



July 20 2015

Mr Jeff Jelsma
Development Engineering Coordinator
Development Engineering
1 Halton Hills Drive
Halton Hills ON L7G 5G2

Our ref: 8812298 (12298)
Town File: D14ZBA12.009 & 09OPA12.002

Dear Mr Jelsma,

**RE: Lindsay Court – FSR/SWM Report
Zoning By-Law Amendment Application
8 & 10 Lindsay Crt. and 13758 & 13764 Highway 7
Town of Halton Hills, (Georgetown)**

Please find enclosed the Functional Servicing and Stormwater Management Report for the Lindsay Court which addresses the comments provided by the Town (dated July 31, 2013) for noted application for your review and approval. For clarity, we have included the comments in italics and responded to each item where necessary in **bold**.

Comments

Prior to Infrastructure Services supporting the Zoning By-law and Official Plan amendment the following items shall be address to satisfaction of the Director of Infrastructure Services and Town Engineer:

- 1. We have reviewed the provided FSR and have significant concerns that no Stormwater Management has been provided. The Towns requires stormwater management for both sites addressing both quantity and quality. Further, based on the information provided, it's the Town opinions that comprehensive stormwater management study completed be complete for the entire drainage area discussing current and future developments within Lindsay Crt. We would suggest that a single Town owned SWM facility may be appropriate as an end of pipe solution (further discussion is required).*

An update of the FSR encompassing the drainage area.

The proposed development now includes SWM measures designed to provide the necessary quantity and quality controls. Refer to Section 6 of the FSR/SWM Report & Drawing SS-1 for reference.

- 2. The FSR should be updated to discuss any LID SWM techniques considered or not applicable to this site. Explanation of why certain LID techniques won't work is required.*

The updated SWM Plan included the use of a proposed infiltration gallery as shown in Drawing SS-1.

3. We offer the following comments regarding the propose storm sewers:

a. As proposed, the storm sewers within the Town's ROW shall be designed to accommodate the road run-off and all external drainage areas. A preliminary design is required as part of the FSR.

All storm sewers within the subject application are design to outlet to the existing SWM Block and no longer are any storm works proposed on Lindsay Court.

b. A suitable outfall will be required and shall not be connected to a private storm sewer system as currently shown.

Refer to SS-1

c. All overland flow routes shall be directed either directly to a water course or Town ROW. We cannot support flow through private lands as currently shown (i.e. 12 Lindsay Cr.).

Overland flow route is directed to a water course in revised submission. Please refer to SS-1.

4. To confirm the Town has plans to re-surface Lindsay Cr. in 2013. There are no current plans for the Town do a full reconstruction or storm sewers within this right-of-way. It is anticipated that Lindsay Cr. will need to be reconstructed by the Developer to support the proposed servicing, access to the condo sites, to address traffic concerns with the right-of-way and to repair damages associated with the construction.

Lindsay Court has been recently resurfaced. The only anticipated disturbances to the Town's right-of-way are the proposed connections to watermain and driveway aprons.

There is a proposed sanitary sewer in the boulevard area for future development of 4 and 6 Lindsay Court and all disturbed areas will be reconstructed to match existing.

5. The Trafalgar Road/Lindsay Court intersection is under the Region of Halton's jurisdiction. As such the Town is not prepared to provide traffic comments at this time without the Regions comments being addressed first as how their concerns are addressed may impact the proposed development. Town's traffic comments will relate to the internal traffic circulation, parking capacity (temporary on-street, visitors and off-street residential) and Goderich-Exeter Railway operations. Further, the Town would like to be included in any discussions or meetings with Halton Region and/or MTO related to the Traffic Impact Study.

Glen Schnarr to address

6. Update the FSR to reference the Town grading standards.

a. All lot grading shall be graded between 2%-5% except where slopes are required which shall not exceed 3:1.

Noted

b. 75% of the rear yard area shall be graded to between 2%-5%.

Noted

c. No retaining walls shall exceed 1.5m in height and shall be installed solely within private lands.

Noted

d. All roads shall be grade to minimum 1%.

Noted

- e. *All swales shall have a minimum grade of 2% unless as a part of the SWM systems and designed as an enhanced or bio-swale.*

Noted

7. *Provide a basic grading plan to demonstrate the general site drains appropriately. The grading plan shown in the FSR does not provide sufficient details to properly evaluate. Where is the 2.5m high berm as suggested in section 8.0 Noise Attenuation?*

The updated FSR includes a detail grading plan which addressed above comments.

8. *Provide a basic site plan indicating relevant dimensions such as but not limited to property lines (condo vs private), driveway dimensions, structure setbacks, lane widths, centreline radii, daylight triangles, curb radii, parking dimensions, CN setbacks, MTO setbacks, etc. The plans in the FSR do not provide sufficient information to confirm the proposed road, building, structures, etc. will fit within subject properties.*

Site plan has been updated with required information.

9. *Provide a typical cross-section for the proposed roadway. It should indicate the location of all utilities, sewer, watermain, sidewalk, curbs, streetlights, transformers, pedestals, asphalt width, etc. and provide dimensions of the same related to the centreline of road and property line.*

Typical road cross-section is included in the submission.

We trust you will find the information submitted complete. We look forward to hearing from you soon. If you have any questions please do not hesitate to contact the undersigned.

Sincerely,
GHD



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