

EROSION AND SEDIMENT CONTROL MEASURES

CONSTRUCT "MUD-MAT" AS INDICATED AND MAINTAIN UNTIL SITE IS STABILIZED.
MUD TRACKED ONTO EXISTING ROADWAYS FROM THE SITE IS TO BE REMOVED ON A DAILY BASIS.
CONSTRUCT AND MAINTAIN SILT FENCING UNTIL SITE IS STABILIZED.
PREVENT EROSION OF MATERIAL STOCKPILES.
DURING WORK STOPPAGES OR INCLEMENT WEATHER, PLUG ENDS OF OPEN SEWERS TO PREVENT DOWNSTREAM SEDIMENTATION.

WATER SERVICE DECOMMISSIONING

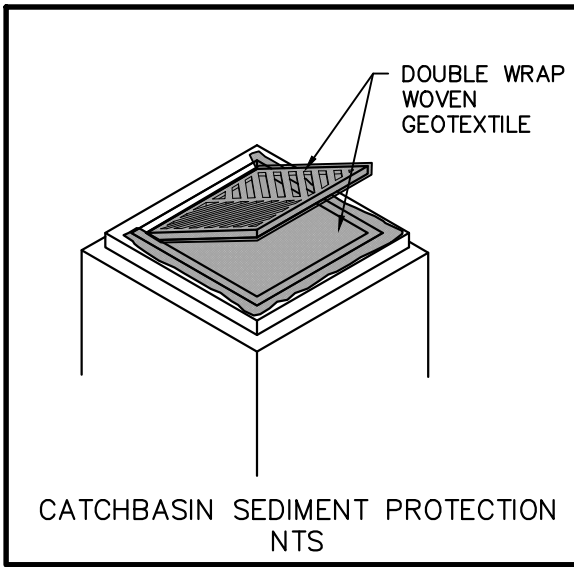
WATER SERVICE CONNECTION TO BE DECOMMISSIONED BY PLUGGING THE WATERMAIN SERVICE AT THE MAIN, REMOVING THE VALVE BOX EXTENSIONS, BACKFILLING & SURFACE RESTORATION

EROSION AND SEDIMENT CONTROL

- 1.CONTRACTOR TO INSTALL EROSION CONTROL MEASURES AS SHOWN PRIOR TO CONSTRUCTION AND MAINTAIN IN GOOD CONDITION UNTIL CONSTRUCTION IS COMPLETED AND VEGETATIVE COVER IS ESTABLISHED.
- 2.ALL SILT FENCING TO BE INSTALLED PRIOR TO ANY AREA GRADING, EXCAVATING OR DEMOLITION COMMENCING.
- 3.EROSION CONTROL FENCING TO BE INSTALLED AROUND BASE OF ALL STOCKPILES
- 4.EROSION PROTECTION TO BE PROVIDED AROUND ALL STORM AND SANITARY MANHOLE AND CATCHBASINS
- 5.ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AS SITE DEVELOPMENT PROGRESSES. CONTRACTOR TO PROVIDE ALL ADDITIONAL EROSION CONTROL STRUCTURES.
- 6.EROSION CONTROL STRUCTURES TO REMAIN IN PLACE UNTIL ALL DISTURBED GROUND SURFACES HAVE BEEN RESTABILIZED.
- 7.NO ALTERNATIVE METHODS OR EROSION PROTECTION SHALL BE PERMITTED UNLESS APPROVED BY THE ENGINEER
- 8.CONTRACTOR TO CLEAN ROADWAY AND SIDEWALKS OF SEDIMENT RESULTING FROM CONSTRUCTION TRAFFIC FROM THE SITE EACH DAY.
- 9.CONTRACTOR MUST REMOVE EROSION AND SEDIMENTATION FENCING PRIOR TO COMPLETION OF PROJECT. CONTRACTOR TO HAVE EROSION AND SEDIMENTATION FENCE INSPECTED WHEN VEGETATION HAS ESTABLISHED, BUT PRIOR TO FENCE BECOMING OVERGROWN. ENGINEER'S REPRESENTATIVE TO DETERMINE IF VEGETATION HAS REACHED THE CRITICAL POINT AND WILL THEN INSTRUCT CONTRACTOR TO REMOVE FENCE.

MAINTENANCE RECOMMENDATIONS

- 1.EROSION CONTROL STRUCTURES TO BE MONITORED REGULARLY AND ANY DAMAGE REPAIRED IMMEDIATELY. SEDIMENTS TO BE REMOVED WHEN ACCUMULATIONS REACH A MAXIMUM OF 1/3 THE HEIGHT OF THE FENCE.
- 2.OWNERS REPRESENTATIVE TO MONITOR EROSION CONTROL STRUCTURES TO ENSURE FENCING IS INSTALLED AND MAINTENANCE IS PERFORMED TO CITY REQUIREMENTS.



NOTES:

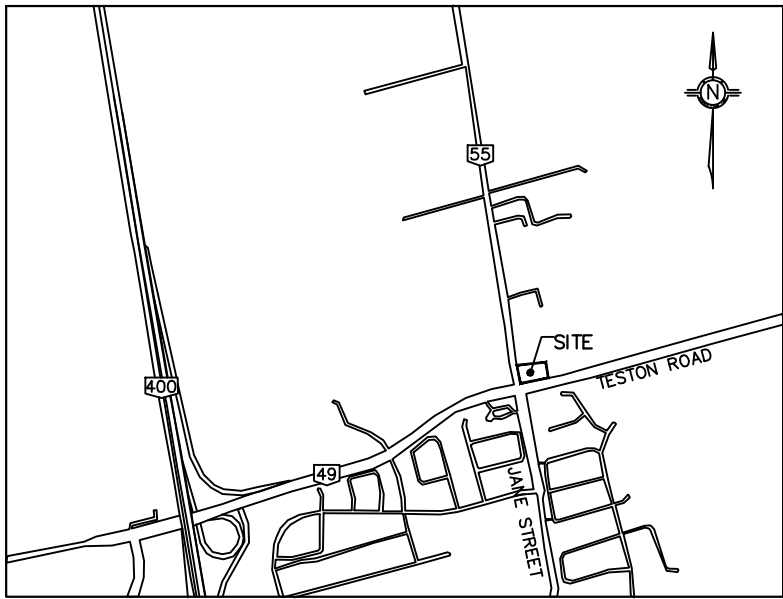
1. TO BE INSTALLED ON ALL CATCHBASINS AND MAINTAINED BETWEEN APRIL AND DECEMBER. REMOVE FOR WINTER SEASON.
2. WOVEN GEOTEXTILE TO HAVE EQUIVALENT OPENING SIZE BETWEEN 0.15mm AND 0.25mm.
3. WOVEN GEOTEXTILE TO BE REPLACED PERIODICALLY WHEN ACCUMULATED SEDIMENTS INTERFERES WITH DRAINAGE.

NOTE:

CONTRACTOR TO CONTACT MGM CONSULTING INC. IMMEDIATELY SHOULD THERE BE ANY CONFLICTS BETWEEN EXISTING CONDITIONS AND PROPOSED GRADING AND/OR SERVING DESIGN, OR CONFLICTS IN CONSTRUCTING THE WORK AS PER THE INTENT OF THE APPROVED DESIGN PRIOR TO CONSTRUCTION.

NOTE:

1. ALL WORK TO CONFORM TO THE LATEST MUNICIPAL STANDARDS AND SPECIFICATIONS AS WELL AS THE LATEST ADOPTED ONTARIO PROVINCIAL STANDARD DRAWINGS AND SPECIFICATIONS.
2. ALL DISTURBED AREAS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER TO SATISFACTION OF THE MUNICIPALITY AND MGM CONSULTING INC.
3. CONTRACTOR TO LOCATE AND PROTECT ALL EXISTING SERVICES AND UTILITIES PRIOR TO AND DURING CONSTRUCTION
4. CONTRACTOR TO LOCATE AND CONFIRM ALL EXISTING UTILITIES AND SERVICE INFORMATION PRIOR CONSTRUCTION
5. CONTRACTOR TO ENSURE ADEQUATE CLEARANCE FROM ALL EXISTING SERVICES AND UTILITIES
6. CONTRACTOR TO CONFIRM ALL EXISTING INVERTS PRIOR TO INTERNAL SERVING.



KEY MAP
NTS

BENCHMARK

ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM(CVD-28:78) AND ARE DERIVED FROM THE CITY OF VAUGHAN BENCH MARK NO. 34-9 HAVING A PUBLISHED ELEVATION OF 234.384 METRES

TOPOGRAPHICAL SURVEY PROVIDED BY J.D. BARNES LIMITED, DATED AUG.23, 2019 REFERENCE # 19-21-356-00

THE CONTENTS OF THIS DRAWING AND SPECIFICATIONS REMAIN THE COPYRIGHT PROPERTY OF
THOMAS BROWN ARCHITECT INC.
AND MUST BE RETURNED UPON COMPLETION OF THE WORK

ISSUE OR REVISION		
NO.	ISSUED FOR	DATE
1	SPA	2020.07.29
2	SPA	2023.10.13
3	SPA	2024.03.16
4	SPA	2024.06.26
5	TENDER	2025.05.08
6	CONSTRUCTION	2025.05.25

YORK REGION PRS
STATION #33

2960 TESTON ROAD, VAUGHAN ONTARIO

PROJECT:

CLIENT



THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF THE WORK. ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONSULTANT.

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Mississauga, Ontario Email: mgn@mgnm.on.ca
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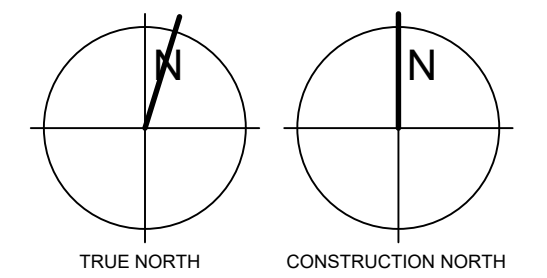
PROFESSIONAL SEAL



REMOVALS AND EROSION
& SEDIMENT CONTROL
PLAN

CITY FILE # DA 20.037

ORIENTATION



2020.07.29

SCALE: 1:200 DRAWN BY: BN

DWG STATUS: -

PROJECT NO:

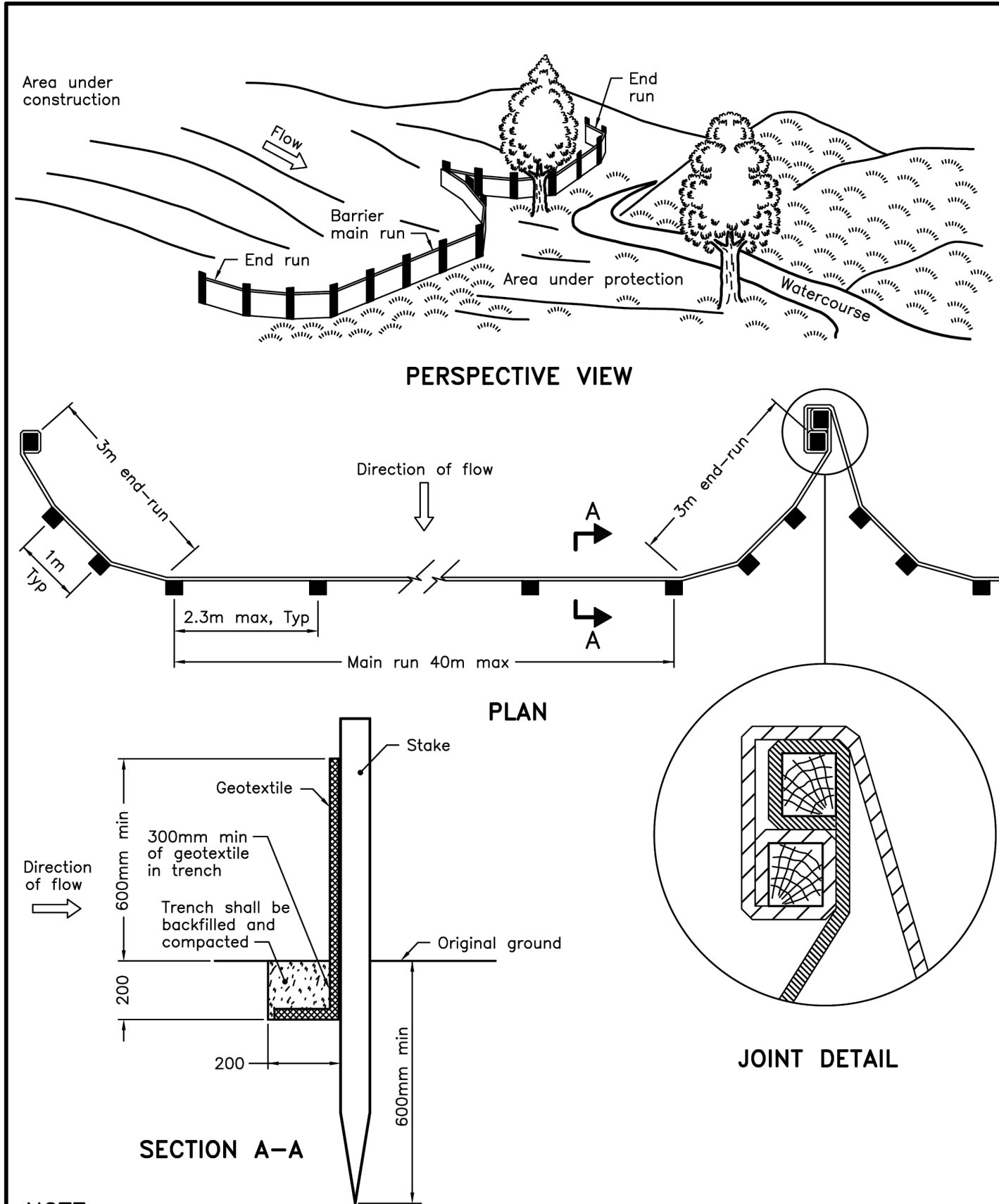
2020-030

DRAWING NUMBER

CV-1

REVISION

6



NOTE:

A All dimensions are in millimetres unless otherwise shown.

