



March 15, 2022

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

Attention: Kaitlyn Graham, Senior Planner

**RE: Official Plan Amendment LOPA.21.R.0067 (D01-21009)**  
**Zoning By-law Amendment ZBA.21.R.0132 (D02-21018)**  
**11283 Yonge Street**  
**(Mon Sheong Foundation)**  
**City of Richmond Hill**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) application and associated Zoning by-law Amendment (ZBA) application. The site is municipally known as 11283 Yonge Street, located on the east side of Yonge Street, south of 19<sup>th</sup> Avenue, in the City of Richmond Hill. The proposed development consists of a 15-storey mixed-use retirement complex comprised of 198 senior retirement residence units, a long-term care facility and a 419m<sup>2</sup> space for commercial use. The overall density is 4.77 FSI.

### **Official Plan Amendment**

#### Purpose and Effect of the Proposed Amendment

The subject lands are designated "Regional Mixed-Use Corridor" by the Richmond Hill Official Plan 2010 (RHOP 2010), which permits high density residential, long-term care facilities and commercial uses. The OPA proposes to amend the policies of the RHOP 2010 to increase the maximum building height from 8-storeys to 15-storeys, increase the maximum site density from 2.0 FSI to 4.77 FSI and allow for changes to urban design requirements.

#### York Region Official Plan

Under the York Region Official Plan 2010, the subject lands are designated "Urban Area," "Regional Greenlands System," and located along the Yonge Street Regional Corridor. The proposed OPA generally conforms with the Region's 2010 Official Plan. The proposed development is in an urban form and design that is compact, oriented to the street, pedestrian- and cyclist-friendly, transit supportive (Policy 5.4.5); and will contribute to the Regional Corridor function as an urban mainstreet (Policy 5.4.28).

Regional staff encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (Policy 5.2.11). We also recommend the development be designed to achieve energy efficiency levels that exceed the Ontario Building Code (Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (Policy 7.5.12).

Another important consideration for intensification developments in Regional Corridors is the provision of Transportation Demand Management measures to reduce single occupancy automobile trips (Policy 7.1.1) and to provide all new home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community (Policy 7.1.8). The details of such considerations should be dealt with through the site plan approvals process.

#### York Region Incentive Programs

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).

#### **Development Planning Comments**

Yonge Street is identified as a Regional Corridor and will be well served by rapid transit. However, the final building height, density and number of units will be determined by the City of Richmond Hill. Local Planning staff typically determines built form compatibility with adjacent structures and land uses. Regional planning staff are of the opinion that local planning staff are best able to determine the appropriate context sensitive building heights and densities.

Regional staff have noticed a trend of proposed developments, that in some cases, request more than double the permitted site densities. While site specific impacts may be manageable, the cumulative impacts of unplanned growth will have an effect on the Region's arterial road network and water and wastewater system and its ability to accommodate growth in planned intensification areas. This together with other aspects of growth management matters is being considered through the Region's Municipal Comprehensive Review process.

#### **Managing the Impacts of Intensification**

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. In addition, increasing 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.

As parking management is one of the most effective Transportation Demand Management measures, it is recommended that appropriate parking supply should be reviewed for the proposed development, consistent with the findings and recommendations of the overall Parking Strategy Study initiated by the City of Richmond Hill.

### **Toronto and Region Conservation Authority (TRCA)**

As per York Region's Memorandum of Understanding with the Toronto Region Conservation Authority (TRCA), York Region relies on the TRCA to review and provide comment on natural heritage matters related to the Regional Greenlands System and associated applicable provincial plans, as well as natural hazard matters. As such, we defer to the TRCA and their review of the Natural Heritage matters in determination of the appropriateness of these matters in relation to our Regional Official Plan and the applicable provincial plan policies. These applications should reflect any comments, requirements and conditions of the TRCA, to their satisfaction, prior to approval.

The TRCA, in a letter dated January 17, 2022, provides detailed comments on the subject applications, and indicates that further information is required prior to providing support for the approval of the OPA and ZBA applications. The TRCA comments identify the need for revisions to demonstrate the appropriate development limits/setbacks, revisions to engineering drawings and submission of updated information to address their criteria and policies.

### **Zoning By-law Amendment**

The zoning by-law amendment proposes to rezone the subject lands from "Agricultural (A1)" to "Institutional (I1)" and "Flood (F)" with additional exceptions.

### **Technical Comments**

Regional Transportation and Infrastructure Planning, Infrastructure Asset Management and Water Resources staff have reviewed the proposal along with the supporting studies and the following comments are provided. These comments shall be addressed through a subsequent development application.

