



August 26, 2024

Via: Email

Mr. David Van Veen
Development Project Manager
Township of King
2585 King Road
King City ON L7B 1A1

Dear Mr. Van Veen:

**Re: Site Plan Approval & Zoning By-law Amendment Applications
326 Main Street, Schomberg
Fourth Submission
Township File No.: SPD-21-106
Project No.: 300055142.0000**

We have reviewed the material listed in Appendix A relating to the above noted application.

The subject property is located at 326 Main Street in the Village of Schomberg, King Township. The surrounding area is characterized by commercial, residential, and institutional land uses. The subject property is located on the east side of Main Street and south of Doctor Kay Drive in downtown Schomberg.

The property currently contains a two-storey single-detached residential dwelling located towards the center of the property. The single-detached dwelling is of cultural heritage value and is proposed to remain on the subject property to be incorporated with the proposed development. The site is encumbered by natural heritage features to the southeast and a floodplain at the west and south areas of the subject property.

The existing heritage dwelling is proposed to be preserved and converted for commercial uses. The current submission continues to propose a total of 99 dwelling units in the six-storey building, with a total of 106 parking spaces.

The scope of our review is limited to the adequacy of general servicing, stormwater management, grading, environmental assessment, parking adequacy, and noise. Documents such as the Architectural Drawings, Landscape Plans, Floodplain Memo, etc. were reviewed for reference information only as we understand they will be reviewed by others.

Our current submission comments follow in the table below (the "Re" refers to No. in previous submission comments). Comments on a drawing should be reflected on all drawings.

No.	Re	Description
General Comments		
4.1	3.2	<p><i>The Phase 2 ESA remains outstanding and should be provided.</i></p> <p>Not addressed. The Phase 2 ESA has not been provided with this submission. The Phase 1 ESA identified the need for a Phase 2 ESA, due concerns from potential use of pesticides from historical agricultural activities and unknown fill material at the site, and presence of historical fuel storage tanks, auto repair facility, sign manufacturing facility, and oil spill reported near the site.</p> <p>The Phase 2 ESA should be provided now prior to acceptance of SPA.</p>
4.2	3.3	<p><i>Snow storage areas adjacent to the proposed hydrant and OGS have been removed. Snow storage continues to be provided at the northwest corner of the property and southeast corner of the building. The Applicant has indicated in the response that snow will be trucked off-site if the on-site storage was determined insufficient by the Township. A condition should be included in the Agreement with the Owner and its successor (i.e., Condo Corp.) acknowledging and agreeing to trucking snow off-site.</i></p> <p>Comment retained for reference. [SPA Condition]</p>
4.3	3.5	<p><i>A revised opinion of probable costs has been provided for fees and security calculation purposes. The landscape and lighting cost estimate remains to be provided.</i></p> <p>Addressed. Standalone cost estimates for Landscape and Lightning have been provided.</p>
4.4	3.7	<p><i>Main Street is categorized as a Collector Road in the Township Transportation Master Plan and Official Plan. We understand Development Engineering staff advised during the Pre-consultation Meeting on April 8, 2021 that the Township is protecting a 20.0 m wide road allowance along Main Street. A conveyance reflecting 10.0 m from existing centerline of road should be dimensioned and shown on the drawings. Control manholes and valves at property lines should be relocated accordingly.</i></p> <p>Addressed. Site Plan and Engineering Drawings have been revised to reflect the 10.0 m conveyance from the existing road centerline. Private infrastructure has been relocated accordingly.</p> <p>We acknowledge one storm manhole (previous MH8, located right before the property line) was removed to accommodate the revised servicing layout, and MH7 will function as the new control manhole. No further comments.</p>

