



Appendix	C
SRPRS	18.094
File(s)	D01-16004 + D02-16031

**PLANNING AND REGULATORY SERVICES DEPARTMENT  
DEVELOPMENT ENGINEERING DIVISION**

October 17, 2017

**MEMO TO:** Deborah Giannetta, Senior Planner

**FROM:** Paul Guerreiro, Development Engineering Programs Coordinator

**SUBJECT:** D06-16068 (SITE PLAN) D02-16031, D01-16004  
T-YORK 7 HOLDING LTD.  
161 YORK BOULEVARD

The Development Engineering Division has reviewed the above noted application.  
The applicant/consultant shall confirm that all comments noted below have been addressed by ensuring each box is checked off, initialed and included with the next submission.

**D02- Zoning By-law**

**FSR** - Please contact David Moyle, Project Coordinator – Site Plans at (905) 771-5541 if you have any questions or concerns.

**Initial**

- \_\_\_\_\_ ☐ Provide sanitary design sheets and calculations for the proposed development downstream to the existing municipal connection at York Blvd.
- \_\_\_\_\_ ☐ Clarify if the proposed building will be sprinkler protected.

**D06-Site Plan**

**Transportation and Traffic** - Please contact Rob Cowie, Traffic Analyst at (905) 747-6455 if you have any questions or concerns.

**Initial**

- \_\_\_\_\_ ☐ Bike racks are required to be installed at a location that is visible to employees and visitors.

**Parking Study** Please contact Rob Cowie, Traffic Analyst at (905) 747-6455 if you have any questions or concerns.

**Initial**

- \_\_\_\_\_ ☐ It is noted that the proposed restaurant building will result in the removal of 33 parking spaces in an area noted as Zone 4 which is an area with the highest parking utilization rate of the entire site at 94% . Parking utilization rates over 90% suggests that the parking lot is operating at or in excess of capacity and that drivers arriving during this period will be denied a place to park. In general, the transportation industry recognizes a good level of service for parking supply represented by an 85% occupancy level in the peak hours.
- \_\_\_\_\_ ☐ The parking utilization survey was undertaken on a Friday and Saturday in July 2016 which is in a season where there may be many traffic fluctuations and therefore not necessarily consistent with normal traffic patterns especially during critical peak periods. Additional surveys outside of the Summer season would provide a more balanced assessment of the parking utilization on the subject site. In general,

surveying should occur two to three days per week for two consecutive weeks. Surveying should not take place over the holidays. Appropriate survey days and times will vary depending on the use; however, reoccurring peak parking demand should be captured in this timeframe. For example, appropriate survey periods for a restaurant use include, Thursday, Friday, and Saturday, during the lunch and dinner hours.

- ☐ It was noted that the parking utilization rate of 51% in Zone 3 is significantly lower than the 94% rate recorded in Zone 4, which is where the proposed restaurant is located and that further options should be explored on ways to direct patrons to Zone 3 and provide functional pedestrian connections between Zones 3 and 4 in order to better distribute the parking demand in this area
- ☐ Please consider a vehicular interconnection with the adjacent retail/commercial use so that the shared parking opportunity is maximized. If a revision was made to the boundary of the parking utilization zones and better use was made with the shared parking to the north with a vehicular connection incorporated in the design, then it would be more acceptable.

Comments based on: Parking Study (Prepared by WSP/MMM Group, Dated September 30, 2016) along with our subsequent meeting on September 17, 2017 with the applicant's representatives

**Loading Study** - Please contact Rob Cowie, Traffic Analyst at (905) 747-6455 if you have any questions or concerns.

**Initial**

- ☐ We have no concerns or objections to the proposed removal of one parking space in order to accommodate the relocation of the garbage bins and the provision of one loading space. Please indicate the location of the loading space on the Site Plan drawing (Drawing No. A1-5, Site Plan, Turner Fleischer Architects Inc., Rev. 2 – September 1, 2016).

Comments based on: Loading Study (Prepared by WSP MM Group, Dated November 24, 2016)

**Lighting** - Please contact Rob Cowie, Traffic Analyst at (905) 747-6455 if you have any questions or concerns.

**Initial**

- ☐ Please provide details, if any, on any wall-mounted lighting, on the building exterior.
- ☐ Please provide the following statements on Drawing No. ESP: I hereby certify that the outdoor lighting equipment and fixtures designed herein comply with the Town of Richmond Hill Light Pollution By-law No. 63-95. Signature of designer or engineer's stamp.

**Servicing, Grading, Storm Water Management & ESC** - Please contact David Moyle, Project Coordinator – Site Plans at (905) 771-5541 if you have any questions or concerns.

**Servicing**

**Initial**

- ☐ Clarify if the building requires a sump pump, and if so show the discharge location.
- ☐ Water meter size & location to be identified on the site servicing plan complete with details.
- ☐ Revision required in accordance with red-lined drawings attached.

Comments based on: Site Servicing Plan, September 1<sup>st</sup>, 2016, Odan-Detech Consulting Engineers.

**Grading**

**Initial**

- ☐ Clarify if there is a proposal to change property line elevations. If changes are proposed, written consent is required by the adjacent land owner.
- ☐ Clarify if the existing adjacent patio drainage will be impacted by the proposed building.
- ☐ Revision required in accordance with red-lined drawings attached.

