



**THE CORPORATION OF THE TOWN OF LASALLE
REGULAR MEETING OF COUNCIL
AGENDA**

Tuesday, March 13, 2018, 7:00 PM
Council Chambers, LaSalle Civic Centre, 5950 Malden Road

	Pages
A. OPENING BUSINESS	
1. Call to Order and Moment of Silent Reflection	
2. Disclosures of Pecuniary Interest and the General Nature Thereof	
3. Adoption of Minutes	7
RECOMMENDATION That the minutes of the regular meeting of Council held on February 27, 2018 BE ADOPTED as presented.	
4. Mayors Comments	
B. PRESENTATIONS	
1. FESTIVAL AND EVENTS ONTARIO 2018 AWARD FOR THE LASALLE CRAFT BEER FESTIVAL	13
Presentation from Councillor Renaud	
C. DELEGATIONS	
1. SNOW REMOVAL FROM TOWN STREETS ONTO PRIVATE DRIVEWAYS	
Delegate: A. Pontoni	
2. STOP SIGN REQUEST ON INTERNATIONAL	14
Delegates: K. Dendiuk and J. Malec	

RECOMMENDATION

That the report of the Director of Public Works and Manager of Roads and Parks dated March 5, 2018 (PW-10-18) recommending an "All Way Stop Warrant Analysis" be completed for the intersection of Michigan Avenue and International Avenue for an updated warrant analysis based on the current traffic volumes BE APPROVED; and that a subsequent report be prepared from Public Works regarding the new findings and recommendations coming from said warrant analysis; and that correspondence received from the resident on International Avenue BE RECEIVED; and that no additional stop signs be added at either intersection identified; and that no speed bumps be installed on International Avenue at this time.

D. PUBLIC MEETINGS AND/OR HEARINGS

1. HOLDING SYMBOL REMOVAL AND SITE PLAN CONTROL APPROVAL APPLICATION - J.T. INVESTMENTS

30

Public meeting to consider a holding zone symbol removal application and site plan control approval for JT Investment, John Tedesco (Applicant and Registered Owner) on 0.4 hectares of land located along the south side of Sprucewood Avenue, west of Malden Road to allow for the construction of a two storey commercial building with approximately 743 square metres of floor area and seven apartments to be built at this location. Site plan control approval will apply to this property and will be used to address site details such as walkways, on-site parking, fencing, landscaping, lighting and other site details.

RECOMMENDATION

That the report of the Supervisor of Planning and Development Services dated March 5, 2018 (DS-08-18) regarding the request of J.T. Investments Inc., John Tedesco (applicant and owner) for the Holding Symbol Removal and Site Plan Control Approval on 0.4 hectares of land, generally located on the south side of Sprucewood Avenue, west of Malden currently zoned "C4" Commercial Zone to permit the construction of a two storey mixed use building with residential and commercial floor area BE APPROVED and that a site plan control agreement and corresponding by law BE PREPARED by Administration and brought back to Council for adoption and execution purposes.

2. HOLDING SYMBOL REMOVAL AND PART LOT CONTROL EXEMPTION APPLICATION - 957478 ONTARIO LTD. (PAPIA & FELDMAN)

35

Public Meeting to consider a holding zone removal application and part lot control exemption from 957478 Ontario Ltd., J Papia and 14333262 Ontario Ltd, S. Feldman (Applicants and Registered Owners) and Fazio-Fazio Giorgi LLP - Frank Fazio(Agent) on approximately 2.7 hectares of land located along Kenwood Boulevard, east of Mayfair and west of the Essex Terminal Highway. The removal of the holding zone symbol and part lot control by-law would allow for the development of twenty four new single detached homes.

RECOMMENDATION

That the report of the Supervisor of Planning and Development Services dated March 6, 2018 (DS-09-18) Regarding the request of 957478 Ontario Ltd, J. Papia and 14333262 Ontario Ltd , S. Feldman (applicant and owner) and Fazio Giorgi LLP, Frank Fazio (Agent) for the Holding Symbol Removal and Part Lot Control Exemption on 2.7 hectares of land, located along Kenwood Boulevard, east of Mayfair Avenue and west of Essex Terminal Railway currently zoned "R1 (h)" Residential One Holding to permit the construction of twenty four single detached homes BE APPROVED IN PRINCIPLE upon the execution of the corresponding development agreement, and that the corresponding bylaws BE ADOPTED once the development agreement has been executed to the satisfaction of Administration.

E. REPORTS / CORRESPONDENCE FOR COUNCIL ACTION

1. 2018 PARK CUTTING 58

RECOMMENDATION

That the report of the of the Director of Public Works and Supervisor of Parks dated March 8, 2018 (PW-13-18) regarding park cutting contracts for the 2018 season for various parks/areas throughout the Town BE APPROVED; that Cedar Creek Landscaping BE AWARDED the grass cutting contract for areas east of Malden Road at an all in cost of \$47,685.00, and that Terrascapes BE AWARDED the grass cutting contract for areas west of Malden Road at an all in cost of \$53,533.00.

2. MALDEN ROAD.- ADDITIONAL TURNING LANES 60

RECOMMENDATION

That the report of the Director of Public Works and Manager of Engineering dated March 6, 2018 (PW-09-18) regarding additional turning lanes on Malden Road BE RECEIVED and that the 2009 Malden Road Class Environmental Assessment (EA) BE UPDATED commencing in 2019 upon 2019 budget approval in order to address traffic concerns in this area.

3. RFP-ROUNDAABOUT STRUCTURE 64

RECOMMENDATION

That the report of the the Director of Culture and Recreation dated March 7, 2018 (R& C 2018-07) regarding the Malden Road and Todd Lane roundabout structure BE RECEIVED and that the submission received from Snyder Metal Fabricating Limited which includes drawings, fabrication, delivery and installation of Le Griffon (roundabout structure) as per the preliminary design details at a cost of \$49,000.00 (plus HST) BE APPROVED.

4. PUBLIC CONSULTATION ON PROPOSED REGULATION - LASALLE FIRE 66
- RECOMMENDATION
That the report of the Fire Chief dated February 23, 2018 (FIRE-18-07) regarding the proposed draft regulation affecting the delivery of municipal fire services BE RECEIVED and that the recommended comments to the Ministry of Community Safety and Correctional Services through the public consultation process BE SUPPORTED.
5. REQUEST FOR SPONSORSHIP FROM WINDSOR ESSEX VITAL SIGNS 2018 74
- For Council Decision.
- RECOMMENDATION
That the correspondence received from Windsor Essex Vital Signs 2018 dated March 6, 2018 requesting sponsorship BE RECEIVED.
6. LASALLE CRAFT BEER FESTIVAL COMMITTEE MEETING MINUTES- JANUARY 18, 2018 79
- RECOMMENDATION
That the recommendations contained in the minutes of the LaSalle Craft Beer Festival Committee Meeting dated January 18, 2018 BE APPROVED.
7. LASALLE STRAWBERRY FESTIVAL COMMITTEE MEETING MINUTES- JANUARY 18 AND JANUARY 22, 2018 81
- RECOMMENDATION
That the recommendations contained in the minutes of the LaSalle Strawberry Festival Committee Meetings dated January 18 and January 22, 2018 BE APPROVED.
8. LASALLE STRAWBERRY FESTIVAL COMMITTEE MEETING MINUTES- FEBRUARY 15, 2018 85
- RECOMMENDATION
That the recommendations contained in the minutes of the LaSalle Strawberry Festival Committee Meeting dated February 15, 2018 BE APPROVED.

F. INFORMATION ITEMS TO BE RECEIVED

1. SIDEWALK SNOW CLEARING REQUESTS 87
- RECOMMENDATION
That the report of the Director of Public Works dated March 6, 2018 (PW-12-18) regarding the expansion of sidewalk snow clearing BE RECEIVED and that the expansion of sidewalk snow clearing BE REFERRED to the 2019 budget.

2. RECOGNITION OF LASALLE VOLUNTEERS 96

Draw for Windsor Symphony Tickets for the Saturday April 14, 2018 performance of "Canadian Brass".

3. SUMMARY OF REPORTS TO COUNCIL 97

RECOMMENDATION

That the report of the Chief Administrative Officer dated March 13, 2018 being a summary of reports to Council BE RECEIVED.

G. BY-LAWS 98

RECOMMENDATION

That the following By-laws BE GIVEN first reading:

8121- A Bylaw to amend Zoning by-law 5050, the Town's Comprehensive Zoning By-law, as amended.

8122 - A Bylaw to amend Bylaw 7682, authorizing the execution of a janitorial contract for the LaSalle Civic Centre with William Krautner, carrying on the business as Krautner Janitorial.

8123 - A Bylaw to amend Bylaw 7593, authorizing the execution of a janitorial contract for the LaSalle Fire Service with William Krautner, carrying on business as Krautner Janitorial.

8124 - A Bylaw to amend Bylaw 7559, authorizing the execution of a janitorial contract for the LaSalle Police Service with William Krautner, carrying on business as Krautner Janitorial

***Clerks Note:** Report CAO-03-18 regarding the amendment to janitorial contracts for the LaSalle Civic Centre, LaSalle Fire Service and LaSalle Police Service was approved by Council at its meeting held January 23, 2018 through resolution 27/18.*

8125- A Bylaw to authorize the execution of a Developer's Subdivision Agreement with 2607425 Ontario Inc. and 2505869 Ontario Inc.

***Clerks Note:** This Bylaw references Cremasco and Donato transaction.*

H. COUNCIL QUESTIONS

I. STATEMENTS BY COUNCIL MEMBERS

J. REPORTS FROM COMMITTEES

K. NOTICES OF MOTION

L. MOTION TO MOVE INTO CLOSED SESSION

M. CONFIRMATORY BY-LAW

107

RECOMMENDATION

That confirmatory By-law number **8126** BE GIVEN first reading.

RECOMMENDATION

That confirmatory By-law number **8126** BE GIVEN second reading.

RECOMMENDATION

That confirmatory By-law number **8126** BE GIVEN third reading and finally passed.

N. SCHEDULE OF MEETINGS

Committee of Adjustment- March 21, 2018 @ 5:30pm

Regular Meeting of Council- March 27, 2018 @ 7:00pm

Regular Meeting of Council- April 10, 2018 @ 7:00pm

Committee of Adjustment- April 18, 2018 @ 5:30pm

Regular Meeting of Council- April 24, 2018 @ 7:00pm

O. ADJOURNMENT



THE CORPORATION OF THE TOWN OF LASALLE

Minutes of the Regular Meeting of the Town of LaSalle Council held on

February 27, 2018

7:00 p.m.

Council Chambers, LaSalle Civic Centre, 5950 Malden Road

Members of Council Present: Deputy Mayor Marc Bondy, Councillor Michael Akpata, Councillor Terry Burns, Councillor Sue Desjarlais, Councillor Crystal Meloche, Councillor Jeff Renaud

Members of Council Absent: Mayor Ken Antaya

Administration Present: K. Miller, Chief Administrative Officer, J Milicia, Director of Finance & Treasurer, L. Silani, Director of Development & Strategic Initiatives , D. Sutton, Fire Chief, D. Hadre, Corporate Communications & Promotions Officer, N. DiGesù, IT Supervisor, L. Jean, Executive Assistant to the Clerk

Additional Administration Present: A. Burgess, Supervisor of Planning and Development, M. Beggs, Manager of Parks and Roads, D. Langlois, Manager of Finance/Deputy Treasurer, D. Hansen Supervisor of Accounting

A. OPENING BUSINESS

1. Call to Order and Moment of Silent Reflection

Deputy Mayor Bondy calls the meeting to order at 7:00pm.

2. Disclosures of Pecuniary Interest and the General Nature Thereof
3. Adoption of Minutes

70/18

Moved by: Councillor Akpata

Seconded by: Councillor Meloche

That the minutes of the closed and regular meetings of Council held February 13, 2018 BE ADOPTED as presented.

Carried.

4. Mayors Comments

Deputy Mayor Bondy advises that Mayor Antaya is away on vacation.

B. PRESENTATIONS

C. DELEGATIONS

D. PUBLIC MEETINGS AND/OR HEARINGS

1. HOLDING ZONE SYMBOL REMOVAL APPLICATION NORTHSIDE OF
OUTRAM AND WEST SIDE OF MALDEN

Mike Hebert (applicant), appears before Council in support of the application and to respond to any questions. There was no one in the audience to speak on this item.

71/18

Moved by: Councillor Desjarlais

Seconded by: Councillor Burns

That the report of the Supervisor of Planning and Development Services dated February 15, 2018 (DS-00-18) regarding the Holding Zone Symbol removal application from Michael Herbert and Bianca Rota Herbert on approximately 695 sq. meters of land located along the north side of Outram Avenue, west of Malden Road to the rear of lands municipally known as 1539 Stuart Blvd. to allow for the development of a new single detached home BE APPROVED.

