



PLANNING AND REGULATORY SERVICES DEPARTMENT
DEVELOPMENT ENGINEERING DIVISION

May 11, 2020

MEMO TO: Katherine Faria, Planner II

FROM: Paul Guerreiro, Manager of Development Engineering - Site Plans

SUBJECT: D02-18033 (Zoning Bylaw Amendment)
Related Files: D06-18068 (Site Plan), & D01-18007 (OPA)
METROVIEW DEVELOPMENTS INC.
8700 AND 8710 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.

The Transportation comments below are based on the most current available reference documents, including the 2010 Richmond Hill Parking Strategy - Final Draft Report, Richmond Hill Standards and Specification Manual, Richmond Hill By-law 595-1106, the Richmond Hill Sustainability Metrics, and York Region's Transportation Mobility Plan Guidelines for Development Applications. It also considers the Revised Draft Secondary Plan and Zoning By-law dated February 2020 for the Yonge Street and Bernard Key Development Area.

Transportation and Traffic - Please contact Jason Dahl, Transportation Engineer at (905) 771-2478 if you have any questions or concerns.

TIS

Initial

- ☐ Submitted report should be signed and stamped by a Professional Engineer.
- ☐ In general, the analysis within this report suggests an opening date prior to the opening of the Yonge Subway Extension to Richmond Hill Centre, but assumes modal splits which depend on this infrastructure to be in place. Given that this report was submitted in 2019, a future horizon of 2024 should be used. It would also be appropriate for this report to include two horizons, with appropriate network and behavioural assumptions for both:
 - o 2024 pre-subway,
 - o and 2031 post-subway opening,
- ☐ Replace all references to "Town of Richmond Hill" with "City of Richmond Hill".
- ☐ Justify that the proposed changes to amber and all red are in accordance to OTM Book 12 and typical York Region methodologies, based on the future configuration of this intersection and posted speed limit.
- ☐ Refer to York Region's Transportation Mobility Plan Guidelines for Development Applications in regards to establishing horizon years.
- ☐ List all background developments included as part of the future background assumptions. Coordinate with City staff and include background developments within the area as part of the Future Background conditions.
- ☐ The modal split assumptions presented within Section 4.0 indicates the inclusion of the Yonge Subway Extension to Richmond Hill Centre, and Rapid Transit along Steeles Avenue, which will not be completed by the horizon presented in this report. Please

revise the modal assumptions presented within this report and update conclusions accordingly.

- ☐ Synchro results for Future Background AM is missing in Appendix E; two versions of Future Background PM were attached. Please clarify / resubmit this Appendix.
 - Related, these results were presented as the AM results within Table 3.1.
 - Update Table 3.1 and the conclusions drawn within Section 3 and 5 of the report.
- ☐ The intersection of Highway 7 & Yonge Street Connection has been under various degrees of construction through 2017 & 2018 as part of the VIVANext work. Confirm the status and lane configuration of the intersection during the data collection date.
- ☐ Provide details and note supporting site observations, which support the lost time adjustment, peak hour factor and other Synchro parameter adjustments made. Provided further details regarding Section 2.4 and the Existing and Optimized Existing scenarios reflect field conditions (including details on driver behaviour, queuing).
- ☐ Synchro reports within Appendix C, F, H do not show the Timing Report; these details are necessary in order to verify existing timings (e.g. min split, max split, amber, all red, walk, FDW). Provide these reports and the Synchro files used for analysis.
- ☐ The TTS details provided within Appendix G suggest that the considered zones are too large. For example, although a large percentage of trips originated within Richmond Hill, given the location of this site in the context of the Town it would be unrealistic to assign all of these trips to the north. Similarly, it would be reasonable to assume that a portion of trips to/from the east and west would be made using Highway 407 rather than Highway 7.
- ☐ Provide additional commentary to support the illustrated trip assignment. Specifically, provide rationale and comment in regards to trip assignment along Garden Avenue to/from the West and trip assignment and/or diverted traffic along the proposed N-S road and Eleanor Circle to/from the North.
- ☐ Provide justification for changing the lost time parameters as part of the Future analysis presented in Section 3 and 5 of the report and their respective Appendices.
- ☐ The Synchro results supplied in the Appendix show EBL queues exceeding the available storage, and EBTR queues blocking the EBL lane. Provide comments as to how this relates to existing conditions, and provide additional left turn storage length in order to better accommodate this queue in the future. These results will inform the functional design of this intersection and property implications, protecting for future configurations.
- ☐ Provide mitigating measure recommendations for the movements operating over capacity at the signalized intersections shown in Table 5.1.
- ☐ It should be noted that at the time of submission, the 2010 Richmond Hill Parking Strategy - Final Draft Report was the most current available reference document for the parking assessment presented in Section 6. Resubmission may also consider the parking rates presented as part of the Revised Draft Secondary Plan and Zoning By-law for the Yonge Street and Bernard Key Development Area dated February 2020. The following comments apply in either case; in regards to the parking assessment within Section 6:
 - The parking rates developed within the 2010 Richmond Hill Parking Strategy - Final Draft Report (and the Yonge Street and Bernard Key Development Area dated February 2020) already take into account future mode share within intensification areas, therefore including a blanket reduction to rates as illustrated in Table 6.2 is not valid.
 - As was noted in a previous comment on trip generation assumptions, the Yonge Subway Extensions and Rapid Transit along Steeles Avenue will not be completed by the assumed horizon year, and the modal assumptions presented within this report should be updated.
 - Research, surveys, and/or sources should be provided where the relationship between peak hour commuter trip generation is compared to vehicle ownership in order to justify the parking reduction being proposed.

