

Amanda Dunn

From: Robert Nicoll
Sent: Tuesday, April 2, 2019 10:12 AM
To: Amanda Dunn
Subject: Comments - Carval Homes (Shaver) Inc. (D03-18016) (D02-18031) - 1, 2, 4 Parker and 234, 238, 246, 252 King Road.
Attachments: Package_6_5QDWxGbAXON7qxNh4dQWBSgxFPs3vZF_Xtd1qr.html

The following attachments have been sent to you using Mail Express®:

[D03-18016 and D02-18031 Carval Homes \(Shaver\) Inc..zip](#) (42.2 MB)
[Figure 4-2 Flow Monitoring Locations.pdf](#) (1.0 MB)
[Table 4-2.pdf](#) (80.6 KB)

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These links will expire in 2 week(s).

Hi Amanda,

Development Engineering have reviewed the circulation dated January 8, 2019 in support of the Zoning By-law Amendment and Draft Plan of Subdivision Applications. We provide the following comments (with attachments).

Storm Water Management and Functional Servicing - Please contact Rob Nicoll, Project Coordinator at (905) 771-5457 if you have any questions or concerns.

General Comments:

- The Town will require the urbanization of Shaver Street along the entire development frontage, to include the full pavement width, east and west curb/gutter and west boulevard. The ultimate road cross-section and servicing requirements to be determined under detailed design.
- The ultimate Shaver Street road layout will require a temporary road turnaround in accordance with Town Standard R-9A.
- We note that King Road falls under the jurisdiction of the Region of York which is currently under design for road reconstruction, watermain replacement, sidewalk reconstruction and street lighting. Comments should be obtained/coordinated with the Region.
- As the proposed development site is located within the Well Head Protection Area -Q (WHPA-Q), please confirm with the TRCA that the Water Balance analysis meets the requirements of the CTC Source Water Protection Plan.
- Detailed Stormwater Management comments associated with the condominium townhouse site, Block 1 of the Draft Plan, have been deferred to Site Plan application review.

Functional Servicing and Stormwater Management Report - prepared by Valdor Engineering Inc., dated Aug., 2018

- Future submissions are to include scaled conceptual grading and servicing plans to demonstrate the final design grades for the development. Servicing plans are to include MH top elevations to demonstrate the feasibility of the proposed outlet location and depth of cover.
- Section 4.1.1 of the report is to be revised to identify the site pre-development flows to both parker and Shaver Street. Revise Figure 4 accordingly to illustrate the direction of overland flow and the associated drainage areas specific to the outlet locations. Similarly, revise Figure 5 - Post Development Drainage Condition, to illustrate the storm outlet location/direction for both the condominium and freehold townhome blocks.

- In addition to the site specific stormwater management (SWM) analysis, the consultant is to provide a conceptual storm design and SWM analysis for the catchment area outletting into the water course north of George street. the SWM analysis is to identify the current level of service available and confirm the ability of the existing downstream storm infrastructure and drainage ditches to accept drainage from the subject lands. The conceptual design is to account for the future urbanization of Hughes Street and ultimate build-out of the area and identify any required improvements to the local infrastructure.
- Given that the water distribution system falls within an area experiencing high growth and is subject to a number of active development site plan/subdivision applications, at the detailed design stage, a comprehensive water distribution analysis will be required to confirm adequate supply and residual pressures for all demand conditions in accordance with Town standards and demonstrate conformity to the Urban MESP. The consultant is to contact Development Engineering for the analysis terms of reference.
- Development applications within the Urban MESP Study area are required to assess sanitary capacity impacts to the existing system under ultimate build-out conditions for all active development applications within the defined sewer catchment area. As the sewer shed is subject to a number of active development site plan/ subdivision applications, Development Engineering have determined that a more comprehensive sanitary sewer analysis will be required with provision for anticipated future growth areas. The consultant is to contact Development Engineering for additional information.
- Please see the attached excerpts from the sanitary flow monitoring undertaken as part of our Urban MESP study. Please refer to the information for area RH-20 which monitored flows through the existing 600mm dia. sewer at Aubrey Avenue. Please introduce the monitoring results in the assessment of sanitary sewer capacity.
- Please note, at detailed design stage, the location of infiltration galleries proposed along the north property limit should give consideration to future building locations with respect to minimum Ontario Building Code setback requirements.

