



## The Corporation of the Town of LaSalle

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<b>Date:</b>	March 23, 2017	<b>Report No:</b>	DS-15-2017
<b>Directed To:</b>	Mayor and Members of Council	<b>Attachments:</b>	Figure 1
<b>Department:</b>	Development & Strategic Initiatives		
<b>Prepared By:</b>	L. Silani, M.Pl, MCIP, RPP Director of Development & Strategic Initiatives  P. Marra, P. Eng. Director of Public Works	<b>Policy References:</b>	Council Adopted Strategic Plan
<b>Subject:</b>	Proponent-Driven Class Environmental Assessment (EA) Addendum Report --- for the Bouffard and Howard Planning Districts		

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### **RECOMMENDATION:**

That Council accept the March 7, 2017 report prepared by Dillon Consulting, entitled "*Town of LaSalle Bouffard and Howard Planning Districts, Class Environmental Assessment Addendum, Final Report*".

### **REPORT:**

In July of 2015, Council concurred with the recommendations that were contained in the 2015 report authored by Dillon Consulting, entitled "*Phase 1, Review of Stormwater Management Servicing Strategy for the Bouffard and Howard Planning Districts*". At that time, an overall amendment to the Municipal Class EA (to be undertaken by the Town) was not recommended by Dillon Consulting.

Instead, landowners/developers were given the option of:

- a) continuing to follow the recommendations outlined in the existing Master Servicing Study to determine overall servicing needs for their landholding; or
- b) retaining the services of a consultant to complete the Class EA work that is necessary to identify and implement revised storm water management solutions.

The second option was chosen by a number of landowners/developers, and they retained the services of Dillon consulting to complete the required work needed to prepare an Addendum to the existing Bouffard and Howard Municipal Class Environmental Assessment documents.

Dillon Consulting has now completed and submitted their Final EA Addendum Report, dated March 7, 2017.

A full copy of this report has been posted on the Town's website, and hard copies are available for review at the Town Hall, at Dillon's Office and at the LaSalle Branch of the Essex County Library.

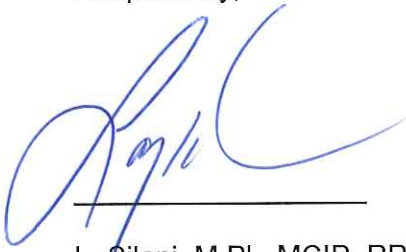
The lead authors for this Municipal Class EA Addendum Report (Karl Tanner and Nicole Caza) will be in attendance at the March 28<sup>th</sup> Council meeting to present their report and to answer questions with respect to the contents of this document.

A 23 page excerpt from this report is attached for Council's information and use. It explains the purpose of this Class EA Addendum, and it describes the preferred new trunk infrastructure solutions for lands situated within these two planning districts.

Attached, is a copy of the "Notice of Filing Addendum and Council Meeting", as issued and distributed by Dillon Consulting to affected landowners/stakeholders on March 15, 2017.

We are available to answer any questions you may have with respect to the contents of this Staff Report.

Respectfully,

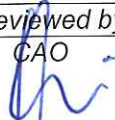


L. Silani, M.Pl., MCIP, RPP  
Director of Development &  
Strategic Initiatives



P. Marra, P. Eng.  
Director of Public Works

*Attachment*

Reviewed by:						
CAO 	Finance	Council Services	Public Works	Development & Strategic Initiatives	Culture & Recreation	Fire

**Town of LaSalle: Bouffard and Howard Planning Districts  
Class Environmental Assessment Addendum and Planning Act Approvals**

**Notice of Filing Addendum and Council Meeting**

Dillon Consulting Limited has been retained to amend the existing Bouffard and Howard Class EA Reports and prepare plans to allow for the development of the Bouffard and Howard Planning Districts, in the Town of LaSalle. The Town of LaSalle has studied the feasibility to developing this area for several years and has invested in infrastructure in the area, including constructing Laurier Parkway. At this time, several local landowners have retained Dillon Consulting Limited to work with the Town of LaSalle and with provincial and regional agencies, to review and update the existing Class EA.

An addendum has been completed to two previous Class Environmental Assessment (EA) studies:

- Bouffard and Howard Planning Districts Master Servicing Study (2002); and
- Bouffard and Howard Planning Districts Functional Design Study (2005).

The key changes to the previously approved Class EA documents are the location and configuration of various trunk sanitary services, stormwater management facilities and collector/arterial roadway infrastructure.

An Addendum Report has been completed and is now available for public review. This report was completed as a Schedule B project following the planning and design process outlined in the Municipal Engineers Association's *Municipal Class Environmental Assessment* (2000, as amended).

