TRITON ENGINEERING SERVICES LIMITED
Consulting Engineers

Memorandum

DATE:	November 10th, 2026
TO:	Ken Melanson
FROM:	Dustin Lyttle
RE:	Briarwood Homes Official Plan & Zoning Bylaw Amendment Submission No.2 Review
FILE:	A4195A

Submitted Items List:

- Archaeological Assessment – Stage 3, dated October 16, 2026, prepared by Earthworks Archaeological Services Inc.
- Architectural Plan Set, dated October 14, 2026, prepared by S&C Architects Inc.
- Comment Response Matrix, updated October 16, 2026, prepared by Innovative Planning Solutions.
- Cover Letter and Submission Table, dated October 16, 2026, prepared by Innovative Planning Solutions.
- Environmental Impact Study, dated October 2026, prepared by Birks Natural Heritage Consultants Inc.
- Floodplain Analysis Report, dated September 2026, prepared by Valdor Engineering Inc.
- Functional Servicing and Stormwater Management Report, revised September 2026, prepared by Valdor Engineering Inc.
- Geotechnical Investigation Report, revision no. 2, dated September 2026, prepared by Soil Engineers Ltd.
- Hydrogeological Assessment Report, revision no. 1, dated September 25, 2026, prepared by Soil Engineers Ltd.
- Land Use Compatibility Study, D-2, D-6, dated September 2, 2026, prepared by Sonair Environmental Inc.
- Landfill Impact Assessment D-4, revision 01, dated October 15, 2026, prepared by SLR Consulting (Canada) Ltd.
- Landscape Plan, revision no. 2, dated September 11, 2026, prepared by Adesso Design Inc.
- Planning Justification Report, dated October 2026, prepared by Innovative Planning Solutions.
- Traffic Impact Study Addendum, dated October 1, 2026, prepared by Paradigm Transportation Solutions Limited.
- Archaeological Study Phase 1 & 2, dated January 29, 2019, prepared by Earthworks Archaeological Services Inc.
- Archaeological Report Submission Letter, dated January 15, 2020, prepared by Ministry of Heritage, Sport, Tourism, Culture Industries.
- OPA & ZBA Application Form, dated April 23, 2025, signed by Enzo DiGovanni (Owner)
- Survey Plan, dated June 7, 2018, prepared by J.D Barnes Limited.
- Sanitary Collection system, dated October 2024, prepared by Valdor Engineering Inc.
- Traffic Impact Study, dated January 2025, prepared by Paradigm Transportation Solutions Limited.

Submission No.1 Comments:

General:

1.1 Fisheries and Oceans Canada (DFO) comments and permit (as applicable) are to be provided for Township record once available. ***Addressed***

1.2 Grand River Conservation Authority (GRCA) comments and permit (as applicable) are to be provided for Township record once available. ***Addressed***

1.3 Compensation plan as discussed within Section 6.3 of the Environmental Impact Study (EIS) is to be provided for Township review. ***Addressed***

1.4 The findings of the additional boreholes as discussed within Section 6.0 of the Geotechnical Report are to be provided for Township review. ***Pending, to be provided at detailed design.***

1.5 Typical commercial entrances, complete with stop signs, are to be provided where the proposed entrances connect to Ida Street. ***Pending, to be provided at detailed design.***

1.6 The east side of Ida Street is to be brought to an urban standard along the Development frontage and up to Victoria Street to provide safe access and pedestrian connectivity to the proposed development. The details of this urbanization are to be discussed further. ***Pending, additional discussion on how the pedestrian connectivity will be achieved beyond the development frontage is required.***

Functional Servicing Report:

1.7 Ensure the latest Municipal Servicing Standards (MSS) dated June 2022 have been referenced. We note that an older version is discussed within Section 7.0 of the Functional Servicing Report. ***Addressed***

1.8 Multiple watermain connections into a single property are not acceptable. Revise the design and associated calculations accordingly. ***Addressed***

1.9 All design parameters and calculations are to be as per the MSS and/or Ministry of Environment Design Criteria. (i.e., Maximum Day Demand Factor, Peak Hour Factor and Minimum Hour Factor for water demand are to be 2.5, 3.75 and 0.45 to align with MECP standards). Revise accordingly. ***Addressed***

