



SRPI.22.061
Appendix "G"

Corporate Services

May 13, 2022

Kaitlyn Graham, M.Pl., MCIP, RPP
Senior Planner – Site Plans
Development Planning Division
Planning and Infrastructure Department
City of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, ON L4B 3P4

Dear Kaitlyn Graham,

**Re: Proposed Official Plan Amendment
Parioli Peak Estates
77 and 89 16th Avenue
City File Nos.: D01-22001 and D02-22001
York Region File Nos.: LOPA.22.R.0008 and ZBA.22.R.0017**

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

The 1.4 ha (3.47 ac) subject site is municipally known as 77 and 89 16th Avenue, located on the southside of 16th Avenue, east of Yonge Street. According to the applicant's Planning Justification Report, prepared by Malone Given Parsons Ltd., dated December 2021, the proposed development consists of 922 apartment units in three towers (22, 25, & 37 storeys), 538 sq.m. (5,791 sq.ft.) of ground floor commercial uses, and 759 parking spaces in a three-level underground garage. The total building gross density is 5.47 FSI. The net area of the property is 1.06 ha, yielding a net density of 7.25 FSI.

Regional staff do not have any comments on the site-specific rezoning application. The by-law amendment will permit the proposed development and prescribe site-specific development standards.

Purpose and Effect of the Proposed Amendment

According to the applicant's Planning Justification Report, the subject site is designated "Key Development Area" by the Richmond Hill Official Plan, permitting a maximum density of 3.0 FSI and maximum building height of 20 storeys. The Official Plan Amendment application proposes to increase the maximum permitted density from 3.0 to 5.5 FSI and eliminate the maximum height limit. York Region Planning staff notes that the requested density should be based on the

property's net developable area, which excludes the public road and park. The corresponding net density in the proposed OPA should be 7.25 FSI.

York Region Official Plan

Under the York Region Official Plan 2010, the subject lands are designated "Urban Area". The mixed-use nature of 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, and transit supportive (Policy 5.4.5).

The subject site is within the Yonge Carrville/16th Avenue Key Development Area. Regional Official Plan policy 5.4.32 requires local municipalities to prepare Secondary Plans for Key Development Areas. This ensures comprehensive planning is in place to support the appropriate level of intensification. It is our understanding that this KDA will be reviewed through the current Official Plan review exercise.

The approval of site-specific Official Plan Amendments may be appropriate in advance of a comprehensive Secondary Plan, but Regional Staff are concerned about cumulative impacts of site-specific intensification proposals being approved in advance of a completed Secondary Plan, especially given the remaining redevelopment potential for this area. Due to recent examples of significant density increases, the full build-out potential of this KDA is currently unknown. To assist in city building efforts, the full build-out population and job numbers are required to ensure adequate services are available, such as parks, community services, schools, roads, as well as water and wastewater capacity.

In order to appropriately plan for intensification in KDA's, the Regional Official Plan requires Secondary Plans to also establish and implement a fine grid local street network (policy 5.4.6.b) and to plan to achieve a minimum of 35% of new housing to be affordable (as defined in the ROP) (policy 5.4.6.e).

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 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 would 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®, ENGERGY STAR®, or other emerging technologies (Policy 7.5.12).

Another important consideration for intensification developments 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.

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.

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.

Draft 2021 York Region Official Plan

Upper tier Official Plans are required by the Provincial Growth Plan to identify Major Transit Station Areas (“MTSA”) and prescribe minimum population and job densities. The subject lands are within MTSA #40 – the 16th-Carrville BRT Station MTSA, which has a planned minimum density of 300 persons and jobs per hectare.

The proposed development has a net site area of 1.06 ha and is proposing 922 apartment units. Using the 2016 Census persons per unit ratio for apartment units in Richmond Hill of 1.88, the population density on this property is 1,635 persons per net hectare.

While a population density of 1,635 persons per hectare exceeds the planned minimum density of 300 persons per hectare, the determination of the appropriate level of intensification, within a MTSA, is best determined by the local municipality relative to a site’s local context and area’s planned function. Draft Regional Official Plan Policy 4.2.2.9 sets out requirements for MTSA’s,

including identifying the planned function and minimum and maximum heights and densities for each MTSA.

Technical Comments

Below are the technical comments received from Regional Departments.

Transportation

Transportation Planning has reviewed the proposed Official Plan Amendment which proposes to increase the densities contemplated in the Yonge and Carrville area from 3.0 FSI to the proposed 5.5 FSI. Based on various discussions with City staff, it is our understanding that there are a number of proposed development applications located within this area that will have increased densities through individual local Official Plan Amendment applications, similar to the subject site. It should be noted that there has not been an adopted/approved Secondary Plan and Transportation Master Plan for the area to demonstrate whether the cumulative impacts of the proposed densities through individual local Official Plan Amendment application are appropriate, and what other mitigation measures are required to accommodate future growth.

It is our understanding that there have been plans to realign the proposed intersection at the 16th Avenue ramp and Northern Heights Drive, however based on the conceptual site plan this intersection is not planned to be realigned with this application.

Further, it is the Region's understanding that the 16th Avenue ramp maybe removed south of 16th Avenue and that the proposed conceptual plan demonstrates that the site will contribute to the partial construction of an alternative collector road network to the south and east of the subject site. However, as the conceptual plan shows that the entirety of this road is not on the subject site, the Region requires additional information to understand the timing of when the new collector road system will be constructed and the proponent of the collector road. The timing and proponent are critical to understanding how the site will operate internally and access the Regional road network and in the absence of the new proposed road network, the impacts to the intersections at Yonge and 16th Avenue and the intersections at the RIRO ramps to 16th Avenue.

