

Growth Strategy and Economic Development

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Via Email Only

March 13, 2024

File Number: D.20.05.OTH-23-0012

Kirsten McCauley, MCIP, RPP
Director of Community and Development Services
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
PO Box 100, Virgil, ON L0S 1T0

Dear Ms. McCauley:

Re: Minister's Zoning Order Request
Address: 1287, 1301 and 1313 Niagara Stone Road
Town of Niagara-on-the-Lake

Staff from the Region's Growth Strategy and Economic Development Department have reviewed the information circulated with the Minister's Zoning Order (MZO) for 1287, 1301 and 1313 Niagara Stone Road in the Town of Niagara-on-the-Lake.

As indicated in the Planning Justification Report, prepared by Arcadis Inc. (dated January 16, 2024), the applicant is proposing to permit a total of 289 residential units on the subject lands (including 98 two-storey townhouse dwellings, 165 apartment units in three six-storey mid-rise apartment buildings, 25 single-detached dwellings, and 1 semi-detached dwelling). Access to the development is proposed to be provided through a currently unopened municipal road allowance which connects to Line 3 Road. A secondary access will be provided from Niagara Stone Road.

The rear portion of the subject lands is designated 'Employment Area' in the Niagara Official Plan (NOP) and is, therefore, also considered as being an 'employment area' under both the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan). The NOP prohibits residential uses within the 'Employment Area' designation, and the PPS, Growth Plan and NOP prohibit the conversion of employment areas for non-employment uses outside of a Municipal Comprehensive Review. The purpose of the proposed MZO is to permit the conversion of this portion of the subject lands to residential, as well as to establish site-specific setback, lot area, lot coverage, parking and amenity area provisions to permit the proposed development.

Regional staff note that, in an announcement dated December 13, 2023, the Minister of Municipal Affairs and Housing indicated that the Province intends to consult on a framework for how MZO requests will be received and considered, and until this framework is completed, the Province will not consider or issue any other MZO requests. As of the date of this letter, there has been no formal announcement from the Province regarding the intended framework or process moving forward.

Provincial and Regional Policies

The proposed development, which is subject to the MZO request, consists of residential uses. As identified previously, the rear portion of the subject lands is designated 'Employment Area' in the NOP and is, therefore, also considered as being an 'employment area' under both PPS and Growth Plan. In accordance with direction provided by the PPS and Growth Plan, residential uses are prohibited within the 'Employment Area' designation under the NOP. The PPS, Growth Plan and NOP also prohibit the conversion of employment areas for non-employment uses outside of a Municipal Comprehensive Review. The Region's Municipal Comprehensive Review was completed on November 2, 2022, when the NOP was approved by the Minister of Municipal Affairs and Housing. The proposed conversion to non-employment uses (residential) is, therefore, contrary to current Provincial and Regional policies.

If the MZO is approved, Regional staff understand that future Draft Plan of Condominium and Site Plan Control applications will be required to facilitate the detailed design of the proposed development. Regional staff request that the following review/studies be undertaken in support of the consideration of the proposed MZO:

Land Use Compatibility

Both the PPS and the NOP require that major facilities and sensitive land uses "be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities...". The NOP also states that "the Region and Local Area Municipalities shall discourage any redevelopment of employment land that may restrict the ability for nearby existing or planned employment uses to operate or expand". To implement these policies, the Ministry of the Environment, Conservation and Parks (MECP) Land Use Planning Policy Guidelines (the guidelines) are to be applied in the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses on industrial uses. Guideline D-1 "Land Use Compatibility Guidelines" and Guideline D-6 "Compatibility between Industrial Facilities and Sensitive Land Uses" would apply to the review of this proposal.

The Guidelines indicate that industrial land uses and sensitive land use are normally incompatible due to possible adverse effects on sensitive land uses created by industrial operations in close proximity. The guidelines indicate that a sensitive land use should not be permitted closer than the specified minimum separation distance, unless

impacts from industrial activities can be mitigated to the level of “trivial impact” (i.e. no adverse effects).

The proposed development includes sensitive residential uses, which would be located immediately adjacent to the Virgil Business Park. This area contains many existing industrial facilities, as well as industrially zoned land. The northerly boundary of the subject lands shares a lot line with several existing industrial facilities. Accordingly, portions of the proposed development would be located within the minimum separation distance of the adjacent industrial facilities.