Carried.

E. REPORTS / CORRESPONDENCE FOR COUNCIL ACTION

1. CULTURE & RECREATION/PARKS ADVISORY COMMITTEE MEETING
MINUTES- JANUARY 18, 2018

72/18

Moved by: Councillor Burns

Seconded by: Councillor Desjarlais

That the recommendations contained in the minutes of the Culture and Recreation/Parks Advisory Committee Meeting dated January 18, 2018 BE APPROVED.

Carried.

2. OFFERING SCHOOL PROPERTY TO MUNICIPALITIES

73/18

Moved by: Councillor Renaud

Seconded by: Councillor Akpata

That the correspondence from the Town of Essex dated February 1, 2018 regarding offerings of school properties to municipalities for \$1.00 BE SUPPORTED.

Carried.

3. LAKESHORE- POPULATION GROWTH PROJECTIONS

74/18

Moved by: Councillor Burns

Seconded by: Councillor Renaud

That the correspondence received for the Town of Lakeshore dated January 22, 2018 regarding population growth projections BE RECEIVED.

Carried.

4. MEDICAL TIERED RESPONSE AGREEMENT RENEWAL

75/18

Moved by: Councillor Burns

Seconded by: Councillor Meloche

That the report of the Fire Chief dated February 19, 2018 (FIRE-18-04) recommending the execution of the proposed agreement for medical tiered response with Essex-Windsor EMS BE APPROVED and consideration BE GIVEN to the authorizing by-law on the agenda.

Carried.

5. PUBLIC CONSULTATION OF PROPOSED REGULATIONS

76/18

Moved by: Councillor Akpata

Seconded by: Councillor Burns

That the report of the Fire Chief dated February 20, 2018 (FIRE-18-05) regarding the proposed draft regulations affecting the delivery of municipal fire services BE RECEIVED and that the recommended comments to the Ministry of Community Safety and Correctional Services (MCSCS) provided through the public consultation process, prior to the close of March 11, 2018 BE SUPPORTED.

Carried.

F. INFORMATION ITEMS TO BE RECEIVED

1. SUMMARY OF REPORTS TO COUNCIL

77/18

Moved by: Councillor Burns

Seconded by: Councillor Renaud

That the report of the Chief Administrative Officer dated February 27, 2018 being a summary of reports to Council BE RECEIVED.

Carried.

2. RECOGNITION OF LASALLE VOLUNTEERS

The following volunteer names are drawn at random to receive LaSalle Night at Windsor Express Basketball game tickets: Andrew Packer-95th Scout Group, Katelynn Reneaud-Girl Guides of Canada (Community 1), Jamie Peltier-St. Joseph's School, Steve Wilson- Mon Augustin Caron, Darren Gifford- LaSalle Minor Hockey Association, Rob Spada- LaSalle Stompers Soccer Club.

G. BY-LAWS

78/18

Moved by: Councillor Burns

Seconded by: Councillor Desjarlais

That the following By-laws BE GIVEN first reading:

8118- A By-law to enter into an agreement with the County of Essex for the lease of the dog pound facility.

Clerks Note: *Approved by council resolution 55/18. Adopted February 13, 2018.*

8119- A By-law to amend By-law 6794 to authorize the execution of a medical tiered response agreement between Essex Windsor EMS, the City of Windsor and County of Essex Fire Services.

Carried.

79/18

Moved by: Councillor Renaud

Seconded by: Councillor Meloche

That by-law numbers **8118** to **8119** BE GIVEN second reading.

Carried.

80/18

Moved by: Councillor Akpata

Seconded by: Councillor Burns

That by-law numbers **8118** to **8119** BE GIVEN third reading and finally passed.

Carried.

- H. COUNCIL QUESTIONS**
- I. STATEMENTS BY COUNCIL MEMBERS**
- J. REPORTS FROM COMMITTEES**
- K. NOTICES OF MOTION**
- L. MOTION TO MOVE INTO CLOSED SESSION**
- M. CONFIRMATORY BY-LAW**

81/18

Moved by: Councillor Meloche

Seconded by: Councillor Akpata

That Confirmatory Bylaw number **8120** BE GIVEN first reading.

Carried.

82/18

Moved by: Councillor Renaud

Seconded by: Councillor Burns

That Confirmatory Bylaw number **8120** BE GIVEN second reading.

Carried.

83/18

Moved by: Councillor Desjarlais

Seconded by: Councillor Akpata

That Confirmatory Bylaw number **8120** BE GIVEN third reading and finally passed.

Carried.

N. SCHEDULE OF MEETINGS

Regular Meeting of Council- March 13, 2018 @ 7:00pm

Committee of Adjustment- March 21, 2018 @ 5:30pm

Regular Meeting of Council- March 27, 2018 @ 7:00pm

Regular Meeting of Council- April 10, 2018 @ 7:00pm

O. ADJOURNMENT

Meeting adjourned at the call of the Chair 7:18pm.

Mayor: Ken Antaya

Deputy Clerk: Kevin Miller

PRESENTATION
AWARD RECEIVED FROM FESTIVAL AND
EVENTS ONTARIO 2018 REGARDING
LASALLE CRAFT BEER FESTIVAL



The Corporation of the Town of LaSalle

Date	March 5, 2018	Report No:	PW-10-18
Directed To:	Mayor and Members of Council	Attachments:	~ Location Map ~ Dillon All Way Stop report (2014). ~ Correspondence letter
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra – Director of Public Works Mark Beggs – Manager of Roads and Parks		
Subject:	International Stop Sign Requests		

RECOMMENDATION:

That Council approve an "All Way Stop Warrant Analysis" to be completed for the intersection of Michigan Ave and International Ave for an updated warrant analysis based on the current traffic volumes and a subsequent report from Public Works will speak to the new findings and recommendations coming from the warrant analysis.

That Council receive the attached correspondence from the resident on International

That Council approve that no additional stop signs be added at either of the intersections identified.

That Council approve that no speed bumps be installed on International Ave at this time.

REPORT:

Over the past few years, the Public Works department has received calls regarding traffic concerns, mainly speeding, on International Ave. in the area from Front Road, easterly to the end at Mayfair Ave.

In 2014, after requests for an All-Way Stop at the intersection of International Ave. and Michigan Ave., an All-Way Stop Analysis was completed by Dillon Consulting for the intersection.

As per the report attached, "As a result of the All-Way Stop Control warrant conducted for the Michigan Ave at International Ave intersection, not one of the three (3) warrant analyses were satisfied and therefore an all-way stop is **not warranted**"

More recently, Public Works has installed a temporary "Speed Bump" on International Ave. The speed bumps that the Town currently install are "bolt down" bumps that are not intended to be left on the road year round. They are currently installed in a location for one season, and removed before winter each year. The locations are moved around each year as a reminder to motorists to slow down in residential areas. Each year the rubber pieces wear out, and the current stock of speed bumps is diminishing. Currently, there are no new speed bumps in our budget for replacement, and we only have a few sets left.

Public Works has recently received a request for additional stop signs at the following locations as a solution to control the traffic speed on the entire street:

1. International Ave at Michigan Ave (4-way)
2. International Ave at Pinewood Pl. (3-way)
3. International Ave at Essex St. (3-way)

According to the 2014 Warrant Analysis, the intersection of International Ave and Michigan Ave does not warrant a 4-Way Stop. The Town has not completed a Warrant Analysis on the additional intersections, however; the notion would be since Pinewood Pl. and Essex St. have less traffic, they also would result in "Not Warranted".

Since 2014, there have been several new residential homes built in this area, namely on International and Dunn Ave. International and Michigan Ave are also part of the new Transit route throughout the Town. Both of these factors could have an effect on the traffic volumes and turning movements since the last study completed in 2014.


It should be noted that International and Michigan are classified as collector roads. Also since the 2014 review, transit buses have been added to International.

The LaSalle Police have also been contacted by residents on International regarding speeding issues. It is the understanding that at this time, LaSalle Police have introduced additional patrols in the area.

For these reasons, it is recommended that an updated "All-Stop Warrant Analysis" be done for the intersection of Michigan Ave and International to obtain updated values that reflect the current conditions. The cost of this analysis will be approximately \$2,500. Once the analysis is complete, a follow up report will be presented to Council with the findings and further recommendations.

Attached to this report is correspondence from a resident on International Council should receive, and also that Council should approve that no additional stop signs be added at either of the intersections identified. Finally, Council should approve that no speed bumps be installed on International Ave. at this time.

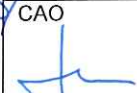
Respectfully submitted,

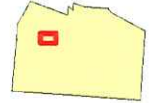
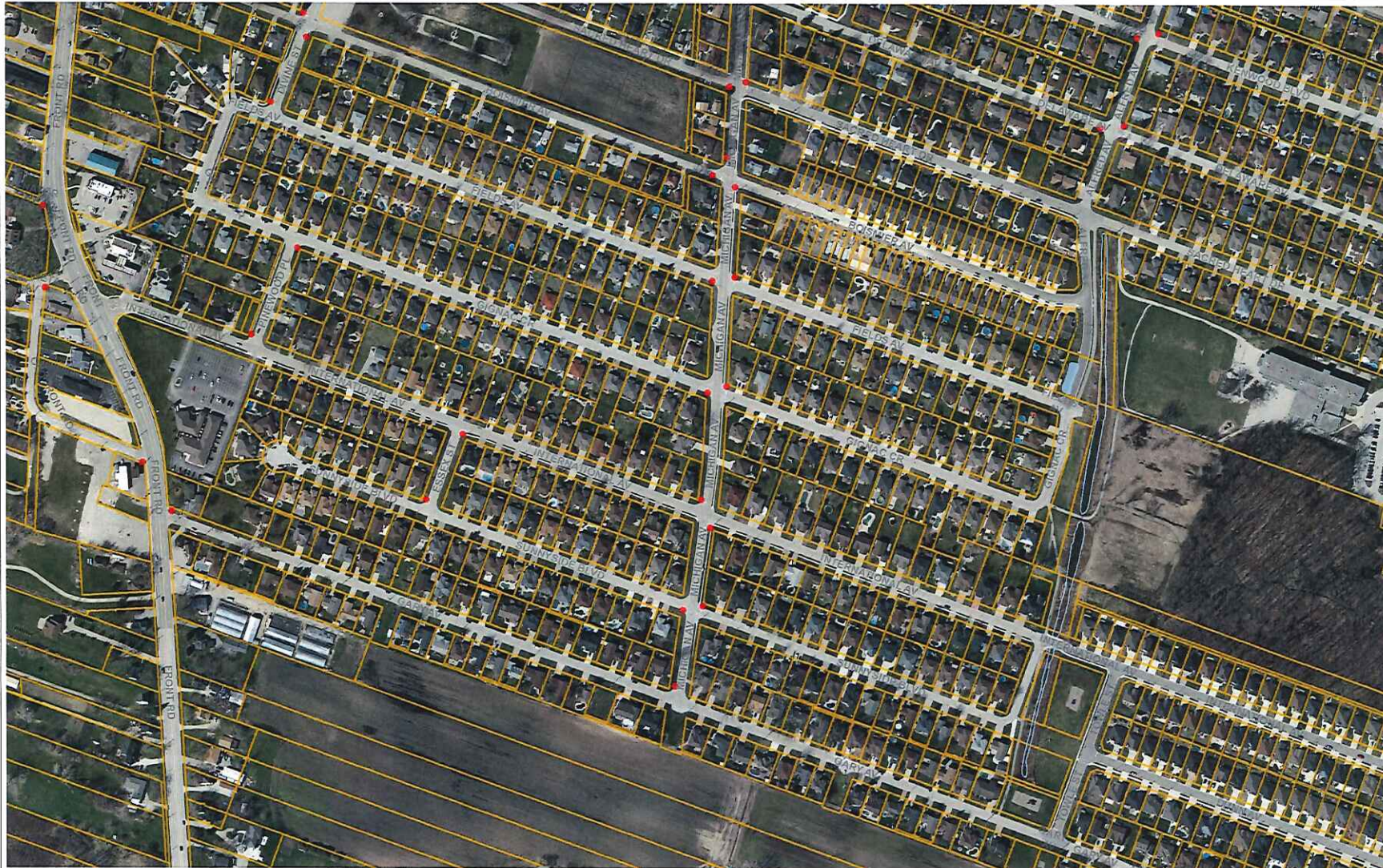


Peter Marra, P.Eng
Director of Public Works



Mark Beggs
Manager of Roads and Parks

Reviewed by:							
<input checked="" type="checkbox"/> CAO	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire
							



- Legend**
- Signs
 - <all other values>
 - STOP
 - Essex Terminal Railway
 - Water Features
 - Parcels

Scale: 1:3,599



Notes

0 54.27 108.55 Meters

Printed: 3/7/2018

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT A LEGAL SURVEY

From: Kim Dendiuk **Sent:** December-18-17 10:13 AM
To: Brenda Andreatta <bandreatta@lasalle.ca>
Cc: Joe Malec <
Subject: Request: Town Council Agenda

Hello Brenda
I hope this message find you well.