No.	Re	Description
Grading, Servicing & Detail Drawings (review by Ruben Arteaga, P.Eng. and Howie Man, P.Eng.)		
4.5	3.14	<p><i>Crozier has provided email correspondence from the Cupolex tank supplier that freezing within the storage tank is not a concern regardless of the limited cover of the tank.</i></p> <p><i>We have no concerns with the proposal subject to Crozier's confirmation on the feasibility of installing the tank under the parking pavement design specification recommended by the Geotechnical Engineer.</i></p> <p>Addressed. Crozier has confirmed in the response that the Cupolex chamber can be adequately accommodated. Elevations at the parking space area for this location have been raised to a minimum grade of 228.10 m in order to accommodate the pavement design recommended by the Geotechnical Engineer on top of the Cupolex Chamber.</p>
4.6	3.15	<p><i>As discussed during a virtual meeting between Burnside, Crozier, and King Township on November 14, 2023, Crozier confirmed that no tie-backs will be required as the retaining walls on the northern boundary will extend above grade from the underground parking walls. However, from the information presented on Cross-sections G and H (Drawing C108), it appears a portion of this wall will be outside of the limits of the underground garage. Portions of this wall will exceed 1.0 m. We acknowledge a typical detail of the retaining wall has been provided on the Landscape Plan; however, it lacks detail and it references that "engineering and guard of the wall by others". Detailed design of all retaining walls prepared by a P.Eng. should be provided.</i></p> <p>Addressed. Crozier has confirmed that the proposed retaining walls will extend above grade from the underground garage walls. Given that the wall is part of the building structure, we understand the wall design will be reviewed at Building Permit by the Building Department. The cross-section drawings (revision dated August 16, 2024) have been amended to reflect a note to this effect.</p>
Erosion and Sediment Control (ESC) Plans (review by Ruben Arteaga, P.Eng.)		
4.7	3.19	<p><i>Tree protection fencing has been provided on the ESC plans. This should also be provided on the Grading Plan.</i></p> <p>Addressed. Tree protection fencing has been added on the Grading Plan.</p>
4.8	3.20	<p><i>After the installation of ESC measures but before commencement of other site work, the Township now requires a P.Eng. stamped as-constructed drawings along with certification confirming that the ESC works have been constructed as per the design drawings. These are to be provided to the satisfaction of Township staff prior to continuing on other site work. A note to this effect should be included on the ESC</i></p>

No.	Re	Description
		<p><i>drawing and a condition stipulating this requirement should be included in the Site Plan Agreement.</i></p> <p>Addressed. The note has been included on the ESC Drawings. A condition stipulating this requirement should be included in the Site Plan Agreement. [SPA Condition]</p>
Hydrogeological Investigation (review by Jim Walls, B.Sc., P.Geo., QP _{ESA})		
4.9	3.22	<p><i>a) Any sub-water table construction (such as elevator shafts, etc.) must be designed to be watertight as long-term dewatering will not be permitted. Off-site discharge of groundwater to the sanitary sewers is not permitted and water balance must be provided. The report recommendations should be provided accordingly, and the applicable design submitted.</i></p> <p>Addressed.</p> <p><i>b) The seasonal high groundwater data has been collected by data loggers but ignored by an arbitrary assignment of seasonal high groundwater elevations. This should be addressed. The potential for long-term dewatering of saturated stratigraphy based on the data logger data must be addressed.</i></p> <p>Addressed.</p> <p><i>c) As noted in our previous comments, some parts of the basement are proposed to be below groundwater. The response by Crozier states no long-term dewatering is proposed, and the proposed underground structures will be constructed to be watertight; however, no discussion on waterproofing is provided in the Hydrogeological investigation.</i></p> <p><i>Specific discussion on the watertight structure below the groundwater elevation is to be provided. Waterproofing details are to be provided and shown on the civil drawings.</i></p> <p>Not addressed. Crozier has noted that the watertight structure design and waterproofing details will be provided by the Structural Engineer and Dewatering Consultant at the Building Permit stage (email correspondence dated August 12, 2024).</p> <p>From our discussion with Township Planning and Development Engineering staff on August 22, 2024, we understand staff is reviewing the potential of including the requirement of waterproofing for the underground structure as a Holding provision of the zoning and/or a condition in the Site Plan Agreement. [Holding Provision in Zoning/SPA Condition]</p>

