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## **INTER OFFICE MEMO**

**To:** Darren Shupe, Director of Planning  
**From:** Dave Bell, P. Eng., Director of Engineering & Public Works  
**Date:** September 26, 2024  
**Subject:** Ryan's Park Site Plan Approval

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Darren,

As a follow-up to the appellant's questions regarding the Site Plan approval for the revised design, I offer the following comments as it relates to the engineering aspects of the project:

**Sanitary Sewer:** The existing sanitary sewer main on School Street that was at the end of its useful life was replaced in 2008 to with a larger 10" PVC pipe and is capable of handling this development at full buildout without negatively impacting the service to the existing up or downstream properties in this sewershed.

**Storm Sewer:** The original engineering plans submitted for this development included a storm water management plan that adheres to the Province's mandate for net-zero storm water impacts on downstream systems. Infrastructure for the entire development was installed in 2020 & 2021 (water, sewer & storm systems) although only the first phase of the buildings, the lower density Ryan's Park was completed.

The storm system will not be fully functional until this next phase of the two 9-story buildings & parking lots are constructed, but based on the engineering design, the post construction runoff will be less than or equal to what left the site when it was home to the original KCA School complex prior to it being demolished.

**Water:** The subject site is serviced by a 12” watermain on School Street looped and fed from multiple directions providing ample fire protection and domestic water service to this site and the surrounding properties. The developer is required to boost the domestic pressure, if required to the higher-level floors within the buildings at their expense.

**Traffic:** As per Policies T-8 & T-9, a Traffic Impact Study (TIS) is required if the development is expected to generate 100 or more two-way trips at the site entrance(s) during peak hours. We accept Trans4m Group’s analysis of the existing site conditions and calculated increases that the development at full buildout will generate less than 30 vehicles per hour (or about 1 vehicle every 2 minutes) during peak hours and less other times of the day. Even though a TIS wasn’t triggered by the increased peak hourly trips and Town Policies, the applicant had Trans4m Group prepare a Traffic Impact Statement (TIS<sub>t</sub>, less involved than a TIS) which determined that no traffic infrastructure improvements are required to accommodate this development.

Best Regards,

Dave Bell, P.Eng.  
Director of Engineering & Public Works