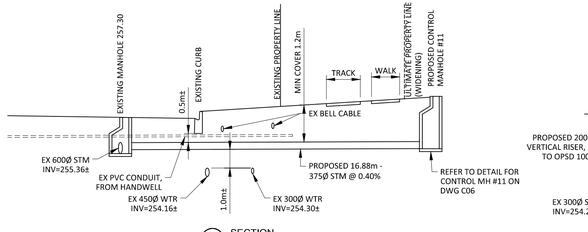
SECTION NTS
CULTEC RECHARGER 150XLHD

SEWER & WATER NOTES:

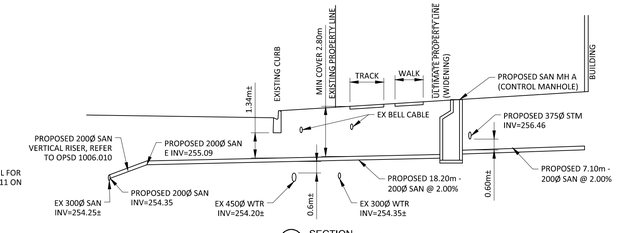
1. SANITARY AND STORM CONTROL MAINTENANCE HOLES SHALL BE IN ACCORDANCE WITH ALL APPLICABLE OPSD
2. DETAILS. FRAME AND COVER SHALL BE OPSD 401.010 TYPE A OR APPROVED EQUAL. THE MAINTENANCE HOLES SHALL BE BENCHED TO THE OBVERT (TOP) OF PIPES.
3. ALL SANITARY MAINTENANCE HOLE COVERS IN THE PONDING AREAS TO BE WATER TIGHT SEALED COVERS.
4. ALL CATCHBASINS SHALL BE INSTALLED IN ACCORDANCE WITH CITY STANDARD DRAWING S-103. ALL CATCHBASIN
5. FRAMES AND GRATES SHALL BE OPSD 400,010 OR OPSD 400,110 OR APPROVED EQUAL.
6. WATERMAIN SHALL HAVE A MINIMUM VERTICAL SEPARATION OF 0.5 M AND HORIZONTAL SEPARATION OF 2.5m BETWEEN ANY SEWER OR MAINTENANCE HOLE UNLESS OTHERWISE NOTED.
7. HYDRANTS TO BE INSTALLED AS PER CITY STANDARD W-104 WITH 1.0 M MINIMUM CLEAR FROM ALL OBSTRUCTIONS.
8. ALL INDUSTRIAL/COMMERCIAL/CONDOMINIUM WATERMAIN CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD DRAWINGS C-102, C-103, W-106, W-109 AND RELATED STANDARD DRAWINGS.
9. SANITARY, STORM AND WATER SERVICE CONNECTIONS WHICH ARE NOT IN PLACE ON THE MUNICIPAL ROAD ALLOWANCE TO THE PROPERTY LINE SHALL BE ARRANGED FOR INSTALLATION BY THE CITY ON PAYMENT OF INSTALLATION COSTS BY THE OWNER. TO INITIATE THE INSTALLATION OF THE SERVICE CONNECTION(S), THE OWNER SHALL FILE AN APPLICATION WITH THE CONSTRUCTION SERVICES DIVISION OF THE DEVELOPMENT ENGINEERING DEPARTMENT WHICH INCLUDES 2 COPIES OF THE APPROVED SITE SERVICING AND GRADING DRAWING(S) WITH DEPARTMENTS APPROVAL SEAL AND, IF REQUIRED, A COPY OF THE REGION OF YORK APPROVAL SCHEDULE AS PER THE EXECUTED SITE PLAN AGREEMENT.

GENERAL NOTES:

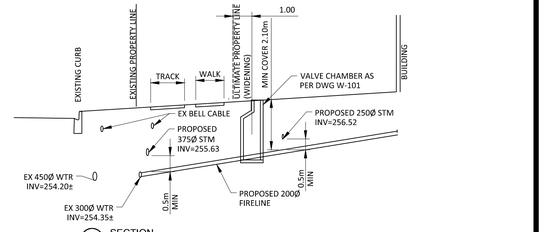
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A SECTION 1:300



B SECTION 1:300

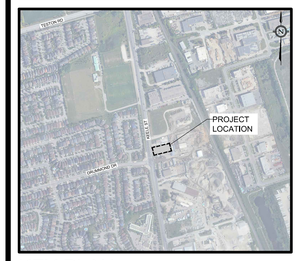


C SECTION 1:300

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7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN
SCALE: NTS

LEGEND

- CONSTRUCTION BOUNDARY
- PROPERTY LINE
- EXISTING CURB & GUTTER
- STM — EXISTING STORM
- SAN — EXISTING SANITARY
- WTR — EXISTING WATER
- EXISTING MAINTENANCE HOLE
- EXISTING VALVE
- EXISTING CATCHBASIN
- EXISTING HYDRANT
- STM — PROPOSED STORM
- SAN — PROPOSED SANITARY
- WTR — PROPOSED WATER
- PROPOSED MAINTENANCE HOLE
- PROPOSED CATCHBASIN MAINTENANCE HOLE
- PROPOSED CATCHBASIN
- PROPOSED WATER METER
- PROPOSED BACKFLOW PREVENTER

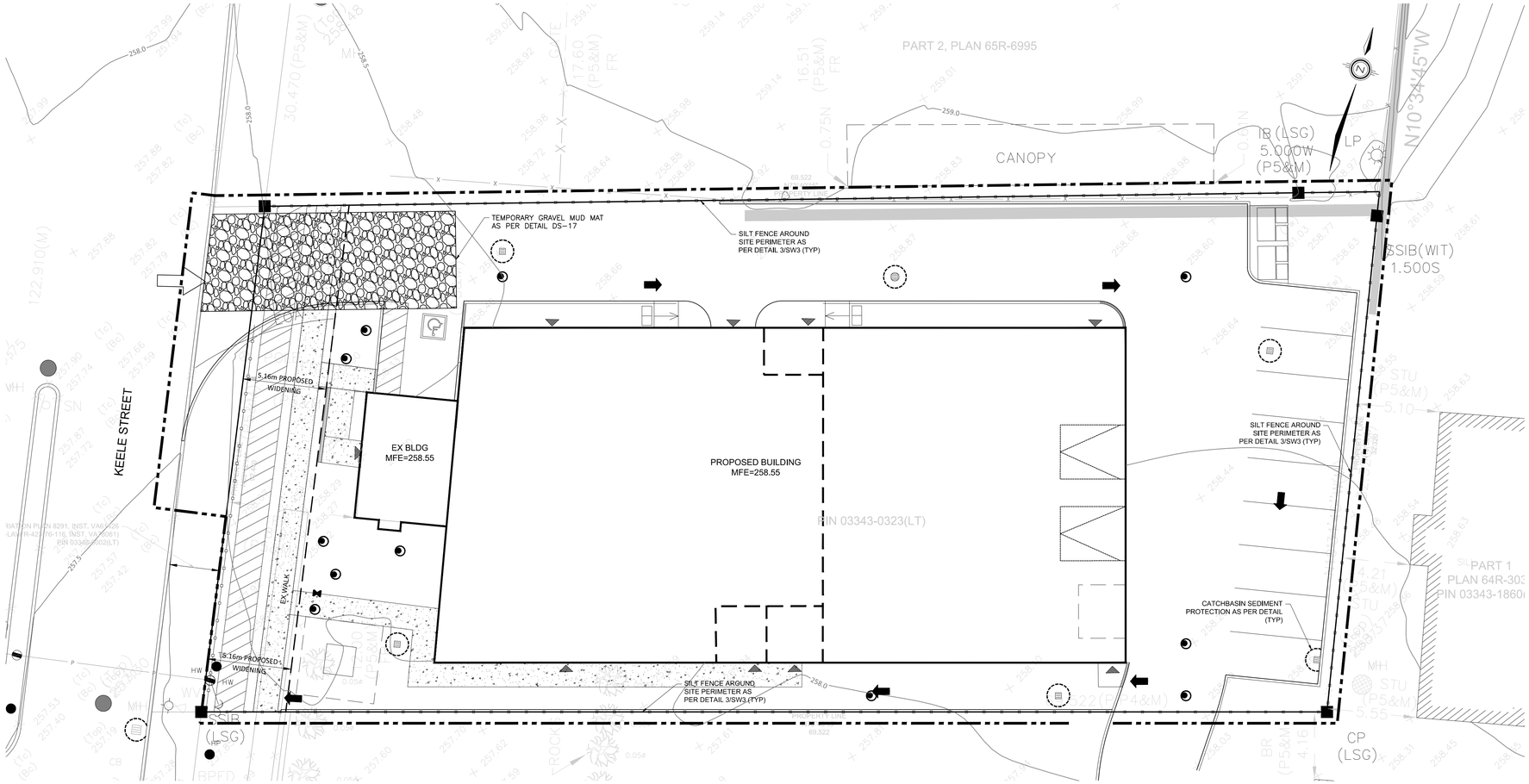
LICENCED PROFESSIONAL ENGINEER — S. SOSCIA — 100149809 — PROVINCE OF ONTARIO

SOSCIA
PROFESSIONAL ENGINEERS INC.
10376 Yonge Street, Suite 307
Richmond Hill, ON. L4C 3B8
WWW.ssosciaeng.ca
ph 905 237 5410
fax 905 237 5413