The following reports were provided with the MZO circulation to address land use compatibility:

- Land Use Compatibility Study (Air Quality and Noise), prepared by RWDI (dated August 10, 2023); and
- Noise Impact Study, prepared by RWDI (dated August 10, 2023).

Regional staff would typically retain a qualified consultant to peer review these reports, given the highly technical nature of the analysis included within them. Based on a cursory review, it appears that both reports identify potential odour and noise impacts from the adjacent industries that require further analysis to ensure there will be no adverse effects to the proposed development. Both reports identify potential at-source mitigation (in the form of acoustic silencers to address noise impacts, and wet scrubbers and/or carbon filtration to address odour impacts) at the industries that may be required to ensure adverse impacts are appropriately mitigated, and to ensure the industries remain in compliance with Ministry of Environment, Conservation and Parks (MECP) approvals and requirements. The reports do not identify whether the applicant has approached the nearby industries to determine the feasibility of implementing the potentially required mitigation, including who would be responsible for its installation. If any required at-source mitigation cannot be achieved, the guidelines indicate that it is the responsibility of the proposed development to include mitigation on-site. The reports do not specify what this would entail, including if any increased zoning setbacks would be required to ensure compatibility is achieved. These are typically required to be incorporated into site-specific zoning provisions (such as through the proposed MZO).

To ensure there will be no adverse impacts to future residents of the proposed development, and the proposed development will not restrict the ability of existing/future nearby industrial uses to operate and expand, Regional staff request that the land use compatibility reports be peer reviewed (and any revisions deemed necessary be addressed and implemented) to support the consideration of the proposed MZO.

Natural Environment System

The subject property is impacted by the Region’s Natural Environment System (NES), consisting of Significant Woodland, Other Woodland and a wildlife linkage/corridor. The NOP requires the preparation of an Environmental Impact Study (EIS) if development or

site alteration is proposed within 120 metres of Significant Woodland or 50 metres of Other Woodland and/or Wildlife Linkage. The EIS must demonstrate that there will be no negative impact on the features or their ecological function. Staff note that the NOP does not permit development within the boundaries of Significant Woodland.

In accordance with these policies, Regional staff request that the completion of an EIS be required to support the consideration of the MZO on the subject lands. The EIS work will ensure that all features and applicable buffers are appropriately zoned to ensure the long-term protection of the natural heritage system. The EIS will also screen for additional NES features and potential supporting features and areas, as well as enhancement areas.

A Terms of Reference (TOR) must be prepared, consistent with the NOP and to the satisfaction of the Region, prior to undertaking the comprehensive EIS. Regional Environmental Planning staff visited the subject lands on July 7th, 2023. A TOR has not been submitted for Regional review and approval as of the date of this letter.

Archaeological Resources

Portions of the subject lands are mapped as having archaeological potential in the NOP (Schedule K). The following archaeological assessments were provided with the MZO circulation:

- Stage 1-2 Archaeological Assessment (1313 Niagara Stone Road), prepared by Detritus Consulting Ltd. (dated July 20, 2016); and
- Stage 1-2 Archaeological Assessment (1287 and 1301 Niagara Stone Road), prepared by Detritus Consulting Ltd. (dated May 29, 2017).

Together, the assessments include a review of the entirety of the subject lands, with the exception of unopened road allowance at the rear of the property. Archaeological requirements for the future roadway in this location will be required to be addressed as part of the future process to permit its construction. Neither Stage 2 assessment resulted in the identification or documentation of any archaeological resources. Accordingly, in both instances, the licensed archaeologist recommended that no further archaeological assessment for the subject lands were warranted. In letters dated July 28, 2016 and July 5, 2017, the (then) Ministry of Tourism, Culture and Sport confirmed that all archaeological resource concerns associated with the submitted assessments have met licensing and resource conservation requirements. Both letters reference reports dated differently than the reports received with the MZO circulation. Accordingly, Regional staff will require that the applicant forward a copy of the final reports that were submitted to the Ministry as part of future applications.

Site Condition

A Phase I Environmental Site Assessment (1287, 1301 and 1313 Niagara Stone Road), prepared by Andre Breberina, P. Geo (dated September 19, 2023) was provided with

the MZO circulation. The report concludes that, based on an analysis of past uses of the subject lands, and previous Phase I ESAs which included soil and groundwater samples, that there are no areas of potential environmental concern on the subject lands, and therefore, no further investigations are warranted. Accordingly, Regional staff are satisfied that no further site condition work is required in support of the proposed MZO.

