



Appendix	F
SRPRS	19.046
File(s)	D01-14003 D02-14014

Corporate Services

December 6, 2018

Ms. Alison Long, BA (Hons), MPLAN, MRTPI
Senior Planner - Site Plans
Planning and Regulatory Services
Town of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, Ontario L4B 3P4

Dear Ms. Long,

**Re: Proposed Official Plan Amendment
Moderno
11488 Yonge Street and 49 Gamble Road
Town File Nos.: D01-14003 and D02-14014
York Region File No.: LOPA.18.R.0037**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) application and Zoning By-law Amendment application. The subject site consists of two properties, municipally known as 11488 Yonge Street and 49 Gamble Road. A tributary of the Rouge River separates these two properties. The proposed development consists of a 10-storey 114 unit apartment building, with a density of 3.75 FSI, on the Yonge Street property, and 56 units in four-storey stacked townhouses, with a density of 1.5 FSI, on the Gamble Road property.

Regional staff do not have any comments on the site specific rezoning application. The proposed changes include rezoning the Yonge Street property from "Commercial Urban Fringe" to "Multiple Family 6", with site specific regulations, and the Gamble Road property from "Rural Residential" to an appropriate zone to permit the proposed stacked townhouses.

Purpose and Effect of the Proposed Amendment

According to the applicant's Planning Justification report, prepared by MPlan Inc., dated February 2018, the Yonge Street property is designated "Regional Mixed Use Corridor", which permits the proposed apartment building, but an Amendment is required to increase the density from 2 to 3.75 FSI, and increase the maximum height from 8 to 10 storeys.

The Gamble Road property is designated "Neighbourhood", which permits the proposed stacked townhouse built form, but an Amendment is required to increase the density from 50 to 86 units per hectare.

York Region Official Plan

The subject lands are designated “Urban Area” by the York Region Official Plan, which permits a wide range of residential, commercial, industrial and institutional uses. The tributary of the Rouge River is designated “Regional Greenland System”. The subject lands are also on Yonge Street, a Regional Corridor.

The proposed OPA generally conforms with the Region’s 2010 Official Plan. The Amendment proposes to designate the lands below the top-of-bank and the associated buffer area as “Natural Core”. As per Regional Official Plan policies found in Section 2.1 – Regional Greenlands System, Regional Greenlands are to be protected and enhanced, and new development and site alteration within the vicinity of the System is to be controlled (Policy 2.1.1). The Regional Official Plan also directs local Official Plans to more specifically identify and integrate the System into community design (Policy 2.1.5). The boundaries and the extent of the Regional Greenland System, as shown on Map 2 of the Regional Official Plan are approximate. Refinements to the boundaries may occur through approved planning applications supported by appropriate technical studies (Policy 2.1.7). Regional Planning staff defers the evaluation of natural heritage and environmental studies to the matter experts at the Toronto and Region Conservation Authority and City of Vaughan.

The proposed development is in an urban form and design that is compact, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive (Policy 5.4.5); and, will contribute to the Regional Corridor function as an urban mainstreet (Policy 5.4.28).

The evaluation of the proposed Amendment should have regard to Policy 5.4.30, which states: “That the boundaries of the Regional Corridors be designated by the local municipality, based on:

- a) reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;
- b) contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development; and,
- c) compatibility with and transition to adjacent and/or adjoining lands.”

Regional staff also encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (Policy 5.2.11).

We would also recommend the development be encouraged to be designed to achieve energy efficiency levels that exceed the Ontario Building Code (Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (Policy 7.5.12).

Another important consideration for intensification developments on a Regional Corridor is the provision of Transportation Demand Management measures to reduce single occupancy automobile trips (Policy 7.1.1), to provide all new home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community (Policy 7.1.8). The details of such considerations should be dealt with through the site plan approvals process.