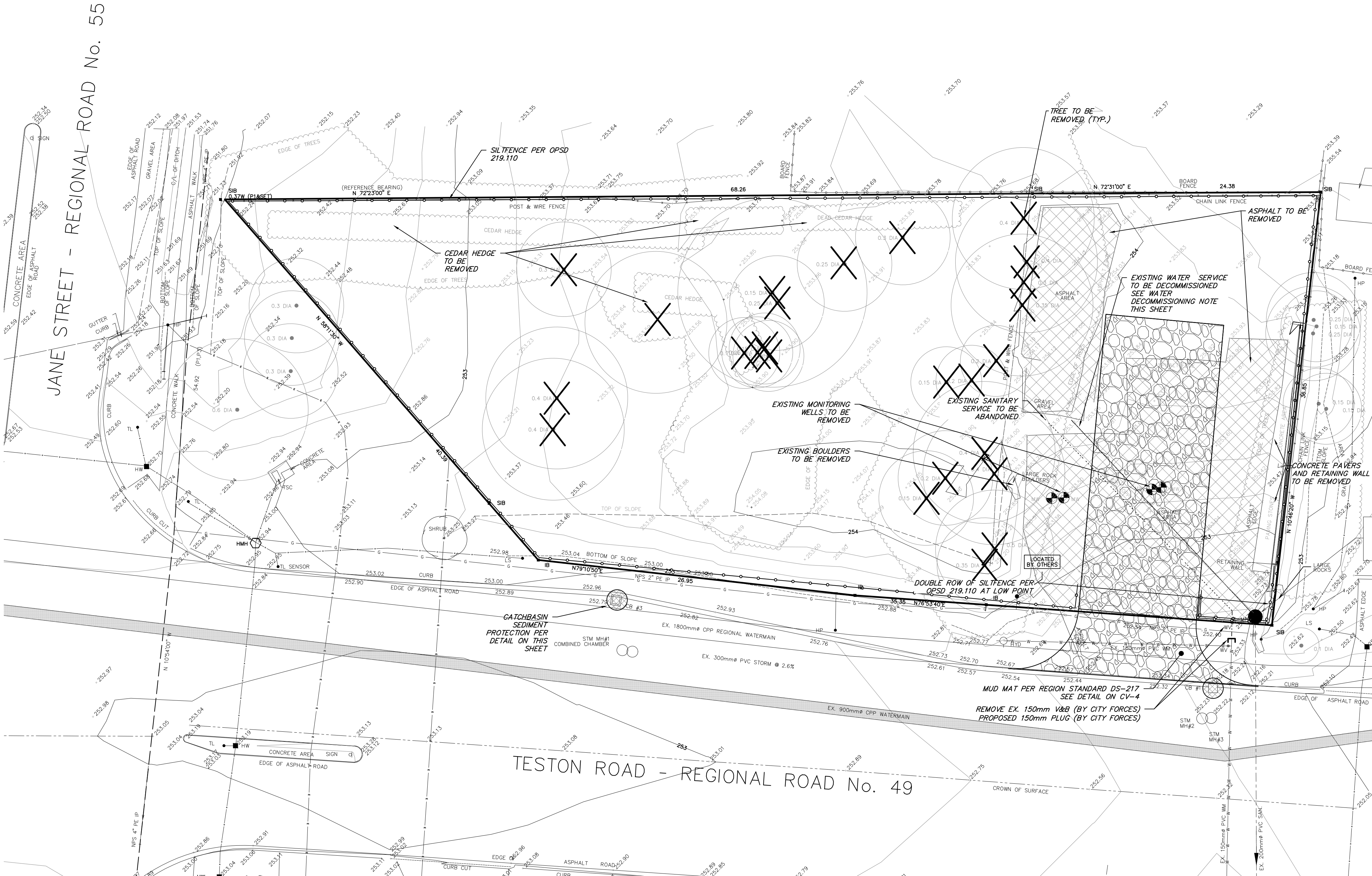
ONTARIO PROVINCIAL STANDARD DRAWING

Nov 2021 Rev 3



LIGHT-DUTY
SILT FENCE BARRIER

OPSD 219.110



GENERAL NOTES

- Standard drawings of the City of Vaughan constitute part of these drawings.
- All construction work to be carried out in accordance with the requirements of the Occupational Health and Safety Act and Regulations for construction projects.
- The Owner shall retain the services of a Professional Engineer to ensure required inspection reports and/or certification requirements are submitted to the Development Engineering Department and other affected City Departments.
- The Owner and/or his representative shall verify all disturbed areas to original condition or better and to the satisfaction of the City.
- The location of all underground ground utilities and structures is approximate only and where shown on the drawings 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.
- Any conflicts with existing services shall be rectified at the Owner's expense.
- 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/guardrail is required when height exceeds 0.80 m (as per City Standard Drawing PRV-105 or approved equal). Upon completion, retaining walls greater than 1.0 m to be certified by a structural and geotechnical engineers.
- Landscaping work shall not encroach on boulevard nor shall boulevard grades be altered.
- Slopes in landscaped areas and on berms shall not exceed 3 horizontal to 1 vertical.
- Graded drainage swale grades: min. 2%, max. 5%.
- Outside lighting shall be directed downward and aimed and designed to maintain zero cut-off light level distribution at the property line.
- Bit 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.
- 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.
- All proposed barrier-free parking spaces to include "Rb-65 BY PERMIT ONLY" traffic sign and barrier-free pavement symbol marking.
- SEWER & WATER
- Sanitary and storm control/maintenance holes shall be in accordance with all applicable OPSD details. Frame and cover shall be OPSD 401 010 Type A or approved equal. The maintenance holes shall be bermed to the down (low) of pipes.
- All sanitary maintenance hole covers in the ponding areas to be water tight sealed covers.
- All catchbasins shall be installed in accordance with City Standard Drawing S-103. All catchbasin frames and grates shall be OPSD 400 D10 or OPSD 400 D110 or approved equal.
- Watermain shall have a minimum vertical separation of 0.5 m and horizontal separation of 2.5 m between any sewer or maintenance hole unless otherwise noted.
- Hydrants to be installed as per City Standard W-104 with 1.0 m minimum clear from all obstructions.
- All industrial/commercial/condominium watermain connections shall be constructed in accordance with City Standard Drawings C-102, C-103, W-106, W-108 and related Standard Drawings.
- 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 Department's approval seal and, if required, a copy of the Region of York Approval Schedule as per the executed Site Plan Agreement.

ROADWORKS

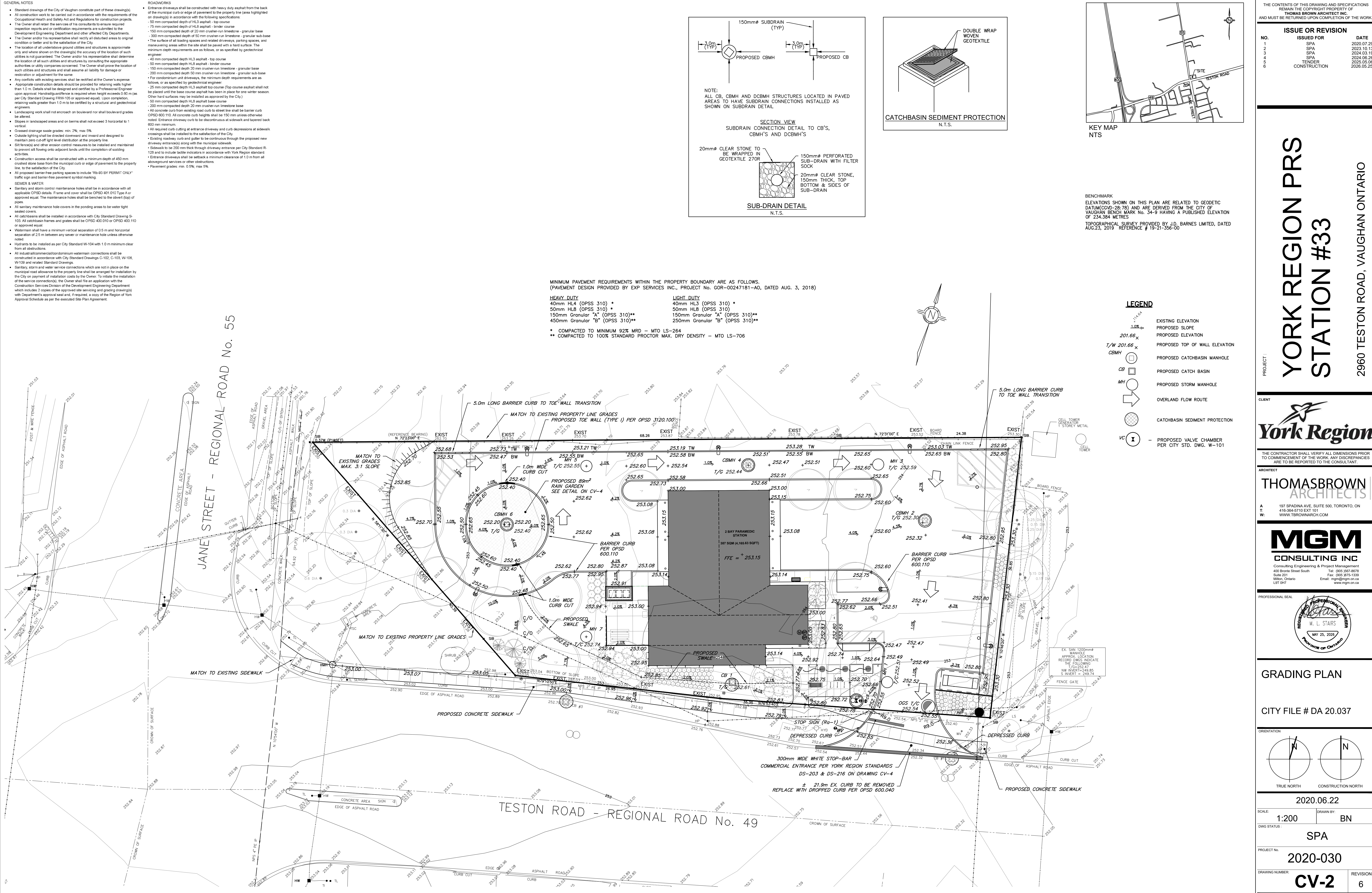
- Entrance driveways shall be constructed with heavy duty asphalt from the back of the municipal curb or edge of pavement to the property line (area highlighted on drawing(s)) in accordance with the following specifications:
 - 50 mm compacted depth of HLB asphalt - top course
 - 75 mm compacted depth of HLB asphalt - binder course
 - 150 mm compacted depth of 20 mm crusher-run limestone - granular base
 - 300 mm compacted depth of 50 mm crusher-run limestone - granular sub-base
- 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:
 - 40 mm compacted depth HLB asphalt - top course
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- For condominium unit driveways, the minimum depth requirements are as follows, or as specified by geotechnical engineer:
 - 25 mm compacted depth HLB 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.)
 - 50 mm compacted depth HLB asphalt base course
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- All concrete curb from existing road curb to street line shall be barrier curb OPSD 600 110. All concrete curb heights shall be 150 mm unless otherwise noted. Entrance driveway curb to be discontinuous at sidewalk and tapered back 600 mm minimum.
- All required curb cutting at entrance driveway and curb depressions at sidewalk crossings shall be installed to the satisfaction of the City.
- Existing roadway curb and gutter to be continuous through the proposed new driveway entrance(s) along with the municipal sidewalk.
- 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.
- Entrance driveways shall be setback a minimum clearance of 1.0 m from all aboveground services or other obstructions.
- Pavement grades: min. 0.5%, max. 5%.

MINIMUM PAVEMENT REQUIREMENTS WITHIN THE PROPERTY BOUNDARY ARE AS FOLLOWS.
(PAVEMENT DESIGN PROVIDED BY EXP SERVICES INC., PROJECT No. GOR-00247181-A0, DATED AUG. 3, 2018)

HEAVY DUTY
40mm HLB (OPSS 310) *
50mm HLB (OPSS 310) *
150mm Granular "A" (OPSS 310)**
450mm Granular "B" (OPSS 310)**

LIGHT DUTY
40mm HL3 (OPSS 310) *
50mm HL8 (OPSS 310) *
150mm Granular "A" (OPSS 310)**
250mm Granular "B" (OPSS 310)**

* COMPACTED TO MINIMUM 92% MRD - MTO LS-264
** COMPACTED TO 100% STANDARD PROCTOR MAX. DRY DENSITY - MTO LS-706



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3	SPA	2024.03.19
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6	CONSTRUCTION	2025.05.25

YORK REGION PRS STATION #33

2960 TESTON ROAD, VAUGHAN ONTARIO



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Mississauga, Ontario Email: mgm@mgm.on.ca
L7T 0V7 www.mgm.on.ca

PROFESSIONAL SEAL

M. L. STAIRS
MAY 25, 2025
PROFESSOR OF ONTARIO

GRADING PLAN

CITY FILE # DA 20.037

ORIENTATION

TRUE NORTH CONSTRUCTION NORTH

2020.06.22	
SCALE:	DRAWN BY: BN
DWG STATUS:	SPA
PROJECT No:	2020-030
DRAWING NUMBER:	CV-2
REVISION:	6

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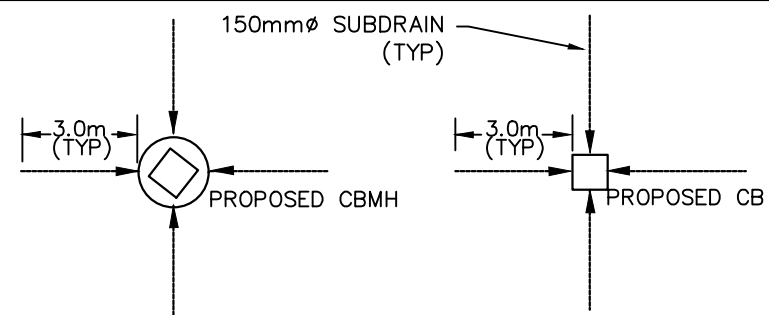
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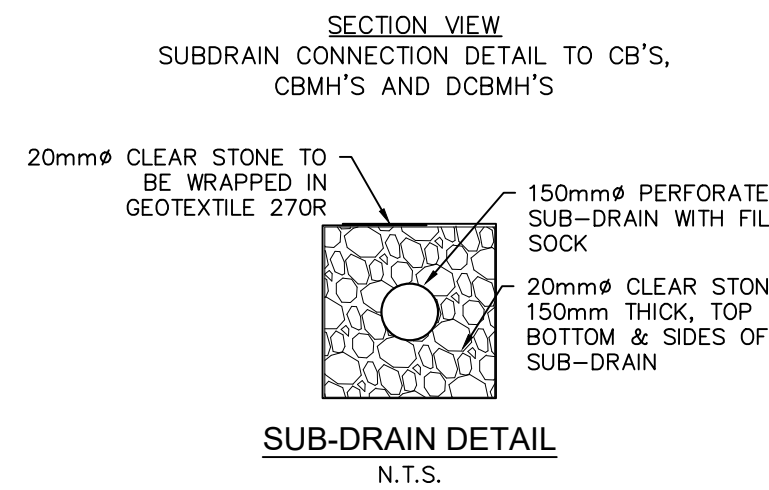
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NOTE: ALL CB, CBMH AND DCBMH STRUCTURES LOCATED IN PAVED AREAS TO HAVE SUBDRAIN CONNECTIONS INSTALLED AS SHOWN ON SUBDRAIN DETAIL

