



**PLANNING AND INFRASTRUCTURE DEPARTMENT
INFRASTRUCTURE PLANNING AND DEVELOPMENT ENGINEERING**

May 29, 2023

MEMO TO: Jeff Healey, Senior Planner

FROM: Paul Guerreiro, Manager Engineering Site Plans & Site Alterations

SUBJECT: Request for comments – Submission #1
ZBLA-23-0005 & OPA-23-0004
9712 YONGE STREET GENERAL PARTNER INC.
9712 Yonge Street

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 (OPA-23-0004/ZBLA-23-0005)

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

Initial

- _____ The subject lands are located within the UMESP study area. The FSR shall include a section to address conformity to the recommendations in the Urban MESP for the City growth centers and corridors and shall, without limitation, address adequacy of the storm, sanitary and water systems, stormwater management including development impacts to groundwater and surface water resources. The FSR shall also include supporting Geotechnical, Hydrogeological and Water Balance studies in accordance with the recommendations of the City's Urban MESP.
- _____ **The following to be addressed for the Zoning By-law Amendment Application:**
- A downstream sanitary sewer capacity assessment and hydraulic grade line analysis was provided for review. Note that sanitary sewer upgrades for this drainage area were identified in the UMESP Update, referred to as **Project WW-13**. Engineer to review the Draft technical memo prepared by Civica and compare with the assessment provided in the FSR. Any additional improvements identified should include provisions for other intensification projects that will also be serviced through the proposed infrastructure. Please note that the City is undertaking an update to the water and wastewater components of the UMESP. The updated UMESP technical memos identifying water and wastewater improvements to support growth will be available within the next month for your use. The timing for completion of the UMESP Study is the end of 2023.
 - Coordinate with Architect to understand the impacts of the groundwater storage and treatment unit in the U/G parking layout. **If**

there are impacts to the U/G parking i.e. losing parking spaces, etc. then FSR and figures to be updated and submitted for review. **If no impacts** to the U/G parking then detailed design can be addressed through the Site Plan Application.

- Proposed subdrains are proposed for permanent groundwater dewatering around perimeter of the underground parking structure. Private subdrains are not permitted to encroach in City's ROW, please revise.

Detailed review comments will be provided at the detailed design stage through the Site Plan Application, below are advisory comments:

- Any municipal sanitary sewer improvements will required a MECSP submission to the City under the Transfer of Review Program.
- Proposed future north south ROW and all municipal infrastructure to be constructed through the subject development will require entering into a servicing agreement with the City.
- The property is located within Well Head Protection Area –Q2 (WHPA-Q2). As such the Credit Valley Conservation, Toronto and Region Conservation and Central Lake Ontario Conservation (CTC) Source Protection Plan water quantity recharge maintenance policy will apply. The proponent will be required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre proposed development) water balance can be maintained in the future (i.e. post proposed development). The City notes that a Water Balance was not completed for the site. The contact person for the review of the water balance for Source Protection Plan conformity is Don Ford at TRCA

Comments based on: **FSR prepared by Valdor Engineering Inc. dated March 2023.**

Transportation and Traffic - Please contact Attila Hertel, Transportation Engineer, at (905) 747-6592 if you have any questions or concerns.

Addison Street Extension Note

The City is currently in the process of completing the Addison Street Environmental Assessment Study (EA). The comments provided below are subject to change given that the Addison St extension alignment, confirmation, and geometry will be determined through the EA. 9712 Yonge Street General Partner 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 9712 Yonge St property once the preferred alignment is determined through the EA. This will be a condition for draft plan approval.

Site Plan

Initial

- Further discussion between the applicant and the City is required as the Addison Street Extension Environmental Assessment progresses and the preferred alignment is determined. The applicant will be responsible for providing functional designs that carve out blocks, and for completing the engineering process including detailed design and construction.
- Securities will be required to ensure the full movement access via future Addison Street is implemented once the Addison Street extension is constructed.
- Identify on the site plan which parking spaces will be equipped with EVSE.

ZBLA-23-0005

- Traffic signage and pavement marking designs shall be shown on the site plan including stop signs, stop bars, fire route signs, accessible parking spaces, etc.
- Snow storage area shall be identified on the site plan.
- Curb radius measurements shall be shown on the site plan. As per City's design standard, a minimum curb radius of 9.0m is required.
- Illustrate the parking garage ramp grade on all parking levels. As per City Standards, a maximum grade of 15% grade is permitted for indoor and heated outdoor grades, and 10% for outdoor non-heated grades.
- Connect the internal 1.5m sidewalk with the future Addison Street sidewalk (currently these sidewalks do not intersect and are separated by a landscaped buffer).
- Depressed curbs shall be provided at crosswalks and accessible parking spaces.
- Illustrate the 1.1m high parapet wall around the perimeter of the outdoor amenity area located on the 9th floor, as recommended by the Noise Feasibility Study.

Comments based on the Architectural Package drawings prepared by Options Architects Limited, dated March 2023.

