



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

March 6, 2025

MEMO TO: Kaitlyn Graham, Planning Manager  
FROM: Paul Guerreiro, Manager of Engineering - Site Plans and Site Alterations  
SUBJECT: ZBLA-24-0013 (Zoning By-Law Amendment) – Submission #1  
(Related files: OPA-24-0007 and D06-20023)  
Yonge MCD Inc. c/o Armour Heights Developments  
0,47 & 59 Brookside Road, 0, 11014, 11034, 11044 & 11076 Yonge Street  
and 12 and 24 Naughton Drive

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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 (ZBLA-24-0013)**  
**Official Plan Amendment (OPA-24-0007)**

**Functional Servicing Report** - Please contact Michael Annarilli, Project Coordinator at (905) 771-5518 if you have any questions or concerns.

We have completed the review of the above noted application and found it to be acceptable for our purposes. The comments on the D02 for this application can be addressed at the detailed design stage.

Comments based on: Functional Servicing and Stormwater Management Report. By: SCS.  
Dated: December 2024.

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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

- The following summarizes the OLT context for the subject lands with respect to key Transportation requirements:
- a. As per the OLT Order dated June 22, 2022, for the Yonge/Bernard KDA Secondary Plan (OLT-22-003009):
    - i. Schedule 4 (Streets): New east-west and north-south local roads (known as Street A and Street B, respectively) shall be provided within this site. Both roads shall contain cycling

facilities. Furthermore, a potential signalized intersection is identified on Yonge Street at the new east-west road.

- ii. Section 12.4.4.2 (Collector and Local Streets): *“Naughton Drive currently has restricted access to Yonge Street. As development occurs along the northwest quadrant of the KDA, and the new Abitibi Road extension is secured, the portion of Naughton Drive from Abitibi Road to Yonge Street may be removed and become developable land.”*

- b. As per the OLT Order dated April 23, 2024, which includes site-specific requirements for the subject lands (OLT-22-003009):

- i. Schedule C contains the OLT-approved Draft Plan of Subdivision (DPOS) for the subject lands. Street A (east-west) shall generally have a ROW width of 18m but shall be wider than 18m at its approach to Yonge Street. Street B (north-south) shall have a right-of-way (ROW) width of 18m.
- ii. Schedule D contains the OLT-approved draft conditions for the subject lands, which includes the following provision: *“Demonstrate that the geometric design of Street A and the road allowance width would not preclude the provision to signalize the intersection, based on Regional standards, at Yonge Street through a functional design exercise. Sufficient turning lanes with appropriate storage lengths shall be provided;”*

- \_\_\_\_\_  Ensure that the proposed public rights-of-way (ROW) of Streets A and B are consistent with the OLT-approved DPOS attached to the Order dated April 23, 2024, for case OLT-22-003009. The ROW width of Street A near Yonge Street is deficient of the width shown on the OLT-approved DPOS.

- \_\_\_\_\_  Please provide the following drawings in CAD format to the City for review:

- a. Conceptual Site Plan (Drawing A-100) prepared by TC Architecture
- b. OLT-approved DPOS that was attached to the Order dated April 23, 2024.
- c. The functional design plan drawing(s) requested in the comments below.

- \_\_\_\_\_  Please refer to the attached Transportation mark-up of the Conceptual Site Plan (Drawing A-100) as it should assist with the interpretation of the comments below.

- \_\_\_\_\_  Provide functional design plan drawings demonstrating the Phase 1, Phase 2, and ultimate configurations and alignments of Streets A and B, as well as Naughton Street, as per the OLT-approved Yonge/Bernard KDA Secondary Plan (SP) and the OLT-approved DPOS. The drawings shall include:

- a. Showing the conceptual right-of-way (ROW) alignment of the Street B extension to Naughton Street as per the Yonge-Bernard Secondary plan under ultimate conditions. Demonstrate how the site design is compatible with this alignment. Consideration to minimize future cost wastage for any re-construction work is required. Consider aligning the extension so that it does not impact the existing building at 22 Naughton Drive, except for daylighting.
- b. Investigating the implementation of an exclusive eastbound left turn lane at the ultimate configuration of the intersection of Yonge Street and Street A when signalized (see OLT context above). This shall be coordinated with the findings of the Transportation Impact Study.
- c. Incorporating 3.0m wide multi-use paths (MUP) wherever feasible on the north side of Street A and east side of Street B, as cycling facilities are required as per the OLT Order dated June 22, 2022. The east side of Street B is preferred because there are less vehicle conflict points

and is on the side with higher densities.