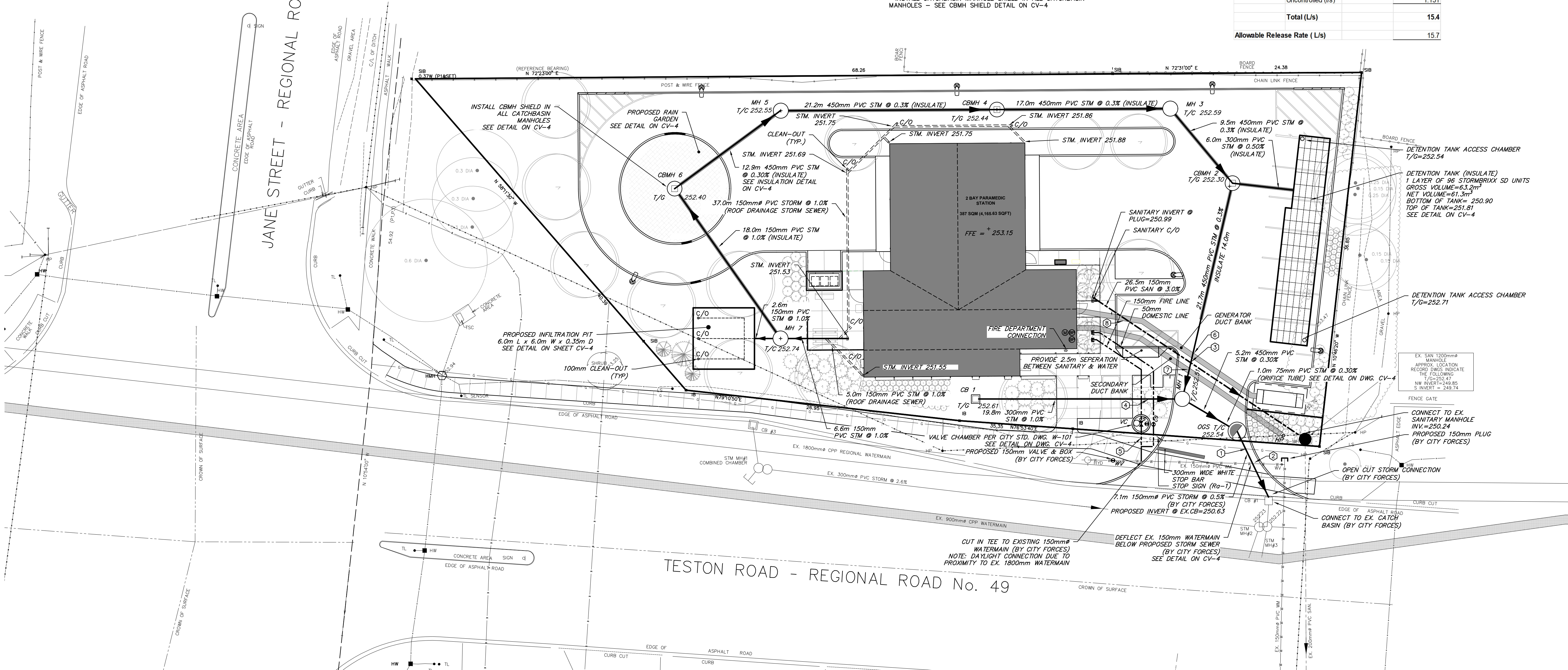
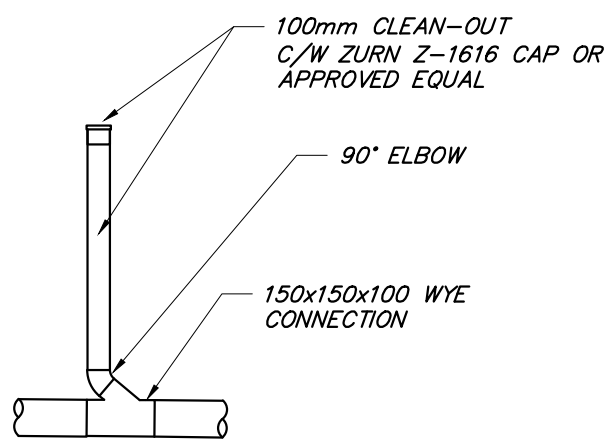


SERVICING CROSSINGS				
No.	OVERT LOWER	INVERT UPPER	CLEARANCE	
C1	249.95 GAS	250.66 STM	0.71m	
C2	250.15 WM	250.65 STM	0.50m	
C3	250.52 SAN	250.78 STM	0.26m	
C4	250.82 STM	250.32 GAS	0.50m	
C5	249.57 WM	250.07 GAS	0.50m	
C6	251.22 STM	251.42 GEN-DUCT	0.20m	
C7	251.21 STM	251.44 GEN-DUCT	0.23m	
C8	251.05 SAN	251.59 GEN-DUCT	0.54m	

STORM STRUCTURE TABLE						
STRUCTURE	STRUCTURE SIZE	STRUCTURE OPSD	FRAME/GRATE OPSD	RIM	INVERT	
OGS STC 300 MH 1	1800mm	701.010	401.010	252.54	S 250.67 NW 250.70	
	1200mm	701.010	401.010	252.51	SE 250.72 W 250.77	N 250.77
CBMH 2	1200mm	701.010	400.010	252.30	S 250.83 NW 250.88	E 250.88
MH 3	1200mm	701.010	401.010	252.59	SE 250.91 W 250.96	E 251.01
CBMH 4	1200mm	701.010	400.010	252.44	W 251.03 E 251.09	SW 251.14
MH 5	1200mm	701.010	401.010	252.55	E 251.09 SW 251.14	SE 251.23
CBMH 6	1200mm	701.010	400.010	252.40	NE 251.18 NW 251.41	E 251.26
MH 7	1200mm	701.010	401.010	252.74	W 251.26 E 251.46	E 250.98
CB1	600x600mm	705.010	400.010	252.61	E 250.98	

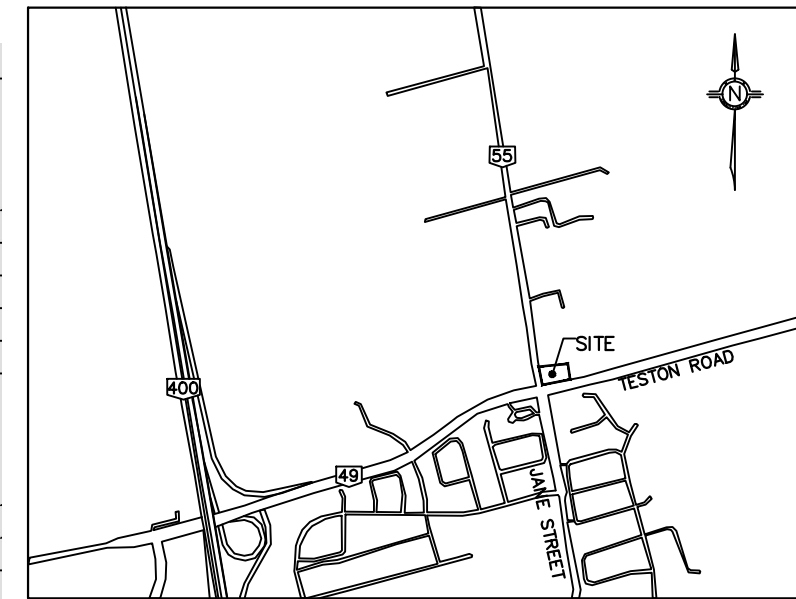
- PROVIDE 150mm SUBDRAINS PER DETAIL ON THIS DRAWING
- INSTALL CATCHBASIN MANHOLE SHIELD IN ALL CATCHBASIN MANHOLES - SEE CBMH SHIELD DETAIL ON CV-4

CLEAN-OUT DETAIL NTS

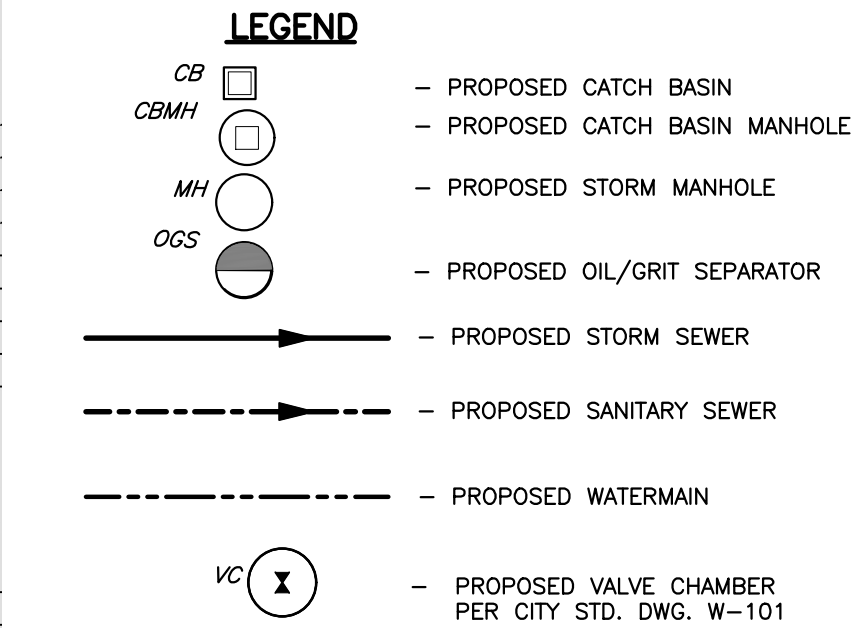


STORMWATER MANAGEMENT SUMMARY

Allowable Site Release Rate (l/sec)	15.7
Site Composition	
Site Catchment Area (Ha)	0.259
Roof Area (Ha)	0.04
Controlled Pavement Area (Ha)	0.12
Un-Controlled Pavement Area (Ha)	0.00
Controlled Landscape Area (Ha)	0.07
Un-Controlled Landscape Area (Ha)	0.008
Roof Stormwater Management System	
Total No. of Hoppers	n/a
Total No. of Weirs	n/a
Weir rating (l/sec/cm)	n/a
100 yr Storm Peak Release rate (l/sec)	n/a
Max. detention Storage Requirement (m ³)	n/a
Design Roof Slope	n/a
Max Roof Ponding Depth at Hopper (cm)	n/a
Avg. Roof Ponding Depth (mm)	n/a
Avg. Drawdown Time (hrs)	n/a
Site Orifice Controls	
Location	Downstream of MH 1
Orifice diameter (mm)	75
Invert Elevation (m)	250.70
Centerline Elevation (m)	250.74
Downstream HGL	
Detention Storage TWL (m)	251.53
Design Head (m)	0.79
Design Peak (l/sec)	15.7
Q-Rel (l/sec)	15.4
Stormwater Management Analysis	
Part A - Detention Volume Requirement	
100 yr Required Detention Storage Volume (m ³)	74.1
Orifice Release Rate (l/sec)	14.3
Maximum Detention Storage Available	
Catchment Areas	n/a
Design TWL	251.53
Surface Ponding	0.00
Pipe Storage	14.5
Structure Storage	61.3
Total	75.8
Part B - site Catchment Area Release Rate	
Actual Site Release Rate: Orifice (l/s)	14.285
Uncontrolled (l/s)	1.151
Total (l/s)	15.4
Allowable Release Rate (l/s)	15.7



KEY MAP NTS



BENCHMARK ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM(CGVD-28/78) AND ARE DERIVED FROM THE CITY OF VAUGHAN BENCH MARK No. 34-9 HAVING A PUBLISHED ELEVATION OF 234.384 METRES
TOPOGRAPHICAL SURVEY PROVIDED BY J.D. BARNES LIMITED, DATED AUG.23, 2019 REFERENCE # 19-21-356-00

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NO.	ISSUED FOR	DATE
1	SPA	2020.07.29
2	SPA	2023.10.13
3	SPA	2024.03.19
4	SPA	2024.06.26
5	SPA	2024.08.24
6	TENDERS	2025.05.06
7	CONSTRUCTION	2026.05.25

YORK REGION PRS STATION #33

2960 TESTON ROAD, VAUGHAN ONTARIO

PROJECT :

CLIENT

York Region

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF THE WORK. ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONSULTANT.

ARCHITECT

THOMASBROWN ARCHITECTS

A 197 SPADINA AVE, SUITE 500, TORONTO, ON
T 416-364-5710 EXT 101
W WWW.TBROWNARCH.COM

MGM CONSULTING INC

Consulting Engineering & Project Management
400 Bloor Street South Tel: (905) 867-8678
Suite 201 Fax: (905) 875-1339
Mississauga, Ontario Email: mcm@mcm.on.ca
L7T 0V7

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER
M. L. STAIRS
MAY 25, 2025
PROVINCE OF ONTARIO