The Addendum Report is available online at [www.lasalle.ca](http://www.lasalle.ca) and at the following locations during normal business hours until March 28th, 2017

Department of Development and Strategic Initiatives  
Town of LaSalle (2nd Floor)  
5950 Malden Road  
LaSalle, ON N9H 1S4

Dillon Consulting Limited  
3200 Deziel Drive, Suite 608  
Windsor, ON, N8W 5K8

Interested persons must provide written comments to the municipality on the Addendum Report by March 28th, 2017. Comments should be directed to:

Larry Silani, MCIP RPP  
Director of Development & Strategic Initiatives  
Town of LaSalle  
5950 Malden Road  
LaSalle, ON N9H 1S4  
Tel: 519.969.7770 ext. 1288  
Email: [lsilani@town.lasalle.on.ca](mailto:lsilani@town.lasalle.on.ca)

Karl Tanner, MCIP RPP  
Project Manager  
Dillon Consulting Limited  
3200 Deziel Drive, Suite 608  
Windsor, ON, N8W 5K8  
Tel: 519.948.5000 ext. 3227  
Email: [ktanner@dillon.ca](mailto:ktanner@dillon.ca)

The Municipal Class EA entitles any person who has significant concerns about the project to request the Minister of the Environment to issue a Part II Order to change the status of the project from a Class EA to an individual environmental assessment. The procedure for requesting a Part II Order is:

- First, the person with concerns discusses them with the Municipality of the Town of LaSalle.
- If concerns cannot be resolved, the person may submit a written request for a Part II Order to the Minister of the Environment at 77 Wellesley Street West, 11<sup>th</sup> Floor, Ferguson Block, Toronto, Ontario, M7A 2T5 by April 27th, 2017, copied to the project team members listed above.

The *Municipal Freedom of Information and Protection of Privacy Act* applies to information gathered for this project. With the exception of personal information, all comments will become part of the public record.

The Addendum Report will be presented before Council on March 28th for their comment. Please note the following time and location of this meeting:

Town of LaSalle Council Meeting	
<b>Date:</b>	Tuesday March 28th, 2017
<b>Time:</b>	7:00pm
<b>Location:</b>	LaSalle Town Hall (Council Chambers) 5950 Malden Road LaSalle, Ontario
<b>Format:</b>	Formal meeting of municipal Council. Open to the public. 2017 agendas available at <a href="http://www.lasalle.ca/en/Calendar/Council/Default.aspx">http://www.lasalle.ca/en/Calendar/Council/Default.aspx</a>



**DILLON**  
CONSULTING

**TOWN OF LASALLE**

# **Bouffard Howard Planning Districts**

**Class Environmental Assessment Addendum  
Final Report**

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## 1.0 Background

The Town of LaSalle (Town) has been working for some time to create the environment to allow for the orderly development of the Bouffard and Howard Planning Districts within the Town's urban boundary (refer to *Figure 1.0 – Study Area*). These lands have been designated for a range of land uses and are earmarked as the Town's growth area for the next 20 years. To facilitate the orderly development of these lands, the municipality commissioned two (2) foundation studies, they are:

- Bouffard and Howard Planning Districts Master Servicing Study (2002); and
- Bouffard and Howard Planning Districts Functional Design Study (2005);

The works outlined in both studies were considered to be Schedule "B" undertakings. The Town envisioned that the works outlined in both studies provided the framework for development to occur and anticipated that landowners would proceed to obtain development approvals for their lands and the Town would see a return on their initial investment.

Both studies were completed in accordance with the Municipal Class Environmental Assessment (Class EA) process and confirmed land use, how servicing of the lands will occur including changes to:

- arterial and collector roadways;
- trunk sanitary and storm sewers;
- potable water supply;
- drainage areas; and
- regional stormwater management ponds.

The purposes of this Addendum report are to determine customizable solutions to the implementation and construction of the trunk storm, sanitary, water and roadway infrastructure. For the purpose of this report, the above noted items will be referred to as "future infrastructure" and identified in the Preferred Solutions.

A third study was commissioned by the Town related to stormwater management, entitled:

- Bouffard Howard Planning Districts Phase 1 – Review of Storm Water Management Servicing Strategy (July 2015).

The information contained in these studies provided the framework for the Addendum.

The amendment to the existing Class EA document(s) is integrated with the Planning Act in accordance with S. A (2.9) of the Class EA process. It is anticipated that land owners will proceed to Phase 2 – Development Approvals at the conclusion of the amendment process.

For a variety of reasons including: scale of the required works, fragmented ownership, regulatory approvals, lack of consolidation in key properties and timing in the market cycle, development did not proceed at the pace previous anticipated.

In early 2016 following discussions with administration, Dillon Consulting Limited (Dillon) was retained by a number of the larger landowners in the Bouffard and Howard Planning Districts to complete an Addendum to the previous reports under the Class EA to review a number of alternative solutions for dealing with arterial and collector roadways, trunk sanitary and storm sewers, potable water supply and regional stormwater management ponds and to confirm the most appropriate long-term strategy.

The following Problem/Opportunity Statement was developed for the study:

*The existing Bouffard and Howard Planning Districts are not developing as anticipated. While the Town has installed trunk infrastructure in some parts of the Bouffard and Howard Planning Districts, additional private investment is required to see the entire area develop in a logical and orderly manner. Phase 1 of the study will consider and review alternative options to address the current and future needs of the Town of LaSalle. The study will create the opportunity and potential for major landowners to develop their land by providing a range of solutions to address the required servicing in the area. Phase 2 of the project will be the integration with the Planning Act and provide the opportunity for land owners to submit for various Planning Act approvals.*

A review of the Bouffard and Howard Planning Districts Functional Design Study (2005) concluded that the majority of the work completed remains valid and only minor changes to the Preferred Solution (2005) are required.