Transportation

A Traffic Impact Study (TIS), prepared by Paradigm (dated August 2023) was provided with the MZO circulation. The TIS identifies, among other considerations, that a left turn lane of 120 metres is warranted on Niagara Stone Road at the proposed access in this location, and that this will impact the existing left turn lane at the easterly driveway entrance to Crossroads Public School. The TIS concludes that, based on posted reduced speed limits in this location during school pick-up and drop-off hours, a reduction in the size of this existing left-turn lane in favour of the proposed development is appropriate.

Regional staff do not support a reduction in the size of the existing left-turn lane in this location, as its existing length is designed as per the 60 km/hr design speed preferred by the Region to address speeding, and to accommodate the 95th percentile queue length during the morning peak hour for student drop-off. Furthermore, a larger taper length and larger minimum distance for the turn lane is preferred to be maintained at this driveway, as the trip distribution in the future traffic scenarios included in the TIS shows higher number of trips in the east-bound lane to the school during the morning peak hour than the west-bound lane trips to the proposed development during the afternoon peak hour. Given the left turn lane warrant analysis results, Regional staff will require that the proposed access be moved further to the southwest to avoid conflict with the school's turning lane. This requirement may impact setback and other provisions included in the proposed MZO and, therefore, Regional staff request that this change be addressed as part of the consideration of the proposed MZO.

The recommendations of the TIS are predicated on a new roadway being constructed on the currently unopened municipal road allowance which connects to Line 3 Road. This unopened road allowance is partially within the Protected Countryside - Specialty Crop Area – Niagara Peninsula Tender Fruit and Grape Area designation of the Greenbelt Plan, and the Specialty Crop Area designation of the NOP. Both the Greenbelt Plan and the NOP require that new infrastructure (including roads) within the Protected Countryside/Specialty Crop Area designations be supported by justification (specifically an EIS and Agricultural Impact Assessment, as well as other applicable study requirements) which demonstrates that there is no reasonable alternative, and that any impacts to the agricultural system and natural heritage system will be avoided, and if avoidance is not possible, minimized and, to the extent feasible, mitigated. These requirements should be addressed in support of the consideration of the proposed MZO. Alternatively, it is requested that the TIS be revised so that the future

transportation network for the proposed development is not predicated on the future roadway being constructed.

A road widening along this section of Niagara Stone Road (Regional Road 55) is not required; however, where Niagara Stone Road meets the private roadway, daylight triangles (6 metre by 6 metre for an urban non-signalized intersection) will be required. The daylight triangles are to be clearly shown on all future plans. Regional staff will also require that future submissions include detailed engineering drawings for future works within the Regional road allowance, as well as the closing and reinstatement of existing entrances with barrier curb, boulevard and sidewalk. The owner will be required to enter into a legal agreement and deposit a letter of credit for all works within the Regional road allowance.

Servicing

Regional staff note that servicing is under the jurisdiction of the Town of Niagara-on-the-Lake. The Region will have to confirm capacity in the Regional system prior to the Town signing off on the CLI ECA forms (if required).

Regional staff note that the proposed development is within the Lakeshore Road Sewage Pumping Station (SPS) sewershed. The current SPS has an operational capacity of 86 litres/second and the current 2021 Master Servicing Plan (MSP) has indicated that an upgrade to the station will be required to accommodate all anticipated growth in the SPS sewershed, in addition to the calculated wet weather flows. An infiltration/inflow (I/I) reduction program should be on-going to restore design capacity and potentially gain additional capacity in the system during rainfall events. Additionally, the Town, in partnership with the Region, is currently undertaking a Pollution Prevention Control Plan (PPCP) to review the overall system performance and develop a mitigation plan and determine projects to help address I/I reduction in the system.

There is an existing Regional watermain within the Regional road allowance. This main is not to be disturbed by servicing works to the site, and any crossings of the main will require plan and profiles to be submitted to the Region for review and approval.

Stormwater Management

The Functional Servicing Report, prepared by Upper Canada Consultants (dated May 2023) provided with the MZO circulation indicates that the proposed development's stormwater will outlet to Virgil Reservoir through a future storm sewer running within the currently unopened road allowance. As noted previously, justification should be required to demonstrate this road conforms to Greenbelt Plan and NOP policies. Alternatively, the proposed storm water management plan should be revised to accommodate storm water outside of this road allowance.