SERVICING PLAN

CITY FILE # DA 20.037

ORIENTATION

TRUE NORTH CONSTRUCTION NORTH

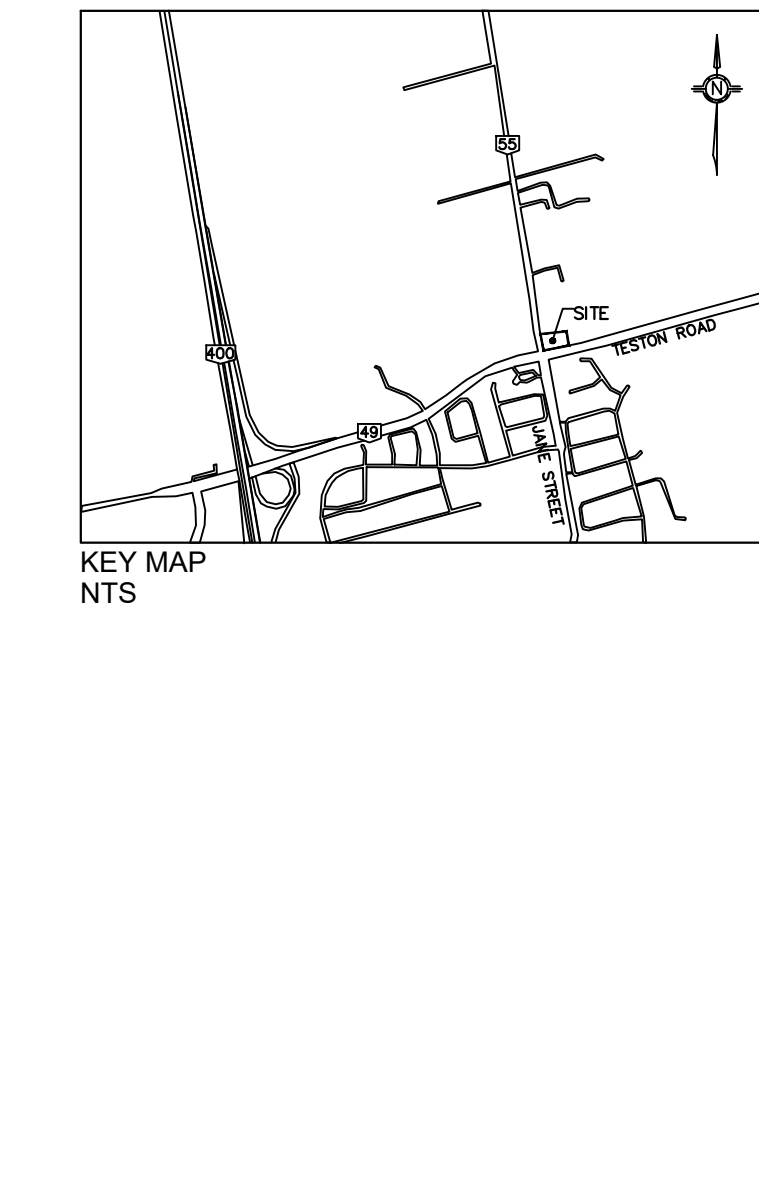
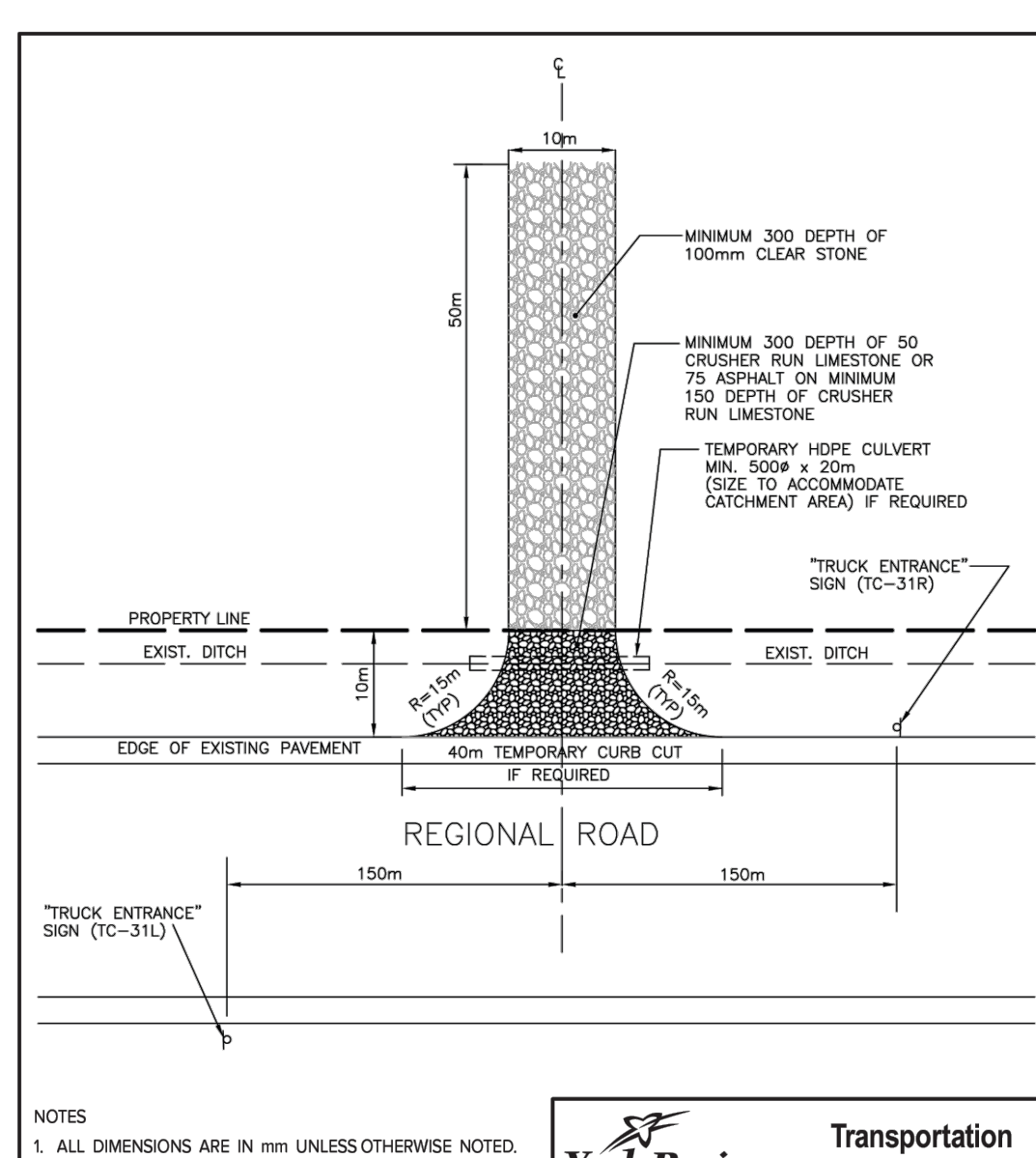
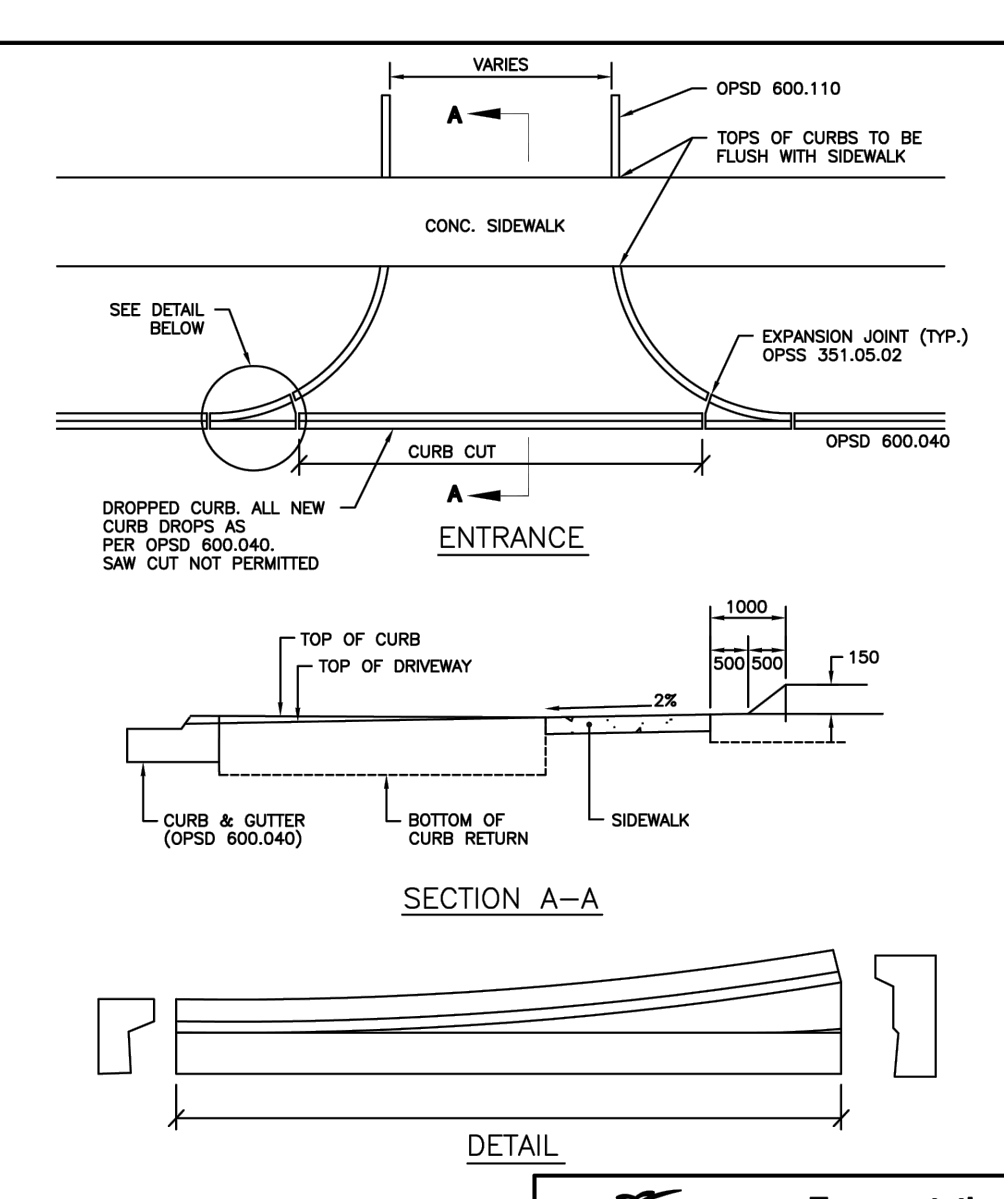
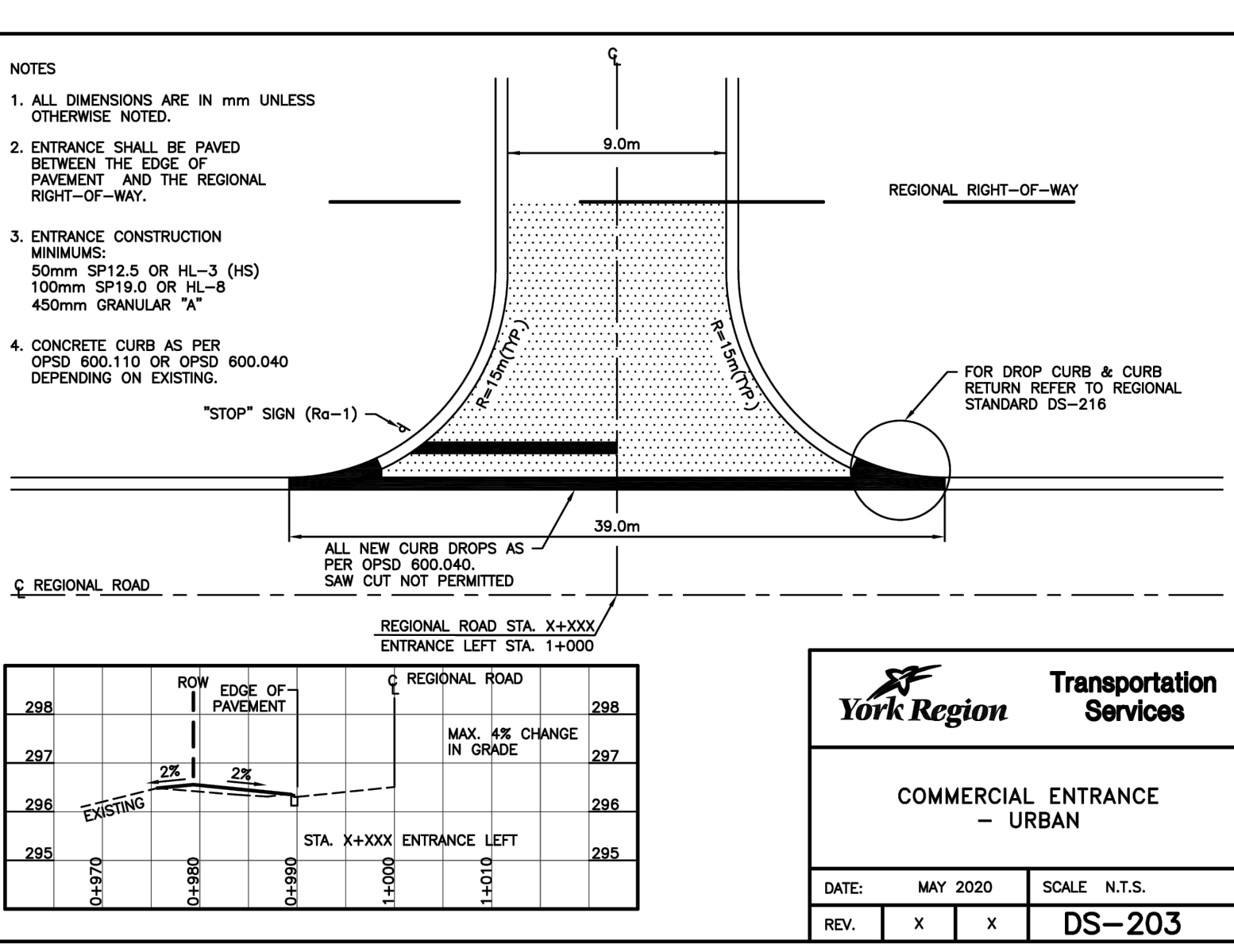
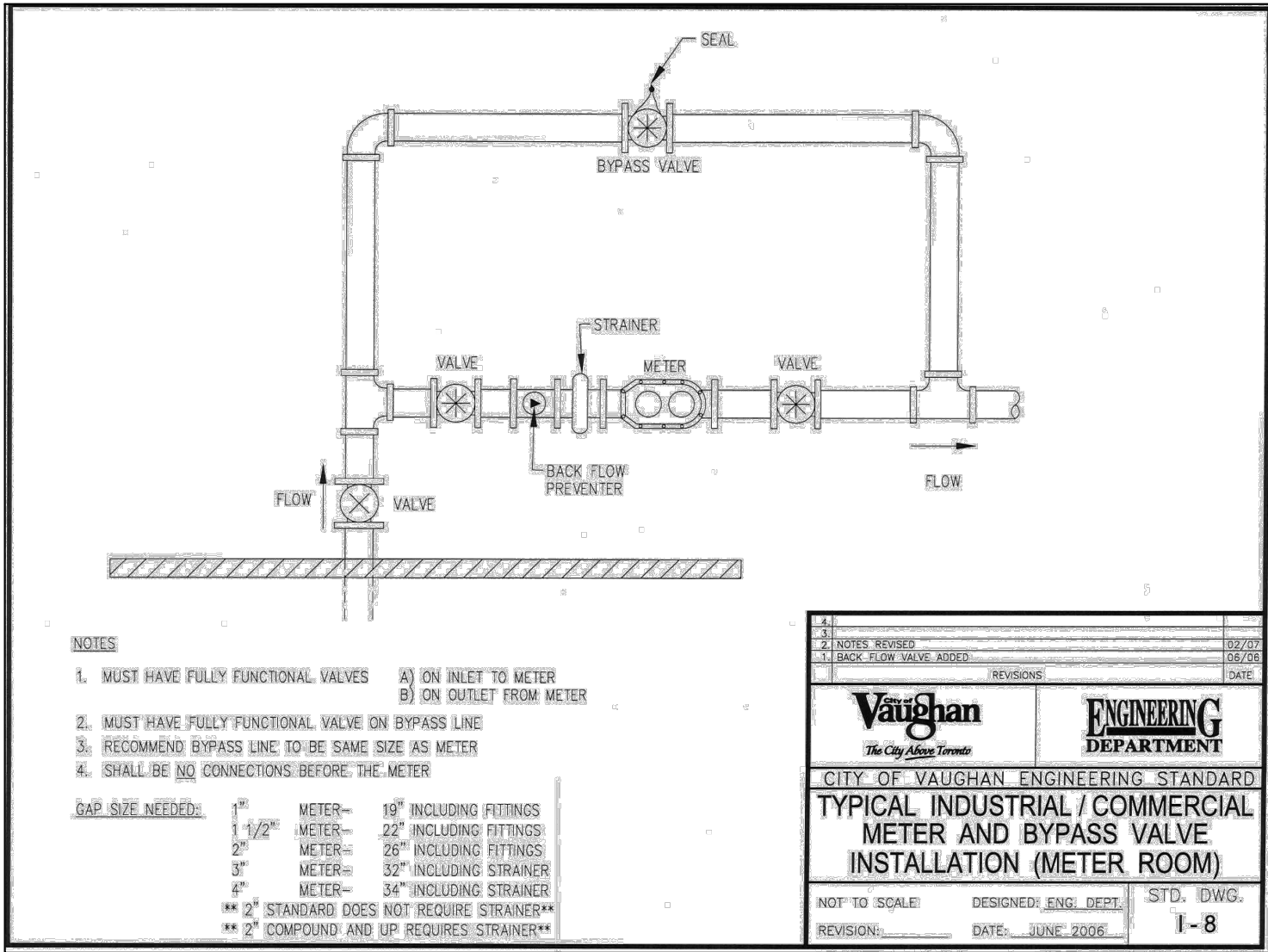