PROJECT: PROPOSED
INDUSTRIAL WAREHOUSE
CITY FILE:DA.24.032

10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:	JOB NO:
SITE SERVICING PLAN	24-020
SCALE: 1:150	DATE: OCTOBER, 2026
DRAWN: DB	CHECKED: SS
	DWG NO: C02



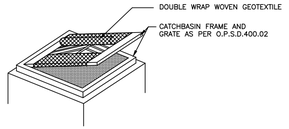
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5. THE LOCATION OF ALL UNDER/ABOVE GROUND UTILITIES AND STRUCTURES IS APPROXIMATE ONLY AND WHERE SHOWN ON THE DRAWING(S) THE ACCURACY OF THE LOCATION OF SUCH UTILITIES IS NOT GUARANTEED, THE OWNER AND/OR HIS REPRESENTATIVE SHALL DETERMINE THE LOCATION OF ALL SUCH UTILITIES AND STRUCTURES BY CONSULTING THE APPROPRIATE AUTHORITIES OR UTILITY COMPANIES CONCERNED. THE OWNER SHALL PROVE THE LOCATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE OR RESTORATION OR ADJUSTMENT FOR THE SAME.
6. ANY CONFLICTS WITH EXISTING SERVICES SHALL BE RECTIFIED AT THE OWNER'S EXPENSE.
7. APPROPRIATE CONSTRUCTION DETAILS SHOULD BE PROVIDED FOR RETAINING WALLS HIGHER THAN 1.0 M. DETAILS SHALL BE DESIGNED AND CERTIFIED BY A PROFESSIONAL ENGINEER UPON APPROVAL. HANDRAIL/GUARD/FENCE IS REQUIRED WHEN HEIGHT EXCEEDS 0.60 M (AS PER CITY STANDARD DRAWING FRW-105 OR APPROVED EQUAL). UPON COMPLETION, RETAINING WALLS GREATER THAN 1.0 M TO BE CERTIFIED BY A STRUCTURAL AND GEOTECHNICAL ENGINEERS.
8. LANDSCAPING WORK SHALL NOT ENCROACH ON BOULEVARD NOR SHALL BOULEVARD GRADES BE ALTERED.
9. SLOPES IN LANDSCAPED AREAS AND ON BERMS SHALL NOT EXCEED 3 HORIZONTAL TO 1 VERTICAL.
10. GRASSED DRAINAGE SWALE GRADES: MIN. 2%; MAX.5%.
11. OUTSIDE LIGHTING SHALL BE DIRECTED DOWNWARD AND INWARD AND DESIGNED TO MAINTAIN ZERO CUT-OFF LIGHT LEVEL DISTRIBUTION AT THE PROPERTY LINE.
12. SILT FENCE(S) AND OTHER EROSION CONTROL MEASURES TO BE INSTALLED AND MAINTAINED TO PREVENT SILT FLOWING ONTO ADJACENT LANDS UNTIL THE COMPLETION OF SODDING ACTIVITIES.
13. CONSTRUCTION ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM DEPTH OF 450 MM CRUSHED STONE BASE FROM THE MUNICIPAL CURB OR EDGE OF PAVEMENT TO THE PROPERTY LINE, TO THE SATISFACTION OF THE CITY.
14. ALL PROPOSED BARRIER-FREE PARKING SPACES TO INCLUDE "RB-93 BY PERMIT ONLY" TRAFFIC SIGN AND BARRIER-FREE PAVEMENT SYMBOL MARKING.

EROSION CONTROL NOTES:

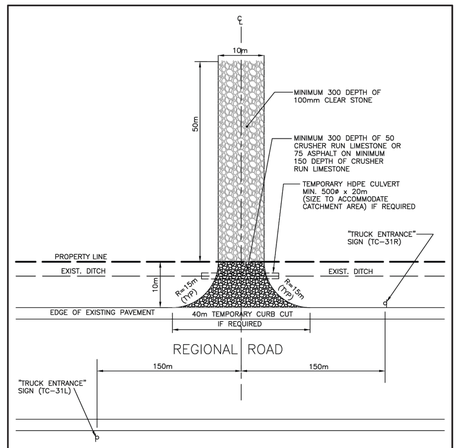
1. PROTECT ALL EXPOSED SURFACES AND CONTROL RUNOFF DURING CONSTRUCTION.
2. ALL EROSION CONTROL MEASURES ARE TO BE IN PLACE BEFORE STARTING CONSTRUCTION AND REMAIN IN PLACE UNTIL RESTORATION IS COMPLETE.
3. MAINTAIN EROSION CONTROL MEASURES DURING CONSTRUCTION..
4. ALL COLLECTED SEDIMENT MUST BE DISPOSED OF AT AN APPROVAL LOCATION.
5. MINIMIZE THE AREA DISTURBED DURING CONSTRUCTION.
6. ALL DEWATERING MUST BE DISPOSED OF IN AN APPROVED SEDIMENTATION BASIN.
7. PROTECT ALL CATCH BASINS, MAINTENANCE HOLES AND PIPE ENDS FROM SEDIMENT INTRUSION WITH GEOTAXTILE (TERRAFIX 270R OR EQUAL).
8. KEEP ALL SUMPS CLEAN DURING CONSTRUCTION.
9. PREVENT WIND-BLOWN DUST.
10. STRAW BALES TO BE USED IN LOCALIZED AREAS AS SHOWN AND AS DIRECTED BY THE ENGINEER DURING CONSTRUCTION FOR WORKS WHICH ARE IN OR ADJACENT TO FLOODLINES, FILL LINES AND HAZARDOUS SLOPES.
11. STRAW BALES TO BE TEMINATED USING ROUNDING BALES TO CONTAIN AND FILTER RUNOFF.
12. EROSION AND SEDIMENTATION CONTROL DEVICES ARE TO BE INSPECTED MINIMUM WEEKLY, AFTER EVERY RAINFALL AND MAINTAINED AND CLEARED AS REQUIRED.

NOTE
1. TO BE USED UNDER APPROPRIATE DRAINAGE CIRCUMSTANCES, BETWEEN APRIL AND DECEMBER
2. WOVEN GEOTEXTILE TO HAVE EQUIVALENT OPENING SIZE OF 0.15mm AND A MAXIMUM EQUIVALENT OPENING SIZE OF 0.25mm
3. WOVEN GEOTEXTILE TO BE REPLACED PERIODICALLY WHEN ACCUMULATED SEDIMENTS INTERFERES WITH DRAINAGE.



CATCHBASIN SEDIMENT PROTECTION

1 SW3

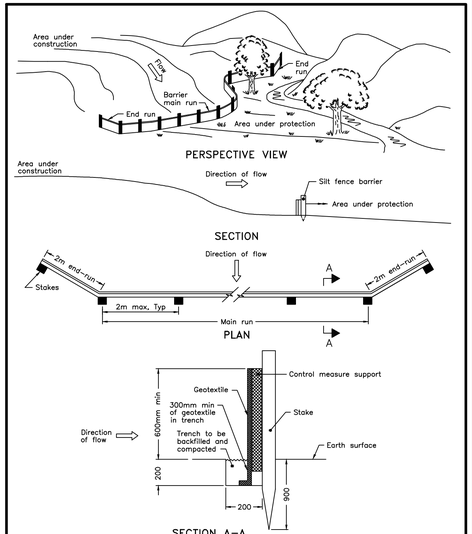


NOTES
1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. TEMPORARY "TRUCK ENTRANCE" SIGNS(TC-31) SHALL BE INSTALLED ON THE SHOULDER, 150M IN ADVANCE OF THE ACCESS (NOTE: SEE DETAILS ON USE OF THESE SIGNS IN THE ONTARIO TRAFFIC MANUAL, BOOK 7) THE APPLICANT WILL BE RESPONSIBLE FOR THE COST OF OBTAINING, ERECTING AND MAINTAINING THESE SIGNS.
3. TEMPORARY CONSTRUCTION ACCESS SHALL BE REMOVED FROM THE REGIONAL ROAD ALLOWANCE AND ALL DISTURBED AREAS SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.

York Region Transportation Services

MUD MAT FOR TEMPORARY CONSTRUCTION ACCESS

DATE:	MARCH 2015		SCALE N.T.S.
REV.	X	X	DS-217



NOTE:
A All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING | Nov 2006 | Rev | 1

3 SW4 HEAVY-DUTY SILT FENCE BARRIER

OPSD 219.130

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No	DATE	REVISION	DRN	CHKD
1	2024-04-18	ISSUED FOR APPROVAL	DB	SS
2	2024-10-28	ISSUED FOR APPROVAL	DB	SS
3	2025-03-19	ISSUED FOR APPROVAL	DB	SS
4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN

