



Corporate Services

April 20, 2020

Mr. Kelvin Kwan  
Planning and Regulatory Services Department  
City of Richmond Hill  
225 East Beaver Creek Road  
Richmond Hill, ON L4B 3P4

Attention: Amanda Dunn, Planner II

**Re: Draft Plan of Subdivision D03-20002 (SUBP.20.R.0007)  
265 & 305 16<sup>th</sup> Avenue and 86, 92, 94, 102 & 106 Duncan Road  
Part of Lots 11, 12, 13, 32, 35 & 36 and All of Lots 33 & 34, Registered Plan 3805  
Part of Lot 13 & 53, Registered Plan 3806  
(Silver Spring Homes Inc. et. al.)  
City of Richmond Hill**

York Region has now completed its review of the above noted draft plan of subdivision prepared by Altimap Land Surveyors Inc., Job No. 19-1011 and signed by the surveyor on December 3, 2019. The proposed development is located at 265 & 305 16<sup>th</sup> Avenue and 86, 92, 94, 102 & 106 Duncan Road, east of Red Maple Road and on the south side of 16<sup>th</sup> Avenue, in the City of Richmond Hill. The draft plan of subdivision will facilitate the development of 14 single detached units, 20 semi-detached units and a street, within a 1.87 ha site.

#### **Infrastructure Asset Management Branch**

The residential development proposed within the subject area will require water and wastewater servicing allocation from the City of Richmond Hill. If the City of Richmond Hill does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 anticipated completion, and
- Other projects as may be identified in future studies, or other appropriate servicing agreements.

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.

The Functional Servicing Report (FSR) indicates that water and wastewater servicing for the proposed development will be provided by the existing City owned infrastructure on Duncan Road subject to downstream sewer upgrades identified in the FSR. Should there be any change in the servicing strategy, a revised FSR shall be submitted to the Region for review and record.

### **Transportation Comments**

Regional Transportation and Infrastructure Planning Branch, Traffic Signal Operations Division and Development Engineering staff have reviewed the draft plan and supporting studies and technical comments are attached.

In consultation with the City of Richmond Hill, the Region recommends a 6 metre laneway width to be split equally between the proposed Lots 18 to 24 and the existing properties at 273, 283, 289, 291, 293 and 295 16<sup>th</sup> Avenue. The provision of the laneway requirements will demonstrate that the draft plan of subdivision will not preclude any alternative access opportunities for adjacent properties (273, 283, 289, 291, 293 and 295 16<sup>th</sup> Avenue) to the Berwick Crescent extension, should redevelopment occur.

Prior to issuance of conditions of draft approval, the following is required:

1. The draft plan shall be revised to provide a minimum 3 metre laneway width between Lots 18 to 23 (south side) and Lot 24 (north side) to access the Berwick Crescent extension. This 3 metre coupled with 3 metres provided in the future for the properties adjacent to 16<sup>th</sup> Avenue will provide for an ultimate 6 metre laneway.
2. The draft plan shall be revised to include standard daylighting triangles, on the south side of 16<sup>th</sup> Avenue at Berwick Crescent, sized to a standard 15 x 15m daylighting to be equivalent to the existing north side.
3. The draft plan shall be revised in accordance with the following land conveyance requirements:
  - a) A widening across the full frontage of the site where it abuts 16<sup>th</sup> Avenue of sufficient width to provide a minimum of 21.5 metres from the centreline of construction of 16th Avenue and any lands required for additional turn lanes at the intersection,
  - b) A 15 metre by 15 metre daylight trapezoid at the intersection of 16<sup>th</sup> Avenue and Street "A" (to be a separate block in M-Plan), and
  - c) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts 16<sup>th</sup> Avenue and adjacent to the above noted widenings.

**Summary**

Conditions of draft approval will be issued to the City of Richmond Hill upon receipt of a revised draft plan and supporting documentation, to the satisfaction of Transportation and Infrastructure Planning and Development Engineering staff. Should you have any questions regarding the above, please contact Justin Wong, Planner, at extension 71577 or through electronic mail at [justin.wong@york.ca](mailto:justin.wong@york.ca).

Yours truly,

A handwritten signature in black ink, appearing to read 'Duncan'.

Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/



## MEMORANDUM – PRELIMINARY TECHNICAL COMMENTS

RE: **Draft Plan of Subdivision D03-20002 (SUBP.20.R.0007)**  
**265 & 305 16<sup>th</sup> Avenue and 86, 92, 94, 102 & 106 Duncan Road**  
**Part of Lots 11, 12, 13, 32, 35 & 36 and All of Lots 33 & 34, Registered Plan 3805**  
**Part of Lot 13 & 53, Registered Plan 3806**  
**(Silver Spring Homes Inc. et. el.)**  
**City of Richmond Hill**

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Regional Transportation and Infrastructure Planning Branch, Traffic Signal Operations Division and Development Engineering staff have reviewed the above noted draft plan of subdivision as well as the supporting documents and offer the following comments. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

### **1. Transportation and Infrastructure Planning**

- a) The draft plan shall be revised to provide a minimum 3 metre laneway width between Lots 18 to 23 (south side) and Lot 24 (north side) to access the Berwick Crescent extension. This 3 metre coupled with 3 metres provided in the future for the properties adjacent to 16th Avenue will provide for an ultimate 6 metre laneway.
  - It is recommended that the 6 metre laneway width be split equally between the proposed Lots 18 to 24 and the existing properties at 273, 283, 289, 291, 293 & 295 16<sup>th</sup> Avenue.
  - The Owner shall confirm the requirements for the 6 metre wide rear laneway is sufficient with the City staff.
  - The provision of the laneway requirements will demonstrate that the Draft Plan of Subdivision will not preclude alternative access opportunities for adjacent properties (273, 283, 289, 291, 293, 295 16<sup>th</sup> Avenue) to the Berwick Crescent extension, should redevelopment occur.
- b) The draft plan shall be revised to include standard daylighting triangles, on the south side of 16<sup>th</sup> Avenue at Berwick Crescent, sized to a standard 15 x 15m daylighting to be equivalent to the existing north side.

- c) The Owner is advised that the Region has completed an Environmental Assessment (EA) Study for road improvements to 16th Avenue in the vicinity of the proposed development and issued a Notice of Completion for the EA in December 2018.
- d) The Owner is advised that in order to satisfy the Transportation Demand Management condition provided, the Owner shall contact the Region's Sustainable Mobility Group to discuss options for distribution of information to residents within the proposed development for transit incentives and sustainable transportation. They can be reached at 1-877-464-9675 x75829.
- e) Additional comments will be provided by Transportation and Infrastructure Planning on future site plan applications.

## **2. Traffic Signal Operations**

- a) Traffic Control Types should be revised as Actuated-Coordinated instead of "Pretimed" and "Semi Act-Uncoord" used in Synchro analysis.
- b) According to York Region's traffic signal operation regular practice, Phases 2 & 6 should be used for major streets (i.e. 16<sup>th</sup> Avenue in this study) with Phases 4 & 8 for minor streets.
- c) Clarification is required why the northbound and southbound traffic are analyzed to operate under split phases at the 16<sup>th</sup> Avenue/Berwick Crescent intersection under the future total traffic condition.
- d) It is not considered appropriate that various cycle lengths are applied for the two adjacent intersections under the "Optimization" scenario given that these intersections are currently operated under signal coordination along 16<sup>th</sup> Avenue in the study area.

## **3. Development Engineering**

- a) The draft plan shall be revised in accordance with the following land conveyance requirements:
  - i) A widening across the full frontage of the site where it abuts 16<sup>th</sup> Avenue of sufficient width to provide a minimum of 21.5 metres from the centreline of construction of 16th Avenue and any lands required for additional turn lanes at the intersection,
  - ii) A 15 metre by 15 metre daylight trapezoid at the intersection of 16<sup>th</sup> Avenue and Street "A" (to be a separate block in M-Plan), and
  - iii) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts 16<sup>th</sup> Avenue and adjacent to the above noted widenings.



- b) For the Functional Servicing and Stormwater Management Report, prepared by Masongsong Associates Engineering Limited, dated August 2019, please update all figures based on the revised draft plan, which takes into consideration all the required land conveyances, in defining the ultimate property line.
- c) The stormwater management design should be based on the ultimate property line. Please update Figure 8 – “Pre-development Storm Drainage Plan” accordingly.
- d) Please provide a figure in the report indicating the Post-development drainage area.
- e) Please note that the low point on Street “A” and all the catch basins and storm sewer have to be located outside of the Regional right-of-way and daylighting area. Please update Figure 4 – “Functional Servicing Plan” of the Functional Servicing and Stormwater Management Report.
- f) Please update Figure 9 – “Proposed Grading Plan” of the Functional Servicing and Stormwater Management Report and ensure the information is consistent with the information on Figure 4 – “Functional Servicing Plan”.