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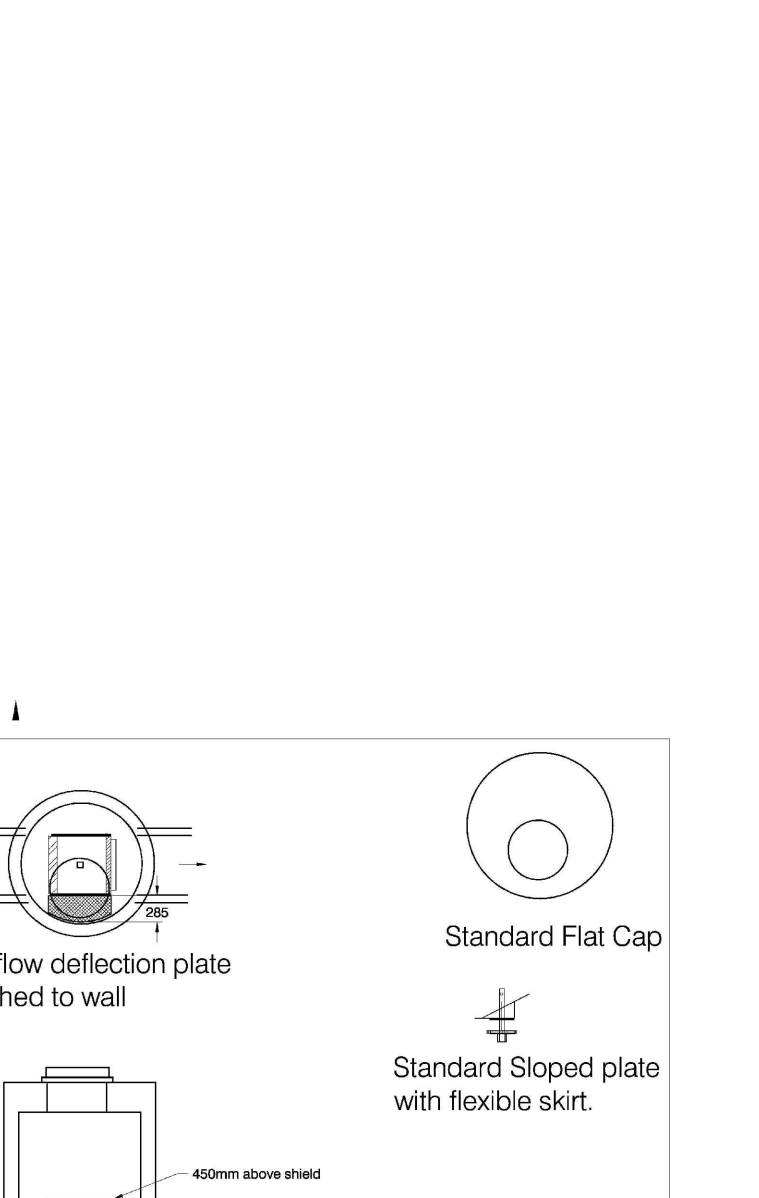
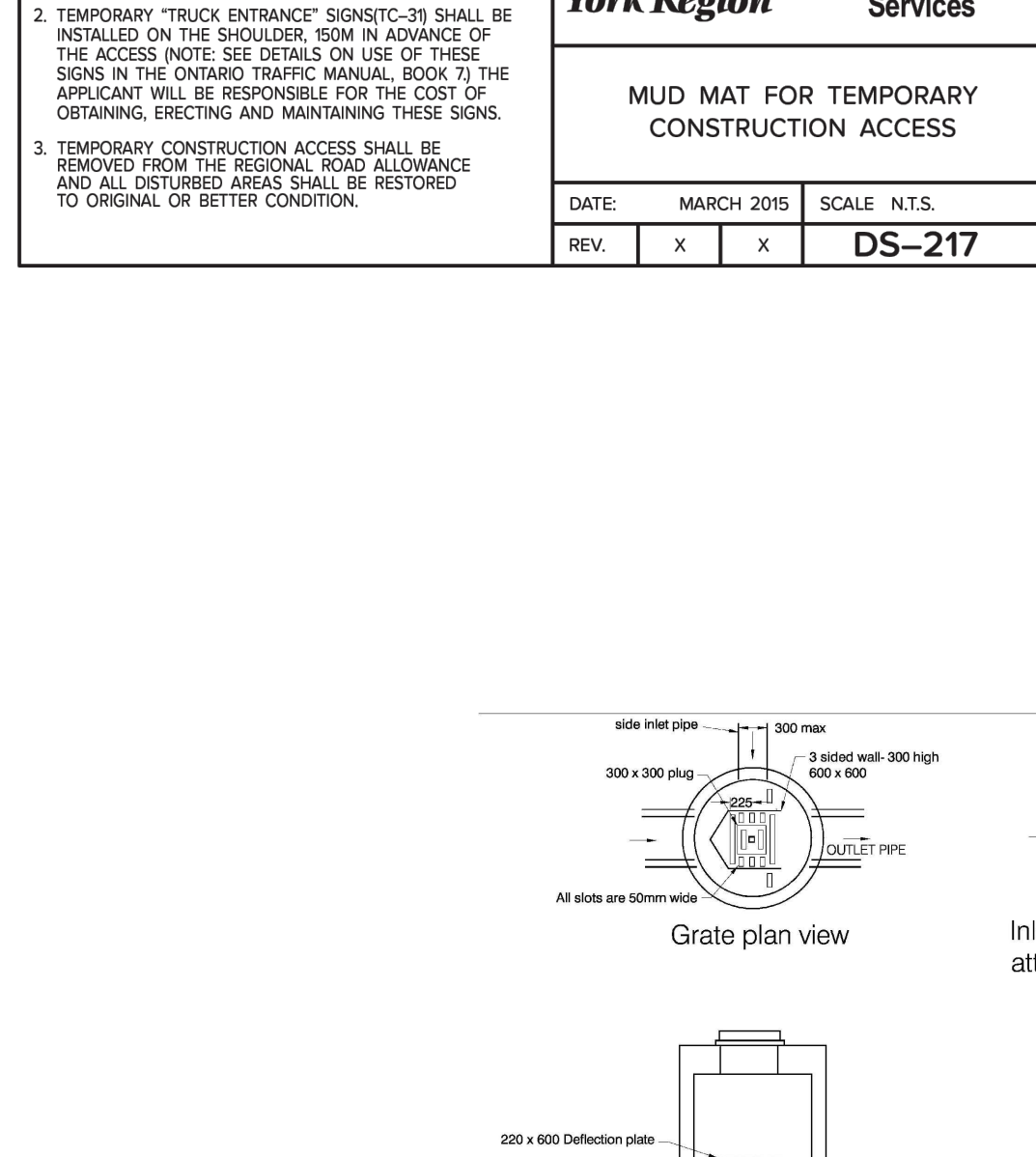
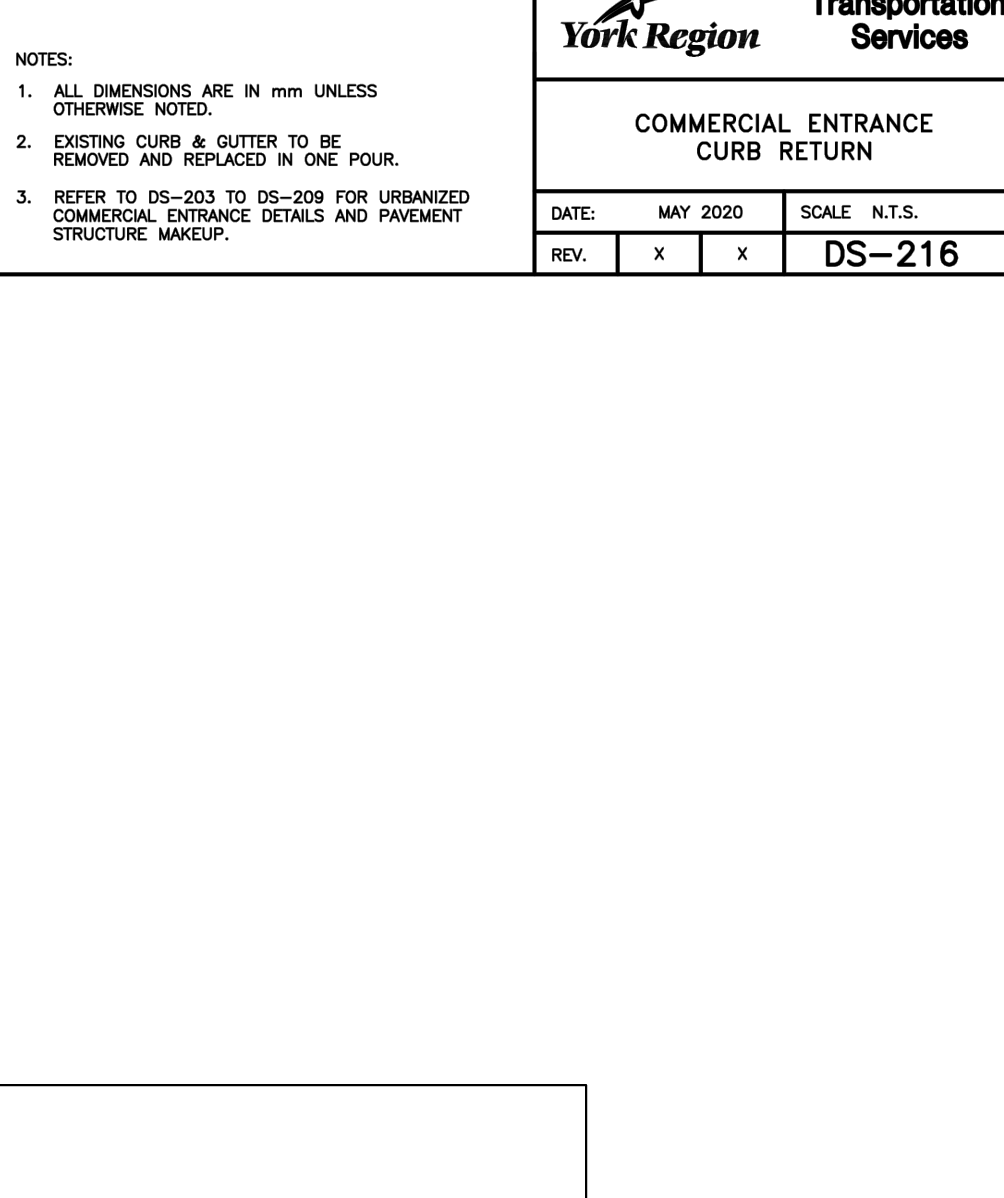
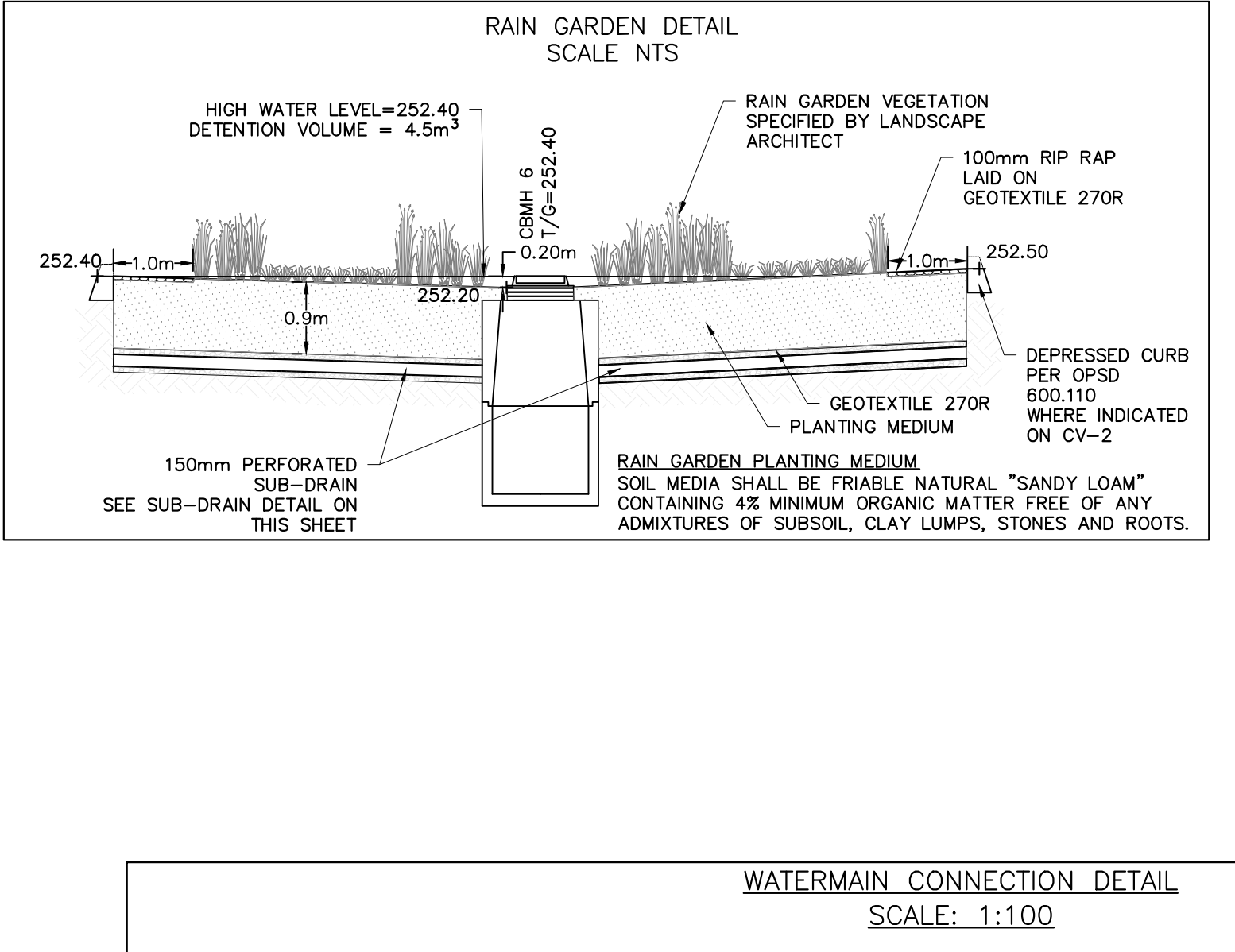
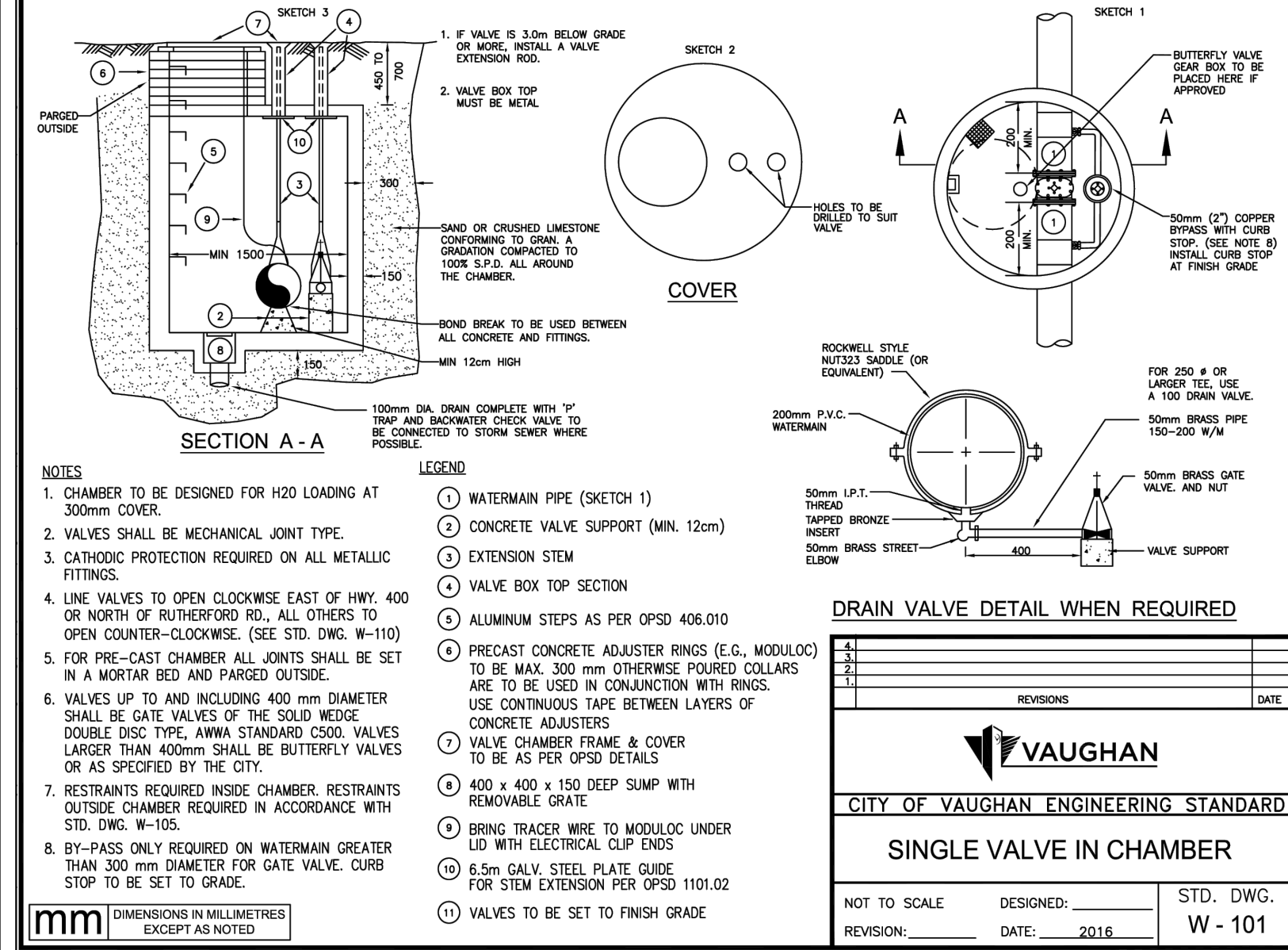
DWG STATUS: SPA