To address the problem/opportunity Statement, a range of alternatives were considered and presented to the public and affected agencies including: Do Nothing, and Minor Changes to the Future Infrastructure. Under all scenarios the original design criteria established in 2005 were maintained. The Minor Changes to the 2005 Preferred Solutions resulted in the physical relocation of infrastructure, for example: Stormwater Management Ponds, Collector Roadways and Pump Stations.

The Class EA study, including the decision-making process leading to the selection of the preferred solution, is outlined in the:

- Bouffard and Howard Planning Districts Master Servicing Study (2002); and
- Bouffard and Howard Planning Districts Functional Design Study (2005)

Both reports were available for the required public review periods. The Ministry of the Environment and Climate Change (MOECC) EA Approvals Branch confirmed that no Part II Order Requests were received from members of the public or agencies during the review period (refer to *Figure 2.0 – Municipal Class EA – Planning and Design Process*).

## 2.0

## Addendum Process

As previously outlined, the 2002 and 2005 reports were completed following the requirements of the Municipal Engineers Association Municipal Class EA (2000, as amended) process. This addendum will also meet the requirements of the Class EA.

The Class EA document includes provisions to revise a Class EA study recommendation if significant modifications to the project arise after the public review period.

An addendum report is required, describing:

- Circumstances necessitating the change;
- Environmental implications of the change; and
- What, if anything, can and will be done to mitigate any negative environmental impacts.

An addendum report is required to document the change(s) and is issued through a Notice of Filing of Addendum. As outlined in the Class EA document, "only the items in the addendum, (i.e., the changes) are open to review. (Class EA, page A-81).

This Addendum Report will be available for the required 30-day review period. If no Part II Order Request(s) are received related to the Addendum, the works identified may proceed to implementation.

## 3.0

## Addendum Need

This addendum refines the preferred strategy outlined in previous two reports. The amended strategy is to:

- Revise the collector roadway network to reflect updated municipal needs and modifications based on proposed development patterns;
- Confirm the potential location of storm sewer inlets to the amended Stormwater Management ponds based on proposed development patterns;
- Confirm the service areas for trunk sanitary sewers;
- Confirm the potable water supply (no changes anticipated);
- Refine the storm drainage areas to reflect property ownership; and
- Create implementable regional stormwater management ponds.

Details related to the final location of the infrastructure will be confirmed in Phase 2 of the Study as development proposals move forward through individual Draft Plan of Subdivision applications to be prepared and submitted by landowners, in accordance with the Planning Act process, beginning in the Spring of 2017.

## 4.0

## Existing Conditions

In the time since the reports were completed (2002 and August 2005), there have been several changes to the existing conditions within the Study Area.

The zoning and land use designations have remained largely unchanged, with the majority of the lands continuing to be farmed.

What has changed is the construction of Laurier Parkway, one of the required east-west arterial roadways, the construction of the Laurier Parkway Trunk Sanitary Sewer, the development of the Vollmer Centre and related stormwater management pond, as well as the construction of some residential developments.

It should be noted that since 2005, several regulations have been enacted at the Provincial level related to the Endangered Species Act (ESA) (2008) and regulations related to Species at Risk (SAR) and habitat for SAR.

Through the public consultation component of the study and advice from the Ministry of Natural Resources and Forestry (MNRF), it was determined that review, comment and application of the regulations are best completed at time of individual Draft Plan of Subdivision Planning Act approvals. Through discussions with the affected parties, it has become evident that development of certain lands may take place over a long period of time. Therefore, it is appropriate that landowners consult the various approval agencies at the time of development, to confirm and ensure that the applicable regulations are met. This is a standard and normal part of the development process across Essex County and the Province of Ontario. Confirmation of adherence to provincial policy, provincial regulations and guidelines (i.e., climate change, archeological and culture resources), county and municipal policies and regulations will be required.

Proposed infrastructure has been located (in most cases) to avoid potential impact to areas identified as "Natural Environment" in the County of Essex Official Plan.

The Preferred Solution(s) presented in this report anticipates that the location, size and impact of the proposed infrastructure will be refined as part of the future Draft Plan of Subdivision applications.

5.0

## Updated Impact Assessment and Evaluation of Alternatives

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Most of the impacts associated with the changes proposed in this addendum are similar to those outlined in the 2005 Report.

As discussed in the previous section, our suggested alternative to the preferred solution can be found on the aforementioned figures.

Additional technical memorandums can be found in the following Appendices:

- Appendix A – Stormwater Management Servicing Strategy;
- Appendix B – Sanitary Servicing Strategy

## 6.0

## Updated Preferred Solution

The Preferred Solutions as presented in this Addendum Report are intended to be general and open to interpretation and refinement as development of the future infrastructure moves forward. Additional approvals for all infrastructures will be required to ensure that the works conform to the applicable regulations of the day. This Addendum is only one part of the process to implementation of the necessary infrastructure to allow the Bouffard and Howard Planning Districts to develop to meet the needs of the Town and County.

The following outlines the work completed to review and update the preferred solution(s), they are:

## 6.1

### Arterial and Collector Roadways

The majority of the approved arterial and collector roads remain in the preferred location. Minor changes have been made in consideration of expected development patterns and avoidance of areas designated as "Natural Environment" in the County of Essex Official Plan. The hierarchy of the road network remains the same including the creation of:

- Major Collector Roads;
- Major Collector (Enhanced) Roads;
- Minor Collector Roads; and
- Opportunities for roundabouts in key locations.