No.	Re	Description
		<p><i>d) A groundwater flow contour figure is required. Hydraulic conductivity data and some comment on hydraulic gradients is required.</i></p> <p>Addressed.</p> <p><i>e) Partially addressed by provision of flow directions on a figure; however, there is no comment on hydraulic gradients. As the cross-sections show the base of the structure to be below the interpreted groundwater elevation and well below the piezometric elevation the potential impact of potentially upward vertical gradients should be provided.</i></p> <p>Addressed.</p>
Noise Feasibility Study (review by Kristina Zeromskiene, Ph.D., LEL)		
4.10	3.23	<p><i>A noise impact assessment has been provided. As noted in the report, when the equipment is selected, including the emergency generator, it should be verified that it will meet criteria at on-site and off-site sensitive receptors.</i></p> <p>Comment retained for reference.</p>
Transportation and Traffic (review by Henry Centen, P.Eng.)		
4.11	3.26	<p><i>The Parking Justification Study estimates that three parking spaces will be lost due to the new access; however, these are not included in the parking demand calculations. The number of parking spaces required to meet sight line requirements may be higher.</i></p> <p>The parking proposed in the Parking Justification Study (PJS) (i.e., 99 residential, 4 residential visitor, 3 commercial) agrees with the number of spaces recommended by the Township’s Planning Department (as per email from Paul Kulyk, dated May 17, 2024).</p> <p>The PJS also recommends cash-in-lieu for the shortfall in commercial parking plus the required removal of on-street parking to accommodate the sightlines (i.e., 16 space cash-in-lieu to accommodate retail or 32 space cash-in-lieu to accommodate restaurant).</p> <p>Matters relating to parking supply is to be addressed to Planning Department’s satisfaction.</p>
4.12	3.27	<p><i>Further discussion with Township Planning staff will be required for any parking removal along Main Street.</i></p> <p>See comments on parking removal in Item 4.26 above.</p>

No.	Re	Description
4.13	3.28	<p><i>A memorandum study of the pedestrian crossing has been provided, recommending a Level 2 Type C Pedestrian Crossover. A conceptual design should be provided for the crossing, including the identification of any parking restrictions required for its implementation.</i></p> <p>Not addressed. As noted in our previous comments, The TIS and Pedestrian Crossover Review Memorandum prepared by Crozier recommended a midblock pedestrian crossover.</p> <p>Crozier has noted in email correspondence (August 16, 2024) that the crossing design will be provided at the Building Permit stage. While the provision of this design does not impact the ZBA, we have confirmed with the Township that the detailed design for the crossing must be provided now to form part of the Site Plan Agreement.</p> <p>Based on previous correspondence between Crozier and the Township, a proposed crossing location near the front of 296/290 Main Street (approximately 60.0 m south of the site entrance) was discussed. We note this location might be in conflict for the existing driveway entrance at 301 Main Street. Further review of the exact location of the pedestrian crossing will be required with Burnside and Township staff as part of the detailed design.</p>
4.14	3.29	<p><i>The Pavement Marking and Signage Plan (PMSP) should be revised to remove the pedestrian crossings near the accessible parking spaces, as per the recommendation in the TIS. Fire Route signage should be added to the PMSP.</i></p> <p>Addressed. A revised, stand-alone version of the PMSP has been provided. The drawing has also been stamped.</p>
4.15	3.30	<p><i>A Parking Justification Study (PJS) has now been provided. The PJS recommends cash-in-lieu for any shortfall in the commercial parking and concludes that the residential parking demand can be met by the parking that is being proposed. Further review/discussion should be provided to confirm the appropriate parking supply, including the allocation between residential and commercial parking and the amount of cash-in-lieu contribution for commercial parking deficits.</i></p> <p>See comments on parking removal in Item 4.26 above.</p>
Photometrics (review by Reza Soleymani, P.Eng.)		
4.16	-	<p>While the Photometric design was previously found to be acceptable, we note Drawing E1.1 (Lightning Analysis Site Plan) has been removed from the latest drawing set provided in this submission.</p> <p>The complete set of Photometric Drawings should be provided to the Township prior Site Plan Approval.</p>

No.	Re	Description
Green Development Standards Metrics (review by Ruben Arteaga, P.Eng.)		
4.17	-	<p>We have reviewed the Green Development Standards Metrics for matters related to Public Works, provided for the first time in this submission.</p> <p>Some of the minimum required target either could not be met or it could not be determined as follows:</p> <ul style="list-style-type: none"> 1.1 Alternative Energy Systems 1.4 Alternative Surfaces 1.7 Road Salt Management 2.2 Soil Quality & Quantity 3.2 Exterior Lighting 3.4 Recycled/Reclaimed Materials 3.5 Material Re-use 3.6 Efficient Vehicles & Carpooling 4.3 Off-Street Parking <p>We defer Item 3.8 relating to Building Envelope to the Building Department.</p> <p>See enclosed marked-up Green Development Standards Development Metrics document.</p>

