



**INFRASTRUCTURE AND ENGINEERING SERVICES  
INFRASTRUCTURE PLANNING AND DEVELOPMENT ENGINEERING**

August 18, 2023

MEMO TO: Giuliano La Moglie, Planner II

FROM: Paul Guerreiro, Manager of Engineering - Site Plans and Site Alterations

SUBJECT: ZBLA-23-0011 (Zoning By-Law Amendment)  
(Related File OPA-23-0007)  
2426407 Ontario Inc.  
9947 Leslie 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 (ZBLA-23-0011)**  
**Official Plan Amendment (OPA-23-0007)**

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

Initial

- ☐ A Functional Servicing Report (FSR) and Stormwater Management Report (SWM) prepared by Elmid Design Inc. dated June 2023 was reviewed.
- ☐ To ensure adequate municipal water supply & pressure is available to support the water demand 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 FSR.
- ☐ Please provide the Fire Underwriter Survey (FUS) calculations based on the procedures outlined in the Fire Underwriter Survey guide for determination of required fire flow.
- ☐ Section '3' of the report should identify the existing water distribution system for the area as PD 6.
- ☐ Please ensure the development statistics presented in the FSR and/or SWM reports are consistent with the Site Plan statistics.
- ☐ Please review the sanitary demand calculations. The unit count doesn't appear to be consistent with the Site Plan statistics.
- ☐ We note that, the development proposes new sanitary and water service laterals through the road allowance of Leslie Street connecting to the City's existing sanitary sewer and watermain adjacent the subject lands. As Leslie Street falls under the jurisdiction of the Region of York, the proposed works will require coordination/approval by the Region.
- ☐ We note the development proposal seeks to permit the construction of a 12-storey retirement home with 174 retirement suite units, including ground floor office and retail

uses. To ensure the existing sanitary infrastructure, to which this development is proposed to connect, has adequate capacity to service the development, the FSR is to include a capacity assessment down to the Regional Truck sewer. Obtain from the City of Richmond Hill's Records Management Group the required as-built drawings, existing drainage plans, and design sheets to support the capacity assessment and append these documents to the FSR. In addition, the downstream sanitary sewer analysis is to consider all active development applications within the defined sewer catchment area when assessing system capacity.

- ☐ At detailed design stage, a copy of MECP's authorization for development within the regulated habitat for Redside Dace will be required.
- ☐ The text of the SWM report is to clearly summarize the sites allowable release rate and resulting proposed site discharge to the various discharge locations.
- ☐ The allowable release rate and quality of discharge is to be in accordance with TRCA and MECP requirements for discharge to the Rouge River within the regulated Redside Dace habitat.
- ☐ Per the City's Sustainability Metrics, the development is required to retain the first 5 mm of every rainfall event over the entire site area. Please ensure to plan for and locate feasible LID measures to achieve the minimum retention requirements. At detailed design, the applicant will be required to demonstrate through supporting calculations that the requirement has been met. Please be advised that the requirement for 5 mm of storm water retention is over and above the initial abstraction for the site.
- ☐ Detailed plan review, including detailed Stormwater management comments are deferred to the Site Plan review.
- ☐ Additional revisions are required in accordance with the red-lined excerpts of the FSR, SWM, and Civil Drawings attached.

Comments based on:

Drawing G-1 – Grading Plan prepared by Elmid Design Inc. , dated 19-06-2023

Drawing S-1 – Servicing Plan prepared by Elmid Design Inc. , dated 19-06-2023

**Transportation and Traffic** - Please contact Irfan Akram, Senior Transportation Planner at (905) 771-2458 if you have any questions or concerns.

Initial

- ☐ The proposed retail floor area in the study is not consistent with floor area stated on Drawing A101 of the architectural plans. Please advise as to what the correct floor area is for the proposed retail use.
- ☐ In Table 5 under section 5.1, it is reported that the left turn outbound movement at the site driveway will operate at LOS F during the afternoon peak hour under both 2028 and 2033 future total conditions. No mitigation measures are recommended to address the poor level of service experienced at this movement under future total conditions. It is suggested that a delay study be carried out at the driveway of 9901 Leslie Street (Day Care) to calibrate the Synchro model for existing conditions to observed conditions of left turns onto Leslie Street in this area.

Since the driveway is via an arterial road under York Region's jurisdiction, it is the Region's decision as to the configuration of this proposed driveway based upon the future operation reported.

- ☐ In Table 6 under section 6.1, the minimum parking requirement as per ZBL 2325-68 is 270 spaces. Please revise.
- ☐ In Table 7 under section 6.1, the minimum parking requirement as per the City's 2010 Parking Strategy is 126 spaces. Please revise.
- ☐ In Table 8 under section 6.1, the shared occupancy rates are not consistent with those set out in Table 4-11 of the City's 2010 Parking Strategy. Please see correct allocations below. In addition, the shared occupancy formula does not apply to residential uses.

