



*Corporate Services*

April 8, 2020

Ms. Katherine Faria  
Planner II – Subdivisions  
Planning & Regulatory Services  
City of Richmond Hill  
225 East Beaver Creek Road  
Richmond Hill, ON, L4B 3P4

Dear Ms. Faria:

**Re: Revised Proposed Official Plan Amendment  
Metroview Developments Inc.  
8700-8710 Yonge Street  
City File Nos.: D01-18007 and D02-18033  
York Region File Nos.: LOPA.19.R.0001 and ZBA.19.R.0012**

This is in response to your circulation and request for comments for the revised Official Plan Amendment ("OPA") and Zoning By-law Amendment application.

The original proposed development consisted of 336 residential dwelling units in two towers (13 and 20 storeys), with a four-storey podium along the Yonge Street frontage, increasing to 6-storeys in the interior of the site, and 478.8 sq.m. of retail/commercial uses on the ground floor fronting Yonge Street. The overall density was 4.01 FSI. York Region exempted the proposed OPA from Regional approval on April 24, 2019.

The Region was advised by the Local Planning Appeal Tribunal ("LPAT"), through their notice dated December 3, 2019, that the applications were appealed by the applicant.

The Region received a revised circulation from Richmond Hill on January 7, 2020. The revised proposal consists of 710 units in a 54 storey high rise, 520 sq.m. of at-grade commercial/retail space, served by 572 parking spaces. The overall density is 6.54 FSI.

Regional staff continue to not have any comments on the site specific rezoning application. The proposed changes include rezoning the subject lands from "General Commercial 1" (GC-1) in Zoning By-law 2523, as amended, to an appropriate high density mixed-use zone with site-specific development standards.

### **Purpose and Effect of the Proposed Amendment**

According to the applicant's Planning Justification report, prepared by M. Behar Planning & Design Inc., dated November 2019, the subject lands are designated "Richmond Hill Centre", which permits mixed-use developments to a maximum density of 2.5 FSI and a maximum building height of 15-storeys. The Amendment proposes to increase the maximum density from 2.5 FSI to 6.54 FSI, to increase the maximum building height from 15 to 54 storeys, and to permit a maximum GFA of 49,963 sq. m, and a maximum floor plate size of 750 sq.m.

The subject site is within the study area of the Richmond Hill Centre Secondary Plan Area. The City is currently preparing a comprehensive Secondary Plan to identify the preferred land use, identifying the appropriate level of development, and the required hard and soft services needed to accommodate new growth. The Secondary Plan will help guide development on any given site within Richmond Hill Centre.

This Regional Centre has the potential to significantly add new population and jobs to the City of Richmond Hill. It is in the Region's interest to ensure adequate road and water and wastewater service capacity is available to accommodate the ultimate planned population and jobs. The processing and approval of this privately initiated OPA should be coordinated through the Richmond Hill Centre Secondary Plan process. Even though the applications have been appealed to the LPAT, the applicant is encouraged to continue to participate in Richmond Hill's secondary plan process.

### **York Region Official Plan**

According to the York Region Official Plan 2010, the subject lands are designated "Urban Area" and located within a Regional Centre. Local municipalities are to prepare Secondary Plans for the Regional Centres that serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region (Policy 5.4.1).

Based on good planning principles, these Secondary Plans will determine the appropriate levels of intensification, the appropriate mix of land uses, supported by a fine grid road network and a system of connected open spaces. It is anticipated that the Secondary Plan will contain compatibility and transition policies between new intensified built forms and existing lower density residential neighbourhoods.

Regional Community Planning staff support the proposed new public road located on the western boundary of the subject site. Staff also support the proposed reduced residents' parking supply, as parking management is one of the most effective Transportation Demand Management measures. Also, intensification should optimize and make efficient use of existing infrastructure, maximize the utility of rapid transit and minimize additional private automobile trips on the road network. Intensification should be directed to utilize all modes of transportation, including rapid transit through the provision of Transportation Demand

Management measures and programs, as well as appropriate parking management; it should not result in a significant increase or reliance solely on private automobile usage.

To promote sustainable new residential developments beyond Ontario Building Code requirements, the Region offers development incentive programs that benefit local municipalities and development proponents/applicants. More specifically, the Sustainable Development Through LEED® (Leadership in Energy and Environmental Design) program provides water and wastewater servicing capacity assignment credits (up to 30 per cent) for new residential high-rise buildings four storeys or higher. The applicant is encouraged to participate in this program and more information is available at [www.york.ca/waterincentives](http://www.york.ca/waterincentives).

Residential development requires servicing capacity allocation prior to final approval. If the City does not grant this development allocation from the existing capacity assignments to date, the proposal may require additional Regional infrastructure based on conditions of future capacity assignments.

Affordable rental housing is a priority for York Region. On October 17, 2019 Regional Council approved a new interest free Development Charge Deferral for Affordable, Purpose-Built Rental Buildings policy to support development of rental housing affordable to mid-range income households. Further details of the program can be found in the staff report and associated policy. The applicant is encouraged to pursue affordable rental housing in coordination with the City and Region.

### **Technical Comments**

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

#### **Transportation**

Transportation Planning has reviewed the revised Official Plan Amendment which seeks to increase the maximum density from 2.5 to 6.54 FSI and to provide a total of 710 units and 520 sq.m. of retail floor space.