SCALE: NTS

LEGEND

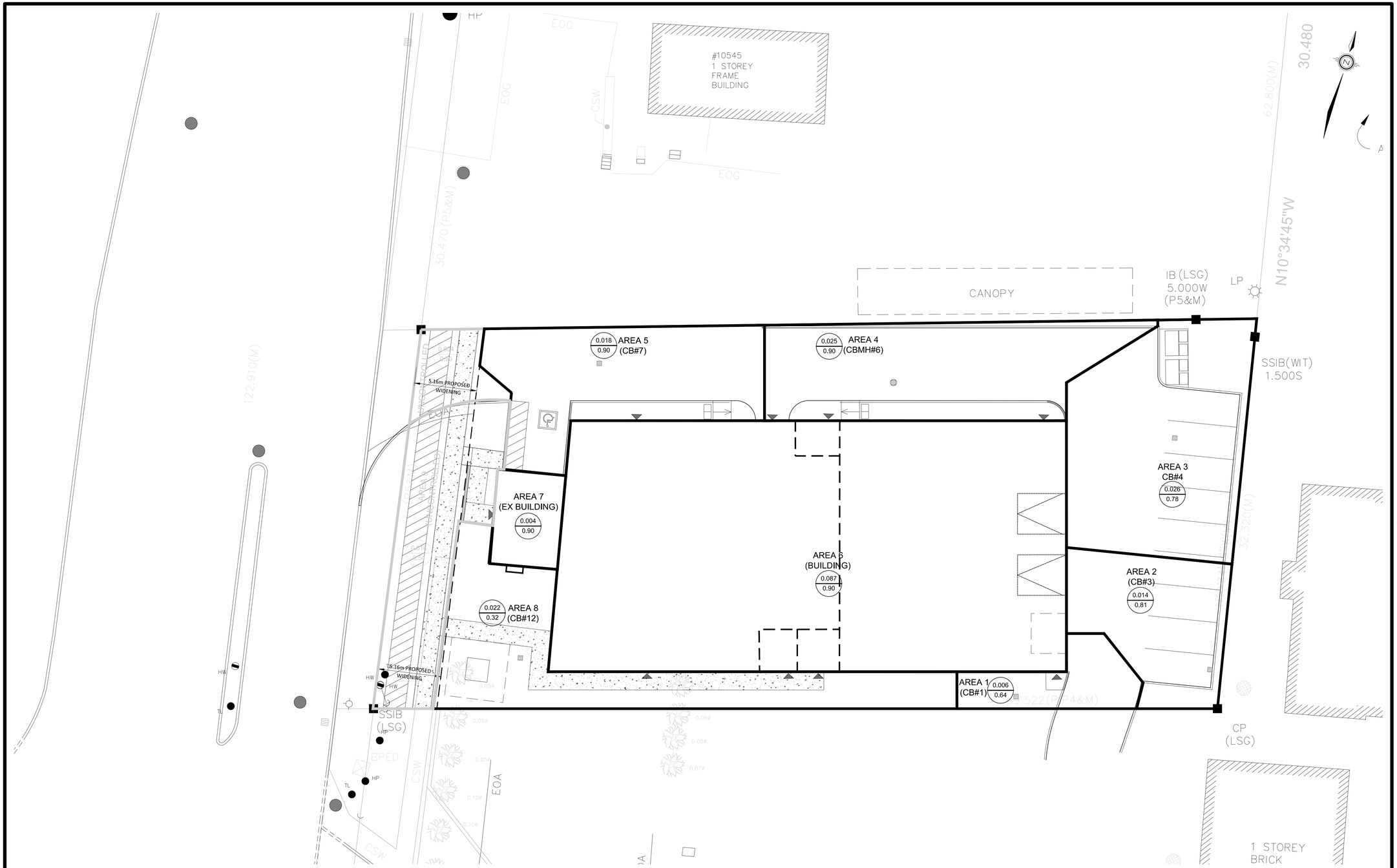
- CONSTRUCTION BOUNDARY
- EXISTING PROPERTY LINE
- ULTIMATE PROPERTY LINE
- EXISTING CURB & GUTTER
- PROPOSED SILT FENCE
- TEMPORARY GRAVEL MUD MAT
- TEMPORARY SEDIMENT TRAP
- TEMPORARY CONSTRUCTION ACCESS
- PROPOSED CATCHBASIN
- EXISTING CATCHBASIN

LICENCED PROFESSIONAL ENGINEER SOSCIA 100187020 PROVINCE OF ONTARIO

SOSCIA
PROFESSIONAL ENGINEERS INC.
10376 Yonge Street, Suite 307
Richmond Hill, ON. L4C 3B8
WWW.ssosciaeng.ca
ph 905 237 5410
fax 905 237 5413

PROJECT: CITY FILE:DA.24.032
PROPOSED
INDUSTRIAL WAREHOUSE
10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:	JOB NO:
EROSION & SEDIMENT CONTROL PLAN	24-020
SCALE: 1:150	DATE: OCTOBER, 2026
DRAWN: DB	CHECKED: SS
DWG NO: C03	



STORM CATCHMENT AREAS

AREA NO.	AREA NAME	LANDSCAPE AREA (m²)	ASPHALT/CONC AREA (m²)	BUILDING AREA (m²)	TOTAL AREA (m²)
1	CB#1	24	36	-	60
2	CB#3	18	115	-	133
3	CB#4	42	223	-	265
4	CBMH#6	-	250	-	250
5	CB#7	-	165	-	165
6	BUILDING	-	-	865	865
7	EXBUILDING	-	-	44	44
8	CB#12	184	34	-	218
9	UNCONTROLLED	59	133	-	192

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4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN

SCALE: NTS

LEGEND

PRE-DEVELOPMENT DRAINAGE BOUNDARY

AREA 1 / CB#1 — POST DEVELOPMENT DRAINAGE AREA NUMBER
--- ha — POST DEVELOPMENT DRAINAGE AREA
--- — POST DEVELOPMENT COEFFICIENT

LICENSED PROFESSIONAL ENGINEER — S. SOSCIA — 100187809 — PROVINCE OF ONTARIO

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PROFESSIONAL ENGINEERS INC.
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ph 905 237 5410
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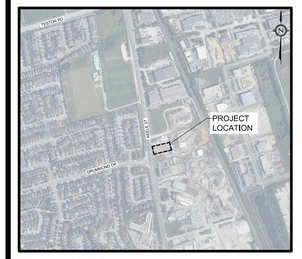
PROJECT: CITY FILE:DA.24.032
PROPOSED
INDUSTRIAL WAREHOUSE
10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE: POST DEVELOPMENT CATCHMENT AREA PLAN
JOB NO: 24-020
SCALE: 1:150
DATE: OCTOBER, 2026
DWG NO: C04
DRAWN: DB
CHECKED: SS

Contractor must check and verify all dimensions and be res- ponsible for same, reporting any discrepancies to the Engineer before commencing work.
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2	2024-10-28	ISSUED FOR APPROVAL	DB	SS
3	2025-03-19	ISSUED FOR APPROVAL	DB	SS
4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN

SCALE: NTS

LEGEND

PRE-DEVELOPMENT DRAINAGE BOUNDARY

A1 PRE
--- ha

PRE-DEVELOPMENT DRAINAGE AREA NUMBER
PRE-DEVELOPMENT DRAINAGE AREA
PRE-DEVELOPMENT COEFFICIENT

PRE
0.22 ha
0.25

#10545
1 STOREY
FRAME
BUILDING

PART 2, PLAN 65R-6995

CANOPY

EX RETAINING WALL

EXISTING BUILDING

EXISTING BUILDING

PIN 03343-0323(LT)

PART 1
PLAN 64R-3035
PIN 03343-1860(LT)

PART 4
PLAN 65R-29208
PIN 03343-1860(LT)

1 STOREY
BRICK
BUILDING

ASPHALT

ASPHALT AND GRAVEL

EDGE OF ASPHALT

KEELE STREET

EX WALK

EOA

CONCESSION 3

LOT 24,

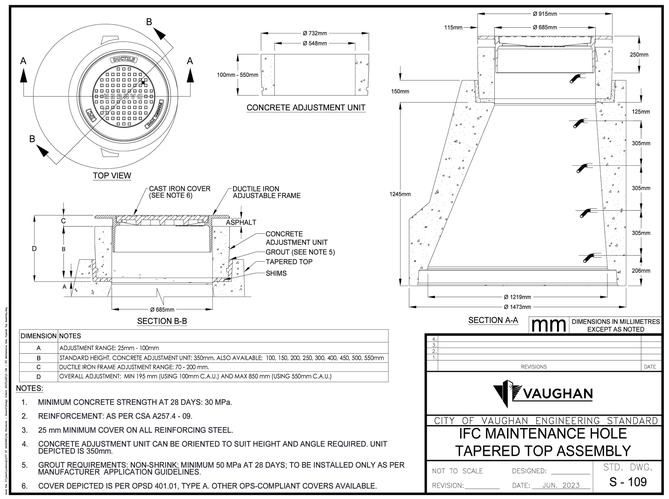
SOSCIA
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PROJECT: PROPOSED
INDUSTRIAL WAREHOUSE

CITY FILE:DA.24.032

10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:		JOB NO:
PRE-DEVELOPMENT DRAINAGE PLAN		24-020
SCALE: 1:150	DATE: OCTOBER, 2026	DWG NO: C05
DRAWN: DB	CHECKED: SS	



DIMENSION	NOTES
A	ADJUSTMENT RANGE: 25mm - 100mm
B	STANDARD HEIGHT: CONCRETE ADJUSTMENT UNIT: 350mm, ALSO AVAILABLE: 100, 150, 200, 250, 300, 400, 450, 500, 550mm
C	DUCTILE IRON FRAME ADJUSTMENT RANGE: 70 - 200 mm,
D	OVERALL ADJUSTMENT: MIN 195 mm (USING 100mm C.A.U.) AND MAX 800 mm (USING 550mm C.A.U.)