PROJECT No: 2020-030

DRAWING NUMBER: CV-3 REVISION: 7



ISSUE OR REVISION		
NO.	ISSUED FOR	DATE
1	SPA	2020.07.29
2	SPA	2023.10.13
3	SPA	2024.03.19
4	SPA	2024.06.26
5	TENDER	2025.05.08
6	CONSTRUCTION	2025.05.25



PROJECT :

CLIENT :

ARCHITECT :

PROFESSIONAL SEAL :

YORK REGION PRS
STATION #33

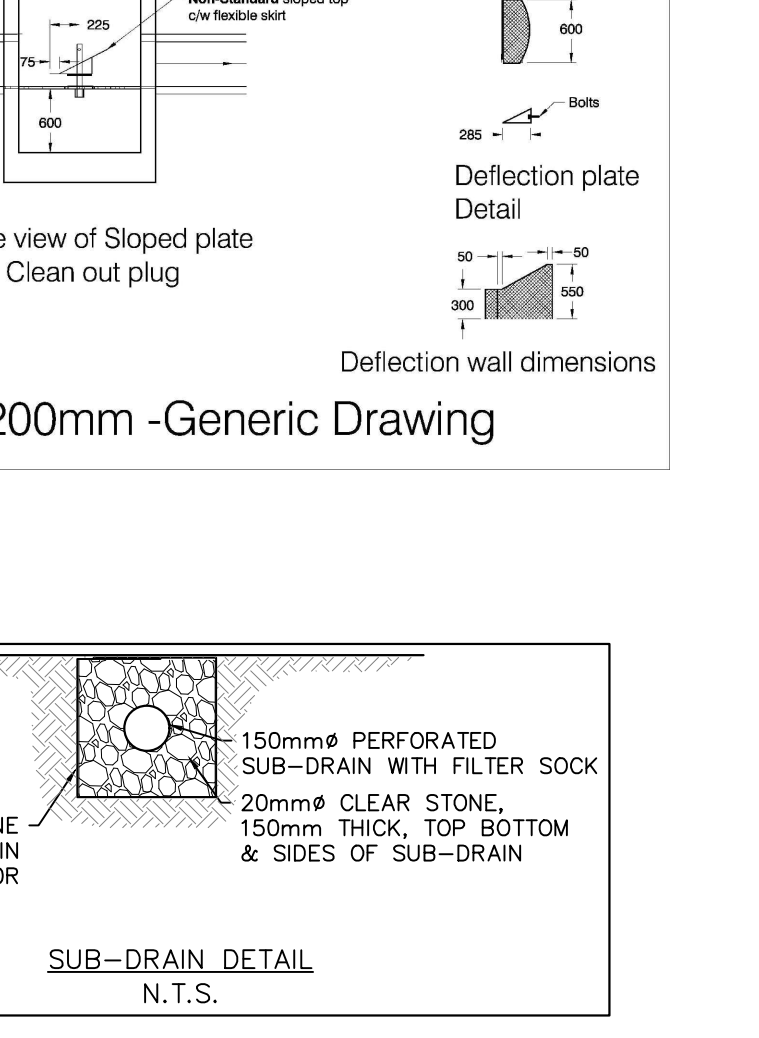
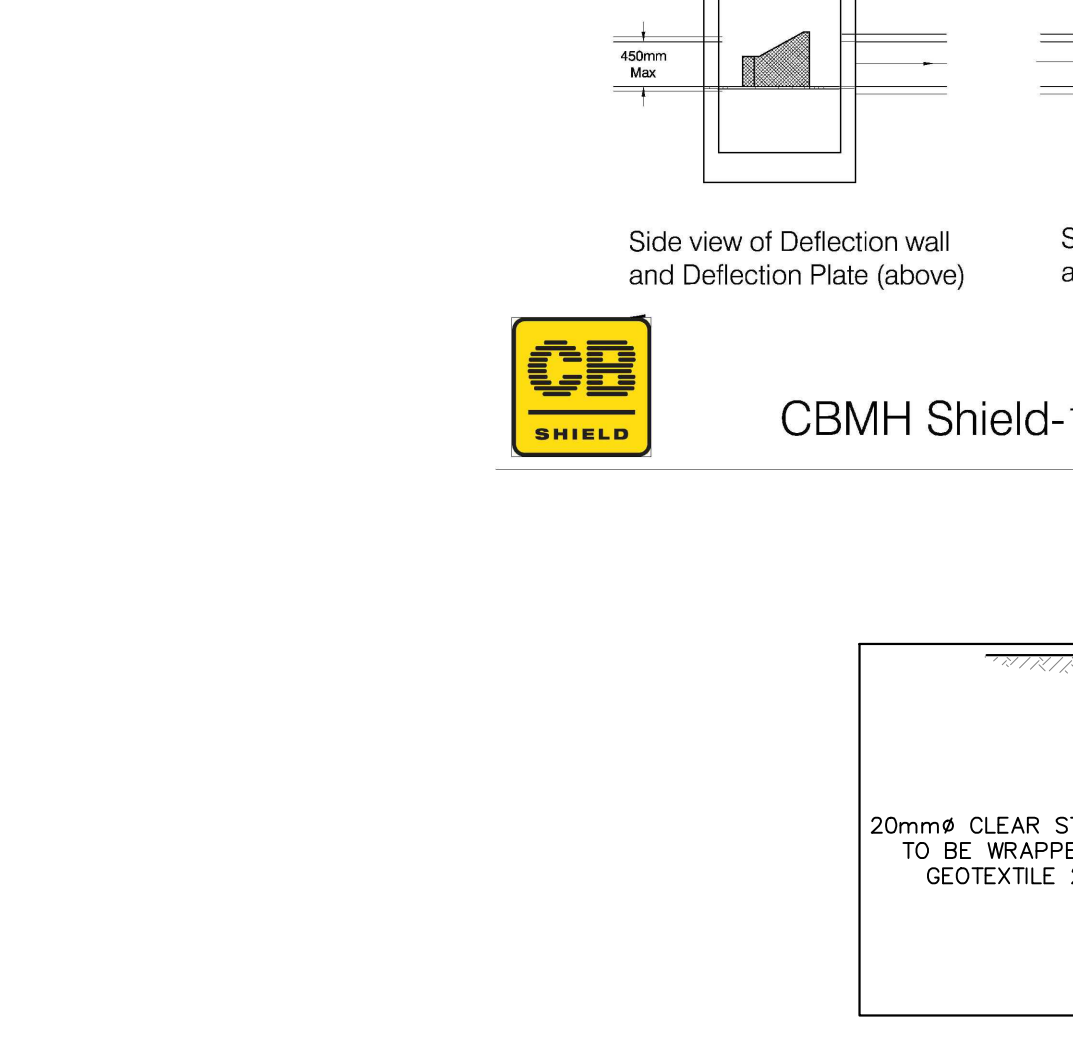
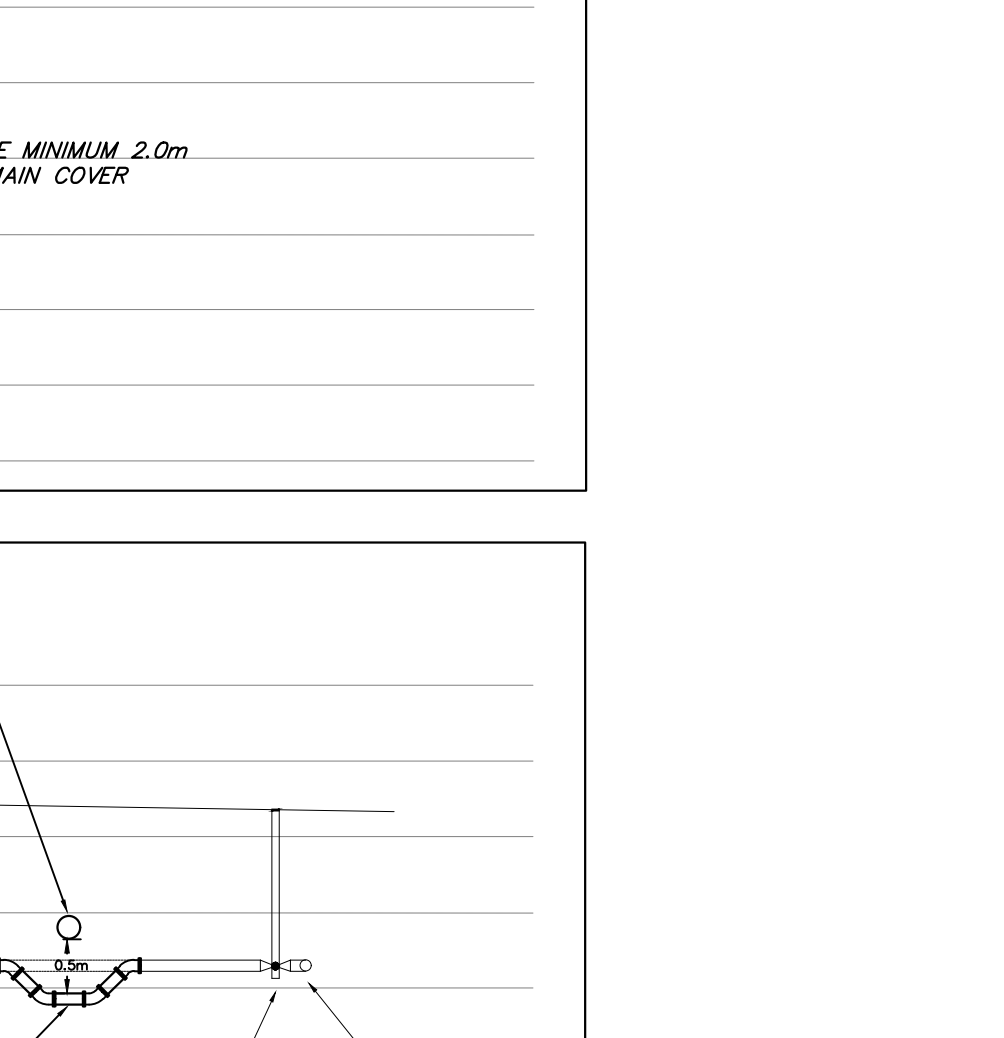
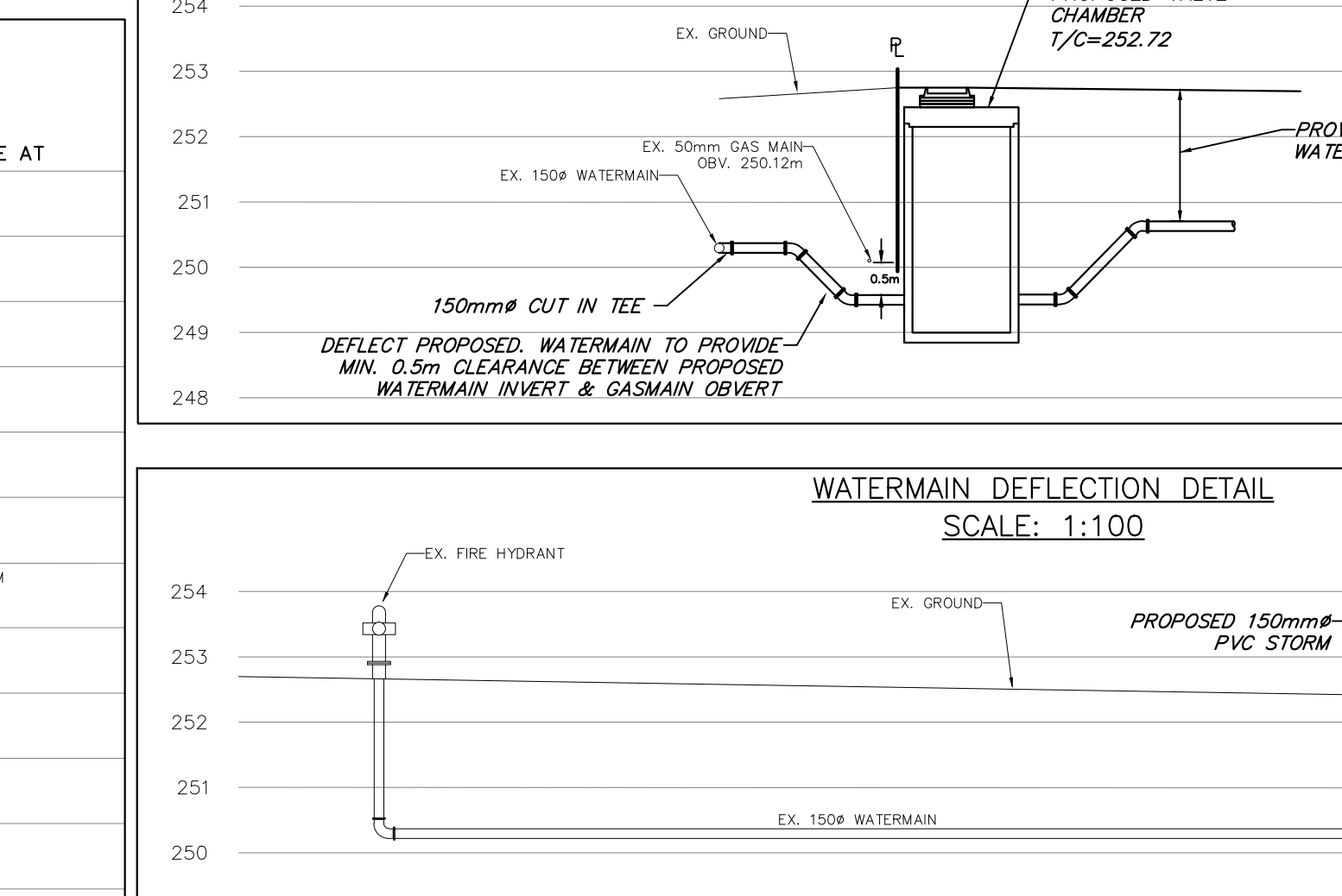
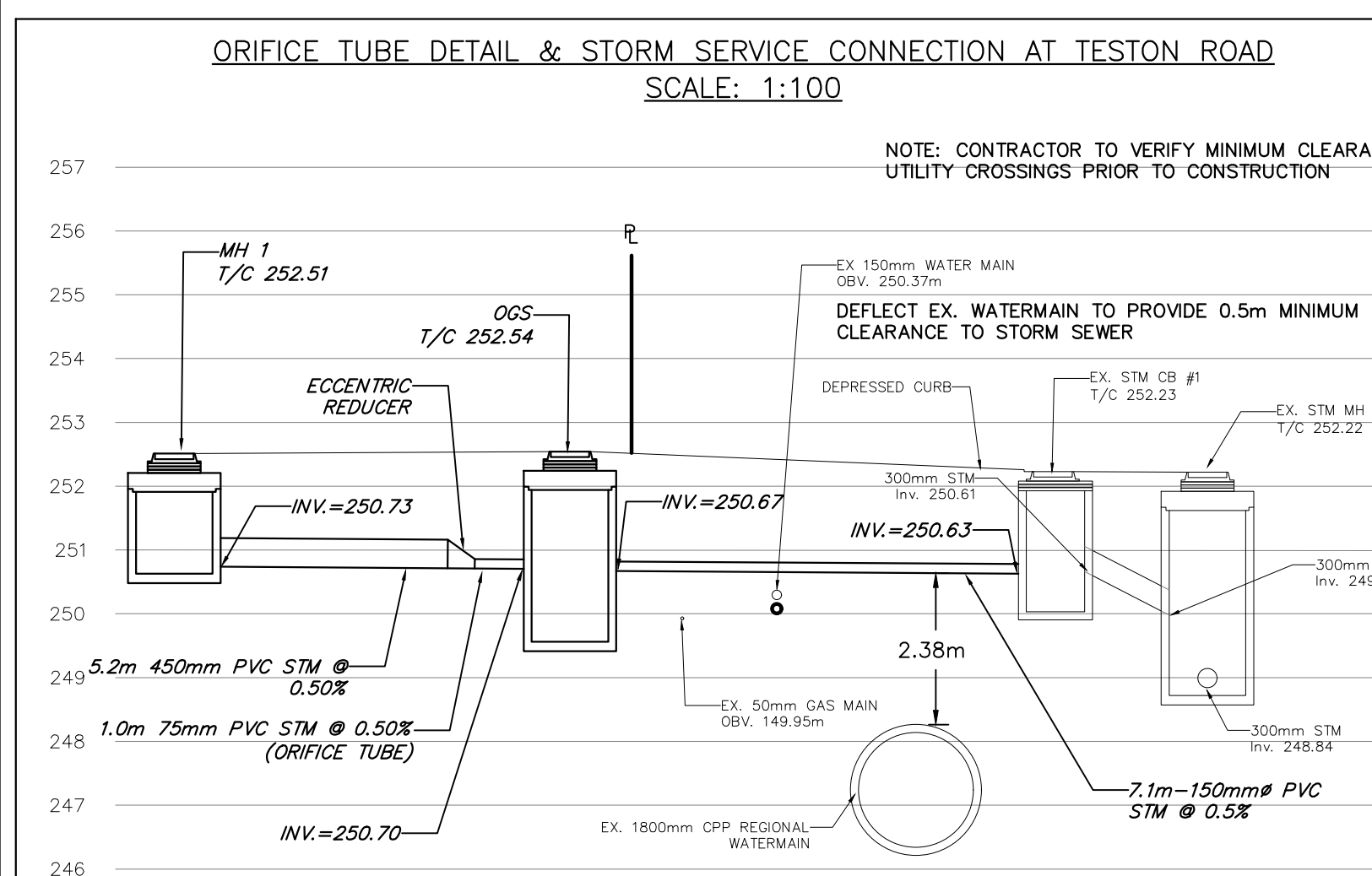
2960 TESTON ROAD, VAUGHAN ONTARIO

