



COMMENTS

INFRASTRUCTURE PLANNING AND DEVELOPMENT ENGINEERING PLANNING AND INFRASTRUCTURE DEPARTMENT

May 17, 2021

MEMO TO: Katherine Faria, Acting Senior Planner

FROM: Paul Guerreiro, Manager of Engineering - Site Plans and Site Alterations

SUBJECT: **D02-12032 (Zoning By-law Amendment) & D01-12011 (OPA)**
9861 YONGE STREET DEVELOPMENT INC.
9861 YONGE STREET AND 236 & 240 CHURCH STREET SOUTH

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.

Zoning Bylaw Amendment (D01-12011/D02-20032)

Functional Servicing Letter- Please contact Annie Kwok, Development Engineering Programs Coordinator at (905) 771-2456 if you have any questions or concerns.

Initial

- ☐ **The development proposal has been revised, to support the ZBA application the following is required:**
- The Servicing Letter provided by WSP references a historic FSR prepared by N&N Engineering Ltd. dated August 1, 2015. Provide with the FSL updated supporting documents for review. Ensure provisions for LIDs are contemplated in the FSL;
 - Ensure calculations in FSL are consistent with the revised Site Plan. The data presented for review is not consistent.
 - As previously indicated, the subject lands are located within the Urban MESp study area. The UMESp shall be reviewed as a background document and the FSL shall be prepared in conformance with the UMESp:
 - **SANITARY:** The FSR and FSL identify the proposed development will create surcharge in downstream sanitary sewer. Provide an updated FSL with revised sanitary design sheets and drainage plan for the ZBA application. A sanitary drainage assessment is required at this stage to determine whether the proposed development will require implementation of **all or a portion** of the UMESp improvement specific to the development area. **Sanitary sewer upgrades for this drainage area were identified in the UMESp**

(Wastewater project WW-09). Any improvements identified should include provisions for the other intensification projects that will also be serviced through the proposed infrastructure. Detailed sanitary sewer design to be in accordance with City's Standards and to be submitted for review and approval at the detailed site plan design stage.

- **WATER:** Update the proposed calculations and ensure consistency with the proposed site plan. **Watermain upgrades for this service area were identified in the UMESP (Table 4-9, W-01).** Water system assessment is required to identify the need for any refinements to the recommended system upgrade listed in Table 4-9, and provides the City with a basis for monitoring and refining the timing of the upgrade to correspond to the actual pace of redevelopment.

☐ **The following to be addressed at the detailed site plan application stage:**

- Storm Water Management detailed design will be reviewed and approved through the Site Plan Application. Review and detailed comments will be provided during the site plan review process.
- A detailed water system analysis in accordance with City standards is required at the detailed site plan design stage to verify adequate water system supply and pressures for all demand conditions. Updated hydrant flow test results are required to support the analysis and to verify whether there is adequate residual supply and pressure to service the subject development. Please coordinate the flow testing with City's Operations Centre.
- The subject development is located within Well Head Protection Area – Q2 (WHPA-Q2). However, the development proposal pre-dates the Credit Valley Conservation, Toronto and Region Conservation and Central Lake Ontario Conservation (CTC) Source Protection Plan, therefore TRCA has advised that CTC sourcewater requirements are not applicable. No further comments on CTC Sourcewater Protection.

Comments based on Letter prepared by WSP dated November 27, 2020.

Transportation and Traffic - Please contact Tony Chiu, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

General

Initial

- ☐ Please be noted that the previous comments provided by transportation staff, dated June 2016, are no longer valid since a completely new development proposal has been submitted for review.
- ☐ Noise Impact Study is required at the Site Plan stage.

Traffic Reliance Letter

Initial

- ☐ Transportation staff generally agrees with the methodologies and approaches of the Traffic Reliance Letter. However, the site statistics in the report are inconsistent with the latest site plan dated November 2020. Please update the report (e.g. trip generation, parking, etc.) to reflect the latest site statistics.
- ☐ Based on the latest site plan, the proposed parking supply meets the Downtown Local Centre parking requirement outlined in the 2010 Richmond Hill Parking Strategy Report. Please verify this in the traffic reliance letter update. If this is correct, please

include the parking rates by unit type in the draft zoning by-law.