Traffic

Initial

- In Section 1.3 and throughout the report where needed, update the text to state that the City initiated the Addison Street Extension Environmental Assessment in March 2023 rather than the stated early 2024.
- In Section 3.0, account for the following development applications in the Future Background traffic analysis:
 - o 8-14 Yongehurst Road;
 - o 20-30 Weldrick Road West;
 - o 9700 Yonge Street; and
 - o 9750 Yonge Street.
- In Table 8, update the site trip generation using the correct number of residential units (341 units instead of the stated 213 units), and the correct retail GFA (844.57 m² instead of the stated 578.03 m²).
- The 2030 Future Total (ultimate condition) should include estimated traffic volumes along Addison Avenue to correctly assess operations at the Site Access and the May Avenue and Addison Avenue intersection. Note that Addison Avenue is planned to continue further south to Weldrick Road, as such, add a south leg to the May Avenue and Addison Avenue intersection.
- In Section 11, delete the duplicate bullets.

Comments based on the Traffic Impact Study prepared by UrbanTrans, dated March 3, 2023.

Site Circulation

Initial

- Provide the missing 5.6m long passenger vehicle AutoTURN assessment.
- Provide an AutoTURN assessment for City fire trucks illustrating the designated fire route's feasibility.

Comments based on the Traffic Impact Study prepared by UrbanTrans, dated March 3, 2023.

Parking

Initial

- The proposed residential parking rates shall be revised to reflect the parking ratios by unit type (bachelor, 1 bedroom, etc.) instead of a blended rate.
- Sharing 100% of the commercial vehicle parking requirement with residential visitor parking is not considered appropriate. While residential parking demand peaks between 10:00 PM and 5:00 AM, residential visitor parking demand is anticipated to peak during weekday evenings and the weekend day time. The applicant shall

separate the parking requirements but can apply the shared parking formula outlined by the 2010 Richmond Hill Parking Strategy to reduce the commercial parking requirement.

- Outline the parking requirement based on the governing Zoning By-law.
- To help justify the proposed parking requirement reduction, conduct a parking supply and demand survey at a proxy site. The observed parking demand rate can be applied to the proposed development's unit count to evaluate the appropriateness of the proposed parking supply.
- Given the recent increase in electric vehicle ownership and the significant growth projected in the near future, include electric vehicle supply equipment (EVSE) for the residential parking spaces.

Comments based on the Traffic Impact Study prepared by UrbanTrans, dated March 3, 2023.

TDM

Initial

- To support the proposed parking reduction, provide bicycle parking supply that meets the aspirational target outlined by the City's Sustainability Metrics Guidelines (0.8 spaces per unit).
- Provide one bicycle repair station per 200 bicycle parking spaces.
- Presto cards shall be preloaded with \$50 credit rather than the stated \$25.

Comments based on the Traffic Impact Study prepared by UrbanTrans, dated March 3, 2023.

Noise

Initial

- Noise mitigating measures and warning clauses should be verified once detailed floor plans and architectural drawings are finalized.
- Review the noise levels emitted by the proposed development once the mechanical system design and equipment selection is complete.

Noise comments based on the Noise Feasibility Study prepared by HGC Engineering, dated February 23, 2023.

Hydrogeological - Please contact Jeff Walters, Manager Engineering, Subdivisions & Infrastructure Planning at (905) 747-6380 if you have any questions or concerns.

We have reviewed the Hydrogeological Study prepared by Terraprobe dated February 27, 2023. To support the zoning application, we require confirmation that the owner supports the use of a continuous caisson wall shoring system and waterproofing of underground structures to limit long term dewatering requirements. The remaining below comments may be addressed at the detailed design stage through the site plan approval process.

Initial

- Section 3.0 - This site is within the City Urban MESP study area. This Hydrogeological Study will need to address conformity to the recommendations in the Urban MESP for the City growth centers and corridors. This Hydrogeological Study 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 (see attached for copy of 2014 UMESP document). Please add a section to the report to address conformity to these specific Urban MESP requirements.
- Section 5.3 – Continue groundwater level monitoring to capture seasonal fluctuations.
- Section 5.5 - - If construction dewatering flows are proposed to discharge to a City sewer then prior to construction, the Owner will need to obtain permission from the City. Below is a summary list of typical information to be submitted with a formal

written request to discharge temporary construction dewatering to a City sewer. Please note that discharge to a City sanitary sewer is generally not supported unless there are some extenuating circumstances. Based on the results of the groundwater quality results confirm that there is a feasible treatment method to allow discharge to a City or Region storm sewer.

- Supporting geotechnical and hydrogeological reports used to determine dewatering requirements, zone of influence, to assess impacts to existing wells, structures and natural heritage system, and proposed monitoring plan/mitigation measures.
- Provide estimated dewatering flow to City sewer and duration.
- Assess impacts of dewatering flow to capacity of City sewer.
- Provide copy of MECP PTTW or EASR if applicable.
- Provide plan showing details of location and type of connection to City sewer.
- Provide lab results for quality testing of groundwater sample and compare to Regional sewer use bylaw – identify any issues or additional treatment required.
- Assess impacts to natural heritage system at point source sewer discharge location to existing watercourse

- _____ Section 6.0 and 7.0 - Update the dewatering calculations, ZOI and impact assessment based on highest seasonal groundwater levels, final building foundation design elevations and excavation depths, and confirmed Type of shoring system and water proofing of structures. The estimated long term dewatering requirement are significant and we request that measures such as continuous caisson wall shoring and waterproofing of structures be implemented to reduce dewatering requirements.
- _____ Section 7.5 – Based on final ZOI, confirm if any structures are location within dewatering ZOI and if so engage a geotechnical engineer to assess the potential for settlement.
- _____ Section 9.0 – Final report should be signed and stamped.
- _____ Figure 3 – Show existing and proposed surface grade, depths of underground structures and dewatering depths on section.

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