Draft Plan of Subdivision

- No Comments

Hydrogeological - Please contact Jeff Walters, Manager of Stormwater Management & Subdivision at (905) 747-6380 if you have any questions or concerns.

I have reviewed the Geotechnical Site Assessment report dated February 27, 2017 and the Additional Groundwater Investigations report dated December 13, 2018 prepared by Bruce A. Brown Associates Limited and provide the following comments.

To support the zoning application, we will require a preliminary hydrogeological assessment to confirm that construction of the proposed underground parking structure is feasible and any temporary construction or permanent dewatering impacts to the groundwater system and natural heritage system may be mitigated using conventional methods. A preliminary dewatering impact assessment should be included and will need to conform to Section 3.3 of the Urban MESP.

A portion of the proposed development site is within the Town Urban MESP study area. The Urban MESP report needs to be reviewed as a background document by the Hydrogeological consultant. This investigation will need to address conformity to the recommendations in the Urban MESP for the Town growth centers and corridors. This MESP document is attached for reference.

To support a future site plan application, we will require a hydrogeological assessment of the impact of any temporary dewatering during construction and any permanent dewatering system associated with the building/underground parking structure on the above and below groundwater system including the natural heritage system, adjacent structures and wells. The analysis should also include estimating peak dewatering flows, estimating zone of influence from dewatering, assess impact of discharging flows to the capacity of the local storm drainage system and assess water quality impacts to the storm drainage system and natural heritage features. This hydrogeologic study including impact assessment and mitigation measures needs to conform to the specific requirements for hydrogeological studies identified in the recommendations of Section 3.3 of the Urban MESP.

Transportation and Traffic - Please contact Jason Dahl, Transportation Engineer at (905) 771-2478 if you have any questions or concerns

D02-18031: Zoning Comments

Noise Feasibility Study, by J.E. Coulter Associates Limited. October 30, 2018. Received December 20, 2018.

- Please reformat the tables for measurements and recommendations for the units; it is unclear which townhouses are being described (e.g. Table 3, it is unclear where Set 2 is).
- Please provide additional details on the Projected Sound Levels for the proposed units. For example, Table 3 did not provide details on Units 2 to 5 in the 5-unit townhouse block Set 2 (i.e. Unit #29 thru 32), but the paragraph afterwards noted that these units are below the MOECC's noise criteria; these details should be included either as part of the body of the report, or within the Appendix.
- If the requested information above changes any of the conclusions within the Study, update the Ventilation and Warning Clause Requirements section to reflect this.
- The Children's Montessori Academy Outdoor Play Area does not need to be included as a stationary noise source.
- Once floor plans are available, the noise study should be updated to refine and confirm building requirements (e.g. window or wall upgrades).

Sustainability Performance Metrics. Received December 20, 2018.

- *Update Sections 1.B.1 and 1.B.2 to reflect comments made with regard to the Amenities Context Map (see comment below).*

Amenities Context Map, by Evans Planning. Rev 0. 08/04/2018. Received December 20, 2018.

- *The 800m radius rings shown are incorrect. Illustrate only one 800m radius ring, and center it over the Subject Lands.*

Parking Study, Site Plan Review, Transportation Demand Management Plan and Construction Traffic Management Plan, by Trans-Plan Transportation Engineering. November 2018. Received December 20, 2018.

- Please base the parking supply requirement on the "Rest of Richmond Hill" rates shown within the Richmond Hill Parking Strategy Report.
- Accessible spaces can be included as part of visitor parking supply. It is recommended to convert one or two of the visitor spaces to accessible (if space is available) and reconfigure parking supply. Specifically, consider alternatives to the accessible space next to the underground parking ramp. Consider converting to short-term bike spaces.
- Provide site circulation figures for passenger vehicles entering and exiting the underground parking area at the same time, utilizing the western site access onto Parker Avenue. Provide comments and recommendations to assist drivers.

