

Transportation Comments

ELM 9700 Yonge LP
9700 Yonge Street

Date: December 14, 2022

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EXTENSION 6592

OPA-22-0006, ZBLA-22-0020, SUB-22-0010: Official Plan Amendment, Zoning By-Law Amendment and Plan of Sub-division Comments

Addison Street Extension Note

Note that the City is currently in the process of initializing the Addison Street Environmental Assessment Study. The comments provided below are subject to change given that the Addison St extension alignment, confirmation, and geometry will be determined through the EA. The study is planned to be initialized early 2023 and 9700 Yonge St will be one of the key stakeholders consulted throughout the project. If you'd like to proceed with the development application at this time, the applicant would need to conduct the EA to determine the preferred alignment and geometry.

Additionally, note that the Addison Street right-of-way will be required through this development application at the 9700 Yonge St property once the preferred alignment is determined through the EA. This will be a condition for draft plan approval.

Official Plan Amendment OPA-22-0006 and Zoning By-law Amendment ZBLA-22-0020

Traffic comments based on the Transportation Impact Study (prepared by TYLin, dated October 17, 2022)

- Conduct a sensitivity analysis assessing future traffic operations with the Addison St extension complete by 2027.
- In Section 4.3, explain how background development 2 was accounted for in the analysis.
- In Section 4.4, 2032 future background traffic volumes should include baseline 2022 volumes plus the applicable background developments, plus 10 years of growth (not 5 years).

Transportation Demand Management comments based on the Transportation Impact Study (prepared by TYLin, dated October 17, 2022)

- Include a high level cost estimate for each TDM measure in Table 11-1.

Parking comments based on the Transportation Impact Study (prepared by TYLin, dated October 17, 2022)

- To help justify the proposed parking supply of 520 spaces, conduct a parking supply and demand survey at a proxy site of similar nature to the proposed development or decrease the number of units. The surveys should be conducted during the periods of peak parking demand experienced by

residential developments. The observed parking demand rate can be applied to the proposed development's unit count to evaluate the appropriateness of the proposed parking supply.

- Table 8-2 shows 720 parking spaces required if the 2010 Richmond Hill Parking Study rates were applied. However, the body text above states 845 spaces are required.
- In Table 8-4, disaggregate the proposed parking supply by residential unit type (bachelor, 1 bedroom, and 2 bedroom). The draft Zoning By-law Amendment will require parking rates by unit type.
- Identify the number of accessible parking spaces proposed and compare with the municipal code accessible parking requirements.
- To increase the proposed parking supply, consider redesigning the parking levels to include compact vehicle spaces. Up to 10% of the residential parking requirement can be supported as compact vehicle spaces.
- To support the proposed parking requirement reduction, investigate and propose additional TDM strategies. Strategies could include but are not limited to carshare, and bike parking in excess of the requirements. Specific to carshare:
 - o Based on our internal analysis, a maximum of 2 carshare spaces could be supported. Please provide justification if more than 2 spaces are proposed.
 - o All the carshare spaces must be situated in a location visible by the public, and accessible 24 hours per day, 7 days a week. These spaces would be physically conveyed to the City.
 - o Promote carshare as a mobility option to building occupants.
 - o Establish a contract with a carshare company to operate in the carshare spaces for two (2) years. The developer would cover all associated costs in securing this contract.
 - o Revenue generation guarantee is a typical contract requirement for carshare companies operating in suburban areas with immature networks.
 - o Submit proof that a shared parking agreement is in place.
- Section 11.2.2 states that a total of 396 bicycle parking spaces are proposed, while Table 8-5 shows 400.
- Given the recent increase in electric vehicle ownership and the significant growth projected in the near future, consider including electric vehicle supply equipment for the residential parking spaces.
- The proposed parking rates included in the draft Zoning By-law Amendment differs from the proposed parking rates included in the Parking Study.

Plan of Sub-division SUB-22-0010

- The Addison Street right-of-way will be required through this development application adjacent to the 9700 Yonge St property once the preferred alignment is determined through the EA. This will be a condition for draft plan approval.
- The applicant will be responsible for providing functional designs that carve out blocks, and for completing the engineering process including detailed design and construction.

To be addressed as part of future Site Plan Application

Site Plan comments based on the 9700 Yonge St Architectural Set (prepared by BDP Quadrangle, dated October 14, 2022).

- Explore the opportunity to relocate the full movement site access from May Avenue to the future Addison Street.
- Sidewalk dimensions shall be shown on the site plan (minimum 1.5m wide).
- Traffic signage and pavement marking designs shall be shown on the site plan including stop signs, stop bars, fire route signs, etc.
- Depressed curbs shall be provided at crosswalks and accessible parking spaces.
- Snow storage area shall be identified on the site plan.

Site Circulation Review comments based on the Transportation Impact Study (prepared by TYLin, dated October 17, 2022)

- Update the waste collection vehicle AutoTURN analysis using the front-end waste collection vehicle dimensions outlined by the Richmond Hill Standards and Specifications Manual.

Noise comments based on the Preliminary Environmental Noise Report, prepared by Jade Acoustics dated October 13, 2022

- As part of the Site Plan Application:
 - o Update the noise analysis and proposed mitigating measures once detailed information regarding the mechanical equipment becomes available.
 - o Update noise calculations and mitigating measures once the residential unit layout plans are available.
 - o Update the stationary noise assessment once mechanical drawings and details (rooftop HVAC units, garage exhaust fans, etc.) are known.
 - o Confirm noise impact of the development on itself and nearby sensitive developments once more detailed design information is available.

Update the Clauses in “Notes to Table 3” to match the wording prescribed by the NPC-300 Environmental Noise Guidelines.