Technical comments for the Civil Engineering Drawings have been generally addressed with the provision of supplementary materials by Crozier (email dated August 16, 2024). A Phase 2 Environmental Site Assessment brief and the pedestrian crossing design continues to be absent and are required prior to recommendation for Site Plan Approval. The latest complete set of Photometric Drawings should be provided to the Township prior to the acceptance of the SPA.

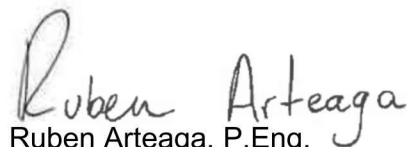
When the Township finds the application approvable in the future, we recommend conditions to be included in the Site Plan Agreement for the Owner's commitment to truck snow off-site and the requirement of a Professional Engineer certifying the as-constructed erosion and sediment control installation prior to further work. We understand Planning staff is reviewing the suitability of including the requirement for waterproofing the underground structure as a zoning Holding provision and/or a condition in the Site Plan Agreement.

Additionally, we note some of the required targets in Green Development Standards Metrics either could not be met or it could not be determined. Township Planning staff should also be made aware of the parking comments for their consideration.

Should you have any questions in this regard, please contact the undersigned.

Yours truly,

R.J. Burnside & Associates Limited



Ruben Arteaga, P.Eng.
RA/HM:bp



Howie Man, P.Eng.

Enclosure(s) Marked-up Green Development Standards

cc: Carolyn Rodgers
 Paul Kulyk

Township
Township

Via: Email
Via: Email

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Appendix A – Received Materials

No.	Description	Issued	Received
1.	Cover Letter, prepared by Weston Consulting	June 13, 2024	July 10, 2024
2.	Email Correspondence Re; Parking Matter, from Paul Kulyk	May 17, 2024	July 10, 2024
3.	Response Matrix, prepared by Weston Consulting	June 2024	July 10, 2024
4.	Green Development Standards Metrics	-	July 10, 2024
5.	Circulation Memo, prepared by Township	July 8, 2024	July 10, 2024
6.	Architectural Drawing Set, prepared by SRM Architects Inc.	May 27, 2024	July 10, 2024
7.	Electrical Drawing Set, prepared by e-Lumen Internation Inc.	May 30, 2024	July 10, 2024
8.	Lighting Cost Estimate	-	July 10, 2024
9.	Landscape Cost Estimate, prepared by Hill Design Studios	June 10, 2024	July 10, 2024
10.	Hydrogeological Investigation, prepared by Crozier	Revised May 31, 2024	July 10, 2024
11.	Servicing & Stormwater Management Implementation Report, prepared by Crozier	May 2024	July 10, 2024
12.	Civil Drawing Set, prepared by Crozier	Stamped May 31, 2024	July 10, 2024
13.	Drawings C102, C107, and C108)	Stamped Aug. 16, 2024	Aug. 16, 2024
14.	Pavement Marking and Signage Plan (Fig 17), prepared by Crozier	Stamped Aug. 16, 2024	Aug. 26, 2024
15.	Transportation Impact Study, prepared by Crozier	June 2024	July 10, 2024
16.	Addendum Parking Justification Study, prepared by Crozier	June 2024	July 10, 2024
17.	Floodplain Memo, prepared by Crozier	June 7, 2023	July 10, 2024
18.	Letter of Credit Recommendation, prepared by ERA	June 7, 2024	July 10, 2024
19.	Source Water Impact Assessment and Mitigation Plan, prepared by Crozier	May 31, 2024	July 10, 2024
20.	Stage 1 and 2 Archaeological Assessment, prepared by Parslow Heritage Consulting Inc.	June 12, 2024	July 10, 2024
21.	Visual Impact Assessment Addendum, prepared by Weston Consulting	May 2024	July 10, 2024