- Any proposed reduction to the rates presented within the 2010 Richmond Hill Parking Strategy - Final Draft Report should be justified through the inclusion of various TDM Measures, with specific details as to how these reductions could be achieved. TDM measures could include but are not limited to car share spaces, increase bicycle parking, active-transportation linkages, pick-up/drop-off locations, the use of shared-parking calculations between land uses, the inclusions of bike-share or other micro mobility options, etc. Provide a table that outlines all estimated TDM costs and identifies roles and responsibilities, including the applicant's contributions associated with all proposed TDM strategies and initiatives.
- In regards to car-share parking, Richmond Hill would also allow a reduction to the required parking spaces for residential uses, subject to the following:
 - it is reduced at a rate of 1 car-share parking space per 4 required residential parking spaces; and,
 - only up to 1 car-share parking space per 125 of required residential parking spaces.
- Refer to the Transportation Demand Management Comments provided further below and incorporate.
- Further to the comments above, in regards to Table 6.1 & 6.2, the calculation shown for retail parking requirement are incorrect (e.g. 520 m² @ 4.0 spaces per 100 m² is 21, not 11 as is shown). As a result, the sum totals should also be updated. Considering using the shared-parking calculation between land uses, as was previously noted.

- _____ ☐ Expand the Section 8.0 in accordance to the York Region Mobility Plan Guideline for Development Applications Chapter 3 on Transportation Demand Management Requirement and Implementation. Include a Transportation Demand Management checklist as described in Chapter 3.4, of that document.
- _____ ☐ See and address all Transportation Demand Management Comments, provided further below.
- _____ ☐ Refer to comments York Region because this section of Yonge Street, the Yonge Street-Highway 7 Connector road, and Highway 7 are all regional roads.

Comments base on: Transportation Impact Study – Addendum Letter, by NexTrans Consulting Engineers, December 2019. Received December 19, 2019.

Context, Site Plan and Stats

Initial

- _____ ☐ Refer to comments from York Region because this section of Yonge Street, the Yonge Street-Highway 7 Connector road, and Highway 7 are all regional roads.
- _____ ☐ The parking supply summary does not reflect what is shown in each of the Underground Parking Level plans submitted. Please confirm and update.
- _____ ☐ Provide a functional design of Garden Avenue & Yonge Street to demonstration that the eastbound approach lane configuration can be accommodated, including adequate eastbound left turn storage / taper, protections for a figure separate eastbound right-thru lane, and a standard boulevard and active transportation elements. Propose appropriate storage length based on the ultimate build out of the site in order to accommodate future queues. See related Transportation comments on the Transportation Impact Study – Addendum Letter for more details.
- _____ ☐ Provide a functional design of the southbound approach to Garden Avenue from the north-south road connecting Garden Avenue and Eleanor Circle, including separate southbound right and southbound left lanes. Protect for southbound right turn lanes for future operations with adequate boulevard / sidewalk on each side and property implications to achieve a 23m ROW width at the approach. The 23m ROW is achieved through an additional 1.5m width on the subject property, tapered down based on

standard geometric design. Propose an appropriate storage length based on the ultimate build out of the site. The sight triangle at this intersection with Garden Avenue should be 7.5m by 7.5m.

- ☐ Underground garage driveway ramps with a grade between 10% and 15% must be heated, as per the Richmond Hill Standards and Specifications Manual. Provide this note on the plan.
- ☐ Provide radius details for the underground garage driveway ramp.
- ☐ Provide dimensional details for the provided loading space.
- ☐ Provide a stop sign and stop bar for both ends of the proposed north-south road, connecting to Eleanor Circle and to Garden Avenue.
- ☐ Refer to the Transportation Demand Management Comments provided further below; direction regarding bicycle parking is there.

Comments base on: Context, Site Plan and Stats, by IBI Group, 10/25/19. Received December 4, 2019.