As per my conversation with Agatha Armstrong, I am submitting the following to appear an upcoming Town Council Agenda and if required, to appear before Town Council regarding the need for stop signs to be installed on International Avenue to control the speed of vehicles. This is a serious safety issue that needs a permanent resolution.

Over the past few years, we have been dealing with speeding vehicles on our residential street. We have been in contact with Public Works and the LaSalle Police on numerous occasions with no lasting resolution.

In 2016 a speed bump was installed around 190 International Ave. and this did help control the speed on this portion of the street. Unfortunately, the speed bump was removed in the winter of 2016 and it was not reinstalled.

Public Works advised us that there are only 4 speed bumps for the entire Town of Lasalle and all have been allocated elsewhere for 2017 with a waiting list for the upcoming year. We have also had a LaSalle Police car parked in our driveway along with the police stating they would patrol our area. This also helped but was only a temporary solution. Something permanent needs to be done to solve this issue and keep our neighbourhood safe.

International Avenue extends from Front Rd. until the end of the street at Gilbert Park and spans 1.3 kilometres. Since this is one long stretch of road with no traffic control, vehicles constantly speed on this street. There is 1 stop sign which is at the very end of International Ave. at Gilbert Park and Mayfair. There is absolutely no traffic at this intersection and stop signs are warranted at other intersections on International Ave.

This issue became more frequent with the development of the new housing in the 495-699 blocks of International Ave. as well as the development of Dunn Street.

My husband and I, along with our neighbours would like to request stop signs be installed in the following intersections in order to control the traffic speed on the entire street.

- 1) There is currently a two-way stop at Michigan and International (stop signs controlling traffic on Michigan). This needs to be made a four-way stop.
- 2) Install stop signs on International Ave. at Pinewood Pl. making it a three-way stop.
- 3) Install stop signs on International Ave. at Essex St., making it a three-way stop.

Installing stop signs at the above mentioned locations is the only solution to this ongoing issue.

I look forward to hearing back from you with a date that this issue will be on the Town Council agenda.

Should you require any further information please contact me at _____

Kindest Regards,

Kim

Our File: 14-1147-1000

October 29, 2014

Corporation of the Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H 1S4

Attention: Mr. Mark Beggs
Manager of Roads and Park

**All-Way Stop Warrant Analysis
Michigan Avenue at International Avenue
Town of LaSalle**

Dear Sir:

We have completed the All-Way Stop Warrant for the Michigan Avenue at International Avenue Intersection.

Dillon Consulting Limited (Dillon) conducted one 8-hour turning movement count at the intersection of Michigan Avenue at International Avenue on Tuesday, October 14, 2014. The count was conducted between 6:00a.m.-10:00a.m. and 2:00p.m.-6:00p.m. to capture peak time.

Upon the completion of the traffic count, Dillon completed the warrant analysis for an all-way stop-controlled (AWSC) intersection treatment using the methodologies prescribed by Ontario Traffic Manual (OTM) Book 5 and the Town of LaSalle Corridor Management and Access Control Policy.

When conducting an AWSC warrant analysis, it is necessary to assign "major" and "minor" road designations. For the purpose of this analysis, the Major Road for the intersection is Laurier Parkway, due to the higher traffic volume recorded and the Minor Road is Michigan Avenue (lower traffic volume). Refer to *Figure 1 – Existing Intersection Configuration* for more information.

In order for the warrant to be satisfied, one of the following three (3) warrants must be met:

WARRANT 1 - Vehicular Volume:

An all-way stop control may be considered on major roads (i.e. Michigan Avenue) when the following three (3) conditions are met:

...continued



3200
Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
(519) 948-5000
Fax
(519) 948-5054

Dillon Consulting
Limited

- Condition 1: The total vehicle volume on all intersection approaches exceeds 600 vehicles per hour for each of any eight hours of the day.
- Condition 2: The minimum combined vehicular and pedestrian volume on the minor road exceeds 250 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.
- Condition 3: The volume split does not exceed 70/30. Volume on the major road is defined as vehicles only. Volume on the minor road includes all vehicles plus any pedestrians wishing to cross the major roadway.

And

When the following three (3) conditions are met on minor roads (i.e., International Avenue):

- Condition 4: The total vehicle volume on all intersection approaches exceeds 400 vehicles per hour for each of any eight hours of the day.
- Condition 5: The combined vehicular and pedestrian volume on the minor road exceeds 150 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.
- Condition 6: The volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.

In order for the warrant to be satisfied, all six conditions must be met for the intersection. In the case of the Michigan Avenue at International Avenue intersection, all six of the conditions were not met and therefore an All-Way Stop Control is not warranted at this intersection (refer to **Appendix A** for the results of the analysis).

WARRANT 2 - Accident Summary:

The number of collisions which occur at an intersection can also determine the need for an All-Way Stop Control. There are two (2) conditions that must be met in order for an All-Way Stop Control to be warranted on the basis of collision data:

- Condition 1: For the purposes of this warrant, a high accident frequency is equal to or more than four collisions over a 12 month period on the Major Road. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., Right angle and turning type collisions).
- Condition 2: For the purposes of this warrant, a high accident frequency is equal to or more than three collisions over a 12 month period on the Minor Road. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., Right angle and turning type collisions).

...continued

After reviewing the information provided by the Town of LaSalle Police Department, there was less than the required number of accidents on both of the roads recorded in the past year. As a result, both conditions were not met and an All-Way Stop Control is not warranted (refer to *Appendix A* for the results of the analysis).

WARRANT 3 - Sight Distances Warrant:

The sight distance of motorists at an intersection can also determine the need for an All-Way Stop Control. There are two (2) conditions that must be met in order for an All-Way Stop Control to be warranted on the basis of collision data:

- Condition 1: Sight distances of motorists stopped on the major road viewing the minor road is less than 90 metres.
- Condition 2: Sight distances of motorists stopped on the minor road viewing the major road is less than 65 metres.

For the intersection undertaken, the sight distances approaching the intersection in all directions are greater than 90 metres. As a result, both conditions were not met and an All-Way Stop Control is not warranted (refer to *Appendix A* for the results of the analysis).

Conclusions

As a result of the All-Way Stop Control warrant conducted for the Michigan Avenue at International Avenue intersection, not one of the three (3) warrant analyses were satisfied and therefore an all-way stop is not warranted at this time.

Should you have any questions, please contact the undersigned.

Yours truly,

DILLON CONSULTING LIMITED



Melanie Muir, MCIP RPP
Planner

MAM:dt
Encls.

FIGURE



**ALL-WAY STOP WARRANT -
MICHIGAN AVENUE AT
INTERNATIONAL AVENUE**
TOWN OF LASALLE

EXISTING INTERSECTION CONFIGURATION
FIGURE 1



SCALE N.T.S.

MAP/DRAWING INFORMATION
Source: County of Essex Aerial Mapping 2013

File Location
g:\2014\101147 - all way stop warrant lasalle\101147 - intersection configuration.dwg
October 28, 2014 @ 4:44 AM

PROJECT: 14-1147 STATUS: DRAFT DATE: 10/14/14

APPENDIX A

**ALL-WAY STOP CONTROL WARRANT ANALYSIS
MICHIGAN AVENUE AT INTERNATIONAL AVENUE**

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on GTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
 MINOR STREET: International Avenue
 MAJOR STREET: Michigan Avenue

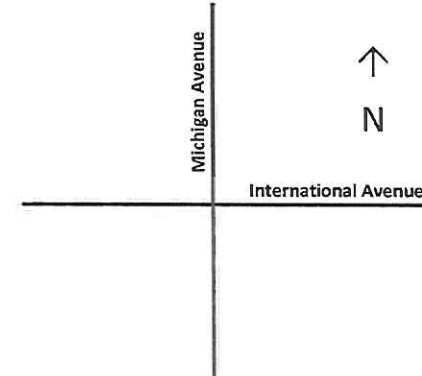
Major Street Direction?
☒ North / South
☐ East / West

Minor Street 'T' Intersection?
☒ NB -or- EB ☒ No 'T'
☐ SB -or- WB

PAGE 1 of 4

Time	Vehicular Volumes (vph)				TOTAL
	NB Approach	SB Approach	EB Approach	WB Approach	
06:00 - 07:00	19	16	8	35	78
07:00 - 08:00	27	35	22	47	131
08:00 - 09:00	24	51	29	49	153
09:00 - 10:00	8	50	26	41	125
14:00 - 15:00	16	72	29	25	142
15:00 - 16:00	14	107	40	25	186
16:00 - 17:00	26	108	45	27	206
17:00 - 18:00	20	104	39	26	189
8-HOUR TOTAL	154	543	238	275	1210

Pedestrian Crossing Volumes	
Crossing Michigan Avenue	Crossing International Avenue
0	4
11	5
8	16
1	3
16	6
2	7
16	7
1	0
55	48



WARRANT 1 - VEHICULAR VOLUMES

All-way stop control may be considered on Collector (major) roads where the following conditions are met:

Condition 1:

The total vehicle volume on all intersection approaches exceeds 600 vehicles per hour for each of any eight hours of the day.

Data Recorded:

Hour 1:	78 vph	Hour 5:	142 vph
Hour 2:	131 vph	Hour 6:	186 vph
Hour 3:	153 vph	Hour 7:	206 vph
Hour 4:	125 vph	Hour 8:	189 vph

Warrant Satisfied?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO

Condition 2:

The combined vehicular and pedestrian volume on the minor street exceeds 250 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Data Recorded:

Hour 1:	43 vph	Hour 5:	70 vph
Hour 2:	80 vph	Hour 6:	67 vph
Hour 3:	86 vph	Hour 7:	88 vph
Hour 4:	68 vph	Hour 8:	66 vph

Warrant Satisfied?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO

Condition 3:

The volume split does not exceed 70/30. Volume on the Collector Road is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

Data Recorded:

Total Major Street Volume (veh only):	697	55%
Total Minor Street Volume (veh & ped):	568	45%
Sum:	1265	100%

Warrant Satisfied?

<input checked="" type="checkbox"/>	YES
<input type="checkbox"/>	NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
 MINOR STREET: International Avenue
 MAJOR STREET: Michigan Avenue

PAGE 2 of 4

AND on Local (minor) roads where the following conditions are met:

Condition 4:

Total vehicle volume on all intersection approaches exceeds 400 for the highest hour recorded.

Data Recorded:

Hour 1: 78 vph	Hour 5: 142 vph
Hour 2: 131 vph	Hour 6: 186 vph
Hour 3: 153 vph	Hour 7: 206 vph
Hour 4: 125 vph	Hour 8: 189 vph

Warrant Satisfied?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO

Condition 5:

The combined vehicular and pedestrian volume on the minor street exceeds 150 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Data Recorded:

Hour 1: 43 vph	Hour 5: 70 vph
Hour 2: 80 vph	Hour 6: 67 vph
Hour 3: 86 vph	Hour 7: 88 vph
Hour 4: 68 vph	Hour 8: 66 vph

Warrant Satisfied?

<input type="checkbox"/>	YES
<input checked="" type="checkbox"/>	NO

Condition 6:

Volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

Data Recorded:

	4-way control	
Total Major Street Volume (veh only):	697	58%
Total Minor Street Volume (veh & ped):	513	42%
Sum:	1210	100%

Warrant Satisfied?

<input checked="" type="checkbox"/>	YES
<input type="checkbox"/>	NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
 MINOR STREET: International Avenue
 MAJOR STREET: Michigan Avenue

PAGE 3 of 4

WARRANT 2- ACCIDENT SUMMARY

Condition 1: Collector Road

For the purposes of this warrant, a high accident frequency on a Collector Road (or major road) occurs when there are greater than or equal to four collisions over a 12 month period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:

Total: 0

Warrant Satisfied?

☐ YES

☒ NO

Condition 2: Local Road

For the purposes of this warrant, a high accident frequency on a minor road occurs when there are greater than or equal to three collisions over a 12 month period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:

Total: 0

Warrant Satisfied?

☐ YES

☒ NO

WARRANT 3 - SIGHT DISTANCES

Condition 1: Collector Road

Sight Distance of motorist stopped on Collector Road viewing the Local Road is less than 90 metres for a Collector Road.

Sight Distances:

NB: 90 m
 SB: 90 m
 EB: N/A
 WB: N/A

Warrant Satisfied?

☐ YES

☒ NO

Condition 2: Local Road

Sight Distance of motorist stopped on Local Road viewing the Collector Road is less than 65 metres for a Local Road.

