



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

June 27, 2019

MEMO TO: Shelly Cham, Senior Planner
FROM: Samson Wat, Transportation Engineer
SUBJECT: Request for Comments
D03-16006 (Subdivision) & D02-16012
YONGE MCD INC.
59 BROOKSIDE ROAD

The Development Engineering Division has reviewed the above noted application.

Traffic Impact Study, prepared by Mark Engineering, dated June 2019

The following comments should be addressed as part of the conditions of draft plan approval:

- Previous comment was not addressed: The following background development should be included in the traffic assessment.
 - o 10922, 10944, 10956 Yonge Street, Residential Uses, 149 Townhouse Dwelling units.
- Existing lane configurations at Yonge Street and Brookside Road are not accurately reflected in the existing traffic condition analysis.
- Existing traffic turning movements at intersections are not accurately reflected in the Synchro analyses and traffic figures.
- Assumed turn lane storage lengths in the report do not reflect the existing geometry of the intersections.
- The AM and PM peak hours turning movement counts at Canyon Hill Avenue and Abitibi Street are missing and should be attached in the appendix.
- Confirmation and documentation should be provided in the report to indicate that the Region's intersection signal timing plans were applied,
- Confirmation should be provided in the report that the lane configurations used in the future traffic conditions analysis are based on post-BRT improvements.
- The trip generation rates and calculation summarized in Table 4.3 do not match the trip rates summarized in Table 4.1. In addition, Staff recommends applying ITE Trip Generation Rate LUC 230 (Residential Condominium Townhouse) to stacked townhouses and LUC 223 (Mid-Rise Apartment) to the Adult Life Style rental apartment.
- On diagrams 7, 8, 11 and 12, site trips are not balanced between Canyon Hill Avenue intersections.
- Parking requirements referenced in the Study are not applicable to the neighborhood development. The Study should be updated to reference parking requirements outlined in the applicable zoning by-law, ZBL 190-87, and Parking Strategy's Rapid Transit Corridor parking rates.
- Provide proper reference to the "suggested by other" parking rates summarized on Table 5.2 Please provide the sources and the status of these parking rates.

The following TDM comments are applicable to all developments:

- Coordinate with York Region to confirm requirements for the distribution of the transit incentive (i.e., PRESTO cards) and new resident information package, as referenced in the Region's Transportation Mobility Plan Guidelines for Development Applications

The following TDM comments are applicable to the stacked townhouses and rental apartment developments and shall be addressed at the site plan approval stage:

- Note that Smart Commute is a program currently focused on corporate-facing transportation demand management efforts. Membership and is targeted through local corporations rather than residential areas.
- A transportation consultant shall determine the appropriateness of providing a car-share service for the rental apartment developments and stacked townhouses, and a monitoring program to determine the success of the car-share system. Analysis shall consider car share spaces located at-grade in convenient and highly-visible areas.
- A preferred parking program for high occupancy vehicles, similar to a carpool parking program, would require ongoing management resources to ensure adherence to program requirements. The applicant shall outline how these proposed spaces would be managed.
- The applicant shall provide a weather-protected bicycle repair station in close proximity to the rental apartment developments.
- Further comments will be provided through review of individual TDM plans prepared for each phase of the development.

Draft Zoning By-Law, received June 2019

- Bicycle Parking Rates and bicycle parking space dimensions should be included in the site-specific zoning by-law. For multi-unit residential buildings, a minimum bicycle parking rate of 0.6 per dwelling units should be provided and 5% of the minimum required parking rate should be dedicated for visitor uses and should be located at grade. Bicycle parking dimensions should have a minimum width of 0.6 metres and a minimum length of 1.8 metres.
- Loading Spaces requirement should be included in the site-specific zoning by-law. Confirm the number of loading spaces required for the multi-unit residential buildings with Waste Management Department.

Drawing No. D3 - Draft Plan of Subdivision, prepared by Weston Consulting, dated June 17, 2019.

- A public road connection (Street 'A') to Yonge Street is acceptable in principle, subject to acceptance by York Region with respect to access spacing and traffic operations on Yonge Street
- Refinement of the Street 'A' alignment is required to conform with the City of Richmond Hill's and other established roadway design guidelines particularly with respect to roadway geometry including radius and curvature. This will result in changes to the shape and size of the future development blocks on the north and south sides of this road
- The geometric design of Street A and the right-of-way should not preclude the provision to signalize the Yonge Street intersection.
- Appropriately sized daylighting triangles from Street 'A' and Naughton Drive to Yonge Street will be required and need to be shown and provided to the satisfaction of York Region. The daylighting triangles shall be measured from the ultimate (post-BRT) Yonge Street right-of-way

A handwritten signature in dark ink, appearing to be 'Samson Wat', written over a horizontal line.

Samson Wat

SW/ph