- d. Explore providing a MUP connection through TRCA lands around the storm water management feature just north of Street A to Yonge Street.
- e. Ensuring that the temporary turnaround on Street B under Phase 1 conditions adheres to the City's Standards and Specifications Manual (see drawing C-24 in Division C).
- f. Ensuring that the road elbow between Streets A and B, presumably under Phase 2 conditions, shall adhere to the City's Standards and Specifications Manual (see drawing C-20 in Division C). If this is not feasible within the OLT-approved road allowance, then the elbow shall – at the minimum – be able to accommodate the path of a rear-load waste collection vehicle and passenger vehicle approaching from opposite directions simultaneously.
- g. ROW cross-section diagrams for Streets A and B.
- h. Addressing what infrastructure and road sections will be delivered as part of each development phase.

Provide a functional intersection drawing for the interim and ultimate conditions of Yonge Street and Street A (with RIRO and signal, respectively). Provide analysis and recommendations, if required, on how to mitigate issues related to skewed intersection and approach angles/curvature, including considerations on driver sight line constraints, vehicles turning speeds, etc. Ensure that the east leg is shown, including the 10m wide open space shown on the Yonge/Bernard KDA By-law 111-17 Schedules. This open space may potentially be leveraged for a MUP. The applicant may reach out to City staff to obtain additional information on the east leg.

Coordination with the developer of the NEC lands (10993-11007 Yonge Street) on the northeast quadrant of Yonge/Bernard will be required with respect to the intersection of Yonge/Street A.

Architectural Set for Phase 1 (Street Townhouses):

- a. Unless Street A is also being constructed in Phase 1, please provide a temporary turnaround in accordance with City standards at the southerly limit of Street B for the interim condition.
- b. Drawing A-200: Please grey out the visitor parking area since it should be part of Phase 4 and not Phase 1.

Architectural Set for Phase 2 (Mixed-Use Condominium):

- a. This phase proposes a site access on Naughton Drive, which is deficient of the City's current standards, including the pavement width. The applicant will be responsible for coordinating with the appropriate stakeholders to improve the road section to meet current City standards.
- b. Clarify if Street A will be constructed as part of this phase.
- c. Provide vehicle turning templates assessing the loading area and site access on Naughton Drive.
- d. Ensure that both City front-load and rear-load waste collection vehicles, for general and bulky waste, respectively, are assessed. The steering angle of the truck used in the turning template provided in the Transportation Study is not aligned with City standards – the consultant should reach out to City staff to obtain/confirm the proper templates.
- e. Ensure that pedestrian walkways have a minimum clear width of 1.5m. The walkway width beside the Parcel Storage in Tower 1 shown on Drawing A-212 appears to be deficient.



- Architectural Set for Phase 3 (Rental, Day Care, and Community Centre):
  - a. Clarify whether the rental, day care, and community centre buildings are envisioned to operate under a single owner in ultimate conditions, or whether the phase 3 lands may eventually be subdivided into multiple lots with multiple owners. Consider the implications with respect to Zoning and legal/easement requirements, particularly with respect to the private laneway and loading.
  - b. Address how waste collection for the day care and community centre buildings will be conducted, given that dedicated loading areas are not provided for these buildings.
  - c. Provide vehicle turning templates assessing the loading area(s) in the Phase 3 buildings.
- Architectural Set for Phase 4 (Stacked Townhouses):
  - a. Drawing A-230: The curb return of the proposed access on Naughton Drive shall not encroach beyond the axis of the property line onto the frontage of the existing dwelling at 26 Naughton Drive. There is an existing driveway there.
  - b. The curb radius of the proposed access on Naughton Drive appears to fall short of the City's minimum standard of 7.5m. Recognizing that waste collection vehicles may not use this access, provide vehicle turning templates to justify the reduced radii.
  - c. Clarify how waste collection for the Phase 4 townhouses will be conducted and ensure that it meets the requirements of the City's Waste group.
- Ensure that sufficient accessible parking for visitors and non-residential uses are provided. Note that the City has plans to update Municipal Code 1106 in the first half of 2025 to adopt AODA standards (O.Reg. 191/11).
- Ensure that accessible parking spaces are prioritized to be the nearest spaces to the building entrances and elevator lobbies.
- On the Architectural Plans, please label the curb radii and widths of all proposed site accesses and ensure that it meets City standards where applicable.
- Ensure that EV charging provisions are provided in accordance with the recommendations of the City's 2024 Parking and TDM Strategy for Developments. Note that Transportation staff no longer supports the energized outlet requirement for long-term bicycle parking.