NOTES:

1. MINIMUM CONCRETE STRENGTH AT 28 DAYS: 30 MPa.
2. REINFORCEMENT: AS PER CSA A257.4 - 09.
3. 25 mm MINIMUM COVER ON ALL REINFORCING STEEL.
4. CONCRETE ADJUSTMENT UNIT CAN BE ORIENTED TO SUIT HEIGHT AND ANGLE REQUIRED. UNIT DEPICTED IS 350mm.
5. GROUT REQUIREMENTS: NON-SHRINK; MINIMUM 50 MPa AT 28 DAYS; TO BE INSTALLED ONLY AS PER MANUFACTURER APPLICATION GUIDELINES.
6. COVER DEPICTED IS PER OPSD 401.01, TYPE A. OTHER OPS-COMPLIANT COVERS AVAILABLE.

mm DIMENSIONS IN MILLIMETRES EXCEPT AS NOTED

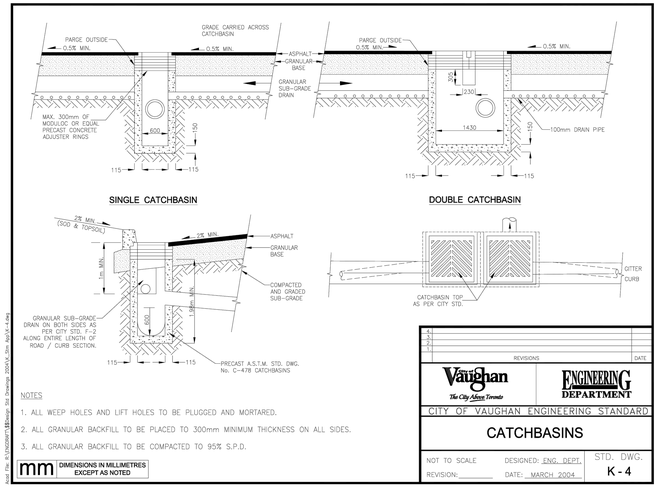
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VAUGHAN

CITY OF VAUGHAN ENGINEERING STANDARD

IFC MAINTENANCE HOLE TAPERED TOP ASSEMBLY

NOT TO SCALE | DESIGNED: _____ | REVISION: _____ | DATE: JUN. 2023 | STD. DWG. S - 109



NOTES

1. ALL WEEP HOLES AND LIFT HOLES TO BE PLUGGED AND MORTARED.
2. ALL GRANULAR BACKFILL TO BE PLACED TO 300mm MINIMUM THICKNESS ON ALL SIDES.
3. ALL GRANULAR BACKFILL TO BE COMPACTED TO 95% S.P.D.

mm DIMENSIONS IN MILLIMETRES EXCEPT AS NOTED

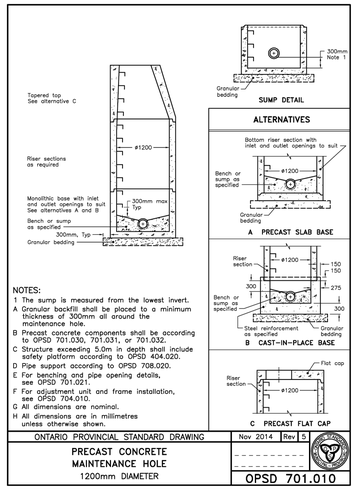
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Vaughan The City Above Toronto | ENGINEERING DEPARTMENT

CITY OF VAUGHAN ENGINEERING STANDARD

CATCHBASINS

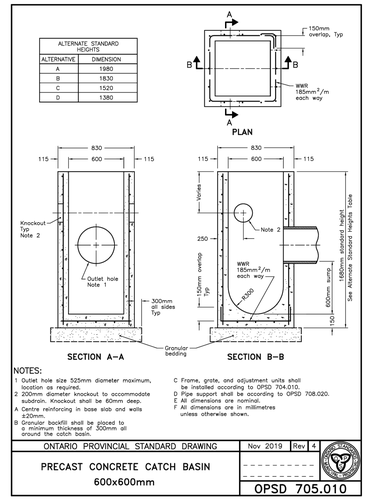
NOT TO SCALE | DESIGNED: ENG. DEPT. | REVISION: _____ | DATE: MARCH 2004 | STD. DWG. K - 4



NOTES:

1 The sump is measured from the lowest invert.
A Granular backfill shall be placed to a minimum thickness of 300mm all around the maintenance hole.
B Precast concrete components shall be according to OPSD 701.030, 701.031, or 701.032.
C Structure exceeding 5.0m in depth shall include safety platform according to OPSD 404.020.
D Pipe support according to OPSD 708.020.
E For benching and pipe opening details, see OPSD 704.021.
F For adjustment unit and frame installation, see OPSD 704.010.
G All dimensions are nominal.
H All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2014	Rev 5
PRECAST CONCRETE MAINTENANCE HOLE 1200mm DIAMETER		OPSD 701.010



NOTES:

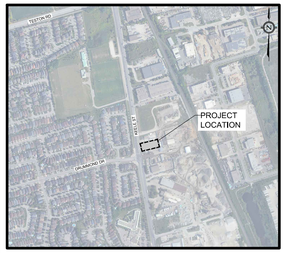
1 Outlet hole size 525mm diameter maximum, location as required.
2 200mm diameter knockout to accommodate subdrain. Knockout shall be 60mm deep.
A Centre reinforcing in base slab and walls ±20mm.
B Granular backfill shall be placed to a minimum thickness of 300mm all around the catch basin.
C Frame, grate, and adjustment units shall be installed according to OPSD 708.020.
D Pipe support shall be according to OPSD 708.020.
E All dimensions are nominal.
F All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2019	Rev 4
PRECAST CONCRETE CATCH BASIN 600x600mm		OPSD 705.010

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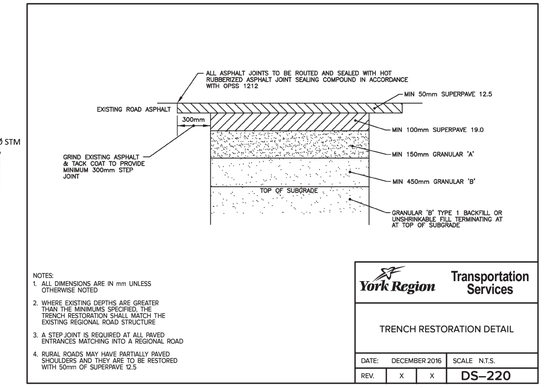
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2	2024-10-28	ISSUED FOR APPROVAL	DB	SS
3	2025-03-19	ISSUED FOR APPROVAL	DB	SS
4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN

SCALE: NTS



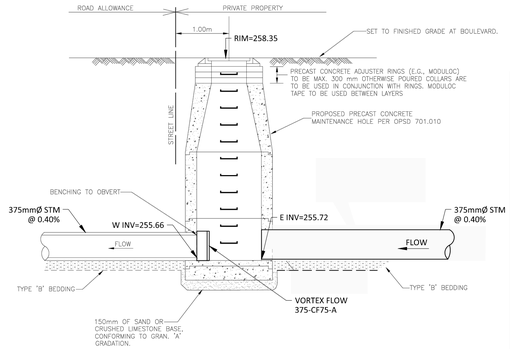
NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
2. WHERE EXISTING DEPTHS ARE GREATER THAN THE MINIMUMS SPECIFIED, THE TRENCH RESTORATION SHALL MATCH THE EXISTING REGIONAL ROAD STRUCTURE
3. A STEP JOINT IS REQUIRED AT ALL PAVED ENTRANCES MATCHING INTO A REGIONAL ROAD
4. RURAL ROADS MAY HAVE PARTIALLY PAVED SHOULDERS AND THEY ARE TO BE RESTORED WITH 50mm OF SUPERPAVE 12.5

York Region Transportation Services

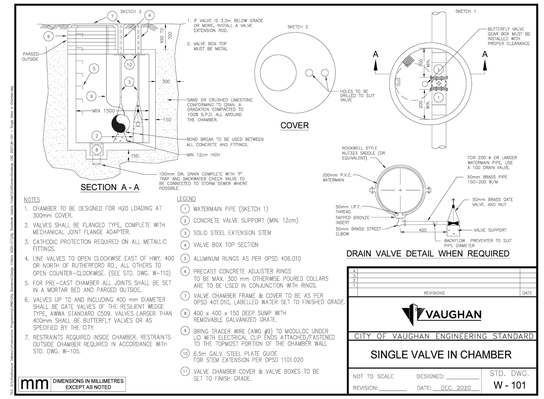
TRENCH RESTORATION DETAIL

DATE: DECEMBER 2016 | SCALE N.T.S. | REV. X | X | DS-220



STORM CONTROL MANHOLE #11 WITH VORTEX FLOW CONTROL

NTS



NOTES

1. DIAMETER TO BE DESIGNED FOR H20 LOADING AT 300mm COVER.
2. VALVES SHALL BE FLANGED TYPE, COMPLETE WITH MECHANICAL JOINT FLANGE ADAPTER.
3. CATHODIC PROTECTION REQUIRED ON ALL METALLIC FITTINGS.
4. LINE VALVES TO OPEN CLOCKWISE EAST OF HWY. 400 OR NORTH OF RUTHERFORD RD., ALL OTHERS TO OPEN COUNTER-CLOCKWISE. (SEE STD. DWG. W-110)
5. FOR PRE-CAST CHAMBER ALL JOINTS SHALL BE SET IN A MORTAR BED AND PARGED OUTSIDE.
6. VALVES UP TO AND INCLUDING 400 mm DIAMETER SHALL BE GATE VALVES OF THE RESILIENT WEDGE TYPE, AWWA STANDARD C509. VALVES LARGER THAN 400mm SHALL BE BUTTERFLY VALVES OR AS SPECIFIED BY THE CITY.
7. RESTRAINTS REQUIRED INSIDE CHAMBER. RESTRAINTS OUTSIDE CHAMBER REQUIRED IN ACCORDANCE WITH STD. DWG. W-105.