Sight Distances:

NB: N/A
 SB: N/A
 EB: 65 m
 WB: 65 m

Warrant Satisfied?

☐ YES

☒ NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 – March 2000)

DATE: Tuesday October 14, 2014
 MINOR STREET: International Avenue
 MAJOR STREET: Michigan Avenue

PAGE 4 of 4

Summary of Warrants

Warrant 1: Vehicular Volumes

Condition 1	No	Overall: No
Condition 2	No	
Condition 3	Yes	
Condition 4	No	
Condition 5	No	
Condition 6	Yes	

Warrant 2: Accident Summary

Condition 1	No	Overall: No
Condition 2	No	

Warrant 3: Sight Distances

Condition 1	No	Overall: No
Condition 2	No	

ALL-WAY STOP CONTROL
 is
 NOT WARRANTED

All-way stop control usage notes:

In some circumstances, it may be appropriate to install STOP signs on all approaches to an intersection. This results in an all-way stop condition. All-way STOP sign controls disrupt the flow of traffic and introduce delays to all drivers within the intersection and should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics (see minimum volume warrants below). The approaches should be directly opposing (i.e., not offset), should preferably approach at right angles (i.e., no skewed approaches) and have an equal number of lanes.

All-way stop controls should be considered only under the following situations:

- As an interim measure, where traffic control signals are warranted but cannot be implemented immediately.
- At locations having a high collision frequency where less restrictive measures have been tried and found inadequate (see all-way stop collision warrant below).
- As a means of providing a transition period to accustom drivers to a change in intersection right of way control from one direction to another. Installation under this warrant must be in conformance with the Amendment of Intersection Control.

Inappropriate Use of All-way Stop Control, all-way stop controls should not be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means.
- At intersections that are not roundabouts having less than three, or more than four, approaches.
- On multi-lane approaches where a parked or stopped vehicle on the right will obscure the STOP sign.
- Where traffic would be required to stop on grades.
- Where visibility of the sign is hampered by curves or grades, and insufficient safe stopping distance exists.
- Where any other traffic device controlling right of way is permanently in place within 250 m, with the exception of a YIELD sign.
- As a speed control device.
- On roads where progressive signal timing exists.
- On roads within urban areas having a posted speed limit in excess of 60 km/h.
- At intersections that are offset, poorly defined or geometrically substandard.
- On truck or bus routes, except in an industrial area or where two such routes cross.
- As a means of deterring the movement of through traffic in a residential area.

15 Minute Counts	Michigan Avenue at International Avenue	Turning Movements												Pedestrian Crossing				Total Vehicles	Hourly Totals
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NB	SB	EB	WB		
	6:00 - 6:15	0	3	0	0	0	4	0	2	0	1	5	2	0	0	0	1	17	78
	6:15 - 6:30	2	2	0	0	0	5	0	0	0	0	6	2	0	0	2	0	17	0
	6:30 - 6:45	2	3	0	0	0	3	2	0	1	0	4	8	0	0	1	0	23	0
	6:45 - 7:00	2	5	0	0	0	4	1	0	2	0	5	2	0	0	0	0	21	0
	7:00 - 7:15	0	5	0	1	0	8	0	0	0	0	5	5	0	0	0	0	24	131
	7:15 - 7:30	1	6	0	0	2	8	3	3	1	1	8	4	0	4	2	1	37	0
	7:30 - 7:45	1	7	0	0	1	5	1	2	2	1	4	10	0	4	0	0	34	0
	7:45 - 8:00	1	6	0	1	2	7	7	3	0	0	4	5	1	2	2	0	36	0
	8:00 - 8:15	0	6	0	3	4	7	5	4	0	0	5	11	0	0	0	0	45	153
	8:15 - 8:30	0	4	1	3	6	8	7	0	0	0	1	11	0	0	1	0	41	0
	8:30 - 8:45	0	7	0	2	1	11	4	3	0	0	8	2	0	6	13	0	38	0
	8:45 - 9:00	0	5	1	1	1	4	4	2	0	0	6	5	0	2	2	0	29	0
	9:00 - 9:15	1	4	0	7	1	13	7	2	1	0	4	8	0	0	2	0	48	125
	9:15 - 9:30	0	0	0	2	1	7	1	5	2	1	5	5	0	0	1	0	29	0
	9:30 - 9:45	1	2	0	0	1	8	2	2	1	0	5	5	0	1	0	0	27	0
	9:45 - 10:00	0	0	0	3	0	7	2	1	0	0	5	3	0	0	0	0	21	0
	10:00 - 10:15																	0	0
	10:15 - 10:30																	0	0
	10:30 - 10:45																	0	0
	10:45 - 11:00																	0	0
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	13:00 - 13:15																	0	0
	13:15 - 13:30																	0	0
	13:30 - 13:45																	0	0
	13:45 - 14:00																	0	0
	14:00 - 14:15	0	5	0	1	6	11	3	4	2	0	2	0	0	0	0	0	34	142
	14:15 - 14:30	0	1	0	2	5	6	2	1	1	0	0	4	0	0	0	0	22	0
	14:30 - 14:45	1	1	1	3	8	8	5	3	0	0	5	5	11	2	2	2	40	0
	14:45 - 15:00	0	7	0	8	8	6	6	1	1	0	3	6	2	1	2	0	46	0
	15:00 - 15:15	1	4	0	11	8	10	7	4	0	0	2	4	0	1	2	0	51	186
	15:15 - 15:30	1	2	0	6	10	9	4	3	1	0	0	5	0	0	4	0	41	0
	15:30 - 15:45	0	2	0	7	9	17	7	4	0	0	3	3	0	1	1	0	52	0
	15:45 - 16:00	0	3	1	3	8	9	4	6	0	0	5	3	0	0	0	0	42	0
	16:00 - 16:15	1	7	1	4	16	15	4	5	1	0	5	4	11	1	5	1	63	206
	16:15 - 16:30	1	5	1	7	8	7	7	4	2	0	4	1	0	3	0	0	47	0
	16:30 - 16:45	0	5	0	9	8	10	6	4	1	0	2	3	1	0	0	0	48	0
	16:45 - 17:00	0	5	0	6	12	6	3	6	2	0	3	5	0	0	1	0	48	0
	17:00 - 17:15	1	5	0	11	7	7	1	5	3	0	1	3	0	0	0	0	44	189
	17:15 - 17:30	0	4	0	9	15	8	4	4	1	0	2	6	0	0	0	0	53	0
	17:30 - 17:45	2	4	0	9	10	7	3	6	1	0	3	4	1	0	0	0	49	0
	17:45 - 18:00	0	4	0	7	9	5	4	6	1	0	4	3	0	0	0	0	43	0
	18:00 - 18:15																	0	0
	18:15 - 18:30																	0	0
	18:30 - 18:45																	0	0
	18:45 - 19:00																	0	0
	19:00 - 19:15																	0	0
	19:15 - 19:30																	0	0
	19:30 - 19:45																	0	0
	19:45 - 20:00																	0	0
Total Hours Counted:																			8



The Corporation of the Town of LaSalle

Date:	March 5, 2018	Report No:	DS-08-18
Directed To:	Mayor and Members of Council	Attachments:	Figure 1 & 2
Department:	Development & Strategic Initiatives		
Prepared By:	Allen Burgess, MCIP, RPP. Supervisor of Planning & Development Services	Policy References:	Official Plan Zoning By-law 5050
Subject:	Application to Remove the Holding Symbol & to obtain Site Plan Control Approval:	Our File No:	Z-06-13 & SPC-01/13
Applicant and Registered Owner :	J.T. Investments Inc.		
Location of Application:	0.4 hectares of land, generally located on the south side of Sprucewood Avenue, west of Malden Road.		

RECOMMENDATION:

Based on the comments that are contained within the following staff report, and subject to further input from Council, the public, and affected agencies, it is recommended that:

- i) Council grant approval in principle to the Applicant's Holding Zone Removal application and the Applicant's Site Plan Control application (as depicted on Figure 2);
- ii) Council authorize Staff and Town Solicitor to prepare the required Site Plan Control agreement for execution;
- iii) Council adopt the by-law removing the Holding Zone from the subject lands once the required Site Plan Control agreement has been fully executed to Council's satisfaction.

REPORT:

This report is intended to provide members of Council with comments and recommendations regarding a development application that has been submitted to the Town requesting:

- i) Council approval for the removal of the Holding Zone Symbol for approximately 0.4 hectares of land, generally located on the south side of Sprucewood Avenue, west of Malden Road (as depicted on Figure 1). The removal of the Holding Zone Symbol at this location would allow the construction of a two storey mixed use building with seven (7) apartment units of approximately 600 square metres in total residential floor area, and 600 square metres of commercial floor area. A total of 45 parking spaces are proposed to be constructed at this location, together with eight (8) accessory garage units to be used by the tenants of 2nd floor apartment dwelling units;
- ii) Site Plan Control approval for the construction of this new two storey mixed use building, with corresponding off-street parking, and garbage enclosure, sidewalks, etc., as depicted on conceptual on Figure 2.

Figure 1, depicts the existing zoning of the subject lands and the zoning that currently exists on the adjacent properties. Figure 2 attached, depicts the Applicant's preliminary conceptual site plan.

On February 12, 2018 the Planning Committee held an open public information session to obtain public input. The Applicant's Agent attended and made a presentation at this information session. Questions and/or concerns were raised regarding the following items:

- What steps will be taken to maximize privacy for adjacent residential properties;
- Will there interconnections between this site and the adjacent commercial site;
- Will there be privacy fencing adjacent to existing residential properties;
- What is being done to address storm drainage from this site, once it is developed.

In assessing the merits of the Applicant's Applications, the following comments and recommendations are offered for Council's consideration:

- i) The subject lands are designated "Malden Town Centre" in the Town's approved Official Plan. The Applicant's site plan for the subject lands (Figure 2) conforms to the Town's approved Official Plan;
- ii) Zoning By-law No. 5050 currently zones the lands subject to the Application Town Centre Commercial Zone - "C4". Professional and general offices, clinics, retail stores and apartment dwelling units are permitted land uses on all lands zoned "C4", including the subject lands;

- iii) The Applicant will be required to provide a 3.0 metre wide easement along Sprucewood Avenue for road widening purposes, and an easement to allow for vehicular access (inter-connectivity) to the neighboring plaza to the east for improved and safer vehicular circulation between adjacent commercial properties;
- iv) The Applicant will be required to install a storm sewer within the Lorne Avenue right of way, westerly to Newman Blvd, for the subject lands to convey additional storm water from the subject lands;
- v) The Applicant will be required to prepare and submit detailed site servicing drawings, landscape plans and final detailed site plans --- to properly address on-site servicing, landscaping, fencing, lighting, sidewalks, refuse enclosures, etc --- that are needed to ensure that the subject new mixed use development does not adversely impact adjacent lands and has all the necessary services and amenities required for the proposed new commercial and residential floor space to be built at this location. As part of the Applicant's Site Plan Control Agreement, all necessary financial contributions, easements, site servicing and other development standards will be addressed to the satisfaction of Council and Town Staff, including paved parking areas, privacy fencing, lighting, on-site refuse disposal and pedestrian walkways.


We would be pleased to answer any questions with respect to the comments and recommendations that are contained within this Staff report.

