

October 18, 2022

Michael Dakin  
Resource Planner  
Cataraqui Region Conservation Authority  
1641 Perth Road, P.O. Box 160  
Glenburnie, ON KOH 1S0

Dear Mr. Dakin,

Regarding: Lansdowne Draft Plan of Subdivision (08-T-20203 & 08-T-20204)  
Part Lot 17 & 18, Con 2, Vacant Lands East and West of County Road 3  
Application for Draft Plan of Subdivision – 3<sup>rd</sup> Submission  
Response to CRCA Technical Comments

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On behalf of the landowner and developer, please find enclosed the Draft Plan of Subdivision Submission #3 for Lansdowne Subdivision. Enclosed are:

- Response Letter
- Revised Phase 1 Draft Plan
- Phase 1 Stormwater Management Report

The following provides a response in **bold** from Forefront Engineering to the outstanding technical comments from the CRCA dated July 15, 2021. For reference, the comments from CRCA staff are identified in *italics* below.

A response to Township comments is provided under separate cover.

Note that the proposed Draft Plan of Subdivision and development area have been revised and is limited in scope to Phase 1. Several of the comments below are not relevant for the revised Draft Plan. A Stormwater Management Report is included with this submission and is limited in scope to the Phase 1 Draft Plan of Subdivision.

#### CRCA Comments (July 15, 2021)

##### Natural Hazards

- 2. The supporting documentation (SWM Plan, revised (East) Draft Plan, etc.) do not delineate the full extent of the most southern watercourse (identified in Figure 2 of the SWM Report as 'South Outlet'). The headwater of this watercourse is located further north on the East parcel. Supporting documentation should be updated to reflect this and include a 30 metre setback from the channel to determine if there is a viable development envelope outside the setback for proposed lots 38-40 and block 153.*

**The 'South Outlet' and associated drainage path/channel is located outside the boundary of the revised Phase 1 Draft Plan, further analysis of the 'South Outlet' is outside the scope of the proposed Draft Plan.**

3. *A 30 metre setback appears to have been considered for the southern portion for the tributary to La Rue Mills Creek, however the 30 metre setback needs to be applied for the full extent of the tributary including adjacent to lots 149-155.*

**The channel analysis and setback requirements are not relevant for the revised Phase 1 Draft Plan.**

4. *the SWM Report demonstrates that the proposed re-alignment will be contained within the open channel up to a 1:100 year event, however the realignment details (existing vs. proposed) are not entirely clear between figures 2 and 3 & 4 of the SWM Report. Updates should be made to the plans to clearly demonstrate what changes are occurring to the channel pre vs. post development.*

**The channel analysis and setback requirements are not relevant for the revised Phase 1 Draft Plan.**

#### Surface Water Quality

14. *Awaiting updated Environmental Impact Assessment for further review. The Planning Report has not been updated to include a greater discussion of applicable Official Plan waterbody protection policies as it applies to Section 6.1.4 (Waterfront Areas and Waterbody Protection)*

**The channel analysis and setback requirements are not relevant for the revised Phase 1 Draft Plan.**

15. *the 30 metre setback has only been applied to lots 156 to 171 in the revised Draft Plan, and does not include consideration for lots 149 to 155.*

**The channel analysis and setback requirements are not relevant for the revised Phase 1 Draft Plan.**

#### Species at Risk

20. *Staff reiterate that if a benefit permit for SAR loss is proposed, we recommend that planning approvals be deferred until full consultation with the applicable Provincial ministries (e.g. MNDR, MECP) is completed and it is confirmed that a benefit permit could and would be granted.*

**Noted.**

#### Additional Comments

*The revised Draft Plan for the West Parcel does not appear to capture the updated realignment of the channel and associated 6 metre setback correctly. The intermittent channel is still depicted to flow adjacent to McDonald Drive, with a 6 metre offset identified further north, adjacent to the Railway line (where the channel is proposed to be realigned but not identified on the Draft Plan). The Draft Plan for the West parcel should be updated to correctly depict the proposed channel realignment and identify required setbacks.*

**The above comment is not relevant for the Phase 1 Draft Plan.**

Sincerely,

**FOREFRONT ENGINEERING INC.**



Kyle Nielissen, P.Eng.

Project Manager

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