LEGND

1. WATERMAIN PIPE (SKETCH 1)
2. CONCRETE VALVE SUPPORT (MIN. 12cm)
3. SOLID STEEL EXTENSION STEM
4. VALVE BOX TOP SECTION
5. ALUMINUM RUNGS AS PER OPSD 406.010
6. PRECAST CONCRETE ADJUSTER RINGS TO BE MAX. 300 mm OTHERWISE POURED COLLARS ARE TO BE USED IN CONJUNCTION WITH RINGS.
7. VALVE CHAMBER FRAME & COVER TO BE AS PER OPSD 401.010, LABELLED WATER SET TO FINISHED GRADE.
8. 400 x 400 x 150 DEEP SUMP WITH REMOVABLE GALVANIZED GRATE.
9. BRING TRACER WIRE (AWG #9) TO MCDULOC UNDER LID WITH ELECTRICAL CLIP ENDS ATTACHED/FASTENED TO THE TOPMOST PORTION OF THE CHAMBER WALL.
10. 6.5m GALV. STEEL FLAT, GUIDE FOR STEM EXTENSION PER OPSD 1101.020
11. VALVE CHAMBER COVER & VALVE BOXES TO BE SET TO FINISH GRADE.

mm DIMENSIONS IN MILLIMETRES EXCEPT AS NOTED

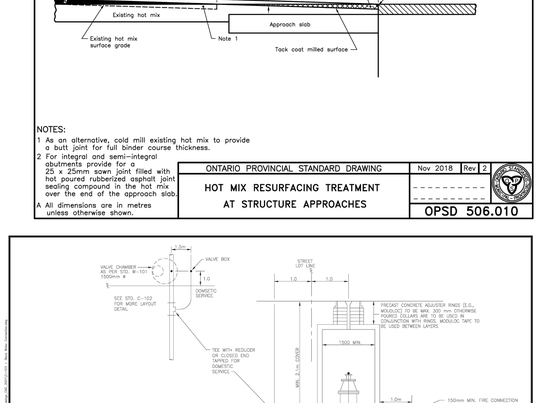
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VAUGHAN

CITY OF VAUGHAN ENGINEERING STANDARD

SINGLE VALVE IN CHAMBER

NOT TO SCALE | DESIGNED: _____ | REVISION: _____ | DATE: DEC. 2020 | STD. DWG. W - 101



NOTES:

1 As an alternative, cold mill existing hot mix to provide a butt joint for full binder course thickness.
2 For integral and semi-integral abutments provide for a 25 x 25mm sawn joint filled with: hot poured rubberized asphalt joint sealing compound in the hot mix over the end of the approach slab.
A All dimensions are in metres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2018	Rev 2
HOT MIX RESURFACING TREATMENT AT STRUCTURE APPROACHES		OPSD 506.010

NOTES

1. BOND BREAKER TO BE USED BETWEEN ALL CONCRETE AND FITTINGS.
2. PROVIDE RESTRAINED MECHANICAL JOINTS OR SLIP-ON JOINTS WITH TIE RODS & CLAMPS AS REQUIRED.
3. THRUST BLOCKS SHALL NOT BE USED WITHIN VALVE CHAMBER.
4. THRUST BLOCKS SHALL NOT BE USED ON PVC WATERMAINS.

mm DIMENSIONS IN METRES EXCEPT AS NOTED

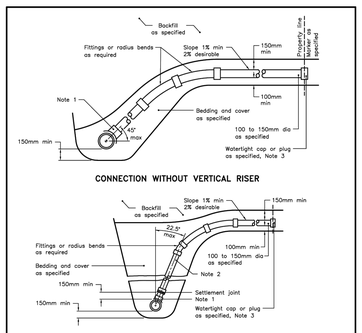
REVISIONS	DATE
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VAUGHAN

CITY OF VAUGHAN ENGINEERING STANDARD

BLOCK WATER CONNECTION

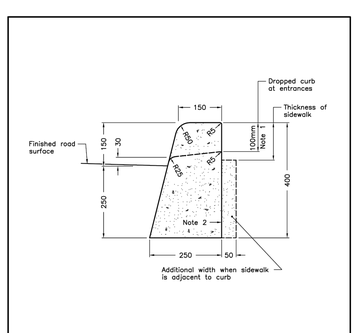
NOT TO SCALE | DESIGNED: _____ | REVISION: _____ | DATE: DEC. 2020 | STD. DWG. C - 103



NOTES:

1 Sewer service connections to the main pipe sewer shall be made using factory made tees, strap-on-saddles, or other approved saddles.
2 Vertical risers shall be as specified.
3 Cap or plug at property line shall be adequately braced.
A Maintenance holes shall be used at the main sewer to connect service connections greater than 200mm.
B For new construction, saddles shall be installed on the main pipe before that pipe is laid.
C Approved cut-in tool shall be used for field made connections.
D All dimensions are in millimetres unless otherwise shown.

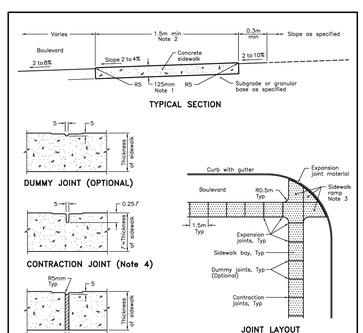
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2021	Rev 4
SEWER SERVICE CONNECTIONS FOR MAIN PIPE SEWER		OPSD 1006.010



NOTES:

1 When sidewalk is continuously adjacent, the dropped curb at entrances shall be reduced to 75mm.
2 For slipforming procedure a 5% batter is acceptable.
A Treatment at entrances shall be according to OPSD 351.010.
B Outlet treatment shall be according to the OPSD 610 Series.
C The transition from one curb type to another shall be a minimum length of 3.0m, except in conjunction with guide rail where it shall be according to the OPSD 900 Series.
D All dimensions are in millimetres unless otherwise shown.

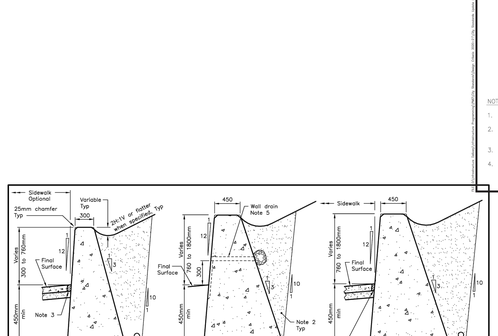
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2012	Rev 2
CONCRETE BARRIER CURB		OPSD 600.110



NOTES:

1 Sidewalk thickness at residential driveways and adjacent to curb shall be 150mm. At commercial and industrial driveways, the thickness shall be 200mm.
2 Sidewalk width shall be wider when specified.
3 This OPSD shall be read in conjunction with OPSD 310.030, 310.031, 310.033, and 310.039.
4 Contraction Joint may be tooled or sawcut.
A All dimensions are in millimetres unless otherwise shown.

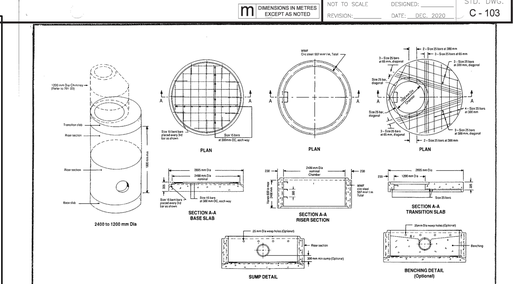
ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2019	Rev 3
CONCRETE SIDEWALK		OPSD 310.010



NOTES:

1 Walls shall be founded on undisturbed soil having a minimum bearing capacity at ultimate limit states of 200kPa for Type I and 300kPa for Type II and Type III.
2 Excavation for toe walls shall be backfilled with free draining granular material.
3 10mm preformed joint filler, Type A, non-extruding and resilient bituminous type as specified.
4 Cold applied rubber asphalt joint sealing compound.
5 Where specified, wall drains shall be installed as per OPSD 3190.100.
6 150mm dia perforated pipe subdrain wrapped in geotextile.
A Maximum height of slope above top of wall is 4m.
B Concrete for toe walls shall be 30MPa.
C All dimensions are in millimetres unless otherwise shown.

ONTARIO PROVINCIAL STANDARD DRAWING	Nov 2010	Rev 2
WALLS RETAINING CONCRETE TOE WALL		OPSD 3120.100



LICENSED PROFESSIONAL ENGINEER SOSCIA 100187668 PROVINCE OF ONTARIO

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PROFESSIONAL ENGINEERS INC.
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PROJECT: PROPOSED INDUSTRIAL WAREHOUSE

CITY FILE:DA.24.032

10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:	JOB NO:
DETAILS	24-020
SCALE: N/A	DATE: OCTOBER, 2026
DRAWN: DB	CHECKED: SS
	DWG NO: C06

Standard Development Construction Practices for Works on York Region Roads

1. It is the responsibility of the Owner/ Developer or his Consultant responsible for administering the contract to notify their Contractor(s) to be familiar with and understand the foregoing conditions below. Contractors are expected to have sufficient knowledge, experience and equipment for working on Regional Roads.

2. **No start-up** of road construction projects will be permitted after November 15th or prior to March 31st without special exemption and permission from York Region's Development Engineering Section.