The location of the preferred road network solution can be found on **Figure 3.0 – Preferred Solution - Roadways**. The preferred hierarchy of roads will allow for the development of the area in an orderly fashion. New traffic in the form of cars, trucks, transit and bicycles will be directed to new roadways establishing connectivity between new neighbourhood areas and avoiding placing undue pressure on the existing road network. Consideration will be given to connectivity existing multi-modal opportunities (bike lanes, multi-use trails and transit).

## 6.2

### Trunk Sanitary Sewers

The trunk sanitary sewer network has remained largely intact with several small modifications to the anticipated routing and some revisions to the drainage boundaries. Where possible, the proposed trunk sanitary infrastructure will follow the proposed road network. This strategy has been proven to work and has been utilized by the Town with the installation of the Laurier Trunk Sanitary Sewer.

The following revisions to the trunk sanitary sewers and drainage boundaries are recommended:

- The elimination of two (2) sanitary pump stations in the Laurier Sanitary Service Area;

## PREFERRED SOLUTIONS

Figure 3.0 – Preferred Solution: Roadways	Bouffard and Howard District Functional Design Study (2005)	2017 Addendum
<ul style="list-style-type: none"> <li>Major Collector Road</li> </ul>	<ul style="list-style-type: none"> <li>Defined based on neighbourhood plan</li> </ul>	<ul style="list-style-type: none"> <li>Modification required to the southerly extension of D'Amore Drive.</li> <li>Additional approvals (MNRF) will be required to the extension of Diotte Street northerly to connect to Reaume Road/Sandwich West Parkway.</li> <li>It is not possible - provisions have been made to connect Diotte Road south of existing woodlot to Malden Road.</li> </ul>
<ul style="list-style-type: none"> <li>Major Collector (Enhanced)</li> </ul>	<ul style="list-style-type: none"> <li>Defined based on neighbourhood plan</li> </ul>	<ul style="list-style-type: none"> <li>Modifications required to include the extension of the LaSalle Wood Blvd. southerly.</li> <li>Creation of LaSalle Woods Blvd eliminates the need for the previously proposed roadway to the west through an area of natural environment.</li> </ul>
<ul style="list-style-type: none"> <li>Minor Collector</li> </ul>	<ul style="list-style-type: none"> <li>Defined based on neighbourhood plan</li> </ul>	<ul style="list-style-type: none"> <li>Two additional minor collector roads planned for south of Laurier Parkway.</li> </ul>
<ul style="list-style-type: none"> <li>Roundabout</li> </ul>	<ul style="list-style-type: none"> <li>None shown</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities for inclusion at various intersections in the Study Area are part of future planning approvals.</li> </ul>
Figure 4.0 – Preferred Solution - Sanitary		
<ul style="list-style-type: none"> <li>Sanitary Drainage Boundaries</li> </ul>	<ul style="list-style-type: none"> <li>Confirmation of service areas</li> </ul>	<ul style="list-style-type: none"> <li>Minor change to Reaume Sanitary Service Area removing lands north of the LePain Drain into the Normandy Sanitary Service Area.</li> </ul>
<ul style="list-style-type: none"> <li>Sanitary Pump Station</li> </ul>	<ul style="list-style-type: none"> <li>7 sanitary pump stations required</li> </ul>	<ul style="list-style-type: none"> <li>2 sanitary pump stations constructed</li> <li>2 sanitary pump stations eliminated in the Laurier Sanitary Service Area</li> <li>1 sanitary pump station relocated from the Reaume Sanitary Service Area to the Normandy Sanitary Service Area</li> </ul>
<ul style="list-style-type: none"> <li>Timing of Development</li> </ul>	<ul style="list-style-type: none"> <li>Requires property consolidation</li> </ul>	<ul style="list-style-type: none"> <li>Allows for orderly development of consolidated lands.</li> </ul>
<ul style="list-style-type: none"> <li>Capital Costs</li> </ul>	<ul style="list-style-type: none"> <li>Some oversizing required</li> </ul>	<ul style="list-style-type: none"> <li>Some oversizing required.</li> </ul>
Figure 5.0 – Preferred Solution – Drainage Areas		
<ul style="list-style-type: none"> <li>Drainage Areas</li> </ul>	<ul style="list-style-type: none"> <li>Defined based on best available information</li> </ul>	<ul style="list-style-type: none"> <li>Minor changes based on property consolidation</li> </ul>
Figure 6.0 – Preferred Solution – Stormwater Management		
<ul style="list-style-type: none"> <li>Stormwater Management Facilities</li> </ul>	<ul style="list-style-type: none"> <li>8 ponds and 8 pump stations</li> </ul>	<ul style="list-style-type: none"> <li>16 ponds and 8 pump stations to reflect ownership patterns and development potential</li> </ul>
<ul style="list-style-type: none"> <li>Natural Environment / Species at Risk</li> </ul>	<u>Medium Risk</u> <ul style="list-style-type: none"> <li>Proximity to drains</li> </ul>	<u>Low Risk</u> <ul style="list-style-type: none"> <li>All ponds located on agricultural fields</li> <li>Avoidance of areas considered habitat for Species at Risk</li> </ul>
<ul style="list-style-type: none"> <li>Timing of Development</li> </ul>	<ul style="list-style-type: none"> <li>Requires property consolidation</li> </ul>	<ul style="list-style-type: none"> <li>Allows for orderly development of consolidated lands</li> </ul>
<ul style="list-style-type: none"> <li>Capital Costs</li> </ul>	<ul style="list-style-type: none"> <li>Some oversizing of facilities required</li> </ul>	<ul style="list-style-type: none"> <li>Some oversizing of facilities required</li> </ul>
<ul style="list-style-type: none"> <li>Drain Relocations / Enclosures</li> </ul>	<ul style="list-style-type: none"> <li>Several improvements identified</li> </ul>	<ul style="list-style-type: none"> <li>Several improvements identified</li> </ul>