The proposed storm water management plan proposes no water quantity control, and a normal protection of water quality control. The storm water management plan will be

March 13, 2024

subject to the satisfaction of the Town and Niagara Peninsula Conservation Authority (NPCA).

Conclusion

Should you have any questions concerning the above noted comments, please contact the undersigned at amy.shanks@niagararegion.ca or Diana Morreale, Director of Growth Management and Planning at diana.morreale@niagararegion.ca.

Please send notice of the MZO decision to the Region.

Kind regards,



Amy Shanks, MCIP, RPP
Senior Development Planner

cc: Michelle Sergi, MCIP, RPP, Commissioner, Growth Strategy and Economic Development, Niagara Region
Diana Morreale, MCIP, RPP, Director, Growth Management and Planning, Niagara Region
Pat Busnello, MCIP, RPP, Manager, Development Planning, Niagara Region
Susan Dunsmore, P.Eng., Acting Director, Infrastructure Planning and Development Engineering, Niagara Region
Cara Lampman, Manager, Environmental Planning, Niagara Region
Adam Boudens, Senior Environmental Planner, Niagara Region
Stephen Bureau, Development Approvals Technician, Niagara Region
Maggie Ding, P.Eng., Stormwater Management Engineer, Niagara Region
Aimee Alderman, MCIP, RPP, Senior Planner, Town of Niagara-on-the-Lake



Niagara Peninsula
CONSERVATION
nature for all

March 15, 2024

Via Email Only

Aimee Alderman, MSc, MCIP, RPP
Senior Planner
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
PO Box 100,
Virgil, ON, L0S 1T0

Our File: PLOTH202400245

Dear Aimee

**Re: Niagara Peninsula Conservation Authority (NPCA) Comments
Proposed Minister's Zoning Order – 1287, 1303, 1313 Niagara Stone Road
Niagara-on-the-Lake**

The NPCA has been circulated a proposed Minister's Zoning Order (MZO) for the above noted lands. If approved, the proposed MZO would change the use of the subject lands from employment lands to residential. We have reviewed the proposal and offer the following comments.

NPCA staff note that the subject property does not contain any features regulated by the NPCA and, therefore, we have no comments for the MZO itself. However, the NPCA owns the land immediately east of the unopened road allowance that abuts the subject lands. In addition, the NPCA lands contain the Virgil Conservation Area Wetland Complex, which is a provincially significant wetland (PSW). The PSW and its adjacent lands are beyond 30 metres from the subject lands, however, the PSW and NPCA ownership of the land around the Virgil Reservoir may have implications for servicing the subject lands. Our comments are provided to assist the proponent in preparing future subdivision and/or site plan control applications.

NPCA staff have had previous discussions with the proponent regarding potential trail access to NPCA property. The draft site plan provided with the application shows a "proposed 3 metre wide trail connection". There are no details provided about where this proposed trail will connect. If it is still the proponent's intent to connect to the existing NPCA trails, NPCA permission is required. At this time, NPCA staff are open to further discussions regarding a potential trail connection.



Niagara Peninsula **CONSERVATION** *nature for all*

The unopened road allowance along the east of the subject lands is proposed to be opened to at least Walker Road. The road allowance is within the 30 metre adjacent lands to the PSW. As such, opening the road allowance will require an environmental impact study and potentially a water balance. This can be further reviewed at the time of subdivision/site plan control. We also note that the open ditch in the unopened road allowance typically attracts garbage which also ends up on NPCA lands. NPCA staff would appreciate opportunities to discuss how this could be improved should improvements be made to the road allowance and open ditch.

The functional servicing report (FSR) indicates that stormwater is proposed to outlet to the Virgil Reservoir. The details of how this will work (e.g. improvements to the existing outlet, new outlet, etc.) are unclear at this time. Please note that the NPCA is not supportive of new infrastructure on NPCA property. Any proposed improvements to the existing outlet on NPCA property will require easements. Please note that the process for the NPCA to grant easements over its property may take some time due to the requirements of the Conservation Authorities Act. Should the proponent move forward with this development, further details of the stormwater servicing will need to be reviewed by the NPCA as it relates to NPCA property.

The proponent has had discussions with NPCA staff and met on the subject lands to discuss the use of NPCA property as a potential site to compensate/offset for unavoidable tree removal on the subject lands. The NPCA presently has no corporate policy on the use of its lands as a compensation site. Therefore, the NPCA is not in a position to support the use of our lands for offsetting at this time.

I hope this information is helpful. If you have any questions or would like to discuss further, please let me know.