At this time, the Region has concerns with this proposed Official Plan Amendment for the reasons noted above. The individual transportation study does not provide a clear picture of the overall impacts of cumulative development proposals, especially with significant increase in densities in this area and without clear commitments that demonstrate how a new proposed road network will be implemented.

Based on the concerns noted above, the following comments shall be addressed prior to the approval of the Official Plan Amendment:

1. The applicant shall provide an updated Transportation Study that is consistent with the scope and study area for the Yonge and Carrville Secondary Plan Area.
2. The applicant and consultant shall provide a response matrix which provides page references to demonstrate how each comment has been addressed.
3. The applicant and consultant shall provide clarification on how the proposed collector road will be implemented. This shall include when it will be constructed.
4. Provide clarification on how it can be constructed given the alignment spans different landowners.
5. Provide clarification on the proponent of constructing this collector road.
6. The Transportation Consultant shall provide clarification and confirmation from City of Richmond Hill Staff that the background developments considered in the Transportation Study, dated December 2021, prepared by nexTrans Consulting Engineers is complete and reflective of all development applications within the Yonge and Carrville Secondary Plan Area. This list shall include all proposed LOPA densities.
7. It is our understanding that the Metrolinx's Environmental Assessment, dated Feb 10, 2022, shows Metrolinx's has plans to locate a subway storage tracks underground on the subject site. As such, additional clarification is required from the applicant to confirm that Metrolinx has no concerns that the proposed density and development will impact the proposed above and below ground structures.

Transportation Planning

8. It is our understanding that portions of the property are identified within the proposed Yonge North Subway Extension. Coordination with Metrolinx is required.
9. An updated traffic study is required to address the comments above.

Development Engineering

10. It is understood that the proposed development will conflict with Metrolinx's plans for the subject property. It is recommended that the LOPA not be approved until Metrolinx and the Owner comes to an agreement about development on the site.

YRRTC

11. YRRTC notes that this development is in direct conflict with the proposed Train Storage Facility for the Yonge North Subway Extension (YNSE). Please refer to the EPR Addendum Report on Metrolinx's site:
https://www.metrolinxengage.com/sites/default/files/appendix-a_-_ynse_concept_design_mapping.pdf
12. YR's 2016 Transportation Master Plan (and the DRAFT 2051 Transportation Master Plan), show a proposed GO Rail station near this development that could potentially be in conflict.

Sustainable Mobility

13. Table 8.1, TDM Checklist. The applicant, not the Region, is responsible for Communications strategy and physical location to deliver Presto Cards and Information Packages (\$1,500)

Water and Wastewater Servicing

Infrastructure Asset Management (IAM) has reviewed the subject application in conjunction with the Functional Servicing Report (FSR) dated December 2021 and prepared by Schaeffers Consulting Engineers.

Servicing Allocation

All residential development requires servicing capacity allocation from the City of Richmond Hill prior to final approval of the developments. If the City of Richmond Hill does not grant allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of a future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2023 expected completion
- Other projects as may be identified in future studies.

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 FSR indicates that water servicing for the development will be provided through connections to the existing local 300mm diameter watermains on Northern Heights Drive and 16th Avenue Service Road. The FSR notes that a hydrant test will be completed to confirm that the existing system is able to maintain service levels, including fireflows. Wastewater servicing, for the site is proposed to be provided through a connection to the existing local 250mm sanitary sewer on the 16th Avenue Service Road. Flows from the subject site ultimately flow to the Regional 1372mm Richmond Hill Collector Sewer.

IAM notes that for accuracy, the existing 600mm transmission main located on 16th Avenue is owned and operated by the City of Richmond Hill, not York Region as currently noted in the FSR (page 9).

It is IAM's understanding that the FSR will be updated to incorporate the results of the hydrant test. The Owner shall forward the revised report to the Region for review and record.

Water Resources

Water Resources does not have any objections/concerns subject to the following comments with the local 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. Please note that the following comments will apply to the future site plan approval.

Area of Concern (AOC)

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which 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 take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Because new development should not rely on the influence of nearby third party dewatering systems in its geotechnical and hydrogeological studies, 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 for a dewatering permit, if required.

Summary

The proposed OPA application has the effect of increasing maximum permitted heights and densities to permit 922 apartment units in three towers (22, 25, & 37 storeys), 538 sq.m. (5,791 sq.ft.) of ground floor commercial uses, and 759 parking spaces in a three-level underground garage, at a total net density is 7.24 FSI. The subject property is located within the Yonge and Carrville/16th Key Development Area.

Regional planning staff are of the opinion that local planning staff are best able to determine the appropriate building heights and densities. However, since this KDA has the potential to add significant population growth, a comprehensive analysis to determine the full buildout potential is required to ensure there is adequate local and Regional infrastructure to accommodate this growth.

Prior to adoption of this OPA, the applicant and/or the City is required to address the transportation issues pertaining to the cumulative impact of the potential full built-out of this KDA, the 16th Avenue ramp and new intersection, the potential conflict with the Yonge North Subway Extension requirements, and the potential impact of the proposed GO Station.

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

Sincerely,

Originally Signed

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

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