Parking Level 1

Initial

- ☐ Provide the dimensions of parking stalls (missing on Parking Level 1).
- ☐ Underground garage driveway ramps with a grade between 10% and 15% must be heated, as per the Richmond Hill Standards and Specifications Manual. Provide this note on the plan.
- ☐ Provide radius details for the underground garage driveway ramp.

Comments base on: Parking Level 1, by IBI Group, 11/13/19. Received December 4, 2019.

Parking Level 2, Parking Level 3 & Parking Level 4

Initial

- ☐ For all underground parking drawings (including Parking Level 1), indicate the location of visitor parking stalls.
- ☐ For all underground parking drawings (including Parking Level 1), provide the location and dimensions of accessible parking stalls.
- ☐ For all underground parking drawings (including Parking Level 1), refer to the Transportation Demand Management Comments provided below and incorporate.
- ☐ Clearly indicate the end of the parking area within Parking Level 4.

Comments based on: Parking Level 2, by IBI Group, 11/13/19. Received December 4, 2019.
Parking Level 3, by IBI Group, 11/13/19. Received December 4, 2019.
Parking Level 4, by IBI Group, 11/13/19. Received December 4, 2019.

Noise Impact Study

Initial

- ☐ The subject Noise Impact Study is acceptable as part of the By-law Application. Should the proposed Site Plan change significantly in subsequent submissions, an update to this study should be provided.
- ☐ Noise mitigation measure for central air conditioning is required. See Recommendations from Noise Impact Study for the required noise mitigation measures.
- ☐ The following to be addressed during the Site Plan Application process:
 - Once detailed floor plans and building elevations are finalized, a noise study update shall be submitted to confirm the findings and recommendations of this study. The updated noise study should treat eastbound and westbound Highway 407 traffic as separate transportation noise sources.
 - Prior to occupancy, the installation of the required noise control measures should be inspected and certified by professional acoustic engineer.

Transportation Demand Management

Initial

- _____ ☐ Provide location (e.g., near main entrance/retail entries) and details of the at-grade bicycle parking in the drawings. As per the Sustainability Metrics, at least 10 at-grade bicycle parking spaces shall be provided for short-term use.
- _____ ☐ Provide two bicycle repair stations accessible to all residents, with suggested locations at-grade in a sheltered location near the main entrance, and underground in Parking Level 1, in close proximity to elevator lobby.
- _____ ☐ For all underground parking drawings, provide dimensions of bicycle lockers and general lockers. Bicycle locker dimensions should be at least 1.8m long x 0.6m wide. To ensure adequate bicycle parking, provide general locker dimensions of 1.8m long x 2.4m wide, as indicated in the Sustainability Metrics Implementation Tool.
- _____ ☐ Reference the Association of Pedestrian and Bicycle Professionals Bike Parking Guidelines for bike parking infrastructure best practices:
<http://www.apbp.org/default.asp?page=publications>
- _____ ☐ Provide a table that outlines all estimated TDM costs and identifies roles and responsibilities, including the applicant's contributions associated with all proposed TDM strategies and initiatives.
- _____ ☐ The applicant will undertake TDM Monitoring Initial Surveys with residents at 50% occupancy and report back to City staff within 2 months of reaching this occupancy rate. The Owner will Coordinate with City staff for list of survey questions. Securities of \$2,500 are required to undertake the initial survey.
- _____ ☐ The applicant will undertake TDM Monitoring Follow-Up Surveys two years after the Initial Surveys and report back to City staff within 2 months. The Owner will Coordinate with City staff for list of survey questions. Securities of \$2,500 are required to undertake the Follow-Up Surveys.
- _____ ☐ As part of York Region's TDM communication strategy, the applicant shall coordinate with York Region to deliver and promote the Transit Incentive and New Resident Information Packages programs, as referenced in the Region's Transportation Mobility Plan
- _____ ☐ Guidelines for Development Applications as referenced in the Region's Transportation Mobility Plan Guidelines for Development Applications. The amount of transit incentive to be provided per unit shall be decided by the Region.

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 letter dated December 18, 2019 prepared by Soil Engineers Ltd. Since the number of underground parking levels has not changed with this rezoning application, the Hydrogeological Study prepared Soil Engineers dated March, 2018 is considered sufficient to support the rezoning application.

Geotechnical Report

No further comments.

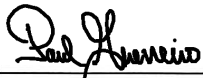
Servicing, Grading, Storm Water Management & ESC - Please contact Annie Kwok, Development Engineering Programs Coordinator at (905) 771-2456 if you have any questions or concerns.

Comments to follow.

These comments have been addressed by:

Name: _____

Contact Number: _____

A handwritten signature in black ink, appearing to read "Paul Guerreiro", written over a horizontal line.

Paul Guerreiro

PG/ph