



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

August 30, 2023

MEMO TO: Katherine Faria, Senior Planner

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

SUBJECT: Circulation of Official Plan and Zoning By-law Amendment – Submission #2  
D02 21020 - Zoning By-Law Amendment (Related File D01-21010)  
OLT Case No.: OLT-22-003667  
9218 Yonge Street Inc.  
9218 Yonge Street

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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 (D02-21020)**  
**Official Plan Amendment (D01-21010)**

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

We have reviewed the above application and have the following comments:

Initial

- \_\_\_\_\_  **The following to be addressed for the Zoning By-law Amendment Application:**
- Coordinate with Architect and Hydrogeologist and indicate location of groundwater pre-treatment and storage requirements. Verify if any impacts to U/G parking, if no impacts, detailed design to be addressed in SWM Report submitted with the Site Plan Application.
  - Applicant to clarify the proposed setbacks of the U/G parking structure from property lines. Based on the proposed permanent dewatering for the site, subdrains will connect to sump pumps into the condominium's mechanical room. If proposing 0.0m setback as shown on the Architect's plan, please provide copies of the agreements with adjacent private property owner(s) allowing the encroachment(s) in order to support the ZBLA application.
  - Indicate location of future private east-west interconnection and update proposed grading. Coordinate with Architect and verify if there are impacts to proposed Development's ZBLA application. If no impacts, detailed design of private E-W interconnection deferred to the future Site Plan Application.
  - Address minor redlined comments in report.
- \_\_\_\_\_  **The following items to be addressed at detailed design stage through the**

**Site Plan Application:**

- Detailed servicing, grading, ESC, SWM design, etc.
- Storm servicing is proposed to Region's storm sewer system, York Region approval is required.
- The draft UMESP wastewater update indicates sanitary sewer upgrades are required at ultimate build out. Based on FSR, the development does not currently trigger an improvement to existing sewers downstream. Development Engineering has no objections to the Zoning By-law amendment application however the City reserves the right to require the improvement of the downstream sanitary sewers in accordance with the UMESP should changes be made to the development and/or timing of final site plan approval. Detailed design of any downstream improvements deferred to the future Site Plan Application along with CLI-ECA requirements. Be advised that improvements are subject to timing of approval and construction of other developments within the sanitary drainage boundary.
- Updated hydrant flow tests will be required at the site plan design stage. If improvements are to be determined to be required, detailed design of watermain improvements can be addressed through the future Site Plan application including submission of a Form 1 for the watermain alteration. Detailed design of the water service connections deferred to the Site Plan Application.

Comments based on FSR prepared by Valdor Engineering Inc. dated July 2023.

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**Transportation and Traffic** - Please contact Jonathan Li, Transportation Engineer at (905) 771-5472 if you have any questions or concerns.

**Initial**

- \_\_\_\_\_  Provide a continuous pedestrian sidewalk along the north side of the east-west (E-W) laneway near the southerly site boundary. It shall be aligned to directly connect with the westerly lands at 39-97 Carrville Road without encroaching onto the properties at 18 and 22 Spruce Avenue (Lots 140 and 141). This sidewalk shall be built to City standards (refer to Division C of the City's Standards and Specifications Manual). The City will require a public access easement to be enacted over these sidewalks, allowing the City to maintain them in the future.
- \_\_\_\_\_  Provide curb depression(s) at the temporary termination point of the north side sidewalk at the westerly property line to provide a turnaround opportunity for City maintenance vehicles, such as snow removal equipment, etc. The turnaround is required in case the redevelopment of 39-97 Carrville Rd has not been completed yet.
- \_\_\_\_\_  Provide a continuous E-W vehicular laneway spanning between Yonge St and the westerly property line, to protect for a future vehicular interconnection to the adjacent lands to the west.
- \_\_\_\_\_  Note that the public access easement is only required for the pedestrian sidewalk on the north side of the E-W vehicular laneway. The vehicular laneway shall remain private and reciprocal easements to the benefit of the adjacent lands will be required (e.g., 37-97 Carrville Rd, 9212 Yonge St, 18 and 22 Spruce Ave, etc.).
- \_\_\_\_\_  Provide a 1.5m private pedestrian walkway along the south side of the E-W vehicular laneway. Contribution of this walkway can be coordinated with the owner / developer of the lands to the south (9212 Yonge St).
- \_\_\_\_\_  Protect for a future vehicular interconnection with the lands to the south.
- \_\_\_\_\_  It is noted that the accessible parking requirements as per Municipal Code 1106 are only applicable to visitor and commercial parking in this case (i.e., publically

accessible parking only). No accessible parking is required for spaces that will be sold to residents. Please refine the underground floor plans accordingly.

