



COMMENTS

PLANNING AND INFRASTRUCTURE DEPARTMENT INFRASTRUCTURE PLANNING AND DEVELOPMENT ENGINEERING

June 13, 2023

MEMO TO: Leigh Ann Penner, Senior Planner

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

SUBJECT: Circulation of Revised Submission for Comments – Submission No. 2
D02-20029 (Zoning By-law Amendment) & D01-20015 (OPA)
WHITEHORN INVESTMENTS LIMITED, STEPHEN-MITCHELL REALTY
LIMITED, 891566 ONTARIO LIMITED, LEDBROW INVESTMENTS LTD.
9301, 9325, 9335 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 (D02-20029) Official Plan Amendement (D01-20015)

Functional Servicing Report - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

Initial

- ☐ Development Engineering have reviewed the recirculation of the above mentioned Official Plan & Zoning By-law Amendments, specifically the Functional Servicing and Stormwater Management Report (FSR) prepared by ARUP Canada Inc., REV. 2, dated Feb.17, 2023. In light of Transportations requirement that the Phase 1 development proposal include the conveyance of lands to facilitate the full buildout of new municipal Streets 'A', 'B' and 'C' of the Yonge and Carville/16th key Development Area secondary Plan, to support the applications, the applicant will be required to provide the following:

- A master concept plan and servicing scheme for the redevelopment of the larger landholdings, which includes a framework to allow for phasing of development with respect to sanitary wastewater, water distribution, stormwater management and grading.
- A revised Phase 1 site servicing concept, incorporating the proposed street network for the Phase 1 built out. The servicing scheme is to identify the required municipal infrastructure and/or private easements to accommodate the current development proposal and future development phases.
- The obligation to undertake these works along with any other

municipal system improvements to facilitate the development proposal is to be referenced in the FSR. The construction of any future municipal road is to include road pavement, curb and gutter, sidewalk, boulevards, and is to include the installation of all above and below grade infrastructure to facilitate the development in accordance with City Standards. Prior to development of the subject lands, the owner will be required to construct the proposed municipal infrastructure as identified in the FSR. It is understood that the proposed municipal road network and associated above and below infrastructure are to be captured through a subdivision application.

- To ensure adequate municipal water supply & pressure is available to support the fire flow calculations for this development, a hydrant flow test shall be coordinated with the City of Richmond Hill Operations Centre, the results of which to be included in the Functional Servicing and Stormwater Management Report.
- The report is to include pre and post development storm drainage area plans and storm sewer design sheets.

☐ **The following can be addressed at the detailed design stage:**

- The applicant is to submit plan and profile drawings including general notes, details and section drawings specific to the proposed municipal streets and infrastructure. The plans are to be prepared on the City of Richmond Hill standard title block, complete with signing block.
- We note that the subject property forms part of the larger Bowden Landholdings, which over the years, has undergone a number of Site Plan development applications. In support of the original application, a master Stormwater Management (SWM) scheme establishing the allowable release rate and storage requirements was reviewed and approved by the City. Please be advised that where a master drainage plan exists, the consultant is required to maintain the level of quality and quantity control specified. The FSR is to demonstrate that the allowable storm release rate for the subject lands is in accordance with the original master SWM scheme for the larger landholding. To support the current SWM design, please append to this report the relevant quality and quantity sections of the approved Bowden Land Development SWM report.
- The development is required to consider uncontrolled flow and over control the site accordingly to ensure the release rates from post to pre-development are met.
- Per the City's Sustainability Matrix, the development is required to retain the first 5 mm of every rainfall event over the development area. Were the development to propose a green roof system, details and calculations associated with the proposed green roof are required to demonstrate that 5 mm of storm run-off can be retained.
- Detailed Stormwater Management comments have been deferred to the Site Plan Application review.
- Additional revisions are required in accordance with the redlined excerpts of the FSR report.

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

Traffic

Initial

- ☐ As identified within the Council endorsed Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report (16th KDA Policy Directions Report), a fine grained public road network was developed. The applicant submitted a Master Plan that conceptually illustrates a different proposed fine grained road network. To align with the Council endorsed network, the future road network and pedestrian network shall be revised to reflect the road network outlined by the 16th KDA Policy Directions Report. Traffic operations shall be assessed considering the following phasing:
- Phase 1: Essential fine grained road network supporting the proposed Smart Centre Phase 1 development, including:
 - 16th Avenue Service Road upgrade:
 - Bring the Service Road up to the City's local road standards.
 - The Service Road shall be realigned as outlined under the New Street B and New Street D comments below.
 - New Street A between 16th Avenue Service Road and New Street C:
 - Design and construct as per the City's local road standards.
 - The right-of-way for New Street A shall be conveyed to the City.
 - Redesign the underground parking layout to no longer extend below the New Street A right-of-way.
 - New Street B between 16th Avenue and New Street C.
 - Design and construct as per the City's collector road standards.
 - The New Street B shall be realigned and straightened to be on center with the existing 16th Avenue intersection.
 - The 16th Avenue Service Road shall connect to New Street B in a "T" intersection configuration.
 - The New Street B and 16th Avenue intersection shall have a right-in-right-out configuration.
 - Note that the New Street B alignment is subject to TTC and Metrolinx confirmation to protect for the potential future subway extension.
 - The right-of-way for New Street B shall be conveyed to the City. The remainder of New Street B public right-of-way will be acquired at future stages of development.
 - New Street C between Yonge Street and New Street A.
 - Design and construct as per the City's collector road standards.