#### Transportation and Infrastructure Planning

The Owner is advised that access to Yonge Street will be restricted to right-in/right-out operations only and a vehicular interconnection to adjacent properties to the north and the south will be required.

#### Infrastructure Asset Management

The residential development proposed within the subject development 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 – 2023 expected 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.

#### *Water and Wastewater Servicing*

The Functional Servicing Report (FSR) indicates that water servicing will be provided by a 300mm local watermain on Yonge Street. However, wastewater services are proposed to connect to the Regional 1050mm sewer on Yonge Street. Please note that direct connections to Region's watermain are only considered where there is no alternative means of servicing the proposed development through local municipal infrastructure. There is currently a 250mm local wastewater sewer on the west side of Yonge Street. Please revise the servicing strategy to remove the direct connection to the Region's 1050mm sewer.

A hydrant flow test was not conducted. The FSR shall be further revised to verify the adequacy of the proposed water system to maintain service levels, including fire flows through hydrant testing. The Owner shall forward the revised FSR to the Region for review and record.

#### *Proximity to Regional Infrastructure*

The Owner is advised that the proposed servicing connections cross the Region's 1050mm sewer on Yonge Street. Integrity of the above noted Regional infrastructure shall be protected and maintained at all times during construction and grading of the proposed development. Please be advised that any construction works in close proximity of the sewer, including tie-back and shoring systems require Region's approval prior to construction. The Owner is also advised that as part of a subsequent development application, the following is required:

- The Owner shall submit engineering designs showing the plan and profile views of the associated construction works related to the crossing works to the Region for review, comment and approval by the Infrastructure Asset Management (IAM) Branch, and
- All construction drawings showing works in close proximity of the Region's infrastructure shall include the following notes for the Contractor:

*"Integrity of the Regional 1050mm sewer on Yonge Street, is in close proximity west to the development, shall be protected at all times."*

The Region's inspection staff, ([ENVassetapprovals@york.ca](mailto:ENVassetapprovals@york.ca)) shall be invited to pre-construction meetings and to inspect the construction site during works performed in close proximity of the Region's infrastructure. A minimum two weeks' notice is required.

### Water Resources

#### *Recharge Management Area*

Please note the property is within the WHPA-Q Recharge Management Area, however, it is not anticipated that the proposed development will trigger any of the associated requirements. Should the proposal change, the proponent should contact June Little at TRCA for scoping and review of the water balance Source Protection Plan conformity.

#### *Area of Concern*

Water Resources has reviewed the Hydrological Assessment, prepared by Harden Environmental Services, dated March 2021, and identified that the report does not address any potential dewatering that may be required. Please update the report to include a dewatering assessment along with maximum excavation depths, assessment of seasonal water levels and anticipated dewatering (construction and/or permanent).

Regional Water Resources staff would like to note the site is within an identified area of concern due to known high water table conditions and confined artesian aquifer conditions. This could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability.

As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner to consider that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. New developments should not rely on the influence of nearby third-party dewatering systems in its geotechnical and hydrogeological studies and any assessment for the subject site must account for third party dewatering systems in the surrounding area. It is recommended that the Owner arrange for a pre-consultation meeting with the applicable regulatory agencies, including the Ministry of Environment, Conservation and Parks (MECP) to assist in this process. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at [sewerusebylaw@york.ca](mailto:sewerusebylaw@york.ca) for a dewatering permit, if required.

#### *Geotechnical and Hydrogeological Support*

The Oak Ridges Moraine (YPDT-CAMC) Groundwater Management Tool can provide geological data in support of geotechnical and hydrogeological analysis and can be found here: <https://oakridgeswater.ca/>

#### *Construction Best Management Practices*

As the site is within a wellhead protection area, Regional staff 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, Regional staff encourage 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 as follows: <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**

York Region relies on the TRCA to review and provide comment on natural heritage matters related to the Regional Greenlands System and associated applicable provincial plans, as well as natural hazard matters. The TRCA indicates that further information is required prior to providing support for the approval of the OPA and ZBA. We will continue to review these applications once the above noted comments have been addressed.

Please contact Justin Wong, Planner, at 1-877-464-9675, ext. 71577 or at [Justin.Wong@york.ca](mailto:Justin.Wong@york.ca) should you have any questions or require further assistance.

Sincerely,

A handwritten signature in green ink, appearing to read 'Karen Whitney', is written over a horizontal line.

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

Copy to: Linda Bui, TRCA

JW/