- It is noted that the City will permit up to 10% of the parking supply for residents to be designated as compact vehicle spaces, which have reduced dimensions of 4.8m x 2.4m. However, a 0.3m buffer must be provided for any of these spaces that are next to a fixed object (i.e., wall, column, etc.). Compact parking spaces are not permitted for visitor/commercial spaces. Consider implementing compact spaces to increase the overall parking supply.
- Provide bicycle parking stalls with dimensions of 1.8m x 0.6m. If a reduction is proposed (i.e., using stacked spaces), justification will be required at SPA to confirm that the number of spaces can feasibly fit within the area shown. Reduced dimensions will not be permitted in the draft Zoning By-law however.
- Confirm with the Region whether the proposed daylight triangle at the intersection of Yonge Street and 16<sup>th</sup> Avenue is adequate.
- Increase the curb radii of the driveways (while maintaining driveway symmetry) so that City waste collection vehicles would not need to encroach onto the left-side through lane on 16<sup>th</sup> Avenue and Yonge Street when conducting a right turn to enter the site. Provide updated vehicle turning diagrams based on the revised curb radius. Lane markings on Yonge St and 16<sup>th</sup> Avenue must be shown on the updated diagrams.
- It is noted that at the SPA stage, the City will require the following for the implementation of the car share spaces:
  - a. All designated car share spaces must be located on the surface in a highly visible location. Furthermore, all car share spaces shall be EV-ready and accommodate Electric Vehicle Supply Equipment (EVSE).
  - b. The Developer shall convey all designated car share spaces to the City for a nominal sum as a condition of the Site Plan Agreement. Ownership of the spaces must be transferred to the City within 30 days after registration of the Condominium Declaration.
  - c. The Developer shall register the necessary easement(s) for the purpose of providing public access to the car share spaces with the Ontario Land Registry prior to the execution of the Site Plan Agreement.
  - d. The Developer shall initiate and form a contract with a car share provider to operate a minimum of 2 car share vehicles for a minimum of 3 years (36 months), to be enforced as a condition of the Site Plan Agreement. The Developer will be responsible for covering all costs associated with the car share parking contract for the duration of the contract. The car share provider may request a minimum monthly revenue guarantee for each car share space. As part of the contract, the car share provider shall agree to provide the City with monthly usage and sales data.
  - e. Upon execution of the Site Plan Agreement, the Developer shall provide the City with a financial security in the form of a Letter of Credit to the satisfaction of the City, to secure that the car share program continues to operate for the duration of the contract (minimum of 3 years). The security amount shall be calculated as follows: (Minimum Monthly Revenue Guarantee) X (Duration of Contract in Months) X (Number of Car Share Spaces).
  - f. In the event that the car share parking contract is terminated, the City shall retain ownership of the spaces and reserves the right to use or sell the spaces at its discretion. This shall be noted in the Condominium Declaration.
  - g. The car share parking contract shall include a condition that guarantees that the City will receive usage and revenue data from the

car share operator on a monthly basis. This shall also be enforced through a condition of the Site Plan Agreement.

- h. In the interim where not all car share spaces are occupied by a car share vehicle, the excess car share spaces are permitted to function as additional visitor parking, but will not be part of the official visitor parking supply.

Comments based on:

Architectural Plans prepared by Icon Architects dated April 12, 2023

Transportation Impact Study prepared by LEA Consulting Ltd., dated April 13, 2023

Transportation Impact Study

Initial

- \_\_\_\_\_  As requested in the City's 1<sup>st</sup> submission comments, the traffic analysis must include the 2031 and 2041 AM scenarios since peak outbound trips from the residential component of the development would be in the AM.
- \_\_\_\_\_  Provide a sensitivity analysis evaluating a traffic scenario where the 16<sup>th</sup> Avenue widening is not completed by horizon year 2041.
- \_\_\_\_\_  Provide a sensitivity analysis evaluating the proposed site access on Yonge Street in a scenario where 9212 Yonge St has been re-developed, such that an interconnection with 9212 Yonge St is established, but prior to the completion of the interconnection to the lands to the west (e.g., 39-97 Carrville Road). The consultant shall make an appropriate assumption for the re-development scale of 9212 Yonge St and adjacent properties it may be consolidated with.
- \_\_\_\_\_  Provide Synchro files for the City's review.