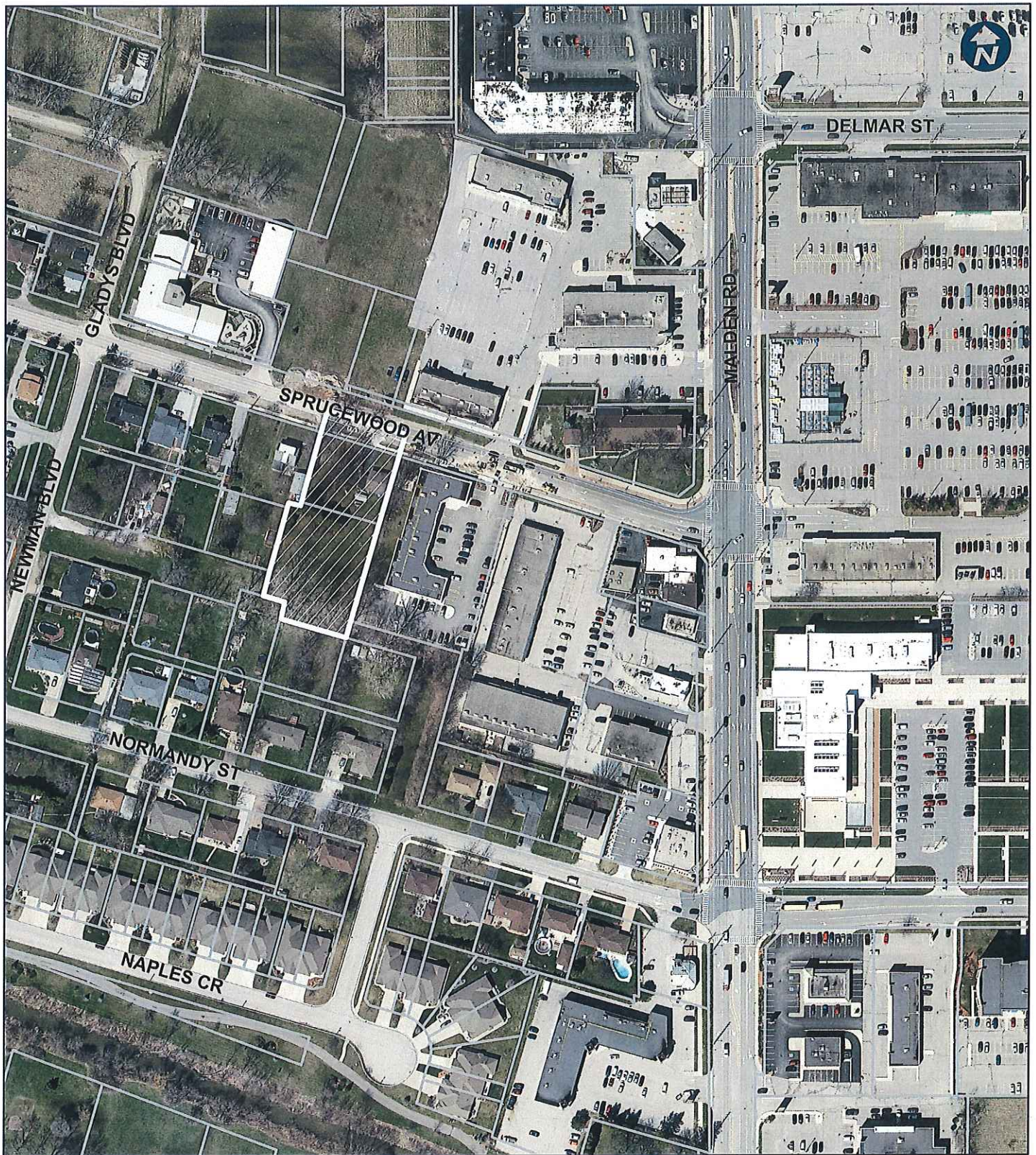
Yours truly,



A. Burgess, MCIP, RPP.
Supervisor of Planning & Development
Services

Attachments

Reviewed by:						
 CAO	Finance	Clerk	Environmental Services	Development & Strategic Initiatives	Culture & Recreation	Fire



Legend:



Subject Lands

Title:

FIGURE 1 - KEY PLAN



Scale: 1:5000

File No: Z-01-2015

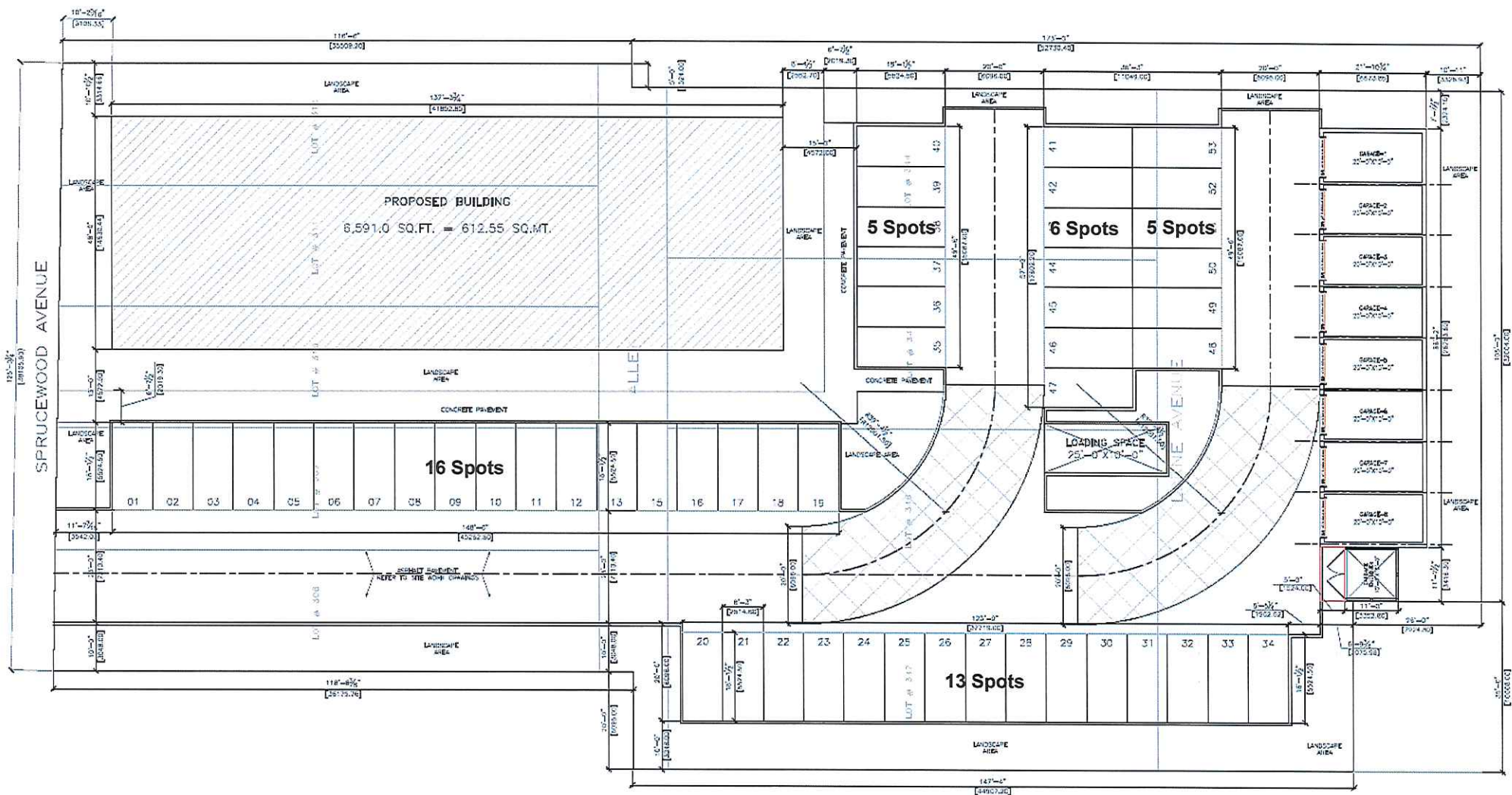
Prepared For: Planning Dept.

Applicant: Seven Lakes Homes

Prepared By: Finance Department
GIS Services

Date: January 7, 2015

Notes: This document is not a Legal Plan of Survey.



Scale:	N.T.S.	File No:	SPC-01-18 & Z-02-18
Prepared For:	Planning Dept.	Applicant:	JT Investments Inc.
Prepared By:	DSI	Date:	March 7, 2018

FIGURE 2 - SITE PLAN

Notes:

This document is not a Legal Plan of Survey.



The Corporation of the Town of LaSalle

Date:	March 6, 2018	Report No:	DS-09-18
Directed To:	Mayor and Members of Council	Attachments:	Figures 1 to 7
Department:	Development & Strategic Initiatives		
Prepared By:	Allen Burgess, MCIP, RPP. Supervisor of Planning & Development Services	Policy References:	Official Plan Zoning By-law 5050
Subject:	Application to Remove the Holding Symbol and Part Lot Control Exemption	Our File No:	Z-01-18 T-01-18
Applicant and Registered Owner :	957478 Ontario Ltd and 14333262 Ontario Ltd (J. Papia & S. Feldman)		
Agent:	Fazio Giorgi LLP – Frank Fazio		
Location of Application:	Approximately 2.7 hectares of land located along Kenwood Boulevard, east of Mayfair Avenue and west of the Essex Terminal Railway		

RECOMMENDATION:

Based on the comments that are contained within the following staff report, and subject to further input from Council, the public, and affected agencies, it is recommended that:

- i) Council grant approval in principle to the Applicant's Holding Zone Removal application, and the Applicant's Part-Lot Control Exemption By-law, based on a revised road and lotting plan as depicted on Figure 4;
- ii) Council include a 5 year expiration date to the Part-Lot Control Exemption By-law, and forward a copy of same to the Manager of County Planning for approval purposes;
- iii) Council authorize Staff to prepare the required development agreement for execution purposes;

- iv) Council adopt the by-law removing the Holding Zone symbol from the subject lands and adopt the corresponding Part-Lot Control Exemption By-law, once the required development agreement has been fully executed to Council's satisfaction;
- v) Council adopt a Part-Lot Control By-law for the subject lands once the required development agreement has been fully executed to Council's satisfaction;
- vi) Council keep all of the Gilbert Street road allowance in municipal ownership, close and sell the easterly section of Kenwood Boulevard (from Gilbert to the Essex Terminal Railway right of way), and close and sell the alleys abutting this development (to be incorporated into the proposed new building lots).

REPORT:

This report is intended to provide members of Council with comments and recommendations regarding a development application that has been submitted to the Town requesting:

- i) Council approval for the removal of the Holding Zone symbol for approximately 2.7 hectares of land located along Kenwood Boulevard, east of Mayfair Avenue and Essex Terminal Railway (as depicted on Figure 1);
- ii) Council approval for the adoption of a Part-Lot Control Exemption By-law for Lots 131 to 132, 137 to 145, 150 to 64, and 287 to 315, on Registered Plan 847 (as depicted on Figure 2);
- iii) Council approval for the closure and sale of the Gilbert Street road allowance from Kenwood to Delaware), the Kenwood Street road allowance (from Gilbert to the Essex Terminal Right of Way), and various alleys that abut the subject lands (see Figure 3).

OFFICIAL PLAN:

The Official Plan for the Town of LaSalle designates the lands subject to this application "Residential". A broad range of residential dwelling unit types are permitted within this designation, including single-unit detached, semi-detached, townhouse and apartment type dwelling units.

Section 3.3.1 of the Official Plan contains a set of goals for lands designated residential, including the following:

"To broaden the range of housing options available to existing and future residents of the town by encouraging the production of a more diverse and affordable mix of housing that is capable of meeting the needs of all households, including households with special needs. The provision of mixture of housing forms, sizes, tenures and affordable housing types, including both public and private sector sponsored housing are to be encouraged."

"To promote and encourage private landowners, developers and builders to undertake residential intensification activities in areas of the town where a full range of municipal infrastructure, community facilities and goods and services are readily available. Residential intensification includes infilling, conversions and redevelopment and will be encouraged in certain areas of the town as a means of increasing the supply of affordable rental and ownership housing."

It should be noted that in the LaSalle Official Plan Mayfair Avenue (from Reaume Road to Martin Lane) is designated as a north-south Collector, in the same manner as Michigan Avenue. Both of these collector roads are intended to carry larger volumes of traffic as compared to local streets.

The Official Plan for the County of Essex identifies these lands as being within the Town's approved Settlement Area Boundary, and depicts these lands as being located within the "Natural Environment Overlay". As a result the Applicant has completed natural heritage studies to the satisfaction of the MNRF and the Essex Region Conservation Authority.

Attached, as Figure 5, are copies of correspondence dated June 30, 2017 from MNRF, and September 29, 2017 from ERCA stating that the Applicant can proceed to develop the subject lands for residential purposes provided they satisfy the conditions as set out in their correspondence.

ZONING:

The subject lands are zoned Residential One Holding "R1 (h)" in the Town's Comprehensive Zoning By-law. Once the requirements of the development agreement are fulfilled to the satisfaction of Town Staff, the servicing is complete as required, the securities are in place --- the Residential One zone will allow building permits to be issued for the construction of new single detached dwellings on the subject lands.

COMMENTS:

On February 12, 2018 the Planning Committee held an open public information session to obtain public input. The Applicant's Agent attended and made a presentation at this information session. A number of questions and/or concerns were raised by the public regarding the subject application, including:

- Concerns were raised regarding storm drainage, and what measures would be taken to minimize flooding on adjacent lands;
- Concerns were also expressed regarding traffic circulation, congestion and safety on Mayfair Avenue --- with a number of residents asking that the Gilbert Street road allowance be opened as a public road from Delaware to Maple (Attached, please find a number of emails that have been submitted by residents following the information session – as Figure 6);

- Questions were also asked about parkland, and what will happen to the existing overhead power lines running parallel to Kenwood, and whether residents would have any input regarding the removal of remaining trees on the Applicant's lands;
- Concerns were also raised regarding who will be responsible to maintain the vacant lots that are not part of this development.