Sincerely,

David Deluce, MCIP, RPP
Senior Manager, Environmental Planning and Policy

cc: Leilani Lee-Yates, BES, MSPL.RPD, MCIP, RPP, NPCA (email only)
Adam Christie, NPCA (email only)
Eric Baldin, NPCA (email only)
Sarah Mastroianni NPCA (email only)
Taran Lennard, NPCA (email only)

MEMORANDUM

TO: AIMEE ALDERMAN, MCIP, RPP – SENIOR PLANNER
COMMUNITY & DEVELOPMENT SERVICES

FROM: KIEFER PATON C. TECH.
ENGINEERING TECHNOLOGIST

DATE: MARCH 22, 2024

SUBJECT: THE RESERVOIR – MINISTERS ZONING ORDER

LOCATION: 1287, 1301, 1313 NIAGARA STONE ROAD

We have reviewed the above noted submission and supporting documents provided by the applicant’s agent and will provide further detailed comments once a detailed development application has been submitted.

The following is a summary of our review, comments, and recommendations for the Ministers Zoning Order:

EXISTING SERVICES

Niagara Stone Road

Water	250mm PVC (2011)
Sanitary Sewer	250mm AC (1976)
Storm Sewer	N/A
Sidewalks	Multi-use Path (Town)
Road Allowance	26m (varies)
Road Surface	Asphalt
Road Authority	Regional

WATER

Staff note that the submitted Functional Servicing Report discusses proposed watermain connections to both Niagara Stone Road as well as Walker Road. The Town will require that the water servicing to the site be limited to one water service, or alternatively that if more than one connection is necessary to service the site that the watermain not be looped between existing Town watermains.

The submitted Functional Servicing Report does not indicate whether flow testing of the existing municipal watermain network has been performed. The report does not state whether the existing

network has sufficient capacity to service this proposed development nor the impact to the Town's existing overall distribution system. Town Staff will require that these assurances be provided as part of the future detailed development application through the completion of the necessary flow testing and/or other means as deemed appropriate by the Town.

Please note that the proposed water service connections for the property must be installed in a manner that permits the water meter(s) to capture all water usage for the property. The Town will require that a singular water meter (per main service) be installed in an appropriately sized water meter chamber within the subject property.

SANITARY

Town Staff have referred to the Virgil Master Servicing Plan (VMSP) – completed by Earthtech Jan. 2000 for sanitary sewer flow guidance and design references.

The VMSP indicates that the proposed development falls within Areas 1 & 5 of the overall sanitary servicing strategy for this area of Virgil. It further specifies that sanitary flows be split between the municipal sewer located on Niagara Stone Road, and the sewer located on Henegan Road, with the majority of flows being directed through the Henegan Road sanitary sewer system.

Staff note that the applicant/owner proposes to service the subject development via the existing municipal sanitary sewer located on Niagara Stone Road. The Functional Servicing Report indicates that the findings within the previously completed Virgil Sanitary Sewer Impact Study have been updated to reflect this increase in population as a result of the proposed development.

The Functional Servicing Report has indicated that sufficient downstream capacity exists for the proposed development based on the change in land use, resulting in an increase of projected sanitary flows from the same area. This will need to be confirmed in greater detail as part of the future detailed development application and subsequent review to ensure that capacity for other undeveloped lands are not impacted.

The Functional Servicing Report has also stated that “...*the sanitary sewer at the north end of Four Mile Creek Road is at its full flow capacity under peak flow conditions.*” The Town will require that this section of sanitary sewer (noted as Area 17, MH36 to MH35) be upgraded at the Owner's cost.

ROADS

The owner/applicant has provided a preliminary site plan which proposes improvements to Concession 5 Road within the existing unopened road allowance extending to Line 3 Road, as well as a proposed emergency access connection through an existing Town-owned parcel on Walker Road. These improvements are beyond the limits of the subject property and are considered outside the scope of the development proposal.

The 2004 Transportation Master Plan had previously identified Line 3 Road as a preferred east-west collector route and also recommended the extension of Concession 5 Road between Walker Road and Line 3 Road as part of a recommended roadway implementation strategy. The recommendation to provide a southward extension between Walker Road and Line 3 Road will not be included in the 2024 Transportation Master Plan as properties to the north of the urban boundary will be built out upon completion of this project with no new trip generators anticipated.