- The relocation of one (1) sanitary pump station from the Reaume Sanitary Service Area to the Normandy Sanitary Service Area; and,
- The reallocation of the lands north of the Lepain Drain from the Reaume Sanitary Service Area to the Normandy Sanitary Service Area.

The location of the preferred sanitary sewer solution can be found on **Figure 4.0 – Preferred Solution – Sanitary**.

The Forest Trails Subdivision was removed from the Reaume Sanitary Service Area to the Normandy Sanitary Service Area through a previously approved Class EA Addendum. This work was completed by the developer.

### 6.3 Potable Water Supply

There are no anticipated changes to the potable water supply for the Bouffard and Howard Planning Districts. All trunk water infrastructures will be installed as development proceeds within the newly created right-of-ways.

### 6.4 Storm Drainage Areas

The Study Area is represented by three greater watershed areas, they are:

- Cahill West Drainage Area;
- Lepain/Cahill East Drainage Area; and
- Sixth Concession Drainage Area.

While the total drainage area remains the same, there has been refinement in the drainage boundaries within the existing three greater watershed areas to reflect where the stormwater runoff is actually now traveling and how to best deal with stormwater drainage as development in the area moves forward.

Hydrologic modeling of the planning area has been completed to assist in the sizing of stormwater ponds to account for the alterations of sub-drainage area boundaries and outlet locations. It is anticipated Drainage Act approvals will be required which will include relocation and/or enclosure of several drains in the area.

The preferred stormwater drainage areas can be found on **Figure 5.0 – Preferred Solution – Drainage Area**.

The Essex Region Conservation Authority (ERCA) has reconfirmed the need for an Outlet Capacity Analysis Study to be completed prior to development occurring in the Study Area. These works require analysis of the various drains in the study area and confirmation of the ability of these drains to convey

Stormwater from the development area. While this work is usually required at the time of detailed design of the stormwater management facilities, there is benefit to reviewing the capacity of the drains in one study.

## 6.5 Regional Stormwater Management Ponds

A critical part of the Addendum was the ability to create a solution that provides for reasonable and developable stormwater management ponds. A criticism of the previously approved plan was the ability for any one landowner to design and construct stormwater management ponds. It was perceived that doing so was challenging in terms of the land area required and overall construction costs for each pond and pump station. The approved stormwater management solution required extensive land and larger ponds to service large stormwater management drainage areas.

The addendum addresses the issue by creating a range of solutions including:

- Smaller stormwater management drainage areas and ponds;
- Refined and tailored stormwater management solutions based on land ownership;
- Linear stormwater management facilities to allow for the construction of the facilities as land is developed; and
- Smaller stormwater pump stations.

The ultimate configuration of the preferred stormwater management solution can be found on **Figure 6.0 – Preferred Solution - Stormwater Management**.

At the time of Draft Plan of Subdivision, additional consideration will be taken into account to connect required stormwater management facilities with the Town's natural areas, neighbourhood parks/parkettes, linear drainage and active transportation systems (trails and multi-use pathways).

## 7.0

## Approvals and Schedule

Additional approvals are required prior to construction of the future infrastructure. Approvals required as part of Phase 2 and prior to implementation and/or construction is as follows:

- Various Planning Act approvals requiring agency input including but not limited to:
  - Draft Plan of Subdivision;
  - Official Plan Amendments;
  - Zoning Bylaw Amendments;
  - Consent to Sever, and
  - Site Plan Control Approval
- Environmental Compliance Approval (ECA) for sanitary and storm sewage works for the new infrastructure;
- Ministry of Natural Resources and Forestry (MNRF), Endangered Species Act and Species at Risk approvals;
- Essex Regional Conservation Authority approvals; and
- Drainage Act approvals.

Following the mandatory 30-day public and agency review period for this Addendum, a number of landowners will be moving to Phase 2 of the addendum, Draft Plan of Subdivision Planning Act approvals. Subject to receiving the necessary approvals, it is expected that construction of a portion of works will occur in 2017 and 2018. The full build out of the future infrastructure is expected over the next 20 years.

## 8.0

## Consultation

Due to the scope of the Addendum, a robust consultation program was established.

There has been ongoing communication with various agencies (Steering Committee) regarding the Addendum including:

- Ministry of Environment and Climate Change (MOECC);
- Ministry of Natural Resources and Forestry (MNRF);
- Ministry of Municipal Affairs (MMA);
- Ministry of Tourism, Culture and Sport (MTCS);
- County of Essex;
- Town of LaSalle; and
- Essex Region Conservation Authority (ERCA).

