

**PECK'S MARINA BOAT STORAGE  
CORNER OF FITZSIMMONS AND GRANITE RD,  
LANSDOWNE, ON**

**STORMWATER MANAGEMENT REPORT**



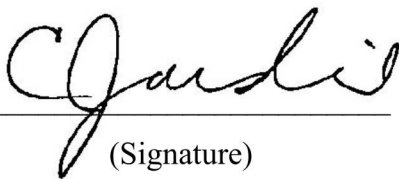
**EASTERN ENGINEERING GROUP INC.**



**JANUARY 2023**

REVISION RECORD					
REV	DESCRIPTION	PREPARED BY		REVIEWED BY	
0	ISSUED FOR SITE PLAN APPLICATION	CJ		CJ	

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Prepared by   
(Signature)

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## **1.0 PROJECT BACKGROUND**

Eastern Engineering Group Inc. was retained by Mr Greg Robichaud, Owner of Pecks Marine to prepare a site grading and stormwater management brief in support of the application for two new storage building construction at the intersection of Fitzsimmons and Granite Rd, Lansdowne, ON. The project consists of two new storage buildings with gravel outdoor yard. The existing site is disturbed with some areas of trees and grass. The lot is undeveloped with bedrock near the surface. The site is shown below in Figure 1.

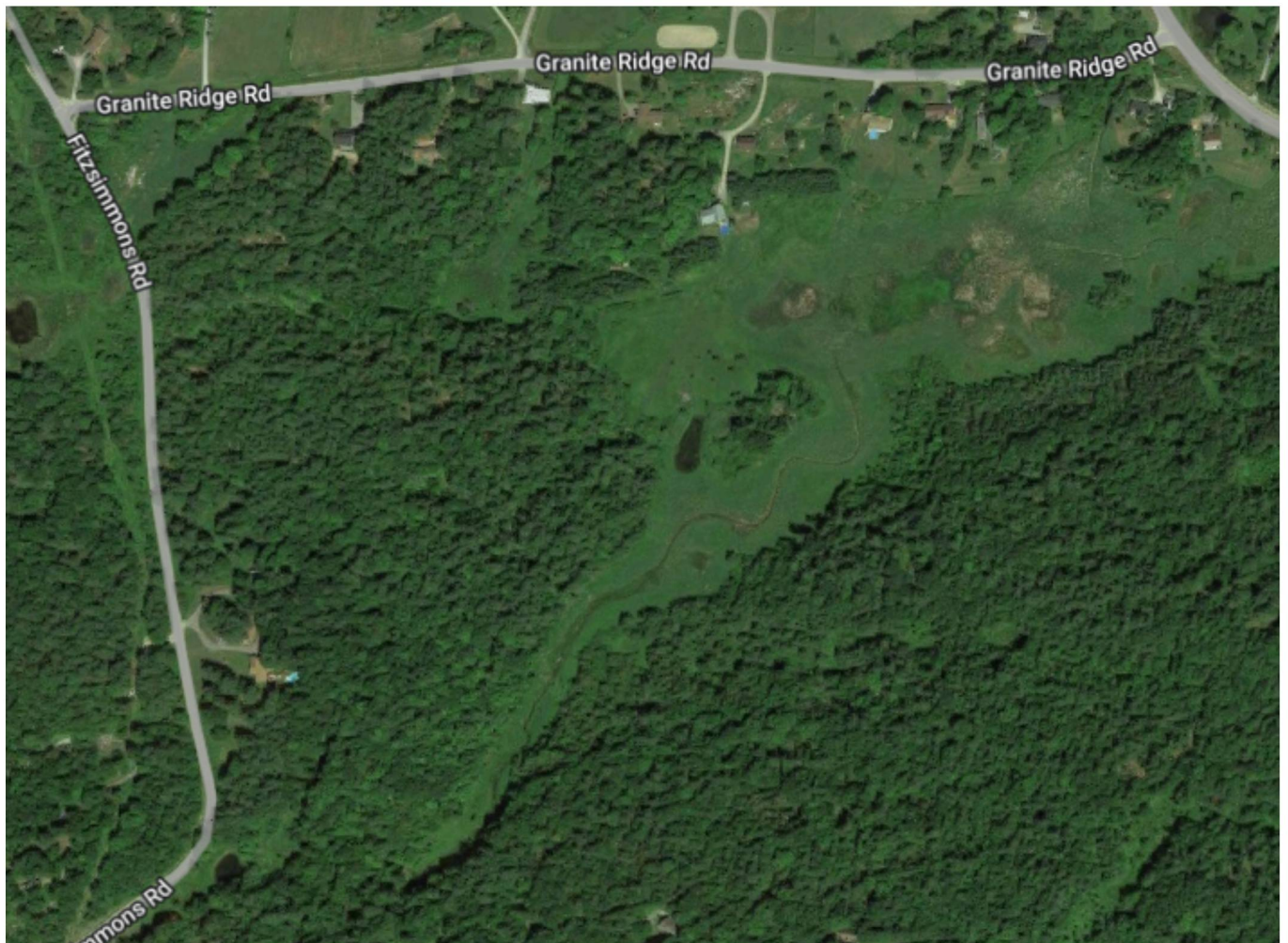


FIGURE 1: LOCATION

## **2.0 SUPPORTING INFORMATION**

The Preliminary Servicing Report was developed using background information provided by the Owners and the City of Lansdowne.

