

Development Services Department

Memo

D08 – Nith Peninsula Area Study

Date: May 8, 2012
To: Steve Stone, Senior Planner
From: Don Cunningham, Development Technologist
Re: **Nith Peninsula Area Study – Engineering Area Study Submission Review**

This document is providing you with our comments to the MHBC letter (October 28, 2011) & additional documentation, and more specifically the portions of this letter that are responding to our previous engineering comments (August 4, 2010).

Please be advised that further comments regarding the MHBC letter (October 28, 2011) & additional documentation will be included in the peer review comments to be provided by GENIVAR.

General Comments:

In regards to the supply of municipal water from the Airport Water Supply System for the lands within the Nith Peninsula Area Study, the analysis must consider:

1. The future requirements to supply water from the Airport Water Supply System for the developable lands within the Airport/Oakhill area, as per the County's Official Plan;
2. The amount of water currently allocated from the Airport Water Supply System to the existing water users in the Airport/Oakhill area;
3. The amount of water capacity from the Airport Water Supply System that will required to service the Southwest Paris Area Study (this is the water required to augment the Bethel Well Field; and finally),
4. The amount of water capacity required for the Nith Peninsula Area Study.

In regards to the Traffic Impact Study, the County requires that a system review be performed on all affected intersections in the vicinity of the study area, which is to include the intersection of Dundas Street West (both east and west bound) & King Edward Street (north and south bound) and the new pedestrian crossing on King Edward Street near Hanlon Place.

Land Use Type And Intensity (page 3):

1. Addressed.
2. Addressed.
3. Addressed.

Traffic Impact & Circulation (page 3):

4. Addressed.

5. All skewed intersections to be redesigned to 90° intersections. These intersections include; Street 'A' & Street 'B', Gort Avenue (N-S road) @ Gort Avenue (ring road).
6. Addressed.

Pedestrian Movement (pages 3 - 4):

7. Addressed.
8. Addressed.

Municipal Services (page 4):

9. We agree that phasing of the development will be considered at a later date (i.e. Subdivision Agreement). Our comments still stand that calculations of uncommitted water capacity need to be updated before they can be applied to these two developments.
10. As per our previous comments, the Bethel Road Water Treatment Plan may have a well capacity of 30 to 35 L/s on an average annual basis with peaking capacity to 50 L/s. The water treatment system itself will use some of this water capacity in its operation. It appears that the actual capacity of the potential new supply at the Bethel Road Water Treatment Plant will not be sufficient to even supply the full build out of the SW Paris Area Study lands, which means that there will be no residual capacity available to supply the Nith Peninsula Area Study lands. The Consulting Engineers previously made reference to attaining up to 50 L/s from the Airport Well Supply System. As per our past comments, the County has not confirmed the capacity of this system. As per our comments above In regards to the supply of municipal water from the Airport Water Supply System, the analysis of same must consider:
 - 10.1 The future requirements to supply water from the Airport Water Supply System for the developable lands within the Airport/Oakhill area, as per the County's Official Plan;
 - 10.2 The amount of water currently allocated from the Airport Water Supply System to the existing water users in the Airport/Oakhill area;
 - 10.3 The amount of water capacity from the Airport Water Supply System that will required to service the Southwest Paris Area Study (this is the water required to augment the Bethel Well Field; and finally),
 - 10.4 The amount of water capacity required for the Nith Peninsula Area Study.

Landscaping (page 5):

11. Addressed.
12. Addressed.

TAB 1 (Zoning By-Law Amendment & Draft Plan of Subdivision) (pages 5, 6 & 7):

13. Addressed.

14. Addressed.
15. See Comment 10, above.
16. Addressed.
17. Addressed.
18. Addressed.
19. Addressed.
20. Currently the water allocation required to service developments proposed in planning applications received at the County is greater than the current available residual capacity of 11.9 L/s as established by the Paris Water Allocation Policy.
21. Section 8.0, 6th bullet – Our original comment still stands that the capacity of the Bethel Well is unknown at the time of the writing of this memo.
22. Addressed.

Draft Plan Of Proposed Subdivision (Dec. 16, 2008), prepared by MHBC (pages 7 – 8):

23. Addressed.
24. Addressed.
25. 0.3m reserves to be illustrated as required, to the satisfaction of the County (i.e. along the flankage and daylight triangles of all corner lots, etc.).
26. All skewed intersections to be redesigned to 90° intersections. These intersections include; Street 'A' & Street 'B', Gort Avenue (N-S road) @ Gort Avenue (ring road).
27. In our previous engineering comments we noted that a divided median is not an approved design standard in the County's current Development & Engineering Standards but that should not preclude it from being considered as a design element for use within this development. This is similar to use of roundabouts as the County currently does not have a design standard for same but have no objections in considering them as a design element in developments.
28. Given our comments to Item 27 above, and the use of a divided median as a design element, ingress/egress to Lots 31 to 37 is to be considered given the location of the proposed divided median. The use of a roundabout as a design element at the intersection of Gort Avenue at the intersection of the ring road may be a solution to providing further access to the above noted lots.
29. Addressed.
30. Addressed.
31. Addressed.

TAB 3 – Scoped Environmental Impact Study (Ecoplans Limited, December 2008) (pages 9 – 12):

32. Addressed.
33. Addressed.

- 34. Addressed.
- 35. Community Services to provide comments on parkland locations.
- 36. Addressed.
- 37. Addressed.
- 38. Addressed.
- 39. Addressed.
- 40. Addressed.
- 41. Community Services to provide comments on the proposed/existing trail system.
- 42. Addressed.
- 43. Addressed.
- 44. Addressed.
- 45. Addressed.
- 46. Addressed.
- 47. Addressed.

If you have any questions, please do not hesitate to contact me.



Don Cunningham
Development Technologist

DC/dc

Attached: 1. MHBC Letter (28 October 2011) re Nith Peninsula Residential Development – PWD & Peer Review Comments (32 pages)

- cc: file
- C. Compeau, General Manager of Public Works
 - M. Pomponi, General Manager of Development Services and Chief Planning Official
 - L. Robinson, Manager of Infrastructure Services
 - A. Davidson, Water Division Manager
 - M. Tout, Roads Operations Manager
 - A. Donn, Development Engineering Reviewer
 - K. Vellenga, Water Clerk
 - S. Holden, GENIVAR
 - K. St-Jean, GENIVAR