- ☐ The following comments will be addressed during at the site plan application process.
- Update the Traffic Impact Study to reflect the latest site statistics.
 - The applicant shall coordinate with City Sustainable Transportation Coordinator, Josh Ward josh.ward@richmondhill.ca for Transportation Demand Management considerations within the proposed development, as well as sustainability metrics recommendations (e.g. incorporating electric vehicle charging provisions, etc.) Section 9 of the Traffic Impact Study shall continue to be refined as part of this process, including providing cost estimates as per the requirement outlined in the York Region Transportation Mobility Plan Guidelines.
 - The applicant shall coordinate with York Region to deliver and promote the Transit Incentive and New Resident Information Packages programs. The amount of transit incentive to be provided per unit shall be decided by the Region. Costs associated with the information session will be the responsibility of the applicant and will be secured through a \$2,500 security. The cost of the venue for the information session should be identified in the TDM cost summary table.
 - 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 the City 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 the City for list of survey questions. Securities of \$2,500 are required to undertake the Follow-Up Surveys.
 - Additional comments related to the parking layout, access to the parking spaces and other site design related matters will be provided through the site plan application process.

Comments based on Traffic Reliance Letter, Trans-Plan, dated December 1, 2020

Site Plan

Initial

- ☐ Confirm that the driveway is designed in accordance with the Richmond Hill Standards and Specifications Manual. Illustrate all the appropriate dimensions on the site plan.
- ☐ Illustrate the parking spaces and loading space dimensions on the site plan and underground parking plans. Please refer the Richmond Hill Standards and Specifications Manual for the details. This comment needs to be addressed now to demonstrate the feasibility of the proposed parking layout.
- ☐ Illustrate the garbage truck and delivery truck movements for the proposed loading area using AutoTurn. Please refer to the Richmond Hill Standards and Specifications Manual for trucks and loading space dimensions.
- ☐ The following comments will be addressed during at the site plan application process.
- Illustrate parking stall dimensions. Indicate whether EV rough-ins will be provided.
 - Convex mirrors should be provided in the P1, P2 and P3 levels to ensure that proper sightline can be provided throughout the entire parking garage.
 - Note that underground garage driveway ramps shall have a maximum

10% grade (unheated) and a maximum 15% grade (heated). Indicate on the plans whether a ramp will be heated. Refer to the Richmond Hill Standards and Specification Manual for access route requirements.

Comments based on Site Plan (A1-01), by Wayne Long Architect, dated November, 2020

P3

Initial

- ☐ Illustrate the passenger car movements for parking space R62 and R63 using AutoTurn.

Comments based on P3 Drawing (A2-01), by Wayne Long Architect, dated November, 2020

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

Initial

- ☐ To support this zoning application, a preliminary hydrogeological assessment is required to estimate temporary construction and permanent dewatering requirements based on preliminary geotechnical information and groundwater levels, including an impact assessment to existing wells, NHS and existing structures. Please see attached for some historical comments for this site that may be useful for the applicant.
- ☐ This site is within the City Urban MESP study area. The Urban MESP report needs to be reviewed as a background document. This preliminary Hydrogeological Assessment will need to address conformity to the recommendations in the Urban MESP for the City growth centers and corridors. This MESP document is attached for reference. The Hydrogeological Investigation and related geotechnical information including the impact assessment needs to conform to the specific requirements for hydrogeological and geotechnical studies identified in the recommendations of Section 3.3 of the Urban MESP. Please include a section in the preliminary assessment to address conformity to the Urban MESP.

Acknowledgement

These comments have been addressed by (to be completed by the owner's consultant):

Name: _____

Company: _____

Contact Number: _____

Paul Guerreiro

 Paul Guerreiro
 PG/sg