The Yonge Street corridor is identified as a Regional Corridor and will be well served by rapid transit. However, the final building height, density and number of units will be determined by the Town of Richmond Hill. Local Planning staff typically determines built form compatibility with adjacent structures and land uses. Regional planning staff are of the opinion that local planning staff are best able to determine the appropriate context sensitive building heights and densities.

Technical Comments

Below is a summary of technical comments received from Regional Departments.

Transportation Comments:

1.0 Transportation Planning

11488 Yonge Street

- 1.1. The proposed development concept and Transportation Study shall be revised to demonstrate that the proposed easterly access onto Gamble Road will be restricted to right-in/right-out operation only and enforced by extending the median on Gamble Road to the west. This requirement is based on the following assessment:
 - a) The proposed easterly driveway is located approximately 52m from the stop bar of the Yonge Street/Gamble Rd/19th Ave intersection. This is under the assumption that the location of the existing driveway to Gamble Rd will be maintained similar to the existing conditions. However, given the Region is currently constructing the rapidway on Yonge Street and this intersection will be reconstructed, this distance will be much shorter and the proposed access will be significantly impacted and blocked by the queues on Gamble Road.
 - b) Based on the Transportation Study, Table 5.1 indicates that the existing eastbound right-turn queue (approximately 90 m) will block the driveway during the peak periods. This will prevent vehicles from making left turns in and out of the proposed development. This blockage will also create turning movement conflicts and sightline issues for drivers, which will result in frequent accidents and operational problems.
 - c) The proposed development does not demonstrate that the westbound left-turn at the easterly access will be provided a dedicated left-turn lane into the site. In the absence of this exclusive westbound left turn lane, the

westbound left turn traffic into the site will block the westbound through lane on Gamble Road. This is not acceptable to the Region.

- 1.2. For the condominium component to the east, the proposed development concept shall be revised to demonstrate that the concrete median on Gamble Road at the Yonge St/Gamble Rd/19th Ave intersection will be extended westerly to enforce the right-in/right-out access operation onto Gamble Rd.
- 1.3. The proposed access onto Gamble Road cannot be located within the taper portion of the eastbound exclusive right turn lane, the existing eastbound exclusive right turn lane shall be extended further to the west to accommodate the proposed right-in/right-out access onto Gamble Road within the parallel section of the eastbound exclusive right turn lane.
- 1.4. It should be noted no access will be permitted on Yonge Street for the easterly development.

49 Gamble Road

- 1.5. For the townhouse development component to the west, the proposed development concept shall be revised to demonstrate that access will be provided through Royal Chapin Crescent, to the south. No access will be permitted onto Gamble Road. The Transportation Study shall be revised to reflect this requirement.

