



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

March 6, 2025

MEMO TO: Giuseppe Russo, Planner II

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

SUBJECT: ZBLA- 24-0005 (Zoning By-Law Amendment) – Submission #1
OPA-24-0003 (Official Plan)
1419079 Ontario LTD
0 Longworth Avenue

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-24-0005)
Official Plan Amendment (OPA-24-0003)

Functional Servicing Report - Please contact Jennifer Hazelton, Project Coordinator at (905) 747-6390 if you have any questions or concerns.

Initial

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<input type="checkbox"/> Review and update the Servicing and Grading plans as per redline comments. As noted, the detailed design comments are to be addressed at Site Plan Application stage.
<input type="checkbox"/> Servicing plan base does not line up with the surrounding area, please update.
<input type="checkbox"/> Confirm the size of the existing watermain lateral to the property, different sizes referenced in FSR and figures.
<input type="checkbox"/> Swale slope to be a min. of 2%
<input type="checkbox"/> Include section in FSR which discusses the LID measures will be utilized on site. |
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Comments based on:
FSR prepared by TYLin Group dated February 2024.

Transportation and Traffic - Please contact Jonathan Law, Transportation Engineer at (905) 771-2485 if you have any questions or concerns.

Initial

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| <div style="border-bottom: 1px solid black; width: 40px; margin-bottom: 5px;"></div> <div style="border-bottom: 1px solid black; width: 40px; margin-bottom: 5px;"></div> | <input type="checkbox"/> See redline markup of DWG SPA151 for graphical reference to comments.
<input type="checkbox"/> The proposed access onto Longworth Avenue currently shows the curb radius extending beyond the property line. Please ensure all accesses are within the |
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property lines. Please also show the existing driveway of the adjacent residential lot for reference. See redline markup for reference.

- ☐ Longworth Avenue is bi-directional and may have vehicles traveling in either direction. The site access is proposed to be full moves and therefore, all vehicle maneuvers entering the site must be shown making a right-turn in, and all vehicles exiting must also be shown making a right-turn out.
- ☐ Ensure all pedestrian crossings (internal and external) and accessible parking space aisles have a curb cut to the sidewalk. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ If any drive aisles are intended to be one-way, please indicate these on the site plan. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ With regards to the parking space at the southeast-most corner of the ground floor plan (project northeast):
 - ☐ The vehicle maneuvering must show both inbound and outbound maneuvers for this critical parking space (currently only the inbound is shown)
 - ☐ The vehicle maneuver must be shown to enter and exit the space in either a single forward motion or reverse three-point turn without the need for further adjustments or encroaching onto the adjacent parking space or other physical obstructions.
 - ☐ It is recommended to locate the barrier-free parking space in this location to improve maneuverability.
 - ☐ Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ There are concerns regarding vehicles exiting the underground ramp. These vehicles may have inadequate sight lines from advancing vehicles to their right. Please consider realigning the drive aisles to improve internal sight lines.
- ☐ The proposed vehicle parking supply is acceptable.
- ☐ The proposed accessible parking supply is acceptable based on the current number of parking spaces.
- ☐ Please provide locations for convex mirrors to improve visibility where required. Such as at the underground parking ramp and loading spaces. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ It is recommended to formalize the pedestrian crossing across underground parking ramp. Please provide a drop curb. Also consider relocation of this pedestrian connection to avoid the parking ramp. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Considering pushing the eastern curb of the underground parking ramp forward in order to narrow the road and reduce conflicts. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Please differentiate between the pavement markings for the proposed pedestrian crossings and the loading / staging areas. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Please clarify the intent of the hatched area east of Building A's loading zone. Consider continuing this curb and sidewalk to connect to the retail entrance. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Provide appropriate signage in the proposed pick-up / drop-off areas. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Please provide bicycle parking near the proposed entrances to facilitate cycling opportunities for all visitors. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Please also ensure that all visitor and retail bicycle spaces are secure, weather-protected, and close to main entrances. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ At the signalized intersection of Longworth Avenue and Leslie Street, a dedicated eastbound left-turn lane should be provided. A functional design should be prepared

identifying the storage and taper length requirements for the eastbound left-turn lane. Determine if the eastbound left-turn lane can be accommodated within the existing pavement or if additional pavement is required. Please be advised that this will need to be addressed at the site plan stage of the application.

