



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

February 14, 2018

MEMO TO: Shelly Cham, Senior Planner
FROM: Paul Guerreiro, Manager of Site Plans
SUBJECT: **D02-16018 (Zoning By-law Amendment)
TSMJC PROPERTIES INC.
10909 YONGE STREET**

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.

Traffic and Transportation - Please contact Samson Wat, Traffic Analyst at (905) 771-5472 if you have any questions or concerns.

General Comment

Initial

- _____ Noise study including transportation, rail and stationary noise assessment is required.

Traffic Analysis

Initial

- _____ Traffic Study shall be updated with the existing and future analysis adjusted to year 2018 and 2023, respectively.
- _____ Table 3-2 is not consistent with Synchro analysis attached in Appendix C.
- _____ Future background growth shall be determined from historic AADT data provided by the Region for Yonge Street and Elgin Mills as proposed in the terms of reference dated September 2, 2015.
- _____ The following list of background development shall be included in the future background and future total traffic analysis.
- o 10922,10944,10956 Yonge Street (149 townhouses)
 - o 47,59 Brookside Road, 12,24 Naughton Drive and 11034,11044,11076 Yonge Street (8 single-detached, 190 townhouses, 991 apartments, 4800 m2 commercial/office uses)
 - o 168 & 176 Elgin Mills Road W (19 townhouse)
 - o 24 Brookside Road (3050m2 medical uses)
- _____ New public road network identified in the Yonge-Bernard KDA Secondary Plan shall be considered in the future background and future total traffic analysis. The study shall be updated to reflect future lane configurations and road improvements planned in the area.
- _____ New signalized intersection is planned at the Yorkland/Justus intersection. Signal Warrant analysis shall be provided for this intersection.

Comments based on: Transportation Study, prepared by WSP Canada Inc., dated July 2016

Parking

Initial

- Staff has no objection to the proposed blended parking rate of 4.3 spaces per 100 m² GLA for commercial uses, restaurant and theater. However, the parking rate shall be calculated based on 100m² GFA instead.
- As the existing commercial, restaurant and theater redevelop in the future, the redevelopment shall comply with the parking requirements outlined in Yonge-Bernard KDA ZBL 111-17 where commercial uses greater than 10,000 m² GFA requires a minimum and maximum parking rate of 3.0 and 3.75 per 100 m² GFA, respectively.
- The proposed minimum parking rate of 0.9 spaces per a 2-bedroom unit is not justified in the Transportation Study. As per ZBL 111-17, a minimum of 1.0 space per unit is required for 2-bedroom unit.

TDM

Initial

- Refer to ZBL 111-17 for bicycle parking requirements.
- Recommended TDM measures including carshare spaces, bicycle parking spaces shall be included in the ZBL and shown on the site plan and underground parking plans.

Site Plan

Initial

- Master Plan shall be updated to reflect the planned road network within the southeast quadrant of the KDA. A new east-west collector road is planned to connect between the existing intersections at Yonge Street/TMSJC driveway and Yorkland Street /Justus Drive and TSMJC driveway. Also, a new north-south local road is planned between Bernard Avenue and the new east-west collector road. It should be noted that additional ROW may be required at the approaches of the intersection to accommodate additional turn lanes.
- The site plan shall have regards of the future public roads planned within the KDA. The design of the development proposal shall not preclude the future alignment of these new public roads. In the absence of the abovementioned details in the Master Plan, staff cannot evaluate the appropriateness of the development proposal and the proposed zoning by-law.
- The underground parking plans and parking supply may be impacted subject to the proposed alignment of the new public roads. It is premature to evaluate the adequacy of the proposed parking supply.
- Bicycle parking is required and shall be integrated into the building design. This may reduce the parking supply as shown in the underground parking plans.
- Daylighting triangle will be required at the new public intersections identified in the secondary plan. The daylighting triangle requirements are outlined in the Town's Standards and Specifications Manual.
- As per municipal by-law 1106, 4 disable parking spaces are required for 51 visitor spaces.
- The following comments shall be addressed at the detail design stage
- Land Conveyance of the new public road will take place at the site plan stage. Direct pedestrian connection shall be provided to Yorkland Street along the south-east limit of the subject lands.
 - Site plan design should accommodate the design and construction of the

- new public road.
- o Transition area at the top and bottom of a 15% grade ramp is recommended with a maximum grade of 7.5% for a minimum distance of 6 metres. The 15% grade ramp shall be heated.
- o As per ZBL 111-17, loading area shall a minimum dimensions of 3.5m (W) by 13.0 m (L) and 6.1m (V).
- o As per Town’s standard, an absolute maximum gradient change permissible at the street line or back of the sidewalk shall be 3.0%.
- o Two carshare spaces shall be identified on the site plan. Signage and pavement marking will be required for these spaces.