At the inception of the project, monthly meetings and/or calls were held with the Steering Committee including a site visit on June 3, 2016.

To engage interested individuals and parties including First Nations, the public and landowners were contacted by mail. In addition, the Town placed notices of all Public Information Centres (PIC's) on their web-site.

In total, there were three (3) Public Information Centre's held within the Town on the following days:

- PIC# 1 – Vollmer Complex – June 6<sup>th</sup>, 2016 from 4:00pm to 8:00pm (refer to Appendix C);
- PIC# 2 – LaSalle Town Hall - July 27<sup>th</sup>, 2016 from 4:00pm to 7:00pm (refer to Appendix D);
- PIC# 3 – LaSalle Town Hall - December 15<sup>th</sup>, 2016 from 4:00pm to 7:00pm (refer to Appendix E);

The comments received from the public, agencies and interested parties were used to make appropriate revisions to the final report and figures. All comments received were collated and responses provided as needed. Copies of the comments received can be found in Appendices C, D, E and F.

The final opportunity for public consultation is to be the presentation to Council on March 28, 2017.

It should be noted that there were a large number of requests by the public for advice and input related to the development of individual lots or small development parcels on existing plans of subdivision. Many of these requests were outside the scope of this project and those individuals were directed to the appropriate approval agency (Town, County of Essex, ERCA, MNRF) for clarification.

As previously mentioned, additional approvals for the implementation of the proposed infrastructure is required to ensure that applicable regulations are being adhered to at the time of development.

The same is true for other Planning Act and development approvals for private lands. Individual landowners are responsible for obtaining their own development approvals as part of the preparation and submission of Draft Plan of Subdivision applications for individual properties located within the study area.