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www.mcm.on.ca



DETAILS

CITY FILE # DA 20.037

ORIENTATION :

TRUE NORTH

CONSTRUCTION NORTH

2020.06.22

As shown

BN

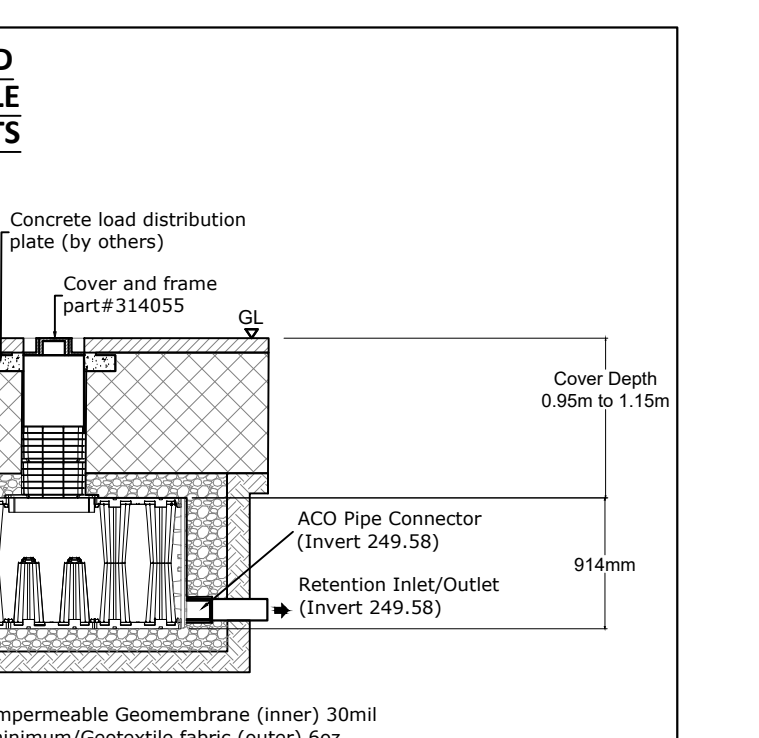
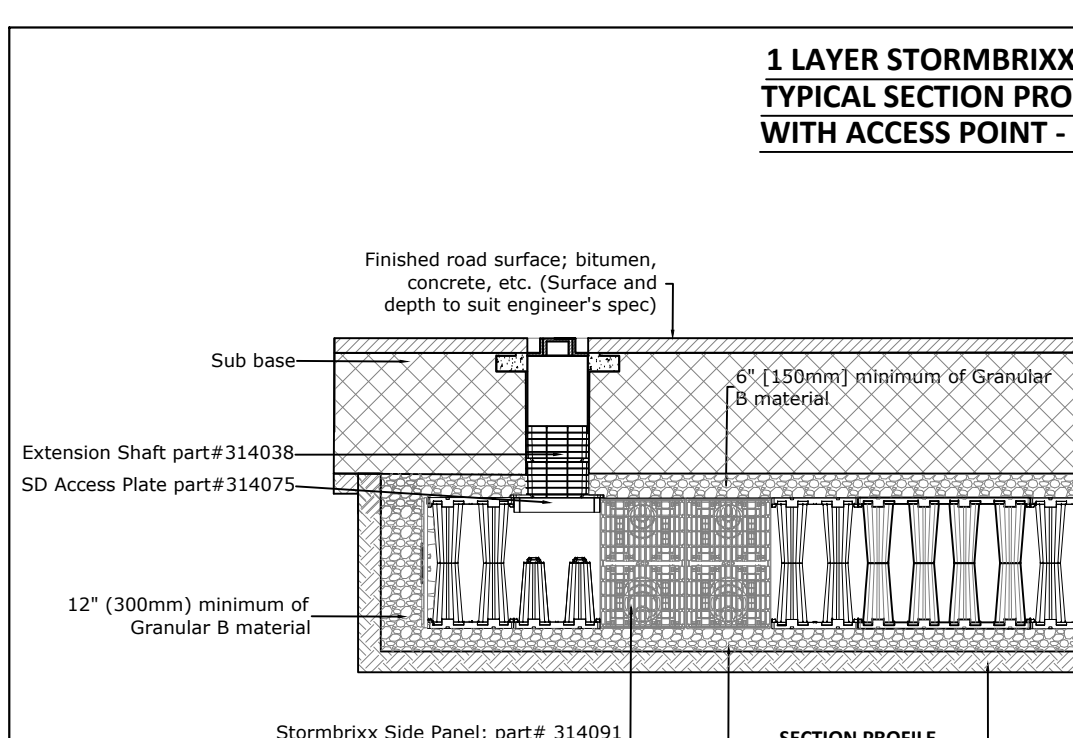
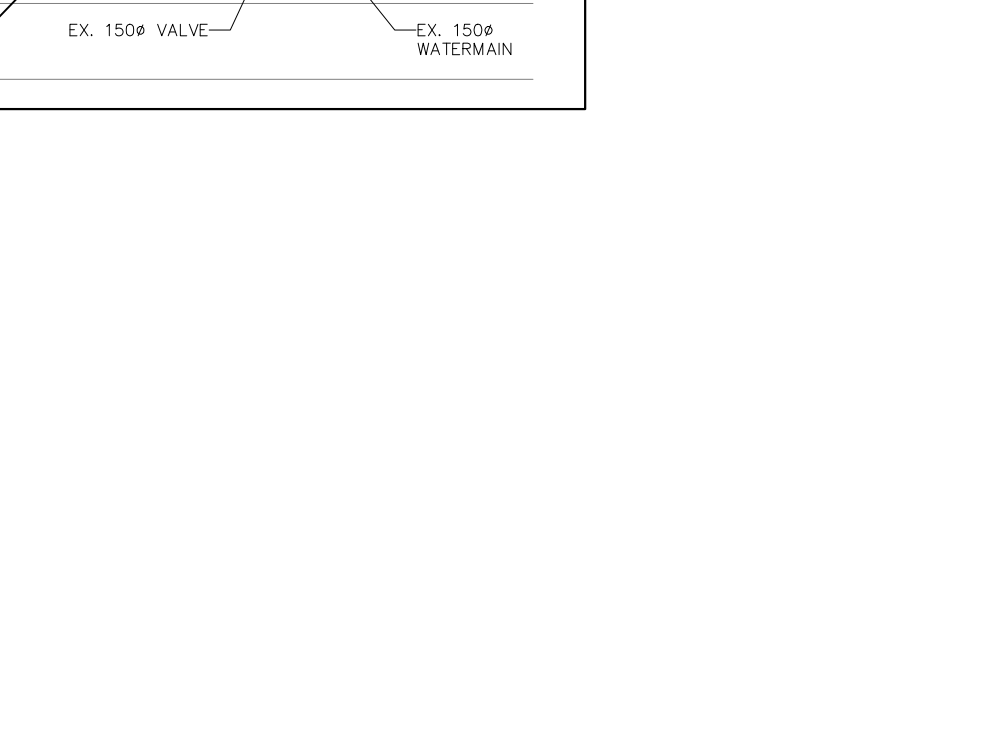
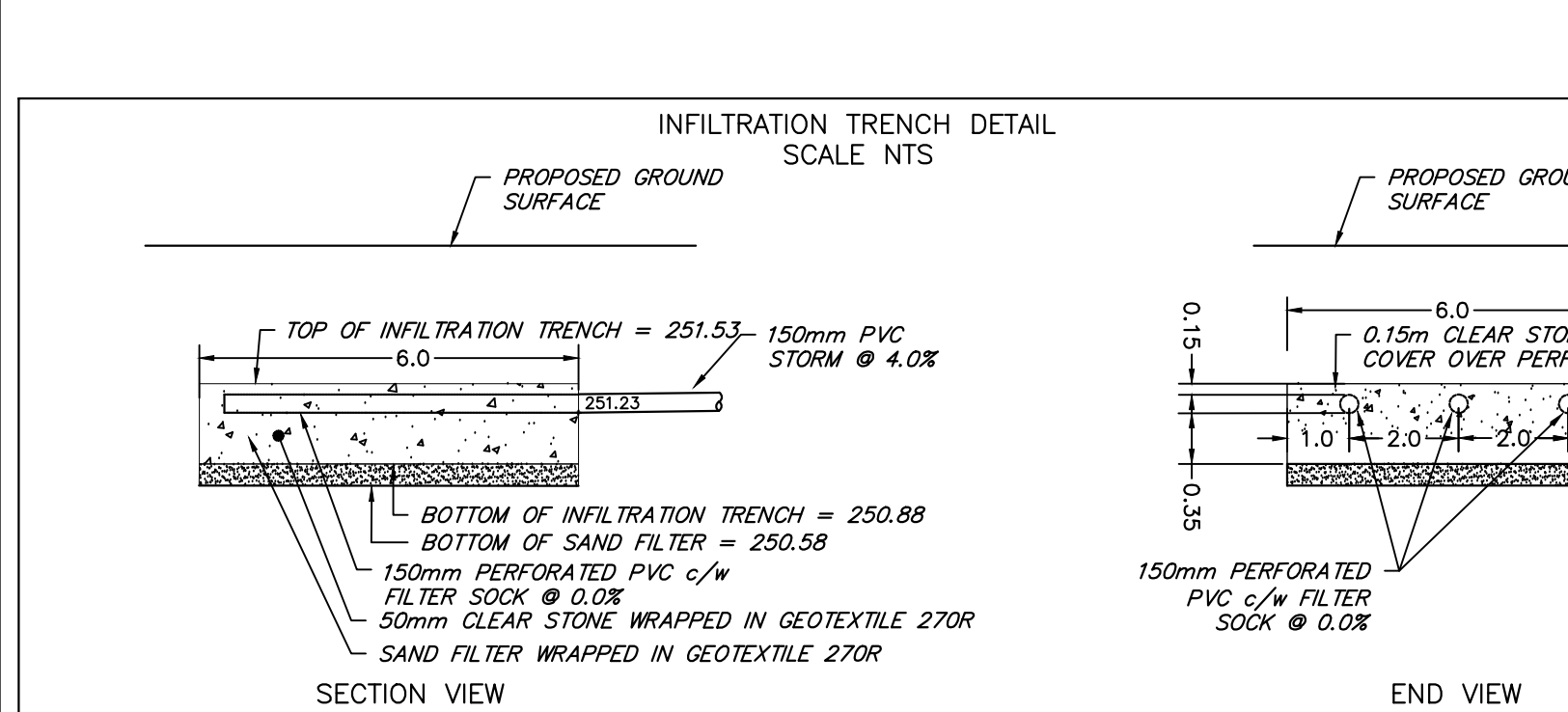
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2020-030

