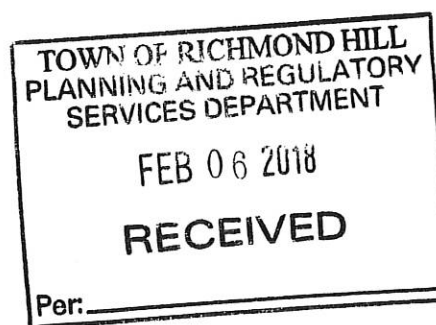




Corporate Services

January 30, 2018

Ms. Deborah Giannetta,
Senior Planner
Planning and Regulatory Services
Town of Richmond Hill
225 East Beaver Creek Road
Richmond Hill, Ontario L4B 3P4



Dear Ms. Giannetta,

**Re: Proposed Official Plan Amendment
Goldenville Developments Inc.
39-97 Carrville Road
Town of Richmond Hill
File: D01-17001 and D02-17003**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA) application and Zoning By-law Amendment application. The subject site is located on the south side of Carrville Road, west of Yonge Street, on lands municipally known as 39, 41, 53, 59, 69, 79, 81, 89, 91, and 97 Carrville Road, in the Town of Richmond Hill. The proposed development consists of three apartment buildings having heights of 18, 20, and 22 storeys with a total of 760 residential units and 15,271 sq.ft. of commercial space. The overall density is 4.9 FSI.

Regional staff do not have any comments on the site specific zoning by-law amendment application.

Purpose and Effect of the Proposed Amendment

The subject lands are designated "Key Development Area" by the 2010 Richmond Hill Official Plan. The Amendment proposes to increase the permitted height of one of its buildings from 20 to 22 storeys and increase the permitted density from 3.0 to 4.9 FSI.

Richmond Hill have been preparing a Secondary Plan for this area, known as the Yonge and Carrville/16th Key Development Area. The Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report included a preferred land use and design scenario that illustrated, amongst other land use elements, a new proposed local street network. This document was endorsed by Richmond Hill Council on January 30, 2017 and is to be used to evaluate privately initiated development proposals until the Secondary Plan is approved. Richmond Hill then released a draft of the Secondary Plan in April 2017 for public review and

comment. The proposed development generally seems to comply with the land use and built form policies of the draft Secondary Plan, including protecting for the planned east-west local street. However, the proposed development concept does not include the planned north-south local street.

York Regional Transportation Planning staff, in accordance with the York Regional Official Plan, supports a fine grid network of local streets, especially in new intensification areas. These new local streets are required to service and accommodate the planned intensification in this area. This KDA is planned to accommodate approximately 6,000-7,300 units with 12,000-14,600 residents and approximately 6,900-8,500 jobs at full build out. Improved pedestrian and vehicular connections are an integral component of a successful Key Development Area. As such, the applicant is requested to revise their proposed development to better reflect the planned local street network.

York Region Official Plan

The subject lands are designated “Urban Area” by the York Region Official Plan, which permits a wide range of residential, commercial, industrial and institutional uses. The proposed Amendment generally conforms to the Regional Official Plan, as it will enable a development project that: will contribute to ensuring that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail (Policy 4.2.6); will assist in ensuring that by the year 2015 and for each year *thereafter*, *a minimum of 40% of all residential development will occur within the built-up area* as defined by the Province’s Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe (Policy 5.3.1). It is in an urban form and design that is compact, oriented to the street, pedestrian and cyclist-friendly, and transit supportive (Policy 5.4.5).

Regional staff encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (Policy 5.2.11). We also recommend the development be designed to achieve energy efficiency levels that exceed the Ontario Building Code (Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (Policy 7.5.12).

Technical Comments

Below is a summary of technical comments received from Regional Departments. Please refer to the appended memorandum from Transportation Planning for full and detailed comments.

Transportation:

Transportation Planning does not support the proposed Official Plan Amendment until such time that the preliminary concept plans are revised to demonstrate that the proposed development will accommodate the planned north-south street. Vehicular access will be from this new north-south local street; private driveway access to Carrville Road will not be permitted.

Water and Wastewater Servicing:

The Owner is advised that the direct connection of new development to a Regional water and/or wastewater system is discouraged. It is the Region's mandate to service new development through the local municipal system. Should this not be feasible, a direct connection to a Regional water or wastewater system requires Regional approval prior to construction. Engineering drawings showing details of the connection(s) shall be submitted to the Infrastructure Asset Management branch for review and approval.