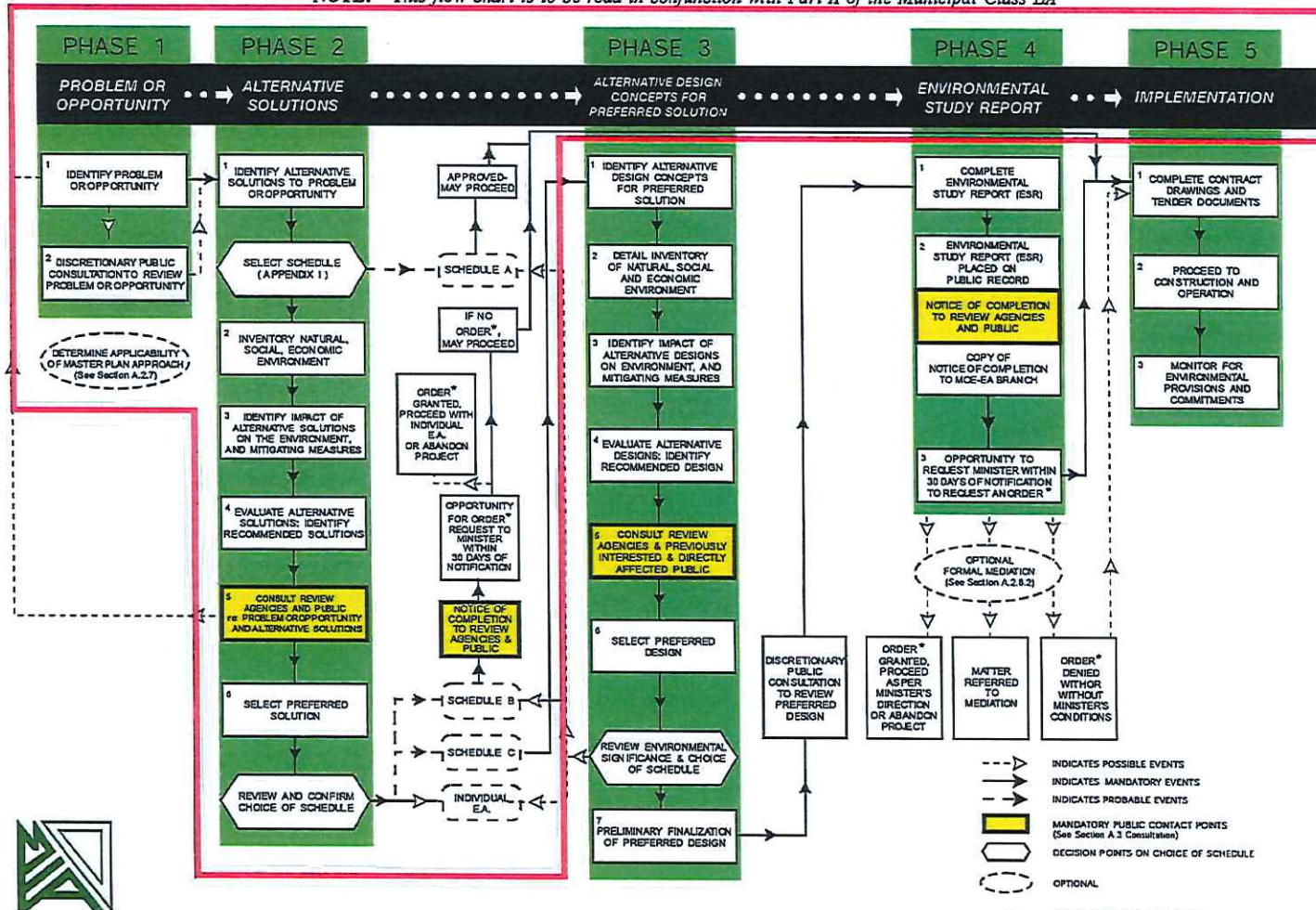
## Figures



# EXHIBIT A.2

# MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM  
TOWN OF LASALLE, ONTARIO

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS  
FIGURE 2.0

SOURCE: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (2015, MUNICIPAL ENGINEERS ASSOCIATION) - EXHIBIT A.2

SCALE: NTS

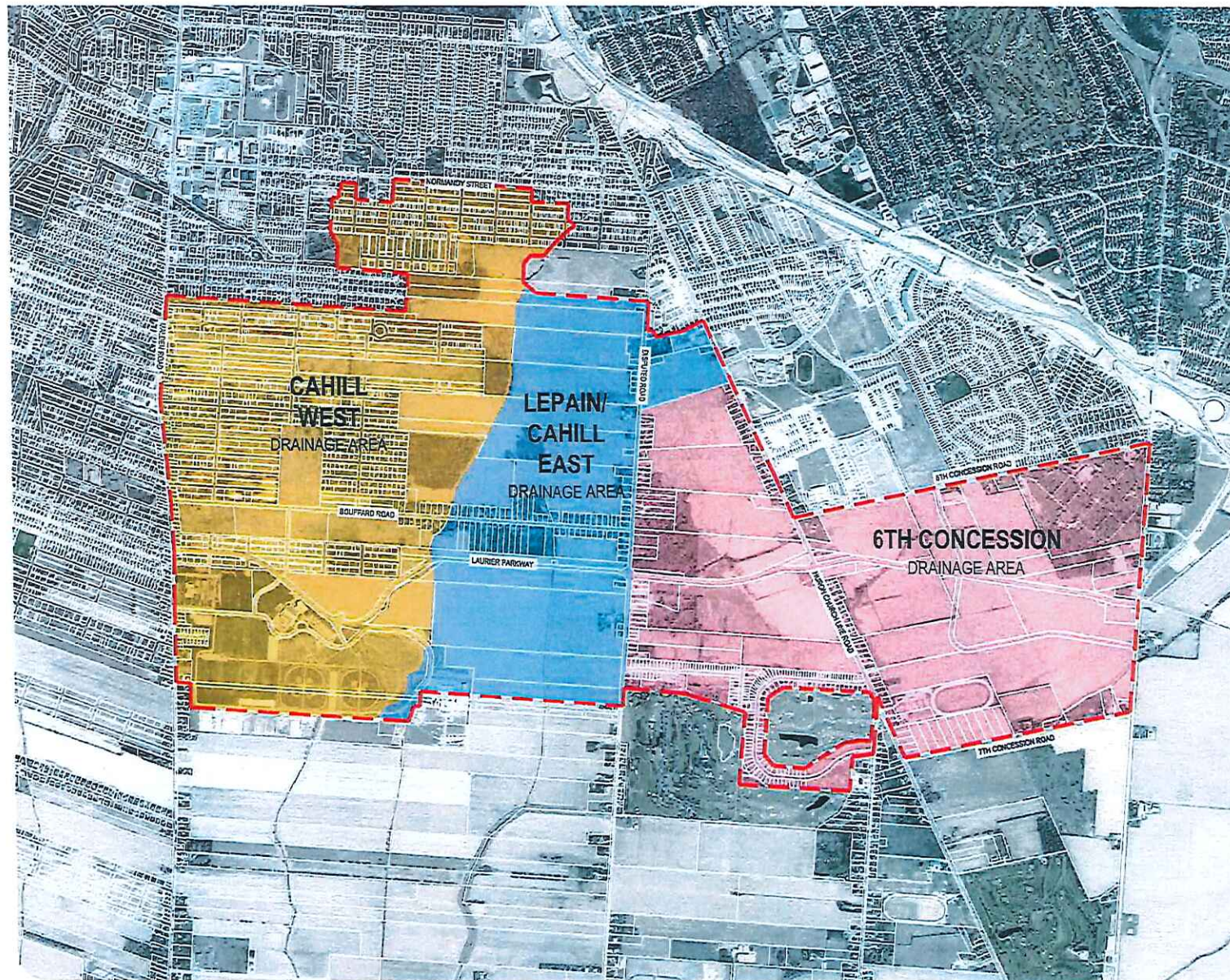
MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.  
CREATED BY:  
CHECKED BY:  
DESIGNED BY:  
File Location:  
c:\projects\working directory\active\32m\6545205\atl squares - base drawing.dwg  
January, 03, 2017 1:09 PM

**DILLON**  
CONSULTING

PROJECT: 16-3470  
STATUS: FINAL  
DATE: 01/27/2017

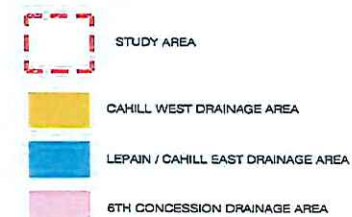






**CLASS ENVIRONMENTAL  
ASSESSMENT ADDENDUM**  
TOWN OF LASALLE, ONTARIO

**PREFERRED SOLUTION:  
DRAINAGE AREAS**  
FIGURE 5.0



SCALE 1:2,000 (1"=17')