Comments based on:

Conceptual Site Plan (Drawing A-100) dated December 13, 2024, prepared by TC Architecture  
Stats (Drawing A-001) dated December 13, 2024, prepared by TC Architecture  
Phase 1 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 2 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 3 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 4 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Transportation Study dated December 13, 2024, prepared by CGE Transportation Consulting

### Transportation Impact Study

Initial

- Ensure that the Transportation Study addresses Section 12.5.4.2 (Holding By-law) of the OLT-approved Yonge/Bernard KDA Secondary Plan, as it relates to the holding provisions applied within the KDA, including the subject lands (see Section 5.34 of Yonge/Bernard KDA By-law 111-17). The study shall assess the conditions of the hold provision, taking the proposed development phasing and the findings of the Yonge/Bernard KDA transportation study prepared by HDR into consideration.
- Section 4.1 – Please clarify whether the background developments listed in Appendix D were actually incorporated into the traffic analyses.

- Section 4.1 – At the minimum, the traffic analyses shall include the key background developments below. Developments 2, 3, and 6 currently identified in Appendix D may be removed, as they are less notable in comparison. Please reach out to City staff to obtain the latest available information and to coordinate on the analysis assumptions:
  - a. 24 Brookside Road (OPA-24-0008 and ZBLA-24-0015), located on the northwest quadrant of Yonge/Brookside
  - b. 10993-11007 Yonge Street (PRE-23-0100), located on the northeast quadrant of Yonge/Bernard
  - c. 10900 and 10920 Yonge Street (D02-19016), located on the southwest quadrant of Yonge/Canyon Hill (currently identified as development 1 in Appendix D).
  - d. 11130 Yonge Street (D02-18007): Northwest quadrant of Yonge/Brookside (currently identified as development 4 in Appendix D)
  - e. 11160 and 11172 Yonge Street (D02-20025): Northwest quadrant of Yonge/Brookside (currently identified as development 5 in Appendix D)
- Incorporate each of the proposed development phases into the traffic analyses and:
  - a. Identify when Street A and Street B will be constructed in relation to each phase.
  - b. Identify any road improvements required to accommodate each development phase.
- The study did not assess the potential signalization of Yonge/Street A (see OLT context above). This must be assessed. As per Table 5 and Table 11 of the study, the NBL movement at Yonge/Brookside is expected to operate unacceptably under 2034 traffic conditions, largely due to site traffic. The signalization can help to mitigate the constraints by providing an alternative route for drivers. Ensure that the east leg of Street A related to the background development at 10993-11007 Yonge Street (PRE-23-0100) is included in the assessment.
- Conduct signal warrants for the intersection of Yonge Street and Street A for Phases 2, 3, and 4 and identify when a traffic signal may be warranted. Ensure that the east leg of Street A related to the background development at 10993-11007 Yonge Street (PRE-23-0100) is included in the warrants.
- Include Naughton Street into the traffic analyses, because the Phase 2 parking structure access is proposed on this road.
- Include the proposed accesses on Streets A and B, and Naughton Street into the traffic analyses.
- Investigate the need for exclusive eastbound and westbound left turn lane at the intersection of Yonge Street and Street A in ultimate conditions with a traffic signal.

Comments based on:

Transportation Study dated December 13, 2024, prepared by CGE Transportation Consulting

### Transportation Demand Management

#### Initial

- Ensure that bicycle parking is provided in accordance with the OLT-approved Yonge/Benard KDA By-law 111-17 and the City's 2024 Parking and TDM Strategy for Developments (PTDMS).
- Ensure that floor plan drawings demonstrate that the bicycle parking dimensions, as per the OLT-approved Yonge/Benard KDA By-law 111-17 and 2024 PTDMS, can feasibly fit within the bicycle parking areas.
- Ensure that shower/change facilities are provided in accordance with the OLT-approved Yonge/Benard KDA By-law 111-17.
- In the TDM plan, indicate the proposed parking supply rates and calculate the TDM requirements for each of the development phases at the site, based on the

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methodology in the 2024 PTDMS. As the site is located entirely within PMTSA 44 (Bernard BRT Station), the site is in Parking Strategy Area 1. Provide and show the required TDM measures on the Architectural Plans accordingly.

- Drawings A-214 and A-215 on the Phase 2 Architectural Plans indicate car share on the P+3 and P+4 levels. Car share provisions should be located at-grade (outdoor) and not within the parking structure, as per the recommendations of the 2024 PTDMS.