The Functional Servicing Report does not discuss the proposed Concession 5 Road improvements, details relating to the necessary Municipal Class EA process, nor the studies, alignment of policies, or other required investigations to support the process.

The submitted Transportation Impact Study (TIS) includes an investigation of a proposed future intersection at Line 3 Road and Concession 5 Road as a secondary access to the development, but does not justify the need for this access. Town staff do not support the opening of Concession 5 Road south of the subject property as the projected traffic generated from the site does not justify the Town's future assumption of the road, nor the associated ongoing maintenance and improvement of approximately 0.5km of roadway to the sole benefit of the proposed development, which according to the TIS will generate a maximum traffic volume of 20 vehicles at PM Peak Hour usage.

It should be noted that there are inconsistencies in the TIS which should be addressed before a final development application is circulated for review. For example, the TIS states a growth rate of 2%, however at the completion of this project both the industrial park and the proposed development will be built-out and constrained by the urban boundary to the south and as a result will have no additional scope for expansion. Additionally, Table 3.2 shows an anticipated trip distribution east and west using Line 3 Road to be 14% of total trips generated (20 vehicles at the PM Peak Hour) while Figure 3.2 shows 36 site-generated vehicles exiting the development during the same period. Neither of these figures reflect sufficient traffic volumes to change the Level of Service at the Line 3 Road connection, but the modelling should be consistent with site generation figures.

It should be noted that since the completion of the TIS in August 2023 the Town has initiated the reconstruction of Line 3 Road between Concession 6 Road and Four Mile Creek Road with full completion scheduled for the Spring of 2024. The project includes reconstruction of the road platform and widening to accommodate 1.5m paved shoulders. Upon completion of the project, the Town intends to lower the posted speed limit to 70 km/hr as per the Transportation Association of Canada's Guidelines for Establishing Speed Limits as part of the future conditions. As such, Any conclusions considered prior to the reconstruction of the roadway and future adjustment to the posted speed limit should be considered in an updated submission as part of a future detailed development application where a consideration for an extension of Concession 5 Road as a secondary access is being proposed.

Town Staff will require that the proposed improvements to Concession 5 Road between Walker Road and the subject development be installed as an urban curb & gutter cross section, which shall include a platform width consistent with Walker Road (approx. 8.6m pavement width) and shall include a hot-mix asphalt road platform rather than the proposed application of surface treatment. Please note that the owner/applicant shall be responsible for 100% of the costs associated with all proposed road improvements.

The proposed site plan also shows an emergency access connection proposed through an existing Town-owned parcel fronting on Walker Road. The Town currently utilizes this space as a storage yard for various assets and is not currently planning on relocating those assets. Town Staff will require further detail clarifying the planned use and/or construction of this access as part of future applications. Town Staff will reserve further comment on this particular item until additional information has been provided.

Staff also note that sufficient day lighting triangles shall be required on all lots abutting intersections, and that detailed TIS review and subsequent comments will be provided at a later date once a detailed development application has been circulated.

STORMWATER MANAGEMENT

Town Staff have referred to the Virgil Master Servicing Plan (VMSP) – completed by Earthtech Jan. 2000 for stormwater management guidance and design references.

The VMSP indicates that stormwater flows from the proposed development shall be directed northwards through the Concession 5 Road allowance, to connect to the existing Walker Road storm sewer. It also shows that upgrading of a portion of the existing Walker Road storm sewer will also be required to accommodate the proposed flows, specifically upgrading of the section of sewer East of Henegan Road to a size of 675mm.

Detailed review of the overall lot grading and SWM will be carried out once a detailed development application has been circulated.

GENERAL

All infrastructure works shall be constructed to current Town specifications, as per industry best practices, and per all relevant legislation. All submitted plans, reports, and supporting documents shall be subject to a peer review at the owner's expense. All proposed works shall be subject to inspection and all necessary testing at the owner's expense.

CONCLUSION

The above comments are intended to be preliminary and broad in nature. Public Works Staff will reserve further detailed comment until such time as a complete and comprehensive development application has been received and circulated.

The above noted analysis does not preclude further comments or requirements being brought forward by this department upon future review of submitted/revised plans, reports, and supporting documents.

In summary, Public Works staff conclude that the proposed development is technically feasible subject to the submission of further additional information, supporting studies, and confirmation of necessary infrastructure improvements to service the development, all of which to be provided as part of a future detailed development application.

Please advise should you have any questions or require additional information.

Sincerely,



Kiefer Paton, C.Tech.
Engineering Technologist
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