CV-4

REVISION

6



DETAILS

CITY FILE # DA 20.037

ORIENTATION :

TRUE NORTH

CONSTRUCTION NORTH

2020.06.22

As shown

BN

SPA

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CV-4


REVISION

6

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Page 1 of 7

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 Supervisor 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 Shut-Down"), 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 granulars shall not be exposed during the Winter Shut-Down, 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 Shut-Down. Gravel or milled pavement surfaces will not be permitted for the travelled roadway during the Winter Shut-Down period;

(d) Roadways must have temporary or permanent pavement markings and appropriate traffic signage installed in accordance with the Ontario Traffic Manual (OTM), to be maintained at all times and all construction work areas shall be properly protected from the traveled lanes during winter shutdown;

(e) Cut or fill slopes left without vegetative cover or erosion control blankets shall be treated before the on-set 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 sand bags as needed to divert the flow to existing culverts or channels and maintain flow; and

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

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


The Region will perform snow clearing and de-icing operations for roads which are open to the public during the Winter Shut-Down period.

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 Shut-Down period. Snow in these areas shall be removed from the right-of-way and must not impede with Regional efforts to keep traveled 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 re-locate temporary signage displaced by winter maintenance operations. The Contractor shall ensure that all construction signs affected by winter maintenance operations are immediately cleaned 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.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 2 of 7

5. Unless otherwise specified, Ontario Provincial Standards and Specifications 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 and/or the required reapplication of the construction access approval including a safety inspection fee of \$2,500.00, 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 \$2,500.00 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:

Ivan Gonzalez; 1-877-464-9675 ext. 75759; email: ivan.gonzalez@york.ca
Municipality Area: City of Vaughan

Wyatt Werner; 1-877-464-9675 ext. 73114; email: wyatt.werner@york.ca
Municipality Area: City of Richmond Hill, Township of King

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

Joshua Ashfield; 1-877-464-9675 ext. 78012; email: joshua.ashfield@york.ca
Municipality Area: Town of Whitechurch-Souvilleville, City of Markham

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/roadpermit. Specific traffic control measures such as temporary traffic lights are to be approved by Traffic Safety and Permit prior to implementation. For general inquiries please contact 1-877-464-9675, x75700 or permit@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 widening(s) 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 (tm.road.operations.dispatch@york.ca), are notified of any partial or full Regional road closures at least 2 weeks prior to start of development.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 3 of 7

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 to be submitted to the Construction Coordinator at the pre-construction meeting.

14. All new sewer infrastructure installed within the Regional Right-of-way require a post-construction video inspection submitted to the Region, attention: 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 the Book 7, Ontario Traffic Manual: Temporary Conditions 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. Truck route is to be monitored and cleaned by the contractor/consultant/builders/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 Road Occupancy Permit 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.

Any 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 Occupational Health and Safety Act and Regulations for Construction Projects and Book 7 Ontario Traffic Manual Temporary Conditions. 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 Owners 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. 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/hygiene 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.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 4 of 7

18. It is the responsibility of the Owner/ Developer or their Consultant responsible for inspections to ensure that an elevation detail of the existing aerial plan 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.

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

20. 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 shall be protected with barricades with proper crash attenuation measures in place within the Regional road allowance. No torpedos are to be used under any of the Regional paved road at any time unless written approval is granted.

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

22. 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 a 300 mm wide by 30 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.

23. 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.


24. 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.

25. 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 conditions unless otherwise approved. Curb returns in rural sections shall be offset 0.5 m from the edge of travelled portion of the road.

26. When determined by the Region, catchbasin lids on existing maintenance holes shall be replaced with a maintenance hole cover OPSD 401.01 and the new catchbasin with frame & grate shall be OPSD 400.110.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 5 of 7

27. Granular road base on Regional Roads shall be installed as per OPSS 314 and 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.

28. All new asphalt shall be:

• Base course – minimum of 100 mm (2 lifts of 50 mm) Superpave 19.0 PGAC 64-28 Category 'D' Roadway, compacted to 91.0% to 96.3% of MRD

- o The maximum RAP content allowed in SP 19.0 hot-mix asphalt is 15%.
- o The use of recycled single tabs in any mix is not permitted.
- o The use of slag as an aggregate in any mix is not permitted.
- o 4.8% PGAC content
- o 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

- o No RAP to be used in SP 12.5 top course asphalt
- o 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 hot mix asphalt (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.

• Paving of Hot Mix Asphalt must adhere to OPSS-310.07.06.02 Operational Constraints


29. 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

30. All asphalt tapers and road widening(s) require a fully paved shoulder with full depth 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.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 6 of 7

31. 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. In any case, the Development Coordinator shall be contacted in advance for an on-site field inspection and consultation prior to any paving. All joints will require roto and seal as per material specification OPSS-1212 and construction specification OPSS-341, Densoband (OPSS-MUNI 1103) or approved equivalent.

32. 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.

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

34. Any existing driveways, curb drops or ramps that are not proposed/approved shall be removed and replaced with full curbs 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.

35. No landscaping, hoarding, 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.

36. 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 and assumption by the Region.

37. 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.

38. 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.


39. 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.

40. Regulatory and hazard warnings signs as per OTM Book 5 and 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.

41. 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

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
Revised January 2024



Page 7 of 7

42. 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.

43. 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 prior to the reduction or release of any security. OLS must certify that all 0.3 m reserves through accesses (ie: new intersections or driveways) have been lifted prior to public use.

44. 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 Ontario Land Surveyor's 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 (ie: new intersections or driveways) have been lifted prior to public use.

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

46. 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.

47. 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.

48. Prior to any security release or reduction 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.


49. The Owner/Developer agrees to indemnify the Region, and its employees, elected officials, contractors and agents against any and all actions, causes of action, suits, 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.

50. 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.

51. 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.

STANDARD DEVELOPMENT CONSTRUCTION PRACTICES FOR WORK ON YORK REGION ROADS

Development Engineering Division
Planning and Economic Development Branch, Corporate Services Department
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KEY MAP
NTS



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ISSUE OR REVISION

NO.

ISSUED FOR

DATE

1

SPA

2024.03.19

2

TENDER

2025.05.06

3

CONSTRUCTION

2026.05.25

PROJECT :

YORK REGION PRS
STATION #33

2960 TESTON ROAD, VAUGHAN ONTARIO

CLIENT



THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF THE WORK. ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONSULTANT.

ARCHITECT

THOMAS BROWN
ARCHITECTS

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PROFESSIONAL SEAL



YORK REGION
NOTES

CITY FILE # DA 20.037

ORIENTATION





TRUE NORTH

CONSTRUCTION NORTH

2020.06.22

SCALE:

N/A

DRAWN BY:

BN

DWG STATUS :

SPA

PROJECT NO:

2020-030

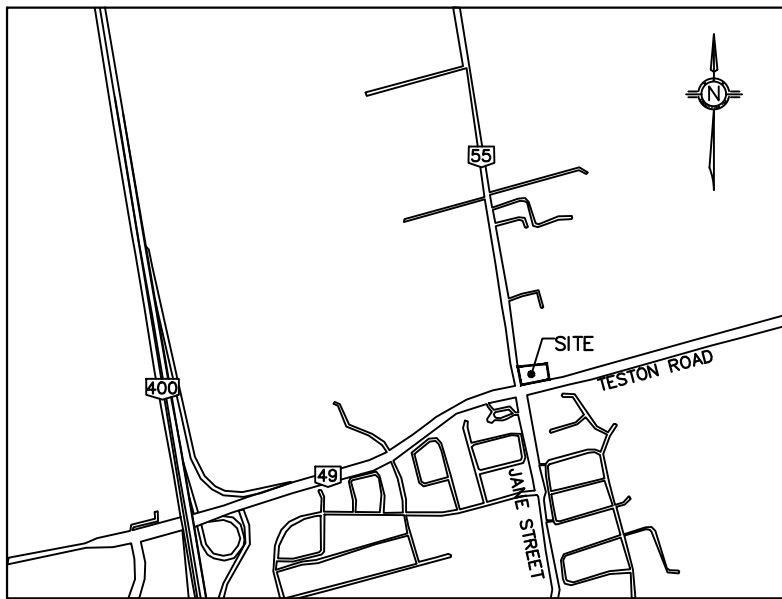
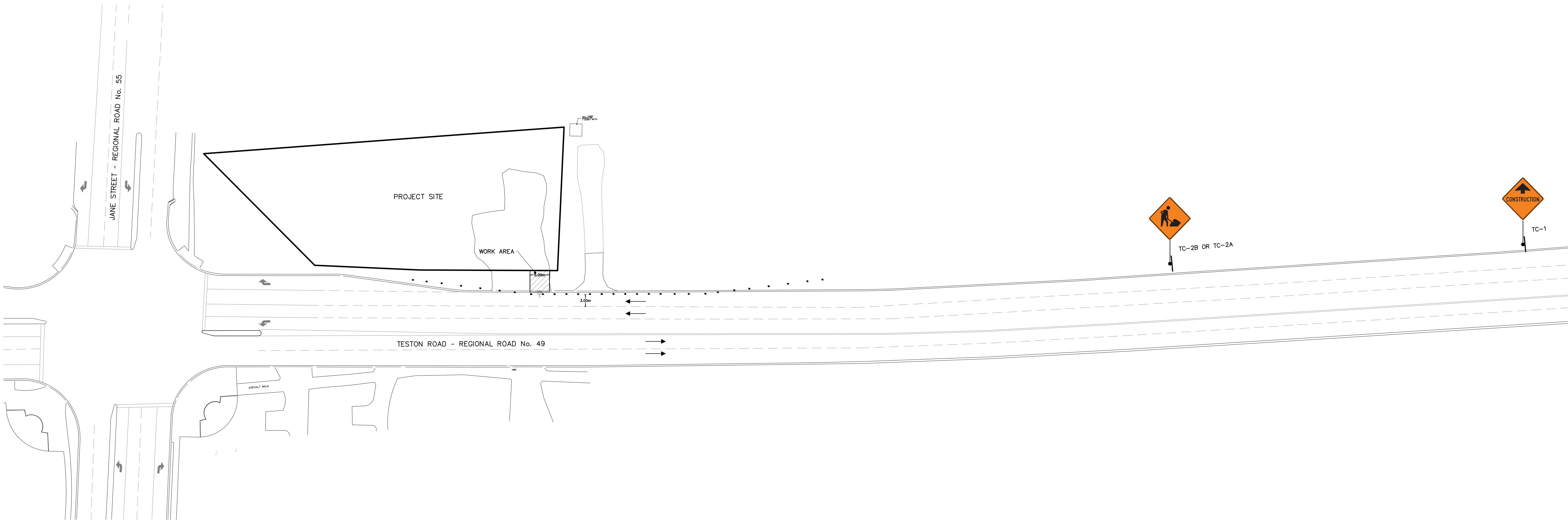
DRAWING NUMBER:

CV-5

REVISION

3

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KEY MAP
NTS

LEGEND

- TRAFFIC FLOW
- TC-54 BARRELS
- ↓ TRAFFIC SIGN

NOTES:

- Drawing to scale 1:500
- All traffic control in accordance with OTM Book 7
- Any signs removed during traffic management are to be restored.
- Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public.

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ISSUE OR REVISION		
NO.	ISSUED FOR	DATE
1	SPA	2024.06.26
2	TENDER	2025.05.08
3	CONSTRUCTION	2026.05.23

PROJECT :
**YORK REGION PRS
STATION #33**
2960 TESTON ROAD, VAUGHAN ONTARIO

CLIENT



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ARCHITECT

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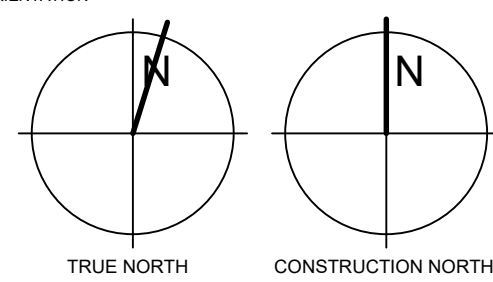
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**TRAFFIC
MANAGEMENT PLAN**

CITY FILE # DA 20.037

ORIENTATION



2024.06.20	
SCALE: 1:500	DRAWN BY: BN
DWG STATUS: SPA	
PROJECT No: 2020-030	
DRAWING NUMBER: CV-6	REVISION: 3