0 200 400 800m



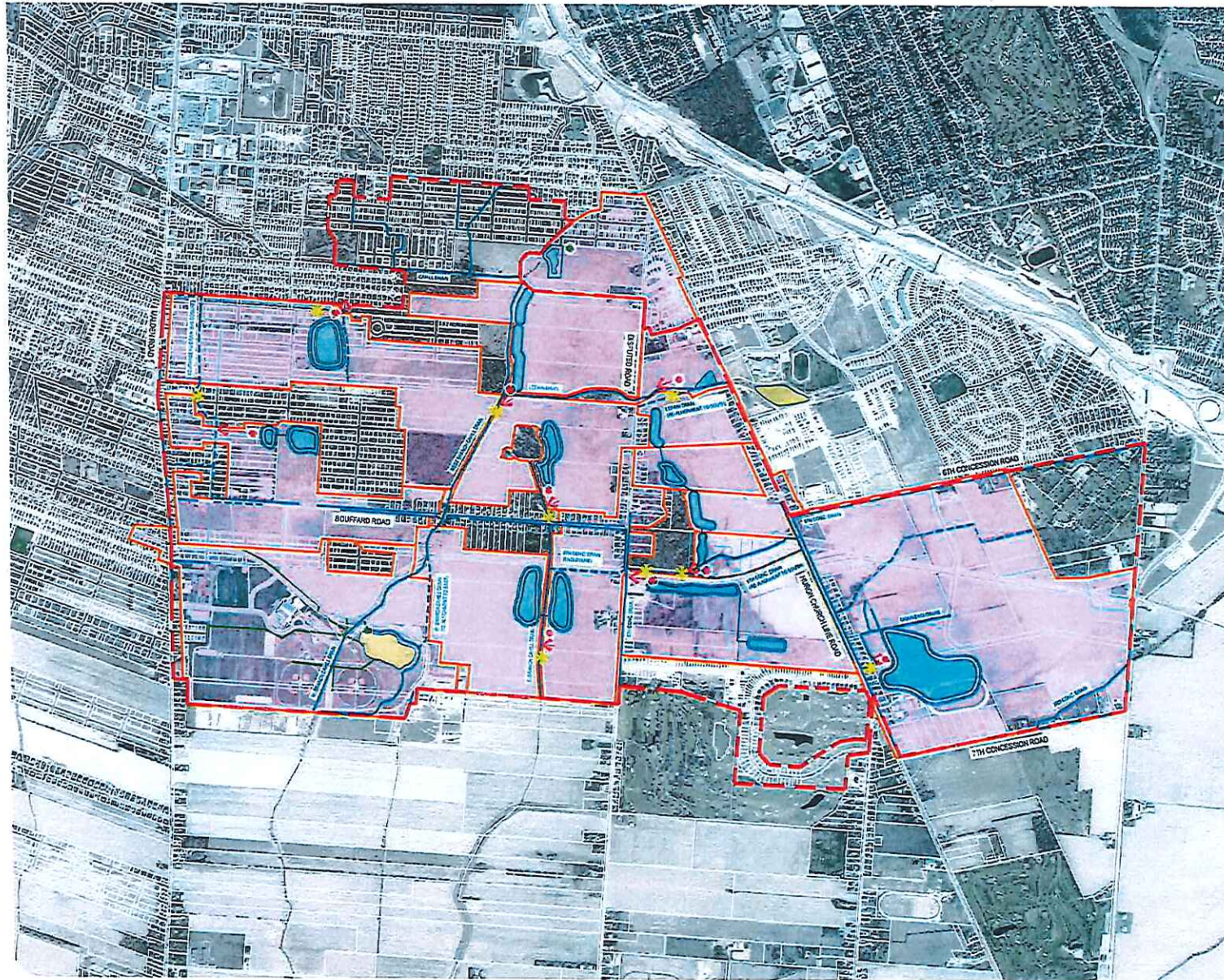
MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL  
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE  
VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.

CREATED BY:  
CHECKED BY:

DESIGNED BY:  
FILE LASALLE  
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January, 27, 2017 2:30 PM



PROJECT: 16-0470  
STATUS: FINAL  
DATE: 01/27/2017



**CLASS ENVIRONMENTAL  
ASSESSMENT ADDENDUM**  
TOWN OF LASALLE, ONTARIO

**PREFERRED SOLUTION:  
STORMWATER MANAGEMENT**  
FIGURE 6.0

- STUDY AREA
- MUNICIPAL DRAIN ALIGNMENT
- PREFERRED DRAIN ALIGNMENT
- EXISTING STORM SEWER
- DRAINAGE BOUNDARY
- EXISTING POND
- PREFERRED POND
- PREFERRED LINEAR FACILITY
- EXISTING PUMP STATION
- PREFERRED PUMP STATION
- PREFERRED POND OUTLET
- OUTLET CAPACITY ANALYSIS REQUIRED

SCALE 1:2,000 (1"=17')

0 200 400 800m



MANUFACTURING INFORMATION  
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VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.

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CHECKED BY:  
DESIGNED BY:

The location  
of proposed stormwater management features is based on  
aerial photography and ground survey data.  
January 27, 2017 1:10 PM



PROJECT: 16-3470  
STATUS: FINAL  
DATE: 01/27/2017