Land use	Morning	Noon	Afternoon	Evening
Office	100%	90%	100%	10%
Spaces	50	45	50	5
Retail	80%	95%	90%	90%
Spaces	15	18	17	17
<b>Total</b>	<b>65</b>	<b>63</b>	<b>67</b>	<b>22</b>

As per the table above, the minimum parking requirement under shared use conditions between office and retail uses is 67 spaces. As a result, the total minimum parking requirement for the site is 124 spaces comprising 57 resident and 67 office/commercial spaces. Therefore, five additional spaces are required on site to meet the minimum requirements.

The applicant may consider the construction of small car spaces on site. All small car spaces should be 2.4m in width by 4.8m in length, the proportion of spaces should not exceed 10% of the total parking supply and all small car spaces must be clearly signed.

- ☐ Six accessible spaces are proposed but cannot be identified anywhere on either Drawing A203 or A205. Please advise as to their location. In addition, please ensure all accessible spaces have minimum dimensions of 3.7m by 5.8m.
- ☐ Please provide bike parking at a rate of 0.5 spaces per residential unit, 0.15 spaces per 100m<sup>2</sup> for retail visitors and 0.13 spaces per 100m<sup>2</sup> for office employees. Please ensure at least 5% of all resident bike spaces are at-grade, as well as all retail and office spaces.
- ☐ In Table 9 under section 6.2, please include on-site bike parking into the overall construction cost. Please also provide further clarification as to why the unit price for a PRESTO card is \$154 and the quantity is 67. Finally, please consider the provision of Uber or Lyft gift cards to residents as a way of promoting on-demand ride-share services as a viable alternative to owning a vehicle.
- ☐ Please submit a Pavement Marking and Signage Plan.

Comments based on: Transportation Study by CGE Consulting dated April 20, 2023.

#### Draft Zoning By-law

Initial

- ☐ The following must be included in the Draft By-law:
  - Minimum of 0.33 vehicle parking spaces for every senior resident/retirement unit;
  - Minimum of 5.0 vehicle parking spaces for every 100m<sup>2</sup> of Retail Gross Floor Area;
  - Minimum of 3.2 vehicle parking spaces for every 100m<sup>2</sup> of Office Gross Floor Area;
  - The site is to provide 90 bicycle parking spaces, including seven spaces at-grade for resident visitor, retail and office use.

Comments based on Draft Zoning By-law to amend By-law No. 2325-68.

---

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

We have reviewed the Hydrogeological Investigation Report prepared by Geomape Geotechnics Inc. dated April 26, 2023 and provide the following comments. Only the bold comments outlined below need to be addressed to support the zoning application. The remaining comments are to be addressed at the site plan detailed design and approval stage.

Initial

- \_\_\_\_\_ ☐ Section 4.2 – Continue groundwater level monitoring to capture seasonal fluctuations.
- \_\_\_\_\_ ☐ **Section 7.1 – Use the highest recorded groundwater level within building footprint to provide a conservative estimate of dewatering requirements.**
- \_\_\_\_\_ ☐ **Section 7.2 – The submitted Architectural plans indicate the top of slab for 3<sup>rd</sup> underground parking level to be 9.5m below the finished first floor – adjust assumptions for excavation depth accordingly.**
- \_\_\_\_\_ ☐ **Section 7.3 – Adjust preliminary dewatering rate calculations based on comments on Sections 7.1 and 7.3.** Construction and permanent dewatering requirements, ZOI and impact assessment will need to be updated to reflect final detailed building design information including foundation/excavation depths, type of shoring system, and seasonal high groundwater levels.
- \_\_\_\_\_ ☐ Section 7.3.2 – City prefers to limit the potential for permanent dewatering and associated site specific impacts. Consider use of continuous caisson shoring systems and use of water tight underground structures to limit permanent dewatering.
- \_\_\_\_\_ ☐ **Section 7.4 – Confirm if any existing wells or existing structures are location within preliminary dewatering ZOI and provide preliminary impact assessment. If existing structures are located within ZOI engage geotechnical engineer to assess potential for settlement. Confirm if local groundwater provides a source of base flow for adjacent Rouge River and if so assess impact from construction or permanent dewatering and provide proposed mitigation measures and monitoring program.**
- \_\_\_\_\_ ☐ **Appendices – Provide a couple of geologic sections through site to indicate various soil units, groundwater levels, proposed building and excavation depths and dewatering elevations.**

---

### Acknowledgement


These comments have been addressed by (to be completed by the owner's consultant):

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Contact Number: \_\_\_\_\_

---

For:  \_\_\_\_\_  
Paul Guerreiro

PG/sg