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

We have reviewed the Hydrogeological Report prepared by Terraprobe dated December 15, 2014 and provide the following comments.

The proposed development site is within the Town Urban MESP study area. The Urban MESP report needs to be reviewed as a background document by Terraprobe. At site plan stage, this investigation will need to address conformity to the recommendations in the Urban MESP for the Town growth centers and corridors. A copy of the MESP document is attached for reference.

At site plan stage, the hydrogeological study including the impact assessment needs to conform to the specific requirements for hydrogeological studies identified in the recommendations of Section 3.3 of the Urban MESP. Please add a section to the report to address conformity to the Urban MESP and this document should be referenced in Section 2.6 along with the Source Water Protection Plan requirements.

Section 2.1.2 – Please advise if additional groundwater elevations are available from monitoring wells.

Section 4.4 - At site plan stage, please determine excavation depths for underground parking structure foundations including elevator pits and revise the report to confirm temporary construction and permanent dewatering system requirements. If dewatering is required, the investigation will need to assess the impact of any temporary dewatering during construction and any permanent dewatering system associated with the building/underground parking structure and site servicing on the above and below groundwater system including the natural heritage system, adjacent structures and wells. The analysis should also include estimating peak dewatering flows and estimating zone of influence from dewatering for construction and permanent dewatering systems. The impact assessment and mitigation measures needs to conform to the specific requirements for hydrogeological studies identified in the recommendations of Section 3.3 of the Urban MESP.

To support this Official Plan and zoning amendment application, we will require a preliminary hydrogeological assessment to confirm that construction of the proposed underground parking structure is feasible and any temporary construction or permanent dewatering impacts to the groundwater system and natural heritage system may be mitigated using conventional methods.

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

FSR

Initial

- A FSR study prepared by Masongsong Associates Engineering Limited dated May 2016 was reviewed.
- Note: Detailed stormwater management comments will be deferred until the Site Plan

Application review.

- The sanitary sewer analysis is to clearly show the existing sanitary flows and the existing capacity of the sanitary sewers downstream to the Regional trunk sewer. The analysis also must include the capacity of the existing sanitary sewers incorporating the sanitary flows from the proposed development.
- Sanitary drainage plan & calculations & design sheets are required to form part of FSR.
- Report identifies a theoretical constraint in the existing infrastructure. The report has identified that flow monitoring will be conducted to assess the actual flows of the system. If flow monitoring is to be undertaken, the Town will require flow monitoring to take place for a minimum 8 month period prior to development and potentially an additional 8 month period post construction depending on the results of the analysis. The report will need to provide a detailed flow monitoring program and will need to discuss the following three scenarios and the ramifications of each within the report; 1- The existing sanitary sewer is at or over capacity. 2- The existing sanitary sewer has surplus capacity but does not have sufficient capacity to convey the flows from the proposed development. 3- The existing sanitary sewer has surplus capacity and has sufficient capacity to convey the flows from the proposed development.
- Note: Sanitary flow monitoring in the vicinity of the proposed development was conducted as part of the Urban MESP study. Please note the flow monitoring done was not to facilitate any additional flows into the existing sewers but to determine if the existing sewers were functioning as anticipated. The monitoring information is to be used as information only.
- To ensure adequate municipal water supply & pressure is available, the Engineer shall assess the existing watermain system to establish its capacity. Hydro flow testing shall be coordinated with the Town of Richmond Hill Operations Centre.
- Report is to provide additional domestic demands as per the red lined report, and the required fire flow for the development.
- Stormwater Management Report will need to address how the site will achieve the required 5mm water balance on site.
- Confirm with the TRCA if the proposed development is subject to the CTC Source Protection Plan and its requirements.
- Review storm sewer connection location. The proposed storm sewer connection location was not designed to accommodate storm flows from the proposed development.
- The proposed development is located within the Town of Richmond Hill Urban MESP study area and is required to proposed sustainable design techniques to enhance the environment (greenway system) by implementing "LID" such as infiltration, permeable surfaces, rainwater harvesting, bio-retention swales, etc.
- Revision required in accordance with red-lined report attached.

These comments have been addressed by:

Name: _____

Contact Number: _____

Paul Guerreiro