



*Corporate Services*

October 5, 2023

Ferdi Toniolo, MCIP, RPP  
Senior Planner – Development  
Richmond Hill Centre  
City of Richmond Hill  
225 East Beaver Creek Road  
Richmond Hill, ON L4B 3P4

Dear Ferdi Toniolo,

**Re: Proposed Official Plan Amendment  
Collecdev (8868 Yonge) LP  
8868 Yonge Street  
City File No.: OPA-23-0006 and ZBLA-23-0010  
York Region File No.: LOPA.23.R.0050 and ZBA.23.R.0078**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) and Zoning By-law Amendment applications. Regional staff do not have any comments on the associated rezoning application (ZBLA-23-0010).

The 0.581 ha subject site is municipally known as 8868 Yonge Street, located on the south side of Westwood Lane, west of Yonge Street. According to the applicant's Planning Justification Report, prepared by Bousfields Inc., dated June 2023, the proposed development consists of 431 apartment units in a 14-storey building, served by 438 parking spaces in a three-level underground garage. The overall density is 4.82 FSI.

**Purpose and Effect of the Proposed Amendment**

According to the applicant's Planning Justification Report, the subject lands are part of larger development, approved by the Ontario Land Tribunal (OLT) in 2016. The OLT approved two 15-storey apartment buildings along the Yonge Street frontage and for the subject lands, known as the West Block, an 8-storey, 165 unit retirement residence.

According to Schedule A2 (Land Use) of the Richmond Hill Official Plan, the subject lands are designated "Richmond Hill Centre". Under the Richmond Hill Centre Secondary Plan (OPA 41),

the subject lands are within the West of Yonge Character Area. This transition area has a minimum density of 2.0 FSI and a maximum density of 3.0 FSI.

The original retirement residence was not built, and the proposed development is changing to an apartment building. The proposed Amendment adds a site-specific exception to permit a maximum gross floor area of 28,025 sq.m., a maximum building height of 14 storeys, and a maximum density of 4.82 FSI.

### **Conformity with the 2022 York Region Official Plan**

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

The Regional Official Plan prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within all intensification areas.

Site-specific increases in height, densities, and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The local and Region's transportation and water and wastewater master plans are based on approved Official Plans and Secondary Plans. It is in the Region's interest to ensure adequate road and water and wastewater service capacity is available to accommodate the ultimate planned population and jobs. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

According to the ROP, the subject lands are designated Community Area, located on a Regional Corridor and within the Richmond Hill Centre Subway Station PMTSA #49.

The proposed development and the draft OPA generally conforms with the ROP. According to ROP policy 2.1.3.a., Community Areas are *“where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth.”* Policy 2.3.2, states that *“communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.”*

ROP policy 4.4.38 states, *“That the built form and scale of development within major transit station areas shall further support and implement the Regional intensification hierarchy outlined*

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*in policy 4.1.3 in accordance with the intensification level determined by the minimum density targets in Appendix 2.”*

It is important that individual proposed intensification developments be built to utilize existing and planned transportation and municipal servicing capacities that do not over burden the area by development on any one site. ROP policy 4.4.25 states, *“That approval of secondary plans and/or development within strategic growth areas shall be contingent on the availability of existing or planned infrastructure and other services and be consistent with the Regional intensification hierarchy outlined in policy 4.1.3. York Region may require phasing of development on the basis of the capacity of water, wastewater and/or transportation and transit systems, and/or the timing of required infrastructure. York Region may also require the coordination of development applications to ensure an orderly, coordinated and phased approach to development and the provision of transportation, transit, water, wastewater and other infrastructure.”*

The proposed development should take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach (ROP Policy 6.5.7). Sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions (ROP Policy 2.3.13 c.) are promoted. Staff also encourage new developments to achieve water efficiency and conservation targets that exceed Ontario Building Code requirements (ROP Policy 2.3.35) and the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management technologies (ROP Policy 6.1.7).

### **Technical Comments**

Below is a summary of technical comments received from Regional Departments.

#### **Transportation**

Transportation Planning and Sustainable Mobility have no objections to the Local Official Planning Amendment related to land use. Detailed technical comments and conditions will be provided at the subsequent stages of the proposed development as appropriate.

#### **Water and Wastewater Servicing**

Infrastructure Asset Management (IAM) has reviewed the application in conjunction with the Functional Servicing and Stormwater Management Report (FSR) dated May 2023 prepared by Schaeffers Consulting Engineers.

#### **Municipal Servicing**

1. The FSR and Site Servicing Plan indicates that water servicing will be provided by connecting to the existing local municipal water main on Rosewater Street. A WaterCAD model was developed using boundary conditions set from a 2017 Hydrant test. The results

indicate that there is sufficient pressures and flows to service the development. The model shall be re-calibrated with the results of a future hydrant test to verify the results. IAM looks forward to reviewing the updated report.

2. The FSR and Site Servicing Plan indicates that wastewater servicing will be provided by connecting to the existing local municipal sanitary sewer on Rosewater Street. A downstream analysis was conducted from the site to the Region's trunk sewer and the results indicate that the downstream sewers have sufficient capacity for the proposed development. The flows from this development are tributary to the Region's Central Collector Trunk Sewer.

#### Servicing Allocation

3. The proposed residential development will require water and wastewater servicing allocation from the City of Richmond Hill. If the City of Richmond Hill does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment.

#### Dewatering

4. The Owner is advised temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. Should no alternatives be available, the Owner is advised that construction dewatering discharge to the local municipal or Regional sanitary system requires a separate approval in accordance with Sewer Use By-law No. 2011-15. See <http://www.york.ca/sewusage> for additional information.
5. The Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

#### **Water Resources**

Water Resources Branch of the Public Works Department does not have any objections/concerns subject to the following comments with the OPA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval. Please note the following Source Protection related policies may apply to any future proposed activities/development considered for the property.

#### Highly Vulnerable Aquifer (HVA):

The site is within a Highly Vulnerable Aquifer (HVA). Please note that within a HVA, should the proposed development include bulk fuel ( $\geq 2500L$ ) or bulk chemicals ( $\geq 500L$ ), a Contaminant Management Plan (CMP) will be required prior to approval, for Water Resources review and approval.

Please visit [www.York.ca/protectingwater](http://www.York.ca/protectingwater) or see <https://www.york.ca/media/82911/download> for the associated CMP documentation minimum requirements. If a CMP is not required, a letter prepared by a qualified professional will be required in its place stating that the above noted activities will not be occurring.

#### Construction Best Management Practices

As the site is within a vulnerable area, Water Resources encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.

#### Salt Management

As the site is within a vulnerable area, Water Resources recommend the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <https://www.tac-atc.ca/sites/tac-atc.ca/files/site/doc/resources/roadsalt-1.pdf>. If the proposed development includes a parking lot, Water Resources recommends following the Parking Lot Design Guidelines: <https://www.lsrca.on.ca/Shared%20Documents/reports/Parking-Lot-Design-Guidelines-Salt-Reduction.pdf>.

#### **Summary**

The proposed Amendment adds a site-specific exception to permit a maximum gross floor area of 28,025 sq.m., a maximum building height of 14 storeys, and a maximum density of 4.82 FSI. The proposed development consists of 431 apartment units in a 14-storey building, served by 438 parking spaces in a three-level underground garage.

We are of the opinion that local planning staff are best able to determine the appropriate building heights and densities, relative to the local context and other compatibility measures.

Please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524 or at [augustine.ko@york.ca](mailto:augustine.ko@york.ca) should you have any questions or require further assistance.

Sincerely,



Karen Whitney, M.C.I.P., R.P.P  
Director of Development Services