Water Resources:

The property is located within the Wellhead Protection Area Q (WHPA-Q). As such the CTC Source Protection Plan water quantity recharge maintenance policy will apply. The proponent will be required to maintain recharge as demonstrated through a hydrogeological study that shows the existing (i.e. pre proposed development) water balance can be maintained in the future (i.e. post proposed development). The CTC Source Protection Plan Water Balance Requirements document and TRSPA Water Balance Tool (<https://trca.ca/conservation/drinking-water-source-protection/trspa-water-balance-tool/>) should be consulted. The contact person for the scoping and review of the water balance for Source Protection Plan conformity is Don Ford at TRCA.

The owner is advised that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.37, developments should maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide and is available using the following link: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>

With respect to the use of salt on the property, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and/or use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <http://tac-atc.ca/en/bookstore-and-resources/free-resources-and-tools/syntheses-practice>

Summary

The Amendment proposes to increase the permitted height of one of its buildings from 20 to 22 storeys and increase the permitted density from 3.0 to 4.9 FSI. York Region staff does not support the approval of this site specific Official Plan Amendment application until the north-south local street is accommodated. The preferred land use plan, showing the new proposed local street network has been endorsed by Richmond Hill Council since January 30, 2017. The applicant is requested to revise their proposed development concept to accommodate the new local street network.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Whitney". The signature is fluid and cursive, with the first name "Karen" written in a larger, more prominent script than the last name "Whitney".

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

AK

MEMORANDUM

TO: Augustine Ko, Community Planning and Development Services

FROM: Ryan Wong, Transportation Planning
Vi Bui, Transportation Planning

DATE: September 28, 2017

RE: Official Plan Amendment (D01-17001)
39, 41, 53, 59, 69, 79, 81, 89, 91, 97 Carrville Road
Plan 1960 Part Lots 289, 286, 139, 138, 137, 136, 135, 134
(Goldenville Development Inc.)
Town of Richmond Hill

As requested, Transportation Planning staff have reviewed the aforementioned Official Plan Amendment Application and the Transportation Impact Study dated January 2017 prepared by WSP | MMM Group. The proposed development is located at addresses 39-97 Carrville Road, in the Town of Richmond Hill. The subject properties are located on the south side of Carrville Road opposite of Hill Crest Mall. The proposed Official Plan Amendment application is submitted to request permission for a high density, mixed use residential/commercial development comprised of 3 apartment buildings having heights of 18, 20 and 22 storeys respectively, on the subject lands.

The following consolidated comments are provided in coordination with staff from Transportation Planning, and Capital Planning and Delivery.

A. OPA COMMENTS

Transportation Planning

1. The Region will only support a proposed Official Plan Amendment application if the proposed concept is revised to be consistent with the planned transportation network for the Yonge and Carrville/16th Key Development Area Secondary Plan.

B. PRELIMINARY COMMENTS

Transportation Planning

1. The Region will only permit one access onto Carrville Road. This access will be aligned with the Hill Crest Mall East Access on Carrville Road, and shall meet the minimum spacing requirements of 215m from Yonge Street. The “Concept Plan” shall be revised accordingly to reflect these requirements.
2. The “Concept Plan” will be required to be revised to demonstrate that the planned north-south street that will be aligned with the Hill Crest Mall East Access on Carrville Road and will extend south to the planned east-west street. This is consistent with the planned street network identified in the Town of Richmond Hill’s Yonge and Carrville/16th Key Development Area Secondary Plan.
3. Coordination between the applicant and the Owners of Hill Crest Mall will be required to design and construct the intersection so that the proposed access to Carrville Road will align with the Hill Crest Mall East Access.
4. The “Concept Plan” will be required to demonstrate that the proposed development will provide for the planned east-west at the southern limit of the subject properties. This is consistent with the planned street network identified in the Town of Richmond Hill’s Yonge and Carrville/16th Key Development Area Secondary Plan.
5. The applicant will be required in the subsequent applications to demonstrate that the Site Plan will provide direct shared pedestrian/cycling facilities and connections from the proposed development to Carrville Road and to the planned east-west street on the southern limit of the site to support active transportation and public transit, where appropriate. A drawing showing the conceptual layout of active transportation facilities and connections internal to the site and to the adjacent roads shall be provided.
6. The Owner will be required to provide a basic 43 metres right-of-way for this section of Carrville Road. All municipal setbacks shall be referenced from a point 21.5 metres from the centerline of construction on Carrville Road and any lands required for additional turn lanes at the intersections will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor.
7. The applicant will be required to provide an Addendum to the Transportation Impact Study which updates the trip generation component to provide a person trip generator associated with each mode of Transportation.
8. At the subsequent application, the applicant will be required to provide a Transportation Demand Management (TDM) Plan to the satisfaction of the Region. The TDM plan shall include the following:
 - a. A TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.

- b. A TDM communication strategy to assist the Region and the Town of Richmond Hill to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. That the Traffic Study shall be revised to address the following comments, to the satisfaction of the Region.