Comments based on Transportation Impact Study prepared by LEA Consulting Ltd., dated April 13, 2023

Parking Study

Initial

- \_\_\_\_\_  As requested in the City's comments provided on the 1<sup>st</sup> submission, the City will require proxy site data surveyed from comparable developments located in Richmond Hill or York Region if data for Richmond Hill sites are not available. Proxy site data from the City of Toronto is not acceptable.
- \_\_\_\_\_  At the minimum, please survey the Beverly Hills mixed-use condos at 9191, 9199, 9201 & 9205 Yonge St to establish an appropriate baseline for parking in the Yonge/16<sup>th</sup> KDA. Surveys shall be conducted for 2 days outside the week of a long weekend, capturing the peak times of resident and visitor/commercial demands. The City can release the approved unit mix, commercial GFA, and parking supply of the Beverly Hills condos to assist with the parking analysis, if requested by the consultant.
- \_\_\_\_\_  In addition to the Beverly Hills condos, please survey another proxy site that is comparable to the subject development and area context. The site shall be agreed upon with City staff prior to proceeding.
- \_\_\_\_\_  If the parking rate proposal is lower than the rates surveyed at the proxy sites, further justification is required (e.g., vehicle ownership and/or mode of travel trends, etc.).
- \_\_\_\_\_  The City can also accept detailed marketing data as a form of justification for the parking reduction, which can include, but is not limited to, historical purchase rates of comparable condo projects with a similar area context to the Yonge/16<sup>th</sup> KDA. The locations and addresses of these condo projects must be provided. Their unit mixes must also be provided. The City reserves the right to review the data and locations to confirm their comparability to the subject proposal, and request for additional information/clarification if needed.
- \_\_\_\_\_  The comparison of By-law parking requirements with municipalities that have very different socioeconomic characteristics and/or availability of transit compared to Richmond Hill (e.g., Brampton and Toronto) is inadequate for justifying the parking deficiency.

- Furthermore, the City disagrees that the Vaughan Metropolitan Centre (VMC) is comparable to the Yonge/16<sup>th</sup> KDA, because the VMC has greater access to higher-order transit – i.e., TTC subway service. The Richmond Hill Centre, once the Yonge North Subway Extension is completed, is more comparable to the VMC. As such, this comparison is not acceptable.
- As mentioned in the City's comments provided on the 1<sup>st</sup> submission, the 5 car share spaces proposed can be calculated to reduce the parking requirements by 4 spaces each (4 per car share space). Please incorporate this rate into the parking recommendations accordingly.
- Recommend minimum parking rates for each of the unit types (i.e., 1-bedroom, 2-bedroom, etc.) based on the parking analysis. A blended rate applicable to all unit types will not be accepted. These rates shall be consistent with the draft Zoning By-law.
- Provide a shared parking calculation that is consistent with the shared parking formula / percentages being proposed through the draft Zoning By-law.

Comments based on Transportation Impact Study prepared by LEA Consulting Ltd., dated April 13, 2023

Transportation Demand Management

Initial

- The following comments were provided on the 1<sup>st</sup> submission, but are still outstanding as they have not been addressed by the Applicant:
  - a. 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.
  - b. Provide additional transit incentives such as to employees which are not covered from YR DCs.
- Further commentary regarding TDM will be provided by the City at SPA.

Comments based on Transportation Impact Study prepared by LEA Consulting Ltd., dated April 13, 2023

Draft Zoning By-law

Initial

- In the "Definitions" section, include definitions for "Car Share" and "Car Share Parking Space".
- In the "Parking Standards" section, remove the parking rates of land uses that were not justified through the submitted Parking Study, such as hotel/motel, school, place of assembly, etc.
- In the "Parking Standards" section, include a clause stating that: "Where car share parking spaces are provided, the amount of residential parking spaces may be reduced at the rate of 4 parking spaces for every 1 car share parking space provided. The maximum credit (or reduction) for the provision of car share parking spaces shall not exceed 20 parking spaces."
- In the "Shared Parking Formula Table", clarify whether "Residential" means residential visitors.
- In the "Bicycle Space Standards and Requirements" section, it should note that the standard bicycle parking stall dimensions shall be 1.8m x 0.6m. However, a clause may be included stating that vertical storage arrangements allowing for reduced dimensions may be permitted, but will be subject to further review during SPA. Justification shall be submitted at SPA.

Comments based on Draft Zoning By-law Amendment dated July 14, 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 Investigation prepared by WSP dated July 13, 2023 and the report is considered satisfactory to support the zoning application. The following previous comments are still applicable and are to be addressed at the site plan detailed design and approval stage.

**Previous Comments on Hydrogeological Investigation prepared by WSP dated September 20, 2021**

Initial

- Section 1.0 – Investigation will need to be updated at detailed building design stage to reflect final building elevations, depths for underground structures, type of shoring system, and type of permanent dewatering system if needed.
- Section 3.4.1 – Continue groundwater level monitoring to capture seasonal fluctuations.
- Section 4.0 – 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 4.2 – Confirm requirements based on final building design information – prefer to limit the need for permanent dewatering – consider design options to limit requirements such as caisson wall shoring or water tight structures.
- Section 5.2 – Confirm ZOI based on final building design and type of shoring – confirm if any structures are located within ZOI and if so engage geotechnical engineer to assess the potential for settlement.

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