Project Name: Peck's Marina Boat Storage  
Owner: Pecks Marina  
Contact: Greg Robichaud  
505 Thousand Islands Parkway,  
Lansdowne, ON K0E 1L0  
Phone Number: 613-5659-3185

The following documents were referenced in preparing the stormwater management design for the Peck's Marina Boat Storage lot development:

- Stormwater Management Planning and Design Manual, Ministry of the Environment, 2003
- MTO Drainage management manual

## **EXISTING DRAINAGE CONDITIONS**

The existing site drainage pattern is divided into three regions. The eastern portion of the site is draining uncontrolled as an overland flow into the grassed area. The northeast portion of the site is draining uncontrolled into the existing ditch along Granite Ridge Rd. The northwest and southwest portion of the site currently has a general drainage pattern from north to south towards an existing ditch on Fitzsimmons Rd. This flow path will not be changed.

## **PROPOSED CONDITIONS**

Two new storage buildings each of 3343.9 sqm (91.44m X 36.57m) is proposed on the site. There will be a gravel fire lane around the storage buildings and a storm detention basin in the south



corner of the site to store the first 10 mins of rainfall from the controlled region of the site. A new entrance is proposed on Fitzsimmons Rd. The total site area 2.5 ha approximately however only 1.7 ha area is developed and the rest of approximately 0.8 ha area will be green space as shown in the civil drawings as limit of construction.

## **STORM WATER MANAGEMENT**

The normal requirement for a site is to match pre-development to post-development conditions. The intention of the design in this report does not aim for pre to post as the increase we feel is negligible and presents a minimal risk to the surrounding properties. As determined by a topographic survey, the natural drainage of the controlled area of site is generally from north to south. This drainage pattern will not be modified.

The runoff is flowing as a sheet flow over the surface from northwest to southwest of site. The change in the pre and post runoff coefficient C is negligible for the site. There will be a small storm detention basin created along the south corner of property line to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Rd. The swale will have 3 sediment traps as per OPSD 219.220, which are designed to intercept sediment runoff from the gravel area. There is a rock check dam at the outlet which also acts as a sediment removal method. All runoff to be controlled via single point outlet to the existing ditch through a 300mm culvert to the roadside ditch.

Straw bale check dams, and silt fence will be installed and remain in place until vegetation has been established in the swale and roadside ditch.

## **QUALITY – BEST MANAGEMENT PRACTICES**

The developed portion of site is 1.7 ha, as defined in the MOE stormwater design manual, section 4.1.1, the amount of land being developed, we treat this as a smaller developable site and recommend Lot Level and Conveyance Controls should be allowed for the site.

The flow from the site will follow natural drainage paths from the north of the property to the south corner near Fitzsimmons Rd. To help with water quality, Best Management Practices and Low Impact Development strategies are addressed by the nature of the development which includes the following factors:

*Preserve areas of undisturbed soil and vegetation*

Areas that can retain their natural soils and current conditions should be included in the planning.

*Fit design to terrain*

The parking lot will be constructed to match existing grades. The natural drainage path below the gravel surface will be maintained. The undeveloped grass land area will be utilized to promote infiltration and sediment removal.

*Lot level Controls*

It is now standard practice to direct roof leaders onto grassed areas, as opposed to a hard surface. Discharge from any roof drains be implemented wherever possible, increasing the likelihood of particle filtration and runoff re-absorption.

At the lot level, the effects of runoff reduction measures are enhanced by minimizing lot grades to promote natural infiltration. Due to the natural topography or relief of the site, the existing grading of the entire site will be maintained and thus allowing natural filtration and absorption to continue while maintaining base flows and reducing TSS levels.

*Conveyance Control*

The use of low gradient grassed waterways having minimal side slopes is one of the best conveyance controls available. The flat grades help to reduce flow velocities, reducing erosion potential.

## **QUANTITY**

There are no quantity controls proposed for this development at this time. Using the Rationale Method to determine pre and post flows for the site, it is determined that due to no increase in impervious surface over the full site, the quantity difference is negligible.

There is no change in runoff coefficient for the site as there is a bedrock surface under the natural ground surface. So, the site is treated as a pre and post runoff coefficient of 0.9.

The stormwater generated by the site during a large storm event is therefore equal to the stormwater created before the building expansion.

## **SEDIMENT AND EROSION CONTROL**

To control sediment and erosion during construction the Contractor shall install silt fences on the site as per OPSD 219.110 as needed around the construction site.

Sediment and erosion control barriers shall be monitored daily and maintained, as necessary. The Contractor shall remove the sediment and erosion control measures upon completion of construction and after re-vegetation has occurred. Care shall be taken at the removal stage to ensure that any silt that has accumulated is properly handled and disposed of.

The owner shall be responsible for monitoring and maintaining the stormwater facilities.

The Sediment and Erosion Control Plan shall be considered a 'living document' that may need to be changed or adjusted during the life of the project to be effective.



## **CONCLUSION – LOW RISK SITE**

The area of the site being developed is a portion 1.7 ha of a 2.5 ha lot approximately.

Stormwater runoff from the developed area of the site will flow overland to the south corner of the lot, following natural drainage paths. Along the south property line, a new swale and storm detention basin will be created to collect and direct all runoff from the site to the roadside ditch on Fitzsimmons Rd. The basin will collect the first 10 mins of rainfall and then direct it to outlet at an allowable rate. The water will be directed towards Fitzsimmons Rd by a 300mm dia outlet culvert which will control the water and flow into the existing roadside ditch.

As the site being less than 2 ha, as defined in the MOE stormwater design manual, section 4.1.1, the amount of land being developed is much smaller and Lot Level and Conveyance Controls should be allowed for this site. The site has controls for Lot Level controls naturally on the site with reduced grading, and large areas of grassed, vegetated land.

The site as proposed, is a low risk with regards to stormwater runoff affecting neighboring properties due to the location of the site, the amount of area for dispersion and infiltration of runoff from the developed portion. The increase in runoff is negligible when considering the wide sheet flow and very low flow velocities of the stormwater.

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January 2023