- ☐ Please assess the waste collection vehicle maneuvering using the City's Waste Collection Design vehicles. Contact Leila Bal at 905-771-9996 x2446 or Leila.bal@richmondhill.ca for more information.

Comments based on:

DWG. No. SPA005 Site Plan by Turner Fleischer Architects Inc., dated Apr. 2024

DWG. No. SPA151 Site Plan by Turner Fleischer Architects Inc., dated Apr. 2024

Traffic Impact Study by GHD Limited, dated May 2024

DWG. No. PMP-101 Pavement Marking and Signage Plan by GHD Ltd., Dated May 2024

Transportation Impact Study - Please contact Jonathan Law, Transportation Engineer – Site Plans at (905) 771-2485 if you have any questions or concerns.

Initial

- ☐ The executive summary identifies using LUC 821, but Section 5.1 of the TIS identifies using LUC 822. LUC 821 is again noted in Table 4. Please clarify.
- ☐ Please show both the separated background development traffic figures so that each may be analyzed individually in addition to the total background development traffic. This includes the background development trips from 1200 & 1380 Stouffville Road which should be distributed throughout the study area network.
- ☐ Please clarify the background development trips shown in Table 2 Background Development Traffic. School trips are not accounted for and other assumptions (such as transit reduction, internal capture, and pass-by trips) are not shown.
- ☐ Please show the trip removals applied to the background development and site related traffic in a separate figure.
- ☐ It is stated in Section 3.3 that the West Gormley GO Station is located within a 25-minute walk from the subject site, however the connecting road network lacks formal pedestrian facilities to support pedestrian usage. Given the proposed site's proximity to the West Gormley GO Station, transit trips should be accounted for in the form of vehicle trips traveling to/from the site and the West Gormley GO Station.
- ☐ Given the new development and the wide range of TTS zones used for distribution, please provide a comparison of the TTS distribution results with a distribution based on local travel patterns. Applying 0% outbound trips to Leslie Street during the PM peak hour is not a reasonable assumption and should be reconsidered. Please also reconsider TTS zones to be closer to the proposed development or use existing travel patterns from turning movement counts.
- ☐ Please also provide the raw TTS data results for review.
- ☐ At the signalized intersection of Longworth Avenue and Leslie Street, a dedicated eastbound left-turn lane should be provided. A functional design should be prepared identifying the storage and taper length requirements for the eastbound left-turn lane. Determine if the eastbound left-turn lane can be accommodated within the existing pavement or if additional pavement is required. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ Please be advised that bicycle parking is to be provided based on the City's Parking and TDM Strategy, Table 18. <https://www.richmondhill.ca/en/resources/Development-Planning/2024-09-Web-RHParkingTDM-Strat-Bill185---Final-with-Appendices.pdf>.
- ☐ Short-term commercial bicycle parking is to be provided at-grade. Please be advised that this will need to be addressed at the site plan stage of the application.

Comments based on:

Traffic Impact Study by GHD Limited, dated May, 2024.

Transportation Demand Management - Please contact Jonathan Law, Transportation Engineer – Site Plans at (905) 771-2485 if you have any questions or concerns.

Initial

- ☐ While the proposed vehicle parking is acceptable, Transportation Demand Measures are still required. The minimum TDM requirements are shown in Table 10 of the City's "Parking and TDM Strategy for Developments". See:
<https://www.richmondhill.ca/en/resources/Development-Planning/2024-09-Web-RHParkingTDM-Strat-Bill185---Final-with-Appendices.pdf>
- ☐ For all TDM measures, please provide an estimated cost. "To be determined" is not acceptable
- ☐ A minimum of 50% of the short-term bicycle parking must be located at-grade to support visitors and the commercial retail land uses.
- ☐ Given the proximity to the West Gormley GO Station, please also consider additional TDM measures from the City's Parking & TDM Strategy Report Table 4: TDM Toolbox Measures (Residential). Please be advised that this will need to be addressed at the site plan stage of the application. Some measures to be considered include:
 - Office / co-working meeting space
 - Television in lobby / main areas to show weather conditions
 - Bicycle repair stations
 - Car-Share parking spaces
 - Carpool parking spaces
 - Monitoring Program of TDM measures
 - TDM coordinator
- ☐ Please provide an estimated cost for all TDM measures. "To be determined" is not acceptable. Please be advised that this will need to be addressed at the site plan stage of the application.
- ☐ **Advisory Comment:** The proposed TDM plan should also follow York Region's Transportation Mobility Plan guidelines.