3. **Winter Work:** Any approved development construction within the Regional road allowance, between **November 15th and March 31st** in any given year, will be considered winter work. Any work (new or ongoing) in the road allowance between these dates may not commence or continue without the written consent of the Region's Program Manager of Development Construction. This written consent may be revoked by the Region at any time. **At the Region's discretion, any non-conforming work, in accordance with Provincial and Regional specifications, shall be removed and replaced at the developer's expense, or other measures implemented as determined by the Region.**

   Prior to demobilizing for the winter (the "Winter Shutdown"), the following requirements must be met:

   (a) All excavations must be backfilled.

   (b) The Site must be left clean, tidy and safe.

   (c) Road subgrade and/or road granular shall not be exposed during the Winter Shutdown unless approved in advance by the Region upon written request from the Contractor. The work shall be scheduled such that the asphalt base course is completed on any completed road granular base prior to the Winter Shutdown. Gravel or milled pavement surfaces will not be permitted for the travelled roadway during the Winter Shutdown period.

   (d) Roadways must have temporary or permanent pavement markings and appropriate traffic signage installed in accordance with the Ontario Traffic Manual (OTM), which must be maintained at all times. All construction work areas shall be properly protected from the travelled lanes during the Winter Shutdown.

   (e) Cut or fill slopes left without vegetative cover or erosion control blankets shall be treated before the onset of winter with hydraulic mulch ground cover.

   (f) Positive flow for all storm culverts shall be maintained. If the Contractor is unable to complete the construction of the storm system within the allotted construction window, then additional measures to allow for positive drainage will be implemented by the contractor. This includes the provision of additional creek channelization and/or sandbags as needed to divert the flow to existing culverts or channels and maintain flow.

   (g) Catchbasins and maintenance hole grates shall be adjusted to match the grade of asphalt, ensuring positive drainage and limiting snow removal hazards.

   (h) Repairs to the roadway, interim drainage conditions, erosion control, signage and delineation shall be performed by the Contractor, as required, throughout the Winter Shutdown period as required at the sole discretion of the Region.

   (i) The Region will perform snow clearing and de-icing operations for roads which are open to the public during the Winter Shutdown period. However, any roads where the Region cannot perform these duties will be responsible solely on the developer's contractor prior to opening lanes to the public.

   (j) The Contractor shall be responsible for snow clearing, snow removal, and de-icing of any areas in which they have elected to perform work during the Winter Shutdown period. Snow in these areas shall be removed from the right-of-way and must not impede Regional efforts to keep travelled lanes clear of snow/winter debris.

4. All traffic control devices and signage must be maintained in their proper locations, cleaned, weighted down by sandbags only, and maintained throughout the duration of the Contract. Regional forces will not reinstate temporary signage displaced by winter maintenance operations. The Contractor shall ensure that all construction signs affected by winter maintenance operations are immediately cleared and reinstated or replaced. A safety log shall be kept ensuring that all temporary safety measures have been inspected regularly and are in good working condition. The Region may request this log at any time.

5. Unless otherwise specified, Ontario Provincial Standards and Specifications (OPSS) and York Region Design Standard Drawings and construction specifications/practices shall be adhered to.

6. A copy of the "**Notice of Project**" shall be submitted to the Development Construction Coordinator at the pre-construction meeting, posted on the contractor safety board on-site and attached to the pre-construction meeting minutes.

7. The Owner/ Developer will ensure that the Regional road surfaces, ditches and boulevards are kept **clear of dust, mud/building and other debris** until the lands represented by this approval are fully developed and assumed by York Region Road Operations. The Owner/Developer acknowledges that the Region will carry out any work deemed necessary at the Owner's expense if such requirements are not carried out within 24 hours of notice being given to the applicant, consulting engineer, Owner or without any notice if, in the opinion of the Commissioner of Corporate Services Department or the designate, it is required immediately. **Repeat infractions will be considered a safety violation and may be subject to invoking a stop work order, revoking of the Road Occupancy Permit (ROP) and/or the required reapplication of the construction access approval including a safety inspection fee of $2,600.00, or as outlined in Schedule "A" to By-law No. 2020-04, as amended**.

   The Region reserves the right to require a **wheel wash station** if it is deemed necessary for the safety of the public, on per project basis.

   In the event that the Region must rectify any deficiencies, make any remedies or must carry out the cleanup of roads from mud, dust, refuse or debris, the Owner acknowledges that the **Region shall invoice the Owner, for each occurrence, a minimum of $2,600.00 or twice the actual cost to perform the work, whichever is greater, as outlined in Schedule "A" to By-law No. 2020-04, as amended.**

8. **Prior to starting any development construction work** within the Regional Road allowance, please contact the following Development Construction Coordinator, 1-877-464-9675 or email to arrange for a pre-construction meeting prior to construction:

   - Joshua Ashfield; 1-877-464-9675 ext. 78012; email: joshua.ashfield@york.ca
     Municipality Area: Town of Whitchurch-Stouffville, City of Markham
   - Ivan Gonzalez; 1-877-464-9675 ext. 75739; email: ivan.gonzalez@york.ca
     Municipality Area: City of Vaughan
   - Henry Leung; 1-877-464-9675; email: henry.leung@york.ca
     Municipality Area: All York Region
   - Nasir Mahmood; 1-877-464-9675 ext. 76929; email: nasir.mahmood@york.ca
     Municipality Area: Town of Newmarket, Town of East Gwillimbury, Town of Georgina, Town of Aurora
   - Wyatt Werner; 1-877-464-9675 ext. 73114; email: wyatt.werner@york.ca
     Municipality Area: City of Richmond Hill, Township of King

9. It is the responsibility of the Owner/Developer or his Consultant for inspections to ensure that the contractor's **locates are staked out prior to any construction** and all utilities are relocated to the approved design grades and location.

10. Prior to any related development construction activity on the Region Road allowance, the Owner/ Developer or designate shall apply to the Region to obtain a **Road Occupancy Permit (ROP)**. The Road Occupancy Permit application is now online only and can be obtained at www.york.ca/roadpermits. Specific traffic control measures such as temporary traffic lights are to be approved by Traffic Safety and Permit prior to implementation. For general inquires please contact 1-877-464-9675, x75700 or permits@york.ca.

11. If the Region deems necessary, **portable variable messaging signs (PVMS)** shall be provided at least 1 week prior to start of development related road widenings and any other road works in the Region right of way to warn the public of potential traffic delays.

12. It is the responsibility of the Owner/Developer or his Consultant to ensure that all emergency services, public transportation routes and school bus services, including York Region Roads Operations Dispatch (**rrn_roads_operations_dispatch@york.ca**), or (905)-830-4444 x75200, are notified of any partial or full Regional road closures at least 2 weeks prior to start of development.

13. All existing Regional and local Municipal sanitary and storm infrastructure in the Regional Right-of-way is to be video inspected and condition assessed prior to commencement and post-construction. Video and pictures of the existing site conditions are to be submitted to the Construction Coordinator at the pre-construction meeting and post-construction video inspection to be submitted prior to any security reductions/releases.

14. All new sewer infrastructure installed within the Regional Right-of-way requires a **post-construction video inspection** submitted to the Development Construction Coordinator prior to any security reductions/releases. This includes any extension to existing infrastructure (e.g., road culverts and sewer extensions).

15. **Construction accesses** onto Regional roads are not permitted unless written approval is granted by the Region, provided the Owner/ Developer apply for approval to the York Region Development Engineering Division. Temporary "truck entrance" signs must be installed on the shoulder of the Regional right-of-way and visible from all approaches. Reference shall be made to OTM Book 7 for details on the use and placement of signs. The Owner shall be responsible for the costs of obtaining, erecting and maintaining these signs until the construction access is decommissioned. **Construction accesses shall be constructed as per York Region Drawing No. DS-217. The mud mat is to be fully paved for the entire width of the Regional boulevard (15.0 m typ.), when the hauling operations exceed 75,000 cu.m. total or 40 truck trips per day, whichever is greater, or at the discretion of York Region.** Truck route is to be monitored and cleaned by the contractor/consultant/builder/developer as required and non-compliance will result in the work being completed by York Region's forces and/or full closure of the access and revoking of the ROP at the full expense of the Owner/ Developer per By-Law 2020-04, as amended. After completion of the works, the construction access shall be removed and the road, curbs, ditches and boulevard restored to the satisfaction of the Development Construction Coordinator or designate.

    All existing accesses such as old residential/commercial driveways/farm accesses, etc. to the Regional Road cannot be used as a construction access without expressed approval by the Region.

16. One lane of traffic in each direction on Regional roads **must be kept open** between the hours of 9:30 a.m. and 3:30 p.m. or as otherwise permitted by the ROP permit conditions. This is provided that the proper signage and flag persons are present to protect the workers and direct traffic safely through the work zone as per the Occupational Health and Safety Act and Regulations for Construction Projects and OTM Book 7. At all other times, all existing lanes of traffic shall be kept open.

    Loading and unloading of materials and equipment shall take place **off the travelled portion of road** wherever possible. Otherwise, loading and unloading of material and equipment shall only take place between the hours of 9:30 a.m. and 3:30 p.m., provided that proper signage and warning signs are present to protect the workers and direct traffic safely. All steel track equipment or other equipment that may cause damage to the road surface is not permitted for unloading off a Regional Road. **Any damages to the existing Regional Road surface due to unloading activities shall be reinstated in its entirety at the Owner's cost and at the sole discretion of the Region.**

    Truck queuing on Regional Roads is not permitted at any time for the duration of the construction phase of the project.