Comments based on:

Transportation Study dated December 13, 2024, prepared by CGE Transportation Consulting  
Stats (Drawing A-001) dated December 13, 2024, prepared by TC Architecture  
Phase 1 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 2 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 3 Architectural Set dated December 13, 2024, prepared by TC Architecture  
Phase 4 Architectural Set dated December 13, 2024, prepared by TC Architecture

### Noise Study

Initial

- The study is acceptable for the purposes of the OPA and ZBLA applications. Detailed noise studies shall be submitted as part of the future Site Plan and Subdivision applications for each development phase on the subject lands. Ensure that the future noise studies address the draft conditions related to noise in the OLT Order dated April 23, 2024 (OLT-22-003009).

Comments based on:

Noise Impact Study dated December 10, 2024, prepared by Aercoustics Engineering Ltd.

### Draft Zoning By-law

Initial

- Transportation will defer detailed commentary on the draft zoning by-laws to a later submission after the key items in this set of comments, particularly with respect to the road network and functional design, have been addressed.

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**Hydrogeological** - Please contact Natalia Codoban, Environmental Engineer Hydrogeologist at (905) 771-5447 if you have any questions or concerns.

We have reviewed the following documents

1. 'Hydrogeological Report, 47 & 59 Brookside Road, 11014, 11034, 11044 & 11076 Yonge Street and 12 & 24 Naughton Road' prepared by Groundwater Environmental Management Services on November 18, 2022
2. Architectural drawings prepared for 'Yonge MCD, 59 Brookside Road, Richmond Hill, ON' project by Tregebov Cogan Architecture on December 13, 2024

and provide the following comments:

Initial

- In Section 2.3 of the report, please:
  - Correct a typo in groundwater elevations for well nest 105S/105D (Table 2-5B)
  - Update groundwater elevations for well nest 108S/108D as these elevations do not match details included in Table 2-5C for the same monitoring day
  - Confirm which date these elevations were measured on. Please note that gradients for three well nests need to be analyzed on the same monitoring day.
- Please discuss whether groundwater contributes to flow of surface water in the tributary of Rouge River (traversing the north-eastern portion of the Site), based on the upward vertical gradient observed in well nest 105S/105D, in Section 2.5.
- Please update/prepare hydrogeological cross-sections to match architectural cross-

sections A-A' (drawing #A-101), B-B' (drawing #A-102) and C-C' (drawing #A-103).

- Please revise dewatering calculations in Section 3.0:
  - Confirm whether the footing elevation of 246.30 masl is consistent with final building design plans. Considering the proposed dewatering rates, please confirm whether the proposed sump and pump method is feasible to support construction of the underground structure.
  - Please use a safety factor of '2.0' in all dewatering calculations.
  - Confirm the shoring type for temporary construction. Please note that the City prefers to limit dewatering volume during construction through implementation of an appropriate shoring system.
  - Based on architectural drawing #A-103, it appears that three levels of underground parking are proposed for high-rise buildings within Phase 2 KDA, to elevation of 239.0 masl (P3). Based on discussions for Submission #1 in July 2023, the City understood that the foundations are planned to be constructed above the top of the Oak Ridges Aquifer Complex. Please discuss / demonstrate through supporting information (see Comment #3) whether this approach is planned to be utilized for all phases of development.
  - Re-calculate volume of rainwater anticipated to accumulate in excavation areas using the standard precipitation of 25 mm.
  - Please confirm whether long-term dewatering is anticipated. If 'yes', please carry out dewatering calculations.
- Based on the final ZOI, please confirm if any structures or utilities are located within dewatering ZOI. If 'yes', please engage a geotechnical engineer to assess the potential for settlement for structures and utilities. This task can be completed once dewatering calculations are accepted by the City.
- Prior to construction, permission will be required from the City to discharge dewatering flows to a City sewer. Below is a list of typical information to be submitted with a formal written request to discharge temporary construction dewatering to a City 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:
  - 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 a copy of MECP Permit to Take Water or Environmental Activity and Sector Registry (as applicable).
  - Provide a plan showing details of location and type of connection to City sewer.
  - Provide CALA-lab results for quality testing of groundwater sample and compare to Regional sewer use bylaw #2021-102 – identify any issues or additional treatment required.
  - Assess impacts to natural heritage system at point source sewer discharge location to existing watercourse.

Please note that:

- Discharge of dewatering flows to a sanitary sewer is not supported by City unless there are extenuating circumstances
  - A water quality sample for the dewatering discharge application to the CRH shall not be older than six (6) months.
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Acknowledgement

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

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

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

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

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Rob Nicoll for Paul Guerreiro

PG/sg