In assessing the merits of the Applicant's development plan, the following comments are offered for Council's consideration:

- i) The subject lands are designated "Residential Area" in the Town's approved Official Plan. A broad range of residential dwelling types are permitted within this designation, including single detached dwellings developed at a density that does not exceed 18 units per net hectare;
- ii) The Official Plan for the County of Essex identifies these lands as being within the Town's approved Settlement Area Boundary, and depicts these lands as being located within the "Natural Environment Overlay". Landowners wishing to develop lands located within a "Natural Environment Overlay" area are required to complete natural heritage studies to the satisfaction of the MNRF and the Essex Region Conservation Authority. Attached, as Figure 5, are copies of correspondence dated June 30, 2017 from MNRF, and September 29, 2017 from ERCA describing the scope and findings of these natural heritage studies. MNRF and ERCA have reviewed these assessments and have advised the Town and the County of Essex that the Applicant can proceed to develop the subject lands for residential purposes provided they satisfy the conditions as set out in their respective correspondence. In working with the Ministry of Natural Resources and Forestry, ERCA and the Applicant's Consultant it was determined that restrictive covenants will need to be put in place on the rear of the new lots backing onto the Essex Terminal Railway, in an effort to protect this habitat in a natural state. Details related to this restrictive covenant and details pertaining to temporary and permanent fencing and on-going maintenance obligations for these lands will be set out in the Development Agreement;
- iii) Mayfair Avenue is a designated north-south collector road, designed to carry larger volumes of traffic, to and from the existing and planned east-west collector and arterial network. At present, based on 2016 traffic counts completed by Dillon Consulting, this section of Mayfair (south of Laurier) has an AADT ranging between 400 and 1,200 vehicles ---- which is relatively low in comparison to the Michigan Avenue collector road which has an AADT ranging between 1,000 and 2,200 (south of Laurier). These north-south collector roads both have 2 lanes of traffic, however, the section of Mayfair located south of Laurier does not currently interconnect with the section of Mayfair located north of Superior and/or with the International Street east-west collector located to the south.

When Delaware and Sacred Heart Streets were developed (to the east of Mayfair), provisions were made for the future interconnection of these streets with Kenwood and Maple, via the Gilbert Street road allowance (see attached photo – Figure 7).

After receiving input at the Planning Information Session (and reviewing the subsequent information submitted via email from residents living in this neighbourhood), and visiting the site (both during school dismissal hours and during non-peak hours), Town Engineering and Planning Staff are of the opinion that the Gilbert Street unopened road allowance should not be sold to the Applicant. Instead, it should be opened and constructed as a public roadway, providing safe and convenient access for motorists, cyclists and pedestrians wishing to travel to/from Delaware, Sacred Heart, the new Kenwood development, Maple Street and Laurier. In our professional opinion, this roadway connection will (i) help to disperse traffic; (ii) will encourage residents to walk and cycle within their neighbourhood; and (iii) will create additional choices for students and parents wishing to walk/cycle safely to/from their homes and the nearby elementary school.

Town Staff recommend that the Applicant be responsible for constructing the section of Gilbert within the limits of their landholdings (including the corresponding flankages). The Town will contribute to the cost of building/upgrading the balance of Gilbert Street as required. The details related to this cost-sharing will be set out in the Applicant's development agreement;

- iv) Kenwood Blvd. and Gilbert Avenue, will be constructed by the developer and will be built as a full urban cross-section, with street lighting and sidewalks. It will have a pavement width of 28 feet, with 5 foot wide continuous concrete sidewalks located along one side of all roads. These sidewalks are to be located a minimum of 5 feet from the curb, with street trees planted in the boulevard along both sides of all roads (with spacing every 30 feet, with 2.5 inch caliper trees at the time of planting --- a minimum of 4 species of deciduous trees are required to be planted in accordance with the Town's approved list of street trees);
- v) The Applicant will also be responsible to construct all services required by the Town at their expense, including but not limited to a full urban road cross-section water mains, storm and sanitary sewers, gas, bell, hydro, cable and other agency requirements. These costs shall also include all matters related to the servicing of the subject lands – including but not limited to legal, surveying, engineering, planning, permits, fees, etc;
- vi) It should be noted that as part of the Applicant's development agreement they will be required to provide new storm sewers to service their lands, and to ensure that rear yard drainage for these new lots does not adversely impact existing homes located adjacent to the subject lands. Details related to this new storm drainage infrastructure will be set out in the Applicant's engineering plans, to be reviewed and approved by the Town Engineer. Similarly, issues related to existing power lines will also be addressed by the Town Engineer as part of the detailed review of the servicing plans for this new development;
- vii) Cash-in-lieu of parkland in the amount of \$750 per building lot will need to be paid by the Applicant;
- viii) The removal of the holding zone symbol at this location would allow twenty-three (23) new single-unit detached residential dwelling units to be built on new lots that would have lot frontages and areas which meet and/or exceed the minimum

requirements as set out in the "R1" zone category, as per the revised road and lotting plan depicted on Figure 4;

- ix) The Planning Act includes provisions that allow municipalities to pass Part-Lot Control By-laws to re-subdivide existing legally conveyable lots that have already been created on registered Plans of Subdivision. Typically, these by-laws are used to establish the "centerlines/property lines" between two or more attached dwelling units that are intended to be conveyed individually as "freehold" dwelling units.

In addition, in appropriate circumstances, where no new road allowance are being created and the relotting that is taking place is an infill type of development, Part-Lot Control exemption by-laws can be used in place of the consent and deeming lot creation process. With Council's approval, Part-Lot Control exemption by-laws can be prepared and adopted by Council, and submitted to the County of Essex for approval. The County of Essex has been delegated the Ministry of Municipal Affairs subdivision approval authority.

Subsection 50(7) of the Planning Act also allows Council to attach an expiration date to a Part-Lot Control By-law, and further provides for extensions to be granted to such expiration date should it be necessary to grant an extension. Once approved, extensions do not require further approval from the Ministry of Municipal Affairs and Housing. Council can also attach conditions to this by-law as appropriate to ensure that the lots being created meet all of the town's requirements in terms of frontage, area, etc.

In this particular instance, once the required development agreement has been prepared, based on the revised road and lotting plan (Figure 4), the corresponding Part-Lot Control Exemption By-law will be brought to Council for adoption purposes;

- x) There are a number of open and closed alley's abutting this development, pursuant to municipal policy the developer will be required to close and incorporate these alleys as part of the adjacent lotting fabric. If portions of the alley are sold to abutting residents, the Town solicitor will recover a portion of the cost of the closing and reimburse same.

It should be noted that a portion of Kenwood (from Gilbert to the Essex Terminal right of way) is to be closed and acquired by the Applicant for building lot creation purposes. Staff are recommending that the Gilbert Street road allowance not be closed and sold to the Applicant, for the reasons stated earlier in this Staff Report;

- xi) Additional servicing details, as may be required, will be set out in the development agreement and depicted on engineering plans that are prepared by the Applicant's engineering consultant and approved by Town Engineering Staff;
- xii) It is our opinion that the proposed Removal of the Holding Zone Symbol and the approval of the Part Lot Control Exemption By-law (to permit the subsequent construction of single detached dwellings) would be in keeping with the policies and the intent of the approved Official Plan of the Town of LaSalle and the County of Essex --- provided the necessary development agreement is prepared and executed to: (i) incorporate all of the conditions of MNR and ERCA, (ii) is based on full urban servicing in accordance with the revised lot and road plan as depicted on Figure 4;

(iii) it incorporates provisions and detailed engineering plans and drawings to properly address the comments/recommendations contained in this Staff Report.




We would be pleased to answer any questions with respect to the comments and recommendations that are contained within this Staff report.

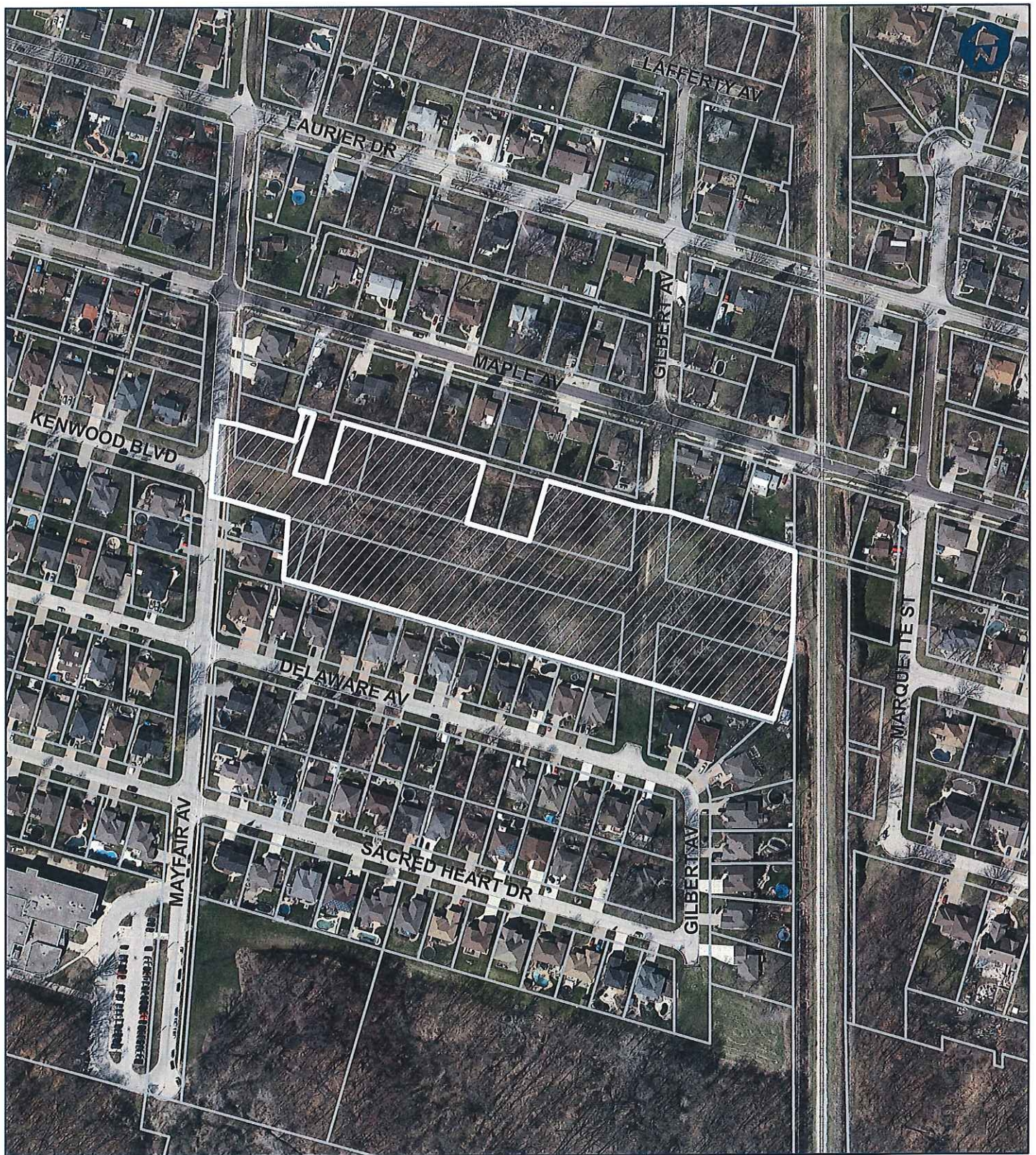
Yours truly,



A. Burgess, MCIP, RPP.
Supervisor of Planning & Development
Services

Attachments

Reviewed by:						
 CAO	Finance	Clerk	Environmental Services 	Development & Strategic Initiatives 	Culture & Recreation	Fire



Legend:



Subject Lands

Title:

FIGURE 1 - KEY PLAN



Scale: 1:1500

File No: Z-01-18 & T-01/18

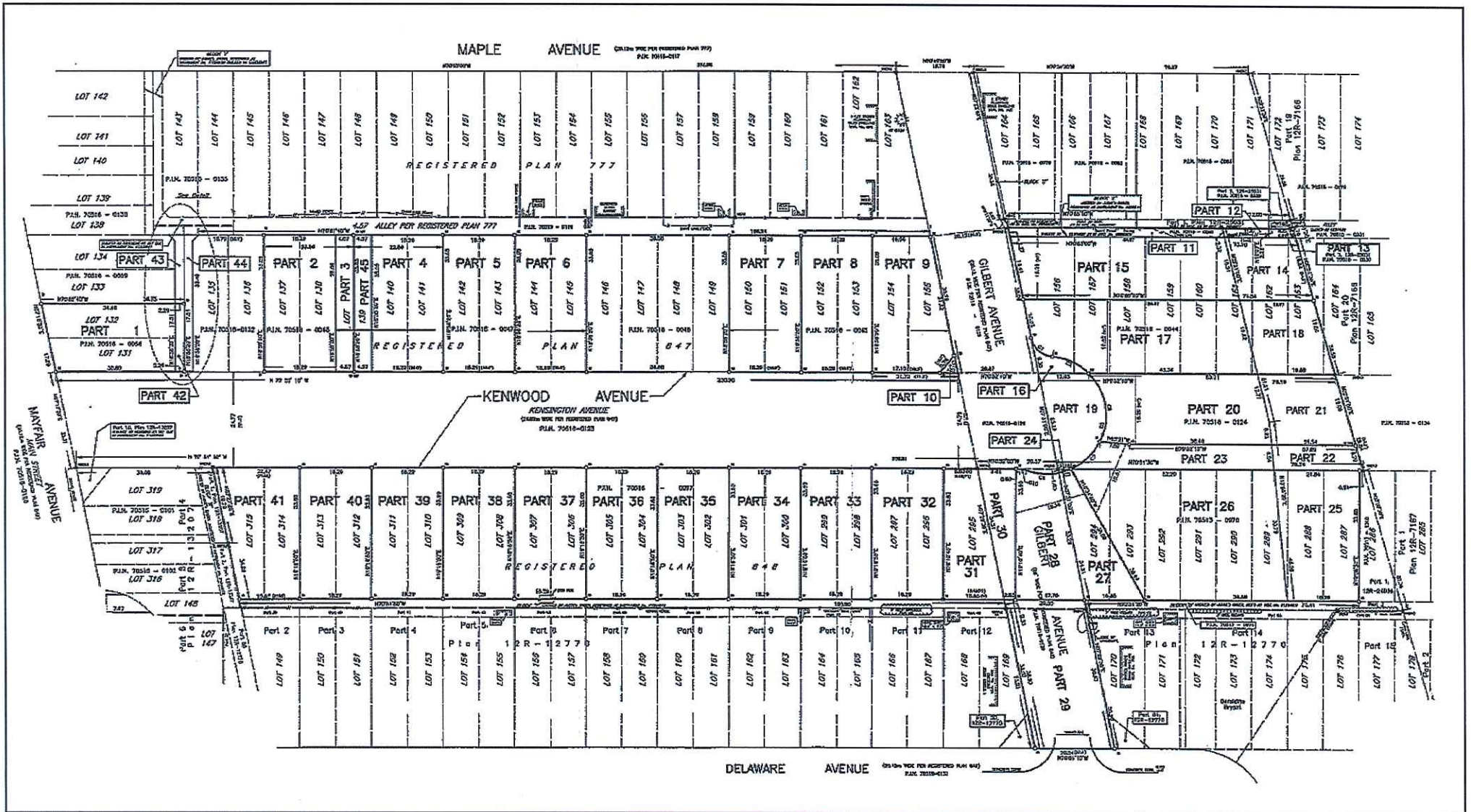
Prepared For: Planning Dept.


Applicant: 957478 Ont. Ltd. & 1433262 Ont. Ltd.

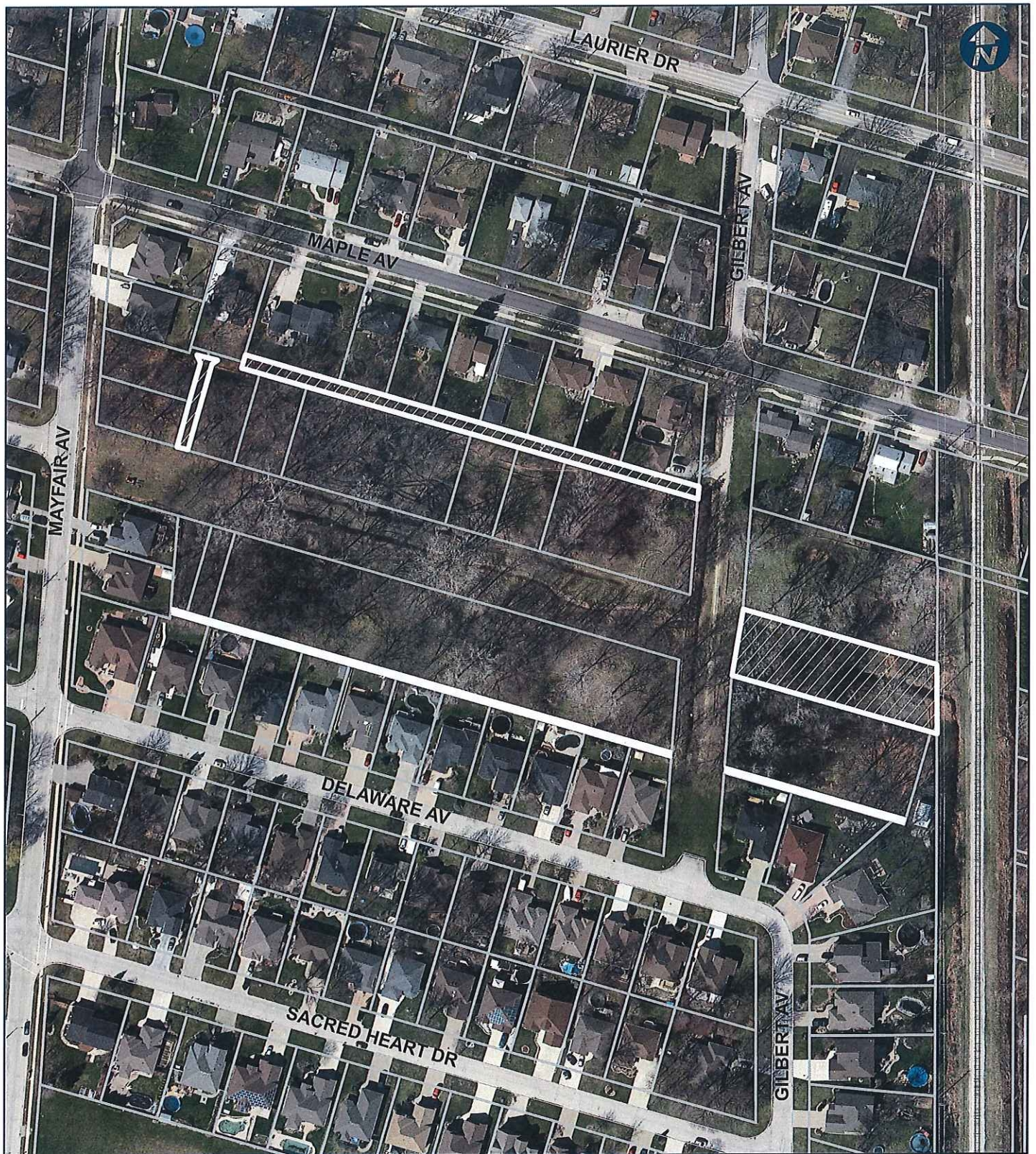
Prepared By: DSI

Date: February 14, 2018

Notes: This document is not a Legal Plan of Survey.



	Scale: N.T.S.	File No: Z-01-18 & T-01/18	Title: FIGURE 2 - DRAFT 12R PLAN Notes: This document is not a Legal Plan of Survey.
	Prepared For: Planning Dept.	Applicant: 957478 Ont. Ltd & 1433262 Ont. Ltd.	
Prepared By: DSI		Date: February 14, 2018	



Legend:



Subject Lands

Title:

FIGURE 3: ALLEYS AND ROAD TO BE CLOSED



Scale: 1:1000

File No: Z-01-18 & T-01-18

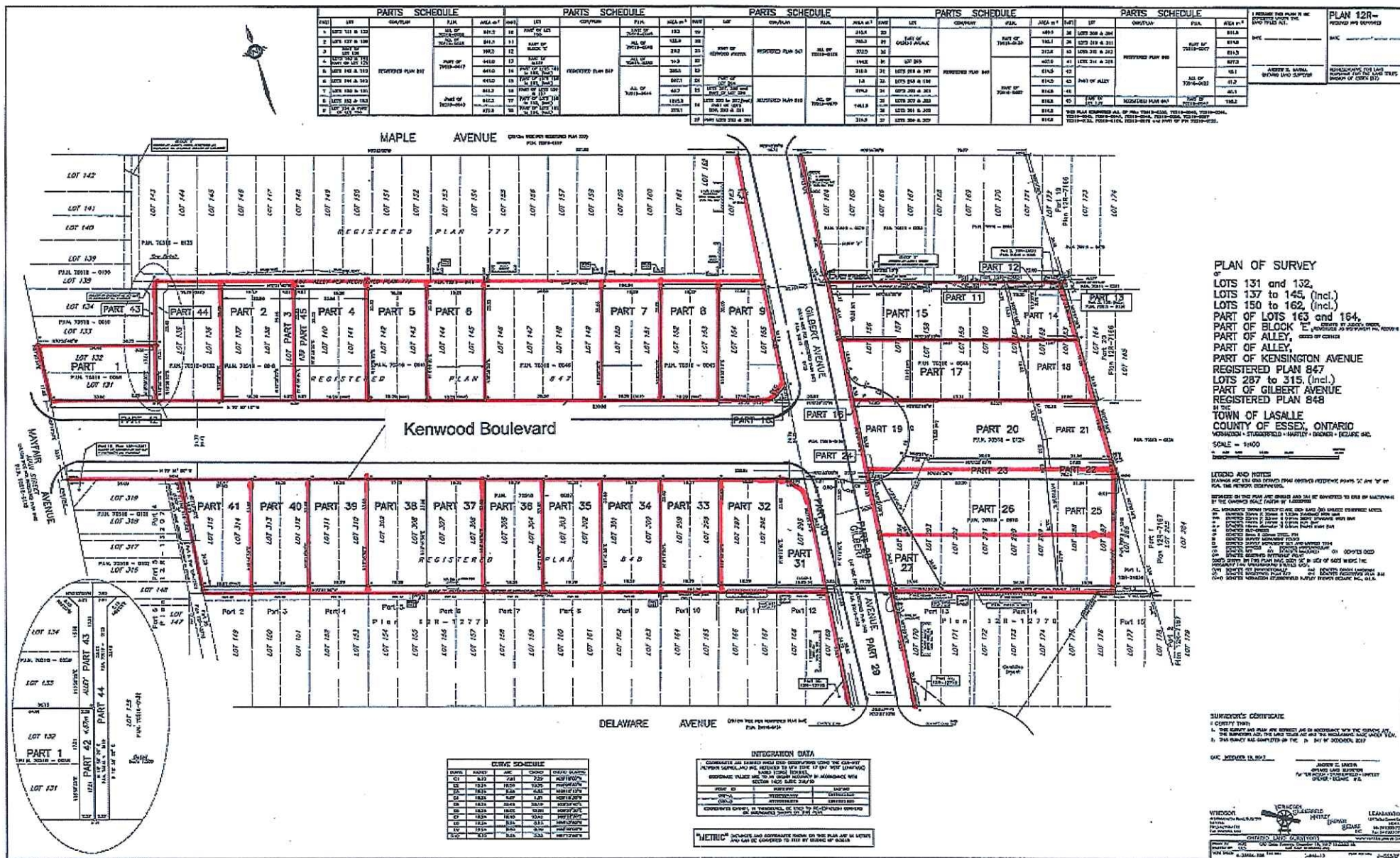
Prepared For: Planning Dept.

Applicant: 957478 Ont Ltd
1433262 Ont Ltd

Prepared By: DSI

Date: March 7, 2018

Notes: This document is not a Legal Plan of Survey.



Scale: N.T.S.

Prepared For: Planning Dept.

Prepared By: DSI

File No: Z-01-18 & T-01-18

Applicant: 957478 Ont Ltd & 1433262 Ont Ltd

Date: March 7, 2018

Figure 4: Revised Road and Lotting Plan

Notes: This document is not a Legal Plan of Survey.

Ministry of Natural
Resources and Forestry
615 John Street North
Aylmer ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

Ministère des Richesses
naturelles et des Forêts
615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télé: 519-773-9014



June 30, 2017

AYL-L-043-17

Joe Papia

Dear Mr. Papia:

RE: Kenwood Boulevard Residential Development and the *Endangered Species Act, 2007*

The Ministry of Natural Resources and Forestry (MNRF) has reviewed the information that was provided on the proposed residential development project to assess the potential impacts of the proposal on endangered or threatened species and their habitats. From the information provided, it is our understanding that the proposed project falls within these parameters:

- a) The project is located east of Kenwood Boulevard, between Maple Ave and Delaware Ave, in the Town of LaSalle, Essex County.
- b) The proposed project involves the construction of a 24-lot residential subdivision, including the extensions of Kenwood Boulevard and Gilbert Ave.
 - The development footprint will follow the site plan from Biologic Incorporated dated May 2017 (attached).
 - The understory of the property has been regularly maintained, and the trees on-site will be removed.
 - The trees have been assessed by Biologic Incorporated and confirmed to not be species at risk (SAR).
 - The drain will be enclosed.
 - The drain is currently enclosed south of the property, and is non-vegetated and partially enclosed north of the property.
 - The 0.18 hectare eastern-most portion of the property, adjacent the railway corridor, will remain undeveloped and protected in the long-term through conveyance of the land to the Town.
- c) The proposed project will begin upon receipt of all required approvals.
- d) MNRF has reviewed SAR occurrence information on file and determined that there are known occurrences of several SAR including Eastern Foxsnake – Carolinian population (endangered, with species and regulated habitat protection) in the general area of the project location but with low potential to occur on-site.