17. Prior to the commencement of any construction, the Owner agrees that if construction works involve excavating soil or other material that qualifies as "excess soil" under O. Reg. 406/19 – On-Site and Excess Soil Management, as amended, made under the Environmental Protection Act, R.S.O. 1990, c E.19, (O. Reg. 406/19) and/or the importation from another site of "excess soil" for a beneficial use at the site, the Owner shall comply with the applicable requirements of O. Reg. 406/19.

18. All drainage works require **Erosion and Sediment Controls (ESC)** satisfactory to the approval agencies during construction periods. Prior to and during construction, procedures and controls need to be in place for the minimization of erosion and migration of sediment which might occur during construction. The Owner/ Developer shall ensure routine inspections, as well as after every major storm event, for the ESC control devices to maintain their efficiency as per design and field conditions. **Cleanup/hydrovac of existing infrastructure, including manholes, catchbasins, culverts etc., may be required after ESC failures**. The Owner/ Developer or their consultants responsible for inspections are to ensure the contractor adheres to best construction practices and the TRCA/LSRCA's "Erosion & Sediment Control Guideline for Urban Construction" (current version) in all regulated areas. The Region is to be copied on all ESC reports.

19. It is the responsibility of the Owner/Developer or their Consultant for inspections to ensure that an elevation detail of the existing aerial plant is submitted when overhead cabling is present. **Cables shall not be less than 5.0 m** clearance from the proposed finished grade to the lowest point of the aerial cable as per 3.2.5.6-Access Route Design, Ontario Building Code Standards.

20. Any **dewatering** discharge activity requires an approved application. Applications are available online by completing the form at www.york.ca/seweruse or contacting 1-877-464-9675 extension 75067 at Public Works Department, Environmental Services.

21. **Tunnel shafts and auger pits** shall be located at the bottom of the ditch line and back slope of the ditch, or beyond the toe of slope in a fill area. All open excavations impacting pedestrian and vehicular traffic shall be protected by barricades with proper crash attenuation measures in place within the Regional road allowance. **No torpedo is to be used** under any of the Regional paved road at any time unless written approval is granted.

22. Steel Liners are required to be installed for watermain, sanitary sewer and sanitary forcemain crossing Regional Road within the ultimate pavement area and extending a minimum of 1.0 m beyond the ultimate edge of pavement or ultimate back of the curb. Steel liners shall have a minimum cover of 2.1 m below the center line of the road. Steel Liners are not required when watermain, sanitary sewer or forcemain crossing of Regional Road is installed via directional drilling.

23. **Trenches** proposed across Regional roads shall be backfilled with unshrinkable fill as per OPSS 1359 material specification for unshrinkable backfill up to road subgrade. Placement shall be a minimum of 1.0 m beyond the existing edge of pavement or back of curb. The trench shall be covered for a minimum of 24 hours with steel plates of sufficient strength to support traffic, prior to restoration of granular and asphalt make up. **The steel plates shall be recessed** into minimum 300 mm wide by 50 mm deep step joint provided in the existing pavement. If the sewer or watermain within the Regional right-of-way is less than 1.2 m in depth, insulation shall be installed with 50 mm of SM insulation or approved equal, in accordance with OPSD 1109.030 & OPSS MUNI 1605, and self-compacting 19 mm (¾") crushed granular material in lieu of unshrinkable fill shall be placed. **The use of High Performance or other rounded granular stone is not permitted.** No traffic is permitted on the granular backfill unless it is protected by approved road plates or asphalt pavement as specified.

24. Where the stability, safety or function of the existing roadway or underground facilities may be impaired due to the contractor's method of operations, the contractor shall provide such protection as may be required. This protection may include **sheathing, shoring and the driving of piles** where necessary, to prevent damage to existing adjacent services or proposed works. Construction for shoring, bracing and protection schemes shall conform to the specifications of OPSS MUNI 404 and OPSS MUNI 539 current version. Additionally, all works shall be carried out in conformity with the Occupational Health and Safety Act and Regulations for Construction Projects. The Consulting Engineer responsible for inspections and/or York Region Development Engineering Division staff **shall notify the Ministry of Labour**, if in their opinion, unsafe conditions exist on site in accordance with Ontario Regulation for Construction Projects and the Owner fails to rectify said unsafe conditions in a timely manner.

25. In urban sections, **all subdrains** shall be 150 mm diameter perforated pipe (OPSS 405) wrapped in nonwoven geotextile (OPSS 1860). In rural sections, subdrains will be required where granular base does not contact with the ditch invert. Ditch inverts shall be at a lower elevation than the granular base to ensure positive drainage. All rural subdrains shall be 150 mm diameter perforated pipe (OPSS 405) wrapped in nonwoven geotextile (OPSS 1860) with rodent gates installed at all outlets spaced at 50.0 m to 70.0 m intervals.

26. **All curb returns** to Regional curb and gutter to be constructed in accordance with the Regional standard curb return drawing number DS-216, OPSS MUNI 353 and OPSS MUNI 1350 current versions for all standard entrances unless otherwise approved. Curb returns in rural sections shall be offset 0.5 m from the edge of the travelled portion of the road.

27. When determined by the Region, **catchbasin lids** on existing maintenance holes shall be replaced with a **maintenance hole cover** OPSD 401.010 and the new catchbasin with frame & grate shall be OPSD 400.110.

28. Modo-loc needed for final adjustments to maintenance holes and catchbasins on driven portions of road shall be a maximum of 150 mm. Any adjustments requiring greater than 150 mm shall require a riser section to be installed.

29. The Owner acknowledges the asphalt on Regional property may contain asbestos, a prescribed designated substance under O.Reg. 409/09 – Designated Substances, as amended, made under the Occupational Health and Safety Act, R.S.O. 1990, c.O.1. The Owner is solely responsible for completing any due diligence required and for compliance with all applicable laws related to designated substances including, but not limited to the Occupational Health and Safety Act, R.S.O. 1990, c.O.1 and the Environmental Protection Act, R.S.O. 1990, c.E.19. The Owner is responsible to ensure the safety of its workers, contractors, subcontractors, consultants, the general public, and others that may be in proximity to the work.

30. **Granular road base** on Regional Roads shall be installed as per OPSS MUNI 314 and OPSS MUNI 1010 and shall be a minimum of 450 mm Granular 'B Type 1' and 150 mm Granular 'A' or match existing depths, whichever is greater, or as approved by the Region. All granular material placed under pavement shall be compacted to 100% of the maximum dry density. All other native materials shall be compacted to 95% of the maximum dry density. The results of the compaction tests and analysis shall be monitored by the geotechnical consultant on a **full-time basis**, and reports shall be submitted to the York Region, Development Engineering Division, and attention: Development Construction Coordinator. **Recycled granular material will not be accepted.**

31. **All new asphalt shall be**:
    - **Base course** – minimum of 100 mm (2 lifts of 50 mm) Superpave 19.0 Performance Graded Asphalt Cement (PGAC) 64-28 Category 'D' Roadway, compacted to between 91.0% to 96.5% of Maximum Relative Density (MRD)
      - The maximum Reclaimed Asphalt Pavement (RAP) content allowed in SP 19.0 hot-mix asphalt (HMA) is 15%.
      - The use of recycled shingle tabs in any mix is not permitted.
      - The use of slag as an aggregate in any mix is not permitted.
      - 4.8% PGAC content
      - 5.0% PGAC content is to be used instead of 4.8% when the base course asphalt will be exposed over one or more winter periods.
    - **Top course** – minimum of 50 mm Superpave 12.5 FC-1 PGAC 64-28 Category 'D' Roadway, compacted to between 92.0% to 97.5% of MRD, or as specified
      - No RAP to be used in SP 12.5 top course asphalt
      - 5.0% PGAC content
    - **Tack coat** required between lifts, on existing asphalt, at step joints and on areas specified by the Geotechnical Engineer and/or Development Construction Coordinator in accordance with OPSS 310
    - The Contractor shall use a **material transfer vehicle** that has on-board mixing capabilities, and a minimum storage capacity of 25 tonnes. A material transfer system such as a shuttle buggy (Roadtec SB-2500C Shuttle Buggy ® or approved equivalent) shall be used (note: delete this requirement if scope of work is relatively small i.e., paving small areas)
    - **Joint heaters** shall be used in the construction of longitudinal joints to eliminate the occurrence of cold joints
    - Longitudinal and transverse step joints between the new HMA pavement and the previously paved pavement shall be constructed by trimming the previously paved pavement edge to a straight, clean, vertical surface of at least 50 mm
    - All mixed designs to be submitted to York Region's Development Construction Coordinator at least 48hrs prior to commencing paving operations
    - A **pre-paving meeting** shall be scheduled by the Owner/ Consultant at the discretion of York Region's Development Construction Coordinator
    - The results of the **compaction tests and analysis** shall be submitted to the York Region, Development Engineering Division, Attention: Development Construction Coordinator. The Region requires copies of original asphalt material tickets and summaries to verify material type and quantities
    - All asphalt placed shall be in accordance with OPSS 310, MUNI 1101, MUNI 1151 current versions.
    - Placing of HMA must adhere to OPSS-310.07.06.02 Operational Constraints

32. **Single Unit Residential Driveway** construction makeup:
    Min. 300 mm of Granular 'A'
    Min. 50 mm HL-3 top asphalt

    Multiple Unit Residential/Condominium/Commercial/Industrial Driveway construction makeup:
    Min. 450 mm of Granular 'A'
    Min. 100 mm HL-8 base asphalt
    Min. 50 mm HL-3 HS top asphalt

33. All asphalt tapers and road widening(s) require a **fully paved shoulder** with full depth granular and asphalt for all rural cross-sections. Typical paved shoulder width is 2.5 m, following a granular rounding to the edge of top of slope.