Comments based on:

Traffic Impact Study by GHD Limited, dated May 2024.

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. Report 'Hydrogeological Assessment, West Gormley Block, 68 – 12460 Leslie Street' prepare by R.J. Burnside & Associates Limited, November 2024
2. Architectural drawings prepared for file '12460 Leslie Street, Richmond Hill, ON, file #21.331P01' by Turner Fleischer Architects on February 20, 2024
3. Engineering Drawing 'Servicing Plan, 12460 Leslie Street' prepared by TYLin Group on February 9, 2024

and provide the following comments:

Hydrogeological Report

Initial

- ☐ Please include a paragraph (referencing Figure 5) in Section 4.2, describing historical boreholes and monitoring wells advanced on the Site by various companies.
- ☐ Please install three monitoring wells on the Site, screened 1 m below the proposed underground parking:
 - Describe hydrogeological conditions based on drilling results for these wells
 - Collect soil samples and carry out grain size analyses for samples at well screen intervals

- Assess hydraulic conductivity in three new wells through single-well response tests
- Carry out a monitoring program for one year on a monthly basis. Results of the monitoring program can be included in a revised hydrogeological report or a technical memorandum.

- _____ ☐ Based on the proposed P2 elevation of 283.5 masl for underground parking (see current architectural drawings), it appears that the lowest parking level is proposed to be constructed in the upper portion of ORAC. Please note that the City does not support construction of structures and permanent dewatering of the ORAC. Also, we want to minimize temporary dewatering impacts to the ORAC.

Please design parking above the ORAC, to avoid dewatering in this aquifer.

- _____ ☐ Section 6.1 'Water Balance Components' describes precipitation as 895 mm, while Table G-1 present the total precipitation as 863 mm. Please revise either Section 6.1 or Table G-1.

- _____ ☐ Please update wording regarding the ORAC depth in Section 7.0, based on drilling results for three new wells (see Comment #2).

- _____ ☐ Please update dewatering calculations in Section 7.0:

- Based on final engineering drawings, please update short-term dewatering calculations for construction of building foundations, using the highest groundwater levels measured in wells on the Site (see Comment #2).
- Assess long-term dewatering calculations, using the highest groundwater levels measured in wells on the Site (see Comment #2) and a safety factor of '2.0'.
- Re-calculate volume of rainwater anticipated to accumulate in excavation areas using the standard precipitation of 25 mm.
- Update dewatering Zone of Influence (ZOI) and confirm if impacts to Natural Heritage System features and private wells in the 500-m evaluation zone (around the Site) are anticipated.
- Discuss impacts of dewatering on private domestic wells present in a 500-m evaluation zone (see Comment #4 in 'Hydrogeological Figures').
- Prepare dewatering calculations associated with construction of utilities (i.e., storm sewers, sanitary sewers and watermains), using the highest groundwater levels measured in representative wells on the Site, typical CRH's construction staging of 50 m/day and a safety factor of '2'.

Hydrogeological Figures

Initial

- _____ ☐ Please name all water streams on Figure 3.
- _____ ☐ Please prepare the second cross-section B-B' showing hydrogeological conditions on the Site from west to east. Please also see Comment #2 ('Hydrogeological Report').
- _____ ☐ Please show the proposed underground parking levels P1 and P2 on cross-sections A-A' and B-B'.
- _____ ☐ Please prepare a figure showing location of MECP water well records (distinguished by use in colour) for a 500 m around the Site.

Acknowledgement

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

Name: _____

Company: _____

Contact Number: _____

A handwritten signature in blue ink, appearing to be 'Rob Nicoll' followed by a stylized flourish.

Rob Nicoll for Paul Guerreiro

PG/sg