1.10 Existing watermain on Ida Street is 200mm diameter. Ensure information shown within the Functional Servicing Report is correct and consistent (i.e., Section 2.2 indicates 250mm). ***Addressed***

1.11 Provide details for watermain, sanitary and storm infrastructure crossings to ensure sufficient separation is provided. ***Deferred, to be provided at detailed design.***

Stormwater Management:

1.12 Provide a sectional view of the stormwater management control structures MH.7, MH.9 and the outlet showing proposed orifice(s), sewers and the ponding elevations. ***Pending, to be provided at detailed design.***

1.13 An impermeable liner is to be provided surrounding the proposed stormwater storage tank to separate high groundwater infiltration and/or exfiltration of run-off collected from parking/driving areas. ***Pending, to be provided at detailed design.***

1.14 Indicate Catchment 101, as mentioned in Tables E3-A to F, within the post-development drainage area map. ***Addressed.***

1.15 Provide detailed calculations confirming how the high-water level elevations were determined for the different rainfall events. *Note: The use of more advanced modelling techniques (MIDUSS, VO OTTHYMO) is preferred for a large site such as this, in lieu of the Rational Method provided.* ***Addressed.***

1.16 Provide additional details for all proposed storm infrastructure (i.e. material, invert, sewer length, slope, etc.) on all applicable drawings. ***Addressed.***

1.17 Provide Storm Sewer Design Sheets for the 5-year event. ***Addressed.***

1.18 Confirm the size of the downstream storm sewer from control MH.7. This is larger than the upstream sewers; however, that structure will be restricting flows. ***Addressed.***

1.19 Indicate major overland flow routes in pre-development drainage area map and update legend accordingly. ***Pending, overland flow routes have not been identified for Figure 4. Revise accordingly.***

1.20 A major overland flow route assessment and inlet capacity assessment is to be provided that addresses the requirements of Section 5.1.7 of the new "Design Criteria for Sanitary Sewers, Storm Sewers and Forcemains for Alterations Authorized under Environmental Compliance Approval". It is our expectation that the maximum depths of flow at the surface and maximum hydraulic grade lines in the Storm Sewers will be verified for up to the 100-year design storm. ***Deferred, to be provided during detailed design.***

1.21 Details (drawings, sizing etc.) regarding the proposed "StormTank" manufactured by Brentwood Industries are to be provided. ***Pending, confirm how the 667m^3 required storage for the StormTank was calculated.***

1.22 Confirm Table E1 headings; they indicate "POST" however they appear to be the pre-development conditions. ***Addressed.***

1.23 Provide the design details of the "enhanced grass swale," as this site is within a Significant Groundwater Recharge Area. ***Addressed.***

1.24 Confirm a typical foundation tile system is sufficient to effectively reduce the high groundwater elevation surrounding and below the proposed below-grade parking structure. Additionally, confirm how groundwater will be controlled from entering the structure in the event of a prolonged power outage.

Note: collected groundwater does not need to be stored and controlled with the collected surface run-off, rather this should be re-infiltrated within the site to achieve water balance to the extent feasible. ***Addressed, below grade parking is no longer proposed.***

1.25 The Functional Servicing Report is to be revised to discuss the available reserve capacity of the municipal water supply, storage, or wastewater treatment systems. This is to be completed in reference to the latest Reserve Capacity Calculations. This is to include, but not be limited to the following:

a. Quantify the number of ERUs required for the proposed development. ***Addressed, refer to attached Municipal Servicing Assessment (MSA).***

b. Confirm that sufficient reserve capacity is available in the water and wastewater systems; and. ***Pending, refer to attached MSA; this can be referenced in the updated FSR.***

c. Provide specific reference to the Township's Servicing Capacity Allocation & Retention Policy (Development Policy D-8), including how the proposal aligns with the policy's requirements for allocation and retention of servicing capacity. ***Pending, discussion to be provided in FSR.***

Archaeological Study:

1.26 Provide the recommended Stage 3 site-specific assessment of the Kerr (BaHc-3) as specified. ***Addressed***

1.27 Provide a letter confirming that the MTCS is satisfied, as discussed within the Archaeological Report. ***Pending, awaiting MTCS approval.***

Traffic Impact Study:

1.28 The TIS is to assess the operational impacts at the Ida Street and Eco Parkway intersection, and the future intersection of Eco Parkway and Highway 10, as contemplated in the previously completed Municipal Class EA and the Eco Park Subdivision draft plan. Please refer to the Township's Planning Applications and Public Notices website. ***Pending. The study notes that Briarwood development***

residents are likely to travel further south on Ida Street before connecting to Highway 10 via Sideroad 260, Dufferin Road 17, or Highway 89. It should be noted that Sideroad 260 has a 40km/h posted speed limit for a section of the road through Corbetton and Ida Street, south of Eco Parkway, has a 70km/h posted speed all the way to Highway 89. Given this, it would be expected that some residents would use Eco Parkway to access Highway 10 as it provides a highway environment with an 80km/h posted speed limit. The study should assess the Eco Parkway/Ida Street intersection with the future scenario of Eco Parkway being connected through to Highway 10 to determine if any operational issues are anticipated and/or improvements recommended.

1.29 Include an evaluation of pedestrian connectivity, including safe and direct access to and from the site to the downtown businesses and schools. This is to consider sidewalk continuity and crossings at key intersections and to complete it in the context and with reference to how it is aligned with the Southgate Official Plan. ***Pending. There are currently no future developments proposed between the Briarwood subdivision and the existing sidewalk at Victoria Street. It is acknowledged that the developer intends to urbanize Ida Street along the frontage of the site including a sidewalk, but this would leave the sidewalk ending at an existing ditch north of the site with no plans in the near future to connect the sidewalk. The TIS should clarify how the developer intends to create connections to the rest of Dundalk and/or the Rail Trail.***

Current Submission Comments:

2.1 Current municipal water system modelling has determined that the noted fire flow requirement of 19,000 L/min for each building will not be achievable. It is our recommendation that the development required fire flow be reviewed and that changes to the configuration/structure of the building be revised such that requirements can be met by the municipal water system. Failing that, there will need to be a private fire support system provided on-site. Refer to the attached MSA.

2.2 Figure 1 in the FSR & SWM Report identifies both a development site and a subject site. Confirm whether there are any future plans to develop lands beyond the current development site within the broader subject site. Additionally, please confirm whether the proposed condominium block is intended to connect to future developments within the subject site.

2.3 Snow storage locations are to be indicated and sizing confirmed.

Traffic Impact Study Comments:

2.4 Study should comment on if there is sufficient room between the accesses for a left turn lane into each access. A functional plan for the future urbanization of Ida Street in front of the development would be beneficial to confirm the left turn lanes can be accommodated.

2.5 A sightline analysis should be undertaken for each proposed access in accordance with the TAC Geometric Design Guide for Canadian Roads.

Pre-Detailed Design Advisory Comments:

The following comments are offered ahead of detailed design for the applicant's consideration.

- It is our expectation that any external works would be subject to a "Service Finance Agreement" (or similar) that will assign design and construction cost responsibility for all works external to the private lands. The details of this agreement will need to be confirmed, typically as a condition of Site Plan Agreement.
- Additional details of the proposed-on-site SPS are to be provided during detailed design. Consideration should be given in meeting the SPS design criteria as set within the MSS.
- Confirm how maintenance vehicles will access the "SWM Detention Area" for cleaning as required.

- The “Greenstorm SWM Detention Tank” will require regular maintenance access; indicate how this will be provided, given that the tank is located beneath the parking lot.
- Plan and profile view of proposed 150mm sanitary forcemain is to be provided during detailed design. Additional details are to be provided, including but not limited to:
    - How the forcemain will be constructed through the watercourse as indicated on Figure FSP-1.
    - Connection to an existing manhole (i.e., Ex.San.MH.7).
    - Maintenance access road/pathway.
- A detail of the proposed concrete retaining wall is to be provided during detailed design.

If you have any questions, please contact us.