- The right-of-way for New Street C shall be conveyed to the City. The remainder of New Street C public right-of-way will be acquired at future stages of development.
- Transportation supports Heritage and Urban Design in the creation of a market promenade through revised setbacks.
- Full Build Out:
 - New Street D
 - Shall be constructed as the main route under the 16th Avenue Bridge with the construction of the property east of the subject site.
 - The New Street D alignment shall be straightened and on center with the bridge underpass. The 16th Avenue Service Road shall connect in a “T” intersection configuration.

Traffic comments based on the Urban Transportation Considerations Report (prepared by BA Group, dated February 9, 2023) and the South Hill Master Planning (prepared by IBI Group, dated June 2022).

Parking

Initial

- ☐ The proxy site surveys completed at locations 1 to 7 are dated (up to 10 years old) and therefore not considered appropriate reflections of current parking trends. Additionally, these locations are not considered comparable to the Yonge and 16th KDA in terms of intensification. Locations 8, 9, and 10 are more comparable and recent, and are therefore considered appropriate for comparison. Given the above and that the observed parking rates at Locations 8, 9, and 10 were generally between 0.67 and 0.70 spaces per unit, propose updated parking rates noting the following:
 - The City will accept applying the bachelor parking rate to 1 bedroom units smaller than 55 m² in GFA;
 - The proposed 3 bedroom unit parking rate is acceptable (1.00 spaces per unit);
 - The proposed visitor parking rate is acceptable (0.15 spaces per unit); and
 - The proposed commercial parking rate is acceptable (2.8 spaces per 100 m² GFA).
- ☐ While the proposed parking monitoring strategy is acceptable on a high level, further details are required. Given that shared residential visitor and commercial parking is proposed, outline how the demand generated by the Phase 1 development will be isolated and monitored.
- ☐ Additionally, clearly define the overall South Hill parking phasing plan and how it relates to the various future blocks. Protect for on-site parking supply expansion in the event that parking monitoring results indicate that additional parking is required. Alternatively, demonstrate how off-site shared parking could be accommodated in future phases.

Comments based on the Urban Transportation Considerations Report (prepared by BA Group, dated February 9, 2023).

TDM

Initial

- ☐ Given the significant parking requirement reduction proposed as well as the Yonge and 16th KDA context, provide bicycle parking supply meeting the aspirational target in the City's Sustainability Metrics Guidelines.
- ☐ Provide bicycle repair stations at a rate of 1 repair station per 200 bicycle parking

spaces.

Comments based on the Urban Transportation Considerations Report (prepared by BA Group, dated February 9, 2023).

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

We have reviewed the Hydrogeological Investigation prepared by EXP Services Inc. dated June 14, 2022 and provide the following comments. The investigation is considered sufficient to support this zoning application. The remaining comments may be addressed at detailed design stage through the site plan approval process.

Initial

- ☐ Section 3.2 Agree with recommendation to continue ground water level monitoring to capture seasonal fluctuations. Please proceed accordingly and seasonal high ground water levels should be used to update dewatering requirements.
 - ☐ Section 3.4 – Confirm if a treatment or filtration method is feasible to allow discharge of dewatering to a storm sewer system.
 - ☐ Sections 4 and 5 – Dewatering requirements and impact assessment will need to be updated based on final building design elevations, high seasonal groundwater levels, confirmed type of shoring system and whether parking structure will be water proofed or subdrain system for drainage. All assumptions or assumed parameters for dewatering rate calculations will need to be updated or confirmed at detailed design stage. The City prefers to limit the potential for any permanent dewatering – please explore alternative building design measures to limit any permanent dewatering such as use of continuous caisson walls and water proofing.
 - ☐ Section 6.3 – Confirm if any existing structures are located within final dewatering ZOI and confirm with Geotechnical Engineer the potential for settlement.
 - ☐ Section 6.4 - Prior to construction, the Owner will need to obtain permission from the City to discharge dewatering flows to a City sewer. 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 sanitary sewer is generally not supported unless there are some extenuating circumstances.
 - 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.
 - ☐ Figure 5 – Cross Sections A-A – Show proposed building foundations, excavation limits and target groundwater levels for dewatering on this section.
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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