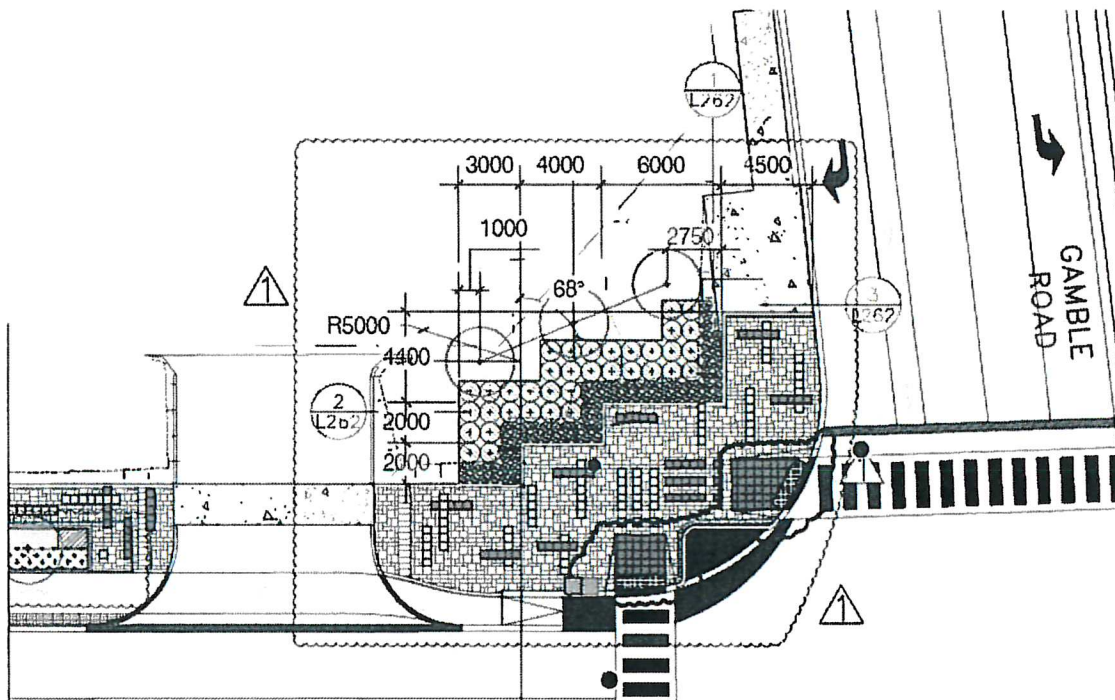
2.0 Development Engineering

- 2.1 The current Site Plan concept shows a permanent balcony encroachment on the 2nd floor over the daylighting triangle. The Owner shall submit a revised Site Plan concept that does not have any permanent encroachments into the Regional road allowance.
- 2.2 The Owner should be advised that the Yonge Street VIVA rapidway system is currently under construction adjacent the site - to be completed in 2020. The rapidway construction schedule may have an impact the Owner's development schedule. The Owner will be required to remove the existing entrances off of Yonge Street and restore the boulevard to match the VIVA rapidway design at the Owner's cost.

3.0 York Region Rapid Transit Corporation

- 3.1 Block B on plan 4667 is not owned by the developer/property owner, it is owned by York Region. These lands were expropriated as part of the BRT project currently under construction along Yonge St. These lands have been in Regional ownership since March 15, 2015. As such, the lands should not be included in any FSI, GFA or area calculations.
- 3.2 The developer should review and revise the following reports as required:
 - a) Development Application Summary
 - b) Functional Servicing Report for the proposed condominium

- 3.3 The following comments are related to the site plan drawings provided in the application. These comments are provided to assist the applicant when they are ready to make their formal site plan application:
- a) The applicant has not incorporated the BRT design into their drawings, showing the proposed road widening, landscaping and relocated utilities. The applicant should ensure that they overlay the BRT design with their future site plan. If the owner wishes to receive the AutoCAD files which would include the design, they should contact Amanda Charrion-Khan at YRRTC at 905-886-6767 ext. 71177 (Amanda.charrion-khan@york.ca) for the information. A Non-Disclosure Agreement will be required to be signed by the Applicant and/or property owner for the AutoCAD files to be provided.
- 3.4 The Region owns Block B on plan 4667; however, the owner looks to be proposing patterned pavers for this area. This encroachment does not match the proposed hardscaping treatment in the BRT and road widening design. The applicant is advised to match the landscape and hardscape design, which can be requested by the property owner/developer by contacting YRRTC.



- 3.5 The applicant has moved the driveway entrance off of Yonge St. At this time, as the BRT construction is currently underway, the existing driveway entrances will be reinstalled in their current locations. However, this does not imply that the

entrances on Yonge St should remain in their current location; it has been expressed in previous comments that the driveway access should be removed from Yonge Street.