Comments based on: Site Grading Plan, September 1<sup>st</sup>, 2016, Odan-Detech Consulting Engineers.

### **Storm Water Management (SWM)**

#### **Initial**

- \_\_\_\_\_ ☐ A SWM Report prepared by Odan-Detech Consulting Engineers dated September 1<sup>st</sup>, 2016 was reviewed.
- \_\_\_\_\_ ☐ Storm water quality control measures are to be addressed.
- \_\_\_\_\_ ☐ Report to is to discuss sites overland flow route.
- \_\_\_\_\_ ☐ In accordance with the Town's Official Plan, applicant shall consider sustainable design techniques to enhance the environment (greenway system) by implementing "LID" such as infiltration, permeable surfaces, rainwater harvesting, bio-retention swales, etc.
- \_\_\_\_\_ ☐ Water balance requirements are to be addressed.
- \_\_\_\_\_ ☐ Revision required in accordance with red-lined report attached.

### **Erosion and Sedimentation Control (ESC)**

#### **Initial**

- \_\_\_\_\_ ☐ Clarify if any dewatering will be required.
- \_\_\_\_\_ ☐ Indicate all temporary diversion swales, stockpile location, limits of hoarding, etc.
- \_\_\_\_\_ ☐ Revision required in accordance with red-lined drawings attached.

Comments based on: Sediment & Erosion Control Plan, September 1<sup>st</sup>, 2016, Odan-Detech Consulting Engineers.

### **General**

#### **Initial**

- \_\_\_\_\_ ☐ Cost estimate for site works to include the following breakdown:
  - ☐ Site Servicing
  - ☐ Grading
  - ☐ Asphalt
  - ☐ Curbing
  - ☐ Retaining Walls (if required)
  - ☐ Exterior Lighting
  - ☐ Erosion and Sedimentation Control
- \_\_\_\_\_ ☐ Engineering inspection fee and Letter of Credit are required.
- \_\_\_\_\_ ☐ A Traffic Construction Management Plan identifying the following is required:
  - Construction access point to the site.
  - Construction site protection – hoarding/fencing.
  - Construction trailer location.
  - Hoarding walkway, scaffolding and details.
  - Location of on-site parking for construction vehicles and trades or provide a letter Confirming the arrangement of off-site parking at a nearby site (parking on street is not permitted).
  - Existing public sidewalk shall remain free and clear and passable at all time.
- \_\_\_\_\_ ☐ Standard information required on drawings:
  - o Reference to Town File

These comments have been addressed by:

Name: \_\_\_\_\_

Contact Number: \_\_\_\_\_

## Deborah Giannetta

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**From:** Rob Cowie  
**Sent:** Monday, March 26, 2018 4:25 PM  
**To:** Deborah Giannetta  
**Cc:** Richard Hui; Pat Hosein  
**Subject:** Request for Comments - T-York 7 Holding Ltd. - 161 York Blvd -- Our File: D06-16088, D02-16031. D01-16004

Hi Deborah,

As requested, a review of Parking Study Update (Prepared by WSP/MMM Group, Dated December 5, 2017) has been completed and the following comments are provided:

- The Parking Study Update indicates that the proposed 688m<sup>2</sup> restaurant will displace 34 parking spaces and generate, under the existing zoning by-law, the need for an additional 88 parking spaces within an area recorded with the highest parking utilization rate of the entire site at 94%, that area being Zone 4. Parking utilization rates over 90% suggests that the parking lot is operating at or in excess of capacity and that drivers arriving during this period will be denied a place to park.
- Based on the parking utilization study, there are definitely parking supply issues in and around the core restaurant area. It is also recognized that parking spaces close to the RBC (Zone 5) and towards the northerly limits of the site (Zones 1, 2 & 3) are under-utilized during the peak periods. In our mind, it's a clear demonstration that the current site design/configuration does not accommodate a reasonable walking environment in and around this core. A stronger focus on addressing walkability issues is needed.
- Building on the previous comment, a Transportation Demand Management study, should be undertaken to explore opportunities for functional pedestrian connections across this site to improve walkability. Furthermore, vehicular interconnections with adjacent retail/commercial use, specifically within Zone 3, should be established so that the shared parking opportunities can be maximized.
- Our opinion is that the zoning by-law for this area was intended to allow for synergy between different land uses. In particular, to focus on the office component with restaurants and retails as ancillary uses, which is evidenced by the inclusion of a shared parking formula. At this time, current uses on the site do not reflect the intended use of the site in the zoning by-law and the results of the parking utilization study clearly demonstrates why these current parking issues exist.

### Loading

A review of the Loading Study (Prepared by WSP/MMM Group, Dated November 24, 2016) was completed and I have no concerns or objections to the proposed removal of one parking space in order to accommodate the relocation of the garbage bins and the provision of one loading space, provided that the proposed loading space does not encroach into the designated fire route.

Please indicate the location of the loading space on the Site Plan drawing (Drawing No. A1-5, Site Plan, Turner Fleischer Architects Inc., Rev. 2 – September 1, 2016)

### Other Comments:

- A minimum parking space size of 2.75m x 5.8m is required however it is noted that 13 parking spaces at the front of the proposed restaurant have parking space sizes that are only 2.7m x 5.5m and are therefore not considered to be valid parking spaces and cannot be included in the parking calculation.

- Bike racks are required to be installed at a location that is visible to employees and visitors.

Thanks,

Rob