memorandum

DATE: January 18, 2021

FROM: Tong Wang, Transportation Engineer

SUBJECT: **Request for Comments 1st Circulation**
D01-21008 D02-21016 0 John Birchall Road

D01 Comments

Architectural Plans

- Note that detailed site plan comments will be provided at the site plan stage. The following comments can be addressed at site plan stage
    - Confirm with the Region if the width of the sidewalk on Leslie Street is (or needs to be) wider than 1.5m as per the North Leslie MESP.
    - Loading areas should be moved away from pedestrian areas/crossings to reduce conflicts between trucks and pedestrians. Otherwise, mitigation measures including warning/flashing signage must be provided.

Traffic / Parking Study

- The timing for infrastructure improvements outlined in Section 3.3 and 3.4 including the Leslie Street widening, 19th Ave/ Hwy 404 interchange and midblock flyover must be confirmed with the Region since this study is only looking at 2026. Confirm with the Region if a 2031 horizon year should be included in the analysis.
- Further justification is required for the trip redistributions outlined in section 3.4. Are these redistributions aligned with EAs or other transportation studies done for this area?
- Auto-trip reductions in Table 4-1 associated with AT and transit must be justified using TTS data.
- Given the proximity of the proposed full moves access on John Birchall Rd to the existing signalized intersection on Leslie St, conduct a safety assessment for this access, including review of sightlines.
- See parking comments under D02 application

TDM Comments:

- Given the parking deficiency on-site, bicycle parking should be provided at a higher rate of 1:1 bicycle parking to residential unit ratio, including additional short-term bicycle parking spaces.
- As part of the TDM plan, initial and follow-up surveys are required. The initial survey should be completed by residents at 50% occupancy and report back to City staff within 2 months of reaching this occupancy rate. The TDM follow-up survey shall be completed within two years after the initial survey and report back to City staff within 2 months. The Owner shall coordinate with the City's Sustainable Transportation Coordinator for a list

of survey questions. Securities of $1000 are required to undertake the initial and follow-up survey.

Noise Impact Study Comments:

- Note that a detailed noise impact study will be required as part of the SPA to determine final noise mitigation measures and confirm assumptions used in this assessment.
- Note that noise warning clauses will be included as part of the Occupancy Agreements, SPA and condominium declaration (Type A,D,E,F) as required by the noise study.

D02 Comments

Traffic / Parking Study

- The proposed parking supply is significantly deficient from the City's parking requirements must be addressed through the following:
    - Provide a parking study using proxy site data for comparable developments located in Richmond Hill or York Region if data for Richmond Hill sites are not available, as agreed upon with City staff. Proxy site data was not included in the parking justification.
    - Provide market driven sales data for parking to justify the proposed rates.
    - Since the location of the proposed site is away from rapid transit corridors, the provision of car share spaces cannot be counted towards the reduction of the parking space requirement as calculated in the study. These services will be operated and maintained by the Owner.
    - Provide a combination of hard and soft TDM measures. The City will provide the following reductions to the parking requirement:
        - For 1 bedroom units with less than 45 square meters GFA, the parking requirement can assume the lower rate used for bachelor units
        - Some of the residential parking spaces (not visitor) can be made into compact spaces (2.4m by 4.8m) up to 10 percent if this helps in fitting in a few more spaces.
    - Ensure that the proposed parking supply is not deficient for visitor parking.