- 3.6 Once the owner has submitted a formal site plan, they will be required to remove the installed driveways off of Yonge Street at their own cost and to match/tie into the BRT Yonge Street boulevard design. Depending on the requirements from Development Approvals during the site plan process, planters or trees may require installation on the right of way, repair to the raised bicycle lanes will also be required. Coordination with Development Approvals, YRRTC and its design-builder, Rapidlink, is required for any works being proposed in the ROW. It is advised that a Letter of Credit is to be provided at the time of site plan to ensure the proper match and installation of pavers and streetscaping. If the owner would prefer to have the removal of the driveways done now, in advance of their SPA they will be required to contact YRRTC for further information. Cost for design and construction changes would be the responsibility of the property owner and would be payable in advance.
- 3.7 Given the proposed building's proximity to the ROW, it is advised that YRRTC will require a tieback plan and notification letter of when tiebacks have been destressed.
- 3.8 For the future site plan submission, in order to provide coordination of the development with the BRT construction and for our design-builder to ensure proper review and comment, the future site plan submission must include an Autocad drawing geo-referenced in the UTM 17 NAD 83 original (urban) coordinate system.
- 3.9 Once a formal site plan application is submitted, further comments from YRRTC and our design-builder (RapidLink), will be provided.

Water and Wastewater Servicing Comments:

In conjunction with the proposed Local Official Plan Amendment (LOPA), Infrastructure Asset Management (IAM) staff has reviewed the Functional Servicing Report (FSR) dated January 2017 (for the apartment building) and the Functional Servicing Report (FSR) dated January 2018 (for the townhouses), both by Valdor Engineering Inc. The LOPA is to accommodate a 10 storey residential building comprising 114 units and 56 4 storey residential townhouses. IAM has no objection to the approval of the LOPA subject to the following:

1. Servicing Allocation

All residential development requires servicing capacity allocation from the Town of Richmond Hill prior to the final approval. If the Town of Richmond Hill does not grant allocation from the

existing capacity assignments to date, the subject development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA currently underway
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

2. Municipal Servicing

The FSRs indicate that the proposed development is serviced by way of Town of Richmond Hill sanitary sewer on Yonge Street and Royal Chapin Crescent and watermain on Gamble Road. Should there be any change in the proposed servicing scheme, the Owner shall forward the revised scheme to the Region for review and record.

3. Potential Impact on Regional Wastewater and Water Systems

The Owner is advised that the Regional 1050mm diameter Richmond Hill Collector is located in the east side of Yonge Street and the integrity of the aforementioned infrastructure is to be maintained at all time during the grading and construction activities of the subject proposed development.

Water Resources Comments:

Recharge Management Area

Please note the property is entirely within the WHPA-Q. As such the CTC Source Protection Plan water quantity recharge maintenance policy will apply. The proponent will be required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre proposed development) water balance can be maintained in the future (i.e. post proposed development). The CTC Source Protection Plan Water Balance Requirements document and TRSPA Water Balance Tool (<https://trca.ca/conservation/drinking-water-source-protection/trspa-water-balance-tool/>) should be consulted. The contact person for the scoping (and review once submitted as part of the application process to the local municipality) of the water balance for Source Protection Plan conformity is Don Ford at TRCA.

Highly Vulnerable Area

Should the proposed development include bulk fuel or bulk chemicals within the HVA, a Contaminant Management Plan (CMP) will be required prior to Draft Site Plan approval, for Water Resources review and approval.

Low Impact Development (LID)

The owner is to be advised that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.41, developments should

maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide and is available using the following link: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>

Salt Management

As the site is within a vulnerable area, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <http://tac.atc.ca/en/bookstore-and-resources/free-resources-and-tools/syntheses-practice>

As the proposed development includes a parking lot, Water Resources recommends following the Parking Lot Design Guidelines:

<https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf>

Summary

Subject to satisfying the noted technical comments, York Region has no objection to the proposed Official Plan Amendment application.

The Region reserves the right to provide additional technical comments through associated planning applications related to the subject lands, on matters including, but not limited to, water resources, servicing, road requirements, transit, vehicular access and noise attenuation features.

Please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524 or at augustine.ko@york.ca should you have any questions or require further assistance.

Sincerely,



Karen Whitney, M.C.I.P., R.P.P.
Director of Community Planning and Development Services

AK