34. All asphalt joints shall include a minimum 500 mm wide by 50 mm depth **step joint** into the existing top course asphalt. Depending on specific site conditions, the width of the step joint may be required to **be increased at the Region's discretion beyond 500 mm** to ensure proper cross-fall from the existing road cross-section and ensure a stable joint into the existing pavement. The Development Construction Coordinator shall be contacted in advance for an on-site field inspection and consultation prior to any paving. All joints will require rout and seal as per material specification OPSS-1212 and construction specification OPSS-341, DensoBand (OPSS.MUNI 1103) or approved equivalent.

35. All permanent durable pavement markings shall be installed in accordance with Regional Specifications and conform to OPSS 710, OPSS 1712, OPSS 1713, OPSS 1714 & OPSS 1750.

36. All new **curb drops** to follow OPSD 600.040 concrete barrier curb and gutter standard. Concrete **sidewalk ramps** at intersections to be AODA compliant in accordance with standard drawings DS-119, 120 and 121 and/or as shown in the approved electrical drawings.

37. Any existing driveways, curb drops or ramps that are not proposed/approved **shall be removed** and replaced with full curb as per OPSD 600.040 in urbanized areas or replaced with proper ditch sloping in rural areas, with 100 mm topsoil and sod to stabilize the restoration. Existing driveways cannot be used as construction accesses without approval from the Region as this is a change of the driveway's use.

38. No landscaping, boarding, fencing, signs, steps, stairs, canopy, sprinkler systems, temporary accesses or any other **encroaching structures are to be permitted** within the Regional road allowance without written approval or encroachment permit from York Region Development Engineering Division.

39. All **grassed areas** disturbed during construction on the Regional Road right-of-way shall be restored with 100 to 200 mm of topsoil and sod placed (staked on slopes and ditches) to the bottom of the granular 'A' shoulder rounding or as required by the Development Construction Coordinator, in accordance with OPSS 803 current version. **All revegetated areas to be maintained periodically or as required (grass watering, grass cutting and boulevard maintenance) by the applicant until final release of securities/assumption by the Region.**

40. Final **restoration works** are to be completed within 6 months of asphalt placement and non- compliance may result in work completed by York Region forces at the expense of the owner with the project application securities used or withheld to ensure payment and final work.

41. Approved drawings, including engineering, underground, landscaping, electrical and detailed traffic management plans **must be adhered to at all times** unless otherwise directed by the Development Construction Coordinator. All works on Regional right-of-way shall be carried out as per the approved drawings and Regional standards/guidelines, OPSS & OPSD drawings & regulatory specifications, policies and/or as required by the Region's Development Construction Coordinator or designate.

42. **New intersections and/or new legs of an existing intersection are not to be opened to any use** until all traffic control measures are installed, including all illumination, signalization, pavement markings, and signage. For new signalized intersections, a signal inspection shall be scheduled by York Region Electrical prior to energization. Final approval for opening shall be determined by York Region Electrical Construction Coordinators and Traffic Operations Technologists. New intersections are to be barricaded to prevent access until specific permission has been given by the Region.

43. **Regulatory and hazard warnings signs** as per OTM Book 5 and OTM Book 6 shall be shown on the approved drawings and/or as required on site by the Development Construction Coordinator and/or the Electrical Construction Coordinator. All permanent signage in the Region's right-of-way shall be installed on minimum **100 mm x 100 mm pressure-treated wooden posts** and as per OTM/York Region standards.

44. The approach ends of a **raised median** on the Regional road shall have the typical "Keep Right" sign and object marker as per the Region specification E-7.01, installed immediately after the median construction. Right in/right out access controlled by a raised median requires a "one way" regulatory control sign as per OTM Book 5, which must be installed prior to the opening of the access.

45. Approved **emergency accesses** to Regional roads are to be in place prior to any building permits being issued for the subdivision. **All gates, bollards etc. shall be located on private property/local municipal lands**. Temporary construction accesses shall be closed off permanently on the Regional road prior to the first residential occupancy or if the Owner/ Developer can demonstrate to the Region that there is no residential use. Temporary sales access use shall be for sales access only and be relocated to the new adjacent road (if applicable) once constructed and open to public traffic.

46. It is the responsibility of the Owner/Developer to **protect all existing survey monumentation** on or adjacent to the site that may be destroyed/ disturbed during construction. Should these monuments be damaged in any way, the owner shall have the survey monuments replaced by an Ontario Land Surveyor (OLS) prior to the reduction or release of any security.

47. All **landscape features** including retaining walls, steps/stairs, footings and columns, fencing, sprinkler systems, etc. to be located on the Private Property and/or behind 0.3 m reserve, will require an OLS Certificate in confirmation, **along with a copy of the survey/drawing/sketch** submitted prior to reduction or release of any security. OLS must certify that all 0.3 m reserves through accesses (i.e.: new intersections or driveways) have been lifted prior to public use.

48. **Interlocking concrete paving stones** must be supported on a 125 mm concrete base (including wire mesh and spacing of drainage holes) as per York Region standard SS-100.

49. The Owner/Developer or their Consulting Engineer responsible for inspections shall advise the Contractor that the integrity of the above and below ground Regional road facilities shall be properly located and maintained. Any above/below ground infrastructure damaged during construction is to be reported to the appropriate Regional Development Construction Coordinator, and the repair may require the work to be completed by the Region at the Owner's expense.

50. All **construction correspondence** is to be directed to the York Region Construction Coordinator, Development Engineering Division, and must specify the appropriate **Regional approval and file numbers.**

51. Prior to any **security reduction or release** of the development security deposit, all applicable requirements listed in the "York Region Security Release and Reduction List of Requirements" (current version) shall be submitted to the attention of the appropriate Development Construction Coordinator for Regional clearance. A final inspection must be conducted by the Region and Owner's/Developer's consultant prior to any security reduction or release.

52. The Owner/Developer agrees to **indemnify** the Region, and its employees, elected officials, contractors and agents against any and all actions, causes of legal action, lawsuits, claims and demands whatsoever which may arise either directly or indirectly by reason of undertaking any of the Owner/ Developer's work with respect to the development approvals and construction.

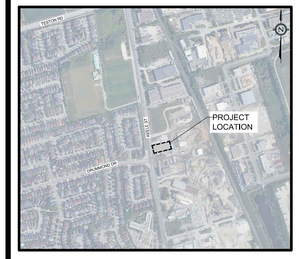
53. The Owner/ Developer must retain a Consulting Engineer or Consultant to ensure compliance of all work within the Region's right-of-way. The Region **at any time may request a copy of the daily construction reports or other timing/scheduling as required** at the sole discretion of the Region.

54. It is a condition of Regional Approval that the Owner/ Developer or their Consultant (responsible for inspections and compliance) **is liable with respect to all work done on Regional property**. This liability shall extend to such time as the works have been granted final compliance, including all invoices paid, land conveyances and listed Region requirements are completed to the Region's satisfaction prior to reduction or release of any security.

Contractor must check and verify all dimensions and be res- ponsible for same, reporting any discrepancies to the Engineer before commencing work. Prints shall not be used for construction until signed 'Approved For Construction' by the Engineer.
Prints are not to be scaled.
All drawings, prints and specifications are the property of the Engineer and shall be returned to him on completion of the work.
All work shall be performed in accordance with the latest edition of the ONTARIO BUILDING CODE, NATIONAL BUILDING CODE and regulatory regulations of the Town of Oshawa Building Department.
These notes are to be read in conjunction with all drawings and specifications.

The Contractor shall check all dimensions and other data from the job and report any discrepancies to the Architects before proceeding.

No	DATE	REVISION	DRN	CHKD
1	2024-04-18	ISSUED FOR APPROVAL	DB	SS
2	2024-10-28	ISSUED FOR APPROVAL	DB	SS
3	2025-03-19	ISSUED FOR APPROVAL	DB	SS
4	2025-09-25	REVISED AS PER CITY & REGION COMMENTS	DB	SS
5	2026-05-12	REVISED AS PER UPDATED ARCH SITE PLAN	DB	SS
6	2026-08-05	REVISED AS PER UPDATED ARCH SITE PLAN / BLDG MECH	DB	SS
7	2026-10-13	REVISED AS PER SPA COMMENTS	DB	SS



KEY PLAN
SCALE: NTS

LICENSED PROFESSIONAL ENGINEER
SOSCIA
DAVID BRUCE
PROVINCE OF ONTARIO

SOSCIA
PROFESSIONAL ENGINEERS INC.
10376 Yonge Street, Suite 307
Richmond Hill, ON. L4C 3B8
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ph 905 237 5410
fax 905 237 5413

PROJECT: CITY FILE:DA.24.032
PROPOSED
INDUSTRIAL WAREHOUSE

10533 KEELE STREET
VAUGHAN (MAPLE), ONTARIO

SHEET TITLE:		JOB NO:
NOTES		24-020
SCALE: N/A	DATE: OCTOBER, 2026	DWG NO: C07
DRAWN: DB	CHECKED: SS	