Site Plan, by Schiller Engineering Ltd., Nov. 2018. Received December 20, 2018

- Show parking ramp slope and radius, including the transition slopes. Refer to the Town of Richmond Hill's Standards and Specifications Manual.

Underground Parking Layout, by Schiller Engineering Ltd., Nov. 2018. Received December 20, 2018.

- Show parking ramp slope and radius, including the transition slopes.
- *Illustrate whether vehicles can enter and exit the underground parking area simultaneously. Recommend mirror treatment along the ramp if necessary.*
- Please base the parking supply requirement on the “Rest of Richmond Hill” rates shown within the Richmond Hill Parking Strategy Report.

D03-18016: Subdivision Comments

Draft Plan of Subdivision, by Evans Planning. Rev 1. 08/04/2018. Received December 20, 2018.

- *Please confirm daylighting requirements with the Region at the intersections of Parker Avenue and King Road, and Shaver Street and King Road.*

Site Plan, by Schiller Engineering Ltd., Nov. 2018. Received December 20, 2018

- As noted in Section 6.2 of the Parking Study, Site Plan Review, Transportation Demand Management Plan and Construction Traffic Management Plan submitted as part of this application, please provide additional sidewalk width along the north side of King Road.
- An 18m ROW is to be provided along Shaver Street; sidewalks are to be provided on both sides of the street.

Comments to be addressed as part of future Site Plan Application:

- The driveway width and curbs are to be as per the Town’s Standards and Specification Manual. Please provide 7.5m curb radii as the proposed accesses. Also include radius details on the curb returns at the top of the underground parking ramp.
- Illustrate curb depressions along the internal driveway. Include AutoTurn figures for the accessible spaces, and for the garbage/loading area.
- Clarify where the stairs on the east side of the underground parking area exit.
- ***Please maintain pedestrian passage along the east side of Parker Avenue during construction. Refer to TL-64 within OTM Book 7 for an example on how to accommodate pedestrians past a mid-block detour. Based on the relatively low speeds and volumes along Parker Avenue, pedestrian barricades may not be needed, but the use of additional construction markers (TC-52) to allocate space for pedestrians should be considered. Maintain road lane width of 3m where possible, and maintain a minimum 1.2m width for pedestrians. Temporary depressed curb ramps should also be considered.***
- ***Note that contractors are not to park along residential streets.***

Transportation Demand Management – Please contact Josh Ward, Sustainable Transportation Coordinator at (905) 747-6340 if you have any questions or concerns.

Transportation Demand Management Comments, to be addressed as part of future Site Plan Application:

- Short-term public bicycle parking spaces shall be located at grade. It is suggested that one bicycle rack be provided in area next to underground parking ramp. Indicate costs for this within Table 9 – Transportation Demand Management Summary.
- Add bicycle parking stalls for the back-to-back townhouse units.
- Reference the Association of Pedestrian and Bicycle Professionals Bike Parking Guidelines for bike parking infrastructure best practices: <http://www.apbp.org/default.asp?page=publications>
- Illustrate pedestrian crossing locations at loading and parking ramp. Pedestrian crossing at underground parking ramp needs to be level, therefore the transitional slope should begin after the crosswalk.
- Coordinate with York Region (Darryl Young, Sustainable Transportation Specialist, (877) 464-9675 ext. 75829, darryl.young@york.ca) to deliver and promote the Transit Incentive and New Resident Information Packages

programs and determine the appropriateness of an information session. The transit incentive amount to be provided per unit shall be decided by the Region.

- Update Table 9 – Transportation Demand Management Summary Section G to reflect number of units within this application.

Regards,

Rob Nicoll, C.E.T.

Project Coordinator – Site Plans, Development Engineering Division

Town of Richmond Hill

Planning & Regulatory Services

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