It is our understanding that the City of Richmond Hill is currently undertaking the Richmond Hill Centre Secondary Plan, which will identify and recommend an appropriate transportation network, including fine grid road network, to accommodate the entire secondary plan and surrounding area. Until such time the Secondary Plan is completed and approved, it is Transportation Planning's opinion that this proposed application is premature from transportation planning perspective.

#### **Transportation Planning**

Prior to the approval of the Official Plan Amendment a revised Transportation Study shall be provided to address the following comments, to the satisfaction of the Region.

The following comments are provided on the Transportation Impact Study prepared by nexTrans, dated December 2019:

1. The Transportation Study provided is not consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The Traffic Study shall be revised to include the assessment of transit and active transportation modes for the future total conditions. Recommendations and implementation plan related to sidewalk connections, missing links, direct pedestrian and cycling connections to transit stops and existing active transportation facilities shall be provided in the revised Transportation Mobility Plan Study.
2. The Transportation Study shall be updated to include the intersection analysis for Yonge Street/High Tech Road.
3. The Transportation Study shall provide an assessment and identify appropriate mitigation measures/improvements for the eastbound left-turn queue at the intersection of Yonge Street/Garden Avenue/Highway 7 Connector Road. Based on our review of the Study, the existing EB left turn lane will not be able to accommodate the future queues and to accommodate the proposed development.
4. A TDM checklist is required and should be consistent with Table 13 of the the Region's Transportation Mobility Guidelines, that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region or the Municipality shall be identified as "TBD" (To be determined).
5. The TDM Plan shall include increased TDM initiatives to address modal shift targets, this can include the applicant subsidizing YRT monthly passes for a minimum period of 6 months.
6. The Transportation Study shall include a TDM communication strategy, to assist the Region to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.
7. It should be noted that the future modal split of 50% Non-Auto mode share shall be adjusted to account for changes in the timing of projects. This includes:
  - a. The Yonge Subway Extension is not expected to be completed and opened by the horizon year 2021
  - b. Express Rail on Richmond Hill GO Corridor is also not expected to be completed by the horizon year 2021
  - c. Rapid transit on Steeles Avenue is not expected to be completed by the horizon year 2021.

8. As the Yonge Street Rapidway is currently under construction and is expected to be completed by December 2020, it is anticipated that, upon its completion, the signal timing split for the westbound left-turn maybe reduced to accommodate the time needed for the dedicated rapidway phase. The analysis shall discuss how these modifications are expected to impact the signal timing plans, and provide a sensitivity analysis of the impact to a reduction in time for the westbound left-turn phase.
9. The Revised Transportation Study shall include a response matrix which summarizes how each comment has been addressed.
10. Site plan drawing(s) incorrectly identifies "YONGE AVENUE" and shall be corrected to "YONGE STREET."

#### Development Engineering

Development Engineering has no concerns relating to the increase in density and height and are reviewing a concurrent Site Plan application and will provide comments that will address technical issues.

#### Rapidco

YRRTC has no comments to the OPA specifically, however the following are general comments that should be taken into consideration:

1. Please be aware this application is within the Yonge Subway extension area and should be circulated to Metrolinx for review.

The following are comments from YRRTC Engineering which have been provided as part of the applicants' submission for SP.19.R.0016 but should also apply to this application to remain consistent:

1. The application drawings do not include the YRRTC Vivanext design for the boulevard and therefore YRRTC cannot give approval or comment at this time.
2. The applicant must include the design within their drawings upon their next submission. Currently the applicant has not implemented our project's road widening, rapidway, or boulevard treatments.
3. The applicant must send geo-referenced AutoCAD files (UTM 17 NAD83) to YRRTC for review

#### **Water and Wastewater Servicing**

Infrastructure Asset Management (IAM) has reviewed the subject draft site plan in conjunction with the Functional Servicing Report (FSR) and the Preliminary Site Servicing Plan both dated November, 2019 prepared by Schaeffers Consulting Engineers.

IAM has no objection to the application subject to the following comments:

Servicing Allocation:

The residential development proposed within the subject OPA 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
- Richmond Hill Langstaff Gateway Wastewater Servicing- 2025 anticipated completion
- 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.

Municipal Wastewater and Water Servicing

The FSR indicates that wastewater servicing for the proposed development will connect to the existing City-owned sanitary sewer on Garden Avenue. Water servicing for the proposed development will be supplied by City-owned water infrastructure on Eleanor Circle and Garden Avenue. Should there be any change in the proposed servicing scheme, the Owner shall forward the revised FSR and Site Servicing Plan to the Region for review and record.

**Water Resources**

Source water protection areas:

TRCA

HVA

Water Resources does not have any objections/concerns subject to the following comments with the Official Plan Amendment application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

Highly Vulnerable Aquifer:

Should the proposed major development include bulk fuel ( $\geq 2500\text{L}$ ) or bulk chemicals ( $\geq 500\text{L}$ ) within the HVA, a Contaminant Management Plan (CMP) will be required prior to Site Plan approval, for Water Resources review and approval. If a CMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.

Construction Best Management Practices

As the site is within a vulnerable area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling

and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

#### 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: <https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>.

If 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**

Due to the significance of the revised proposed development, approval should await the outcome of the Richmond Hill Centre Secondary Plan, as it will provide guidance on the appropriate height, density, urban design and transportation requirements in a comprehensive and coordinated manner.

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

Sincerely,

A handwritten signature in green ink, appearing to read "Karen Whitney".

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

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