Based on a review of the above information, MNRF has determined that the activities associated with the project, as currently proposed, **will likely not contravene** section 9 (species protection) and/or section 10 (habitat protection) of the *Endangered Species Act, 2007* (ESA 2007) for Eastern Foxsnake **provided the following recommendations are implemented:**

Project Activities & Timing:

1. Temporary snake barrier fencing, appropriate for excluding Eastern Foxsnake, should be installed around the perimeter of the development area (excluding the area to be retained and conveyed) before the start of construction and/or vegetation clearing activities and after September 30th. The fencing should be regularly inspected and maintained until all construction activities and/or vegetation clearing activities have been completed.
2. The enclosing of the drain must be completed before September 15, 2017, and must be visually surveyed for the presence of snakes immediately prior to infilling.
3. Vegetation removal must be conducted between June 1st to September 30th when Eastern Foxsnake individuals are active and most able to flee areas of disturbance, or between December 1st to March 30th when Eastern Foxsnake individuals are overwintering.
4. Residential lots 11 & 12 (shown in the site plan from Biologic Incorporated dated May 2017 – attached), at a minimum, must have permanent fencing installed at the back of the lots using appropriate materials and dimensions, to avoid encroachment into the undeveloped area along the railway corridor.
5. Construction and vegetation clearing equipment that is left idle for over one hour or is parked overnight on the property between April 1st to November 30th must be surveyed for the presence of Eastern Foxsnake before (re)ignition. This visual examination should include all lower components of the machinery, including operational extensions and running gear.
6. The use of mesh or netting type stabilization material must not be used for erosion control measures. To prevent the entanglement of Eastern Foxsnake, an alternative product such as Curlex Net-free® blanket or the use of riprap over geotextile fabric is recommended.

Species Incidental Encounters:

7. All on-site personnel must be made aware of the potential presence of SAR, especially Eastern Foxsnake.
8. Any species listed as endangered or threatened on the Species at Risk in Ontario (SARO) List that is present on the property must be protected from all harm and harassment.
9. Any SAR individual that is present on the property should be reported to the MNRF Aylmer District staff (contact information below) within 48 hours of the observation or the next working day, whichever comes first.
10. If a SAR individual is observed in or near the construction area, construction equipment and machinery must maintain a minimum operating distance of 30 meters from the individual until the individual has dispersed from the property under its own ability, or be relocated to the retained natural area on-site. MNRF Aylmer District staff (contact information below) must be contacted immediately for additional guidance if these cannot be done.
11. If an injured, deceased, or diseased SAR individual is found, the specimen must be placed in a non-airtight container maintained at an appropriate temperature and MNRF Aylmer District staff (contact information below) must be contacted immediately for additional guidance.

If the above recommendations are implemented, the activity will likely not contravene section 9 (species protection) and/or section 10 (habitat protection) of the ESA 2007.

This Letter to Proponent (AYL-L-043-17) is valid until December 31, 2018. MNRF should be contacted for a new review if the project activities have not been completed by this date.

Should any of the project parameters change, or if it is not possible to comply with all the above recommendations, please notify the MNRF Aylmer District office immediately to obtain guidance on whether additional actions will need to be taken to remain in compliance with the ESA 2007.

Please be advised that it is your responsibility to be aware of and comply with all other relevant provincial or federal legislation, municipal by-laws or required approvals from other agencies.

If you have any concerns or questions regarding this letter, please contact me at 519-773-4736 or by email at ESA.Aylmer@ontario.ca.

Sincerely,



Catherine Jong
Management Biologist, Aylmer District
Ministry of Natural Resources and Forestry



March 01, 2018

Mr. Ryan Tufts, Planning Technician and Secretary-Treasurer Committee
of Adjustment
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

regs@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

Dear Mr. Ryan Tufts :

RE: Zoning By-Law Amendment Z-01-18, Application for Part Lot Control
Exemption T-01-18 Kenwood Blvd & Gilbert Ave. ARN 373411000032200,
373411000032300, 373411000032600, 373411000032700, 373411000033100,
373411000033100; PIN: 705160097, 705130970, 705160044, 705160045, 705160047,
705160058. Applicant: 957478 & 1433262 Ontario Ltd.

The following is provided for your information and consideration as a result of our review of Zoning By-Law Amendment (Z-01-18) and Application for Part Lot Control Exemption (T-01-18). The purpose of the two applications are to remove a holding zone symbol and implement a part lot control by-law to facilitate the development of 24 residential homes.

ERCA has had the opportunity to participate in several meetings with the applicant and staff from the Town of LaSalle regarding this application. In addition, we have completed a review of an Environmental Impact Assessment for the subject lands (Scoped Environmental Impact Assessment, September 14, 2017).

NATURAL HAZARD POLICIES OF THE PPS, 2014

We have reviewed our floodline mapping for this area and it has been determined this site is **not** located within a regulated area that is under the jurisdiction of the ERCA (Section 28 of the *Conservation Authorities Act*). As a result, a permit is not required from ERCA for issues related to Section 28 of the *Conservation Authorities Act*, Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the *Conservations Authorities Act*, (Ontario Regulation No. 158/06). It is not clear from the circulation whether the proposed storm water management system outlet will be into the existing municipal storm sewer system or into the adjacent ERCA regulated watercourse (located to the immediate east of the subject lands).

WATER RESOURCES MANAGEMENT

We recommend that the municipality ensure that the release rate for the stormwater management for this residential development is controlled to the capacity available in the existing municipal storm

Mr. Ryan Tufts
March 01, 2018

sewer system. In addition, that stormwater quality and stormwater quantity are addressed up to and including the 1:100 year storm event and be in accordance with the guidance provided by the Stormwater Management Planning and Guidance Manual, prepared by the Ministry of the Environment (MOE, March 2003) and any other Municipal requirements (e.g., Development Standards Manual).

We further recommend that the stormwater management analysis be completed to the satisfaction of the Municipality.

We do not require further consultation on this file with respect to stormwater management.

NATURAL HERITAGE POLICIES OF THE PPS, 2014

The subject property is within, and/or is adjacent to (within 120 metres of), a natural heritage feature that is identified as a significant woodland, significant wildlife habitat under the Provincial Policy Statement (PPS, 2014). The consultant for the applicant has completed an Environmental Impact Assessment in support of this residential development. ERCA has completed a review of the final report and associated correspondence from the Ministry of Natural Resources and Forestry and Town of LaSalle. This correspondence satisfies our concerns related to natural heritage matters associated with this proposed development.

FINAL RECOMMENDATION

We have reviewed the submitted Environmental Impact Assessment, letter from the Town of LaSalle (dated September 20, 2017), and correspondence from the Ministry of Natural Resources and Forestry (AYL-L-043-17). It is our recommendation to the Town of LaSalle that the incorporation of all recommendations of the three documents should satisfy all natural heritage policies of the PPS 2014, County of Essex Official Plan and Town of LaSalle Official Plan.

We request to receive a copy of the Notice of Decision on these applications.

If you have any questions or require any additional information, please contact the undersigned.

Sincerely,



Mike Nelson
Watershed Planner
/mn



Ryan Tufts

From: [REDACTED]
Sent: February-24-18 5:27 PM
To: Ryan Tufts
Subject: File# Z-01/18 & T-01/18 Kenwood extension

Mr. Tufts

This is to confirm our conversation on Feb 22 & 23/18 concerning my request to fully open Gilbert from Delaware to Maple as per the current official plan. This would alleviate some of the existing traffic from Delaware and Sacred Heart that passes our home at 1325 Mayfair as well as accommodate some of the additional flow from the new homes planned.

Adding a home in the current roadway inhibits our current opportunity to have pedestrian and bicycle access along a safer, alternate route.

An open pathway would also serve to connect our neighborhood.

Please keep the integrity of our neighborhood in mind as the plans move forward.

Thank you

Origin: <http://www.lasalle.ca/en/contacts/search.aspx?s=eGfVCrPSj3guelx0aTb0ggeQuAleQuAl>

This email was sent to you by Terry Pillon [REDACTED] through <http://www.lasalle.ca/>.

Ryan Tufts

From: Mike & Fran Mayer [REDACTED]
Sent: February-28-18 1:29 PM
To: Ryan Tufts
Subject: File Number Z-01/18 and T-01/18

Good Morning Ryan

Pursuant to our conversation about this application for removal of holding zone symbol for a new 24 home development in the land located on Kenwood Drive east of Mayfair Ave, we would like to express our concerns.

We currently live at [REDACTED] Mayfair Ave and are subject to daily traffic from LaSalle Public School. School buses routinely park along Mayfair in the afternoon waiting for school to be dismissed, thus creating a traffic hazard. Groups of children walk by our home on a regular basis. Increased traffic from 24 new homes in the vicinity cause us considerable fear about the safety in the area. Opening up Gilbert to Maple will be helpful, but will not be enough. Now, the residents will use the proposed Kenwood to avoid the Maple/Mayfair intersection. This would, in turn, trigger another intersection at Mayfair/Kenwood to be a safety alarm. If Gilbert was opened at Delaware in addition to Maple, the traffic on Mayfair would be reduced. We doubt that this throughway would create a "rat run" as suggested at council on Feb 22/18. It would serve as a safer alternative to those living on Delaware and Sacred Heart east of Mayfair (? 50 homes) to get to their residence.

Another concern about the development of these homes is drainage. We would like assurance from the developer that we would not incur runoff from the properties behind us. We've never had a flooding problem in our backyard and expect the same in the coming years.

The abundance of established trees on the 2.7 hectares of land is another matter. We have these trees very close to our property line and we have seen these mature trees fall in storms. What will be the selection process in the removal of trees and will we have any input into this procedure?

We are not opposed to the addition of new homes in our area, but we would anticipate that the developer and town council give our apprehensions appropriate deliberation and respect.

Thank You
Mike and Fran Mayer
[REDACTED]

My name is Aaron Pillon, a LaSalle resident at [REDACTED] Mayfair Ave. I am happy to hear the vacant land near my home is going to be developed and Kenwood Blvd extended, but I have several concerns with the development as it is proposed.

I am very concerned with the proposal to not continue Gilbert straight through to Delaware. According to the town of LaSalle's previous plans and drawings for Gilbert, it has been shown as connecting through to Delaware Ave. In fact, the road and curbs for Gilbert are already started on Delaware with a barricade blocking the entrance to the proposed street (see images attached). It has been obvious to anyone living or moving into this neighborhood that this connection would eventually be made. In fact, the connection is needed and would be a benefit to the neighborhood and school safety zone on Mayfair. As you know, currently Delaware and Sacred Heart Dr. form a loop that only exits onto Mayfair and the addition of Kenwood will add another street that exits onto Mayfair. This end of Mayfair is also the home of LaSalle Public School where over 500 students attend with many of these students being required to walk to and from school each day. LaSalle Public has a unique location where Mayfair dead ends at a forested area. This means that all traffic to LaSalle Public must enter and exit in the same direction effectively doubling the traffic up and down Mayfair during school drop-off and pickup. This is significantly different than similar schools such as Sandwich West Public and Sacred Heart Catholic School where cars can flow in one direction and not double back on the oncoming traffic. Opening up Gilbert Ave. would ease traffic on this part of Mayfair specifically where the students are walking and crossing Delaware and Sacred Heart as the residents on Delaware and Sacred Heart would have an alternate entrance and exit and would not need to go down Mayfair. As a father of 2 young girls who are not eligible to take the bus, one in grade 1 at LaSalle Public School and another starting JK in September, their safety is my top priority. As a resident who witnesses the congestion of Mayfair before and after school, it's easy to see and understand the benefit opening Gilbert will have to the safety of all LPS students and families.

The developer has also voiced concerns that opening up Gilbert to Delaware will create a "rat run" with cars cutting through to Delaware. Again, this has always been the proposed route from Gilbert and should not be surprise to anyone living in the area. I also believe the thought of the area becoming a "rat run" is misguided as Kenwood will inevitably see more traffic as school traffic backs up at the stop sign on the corner of Maple and Mayfair, a daily occurrence during school, seek an alternate route. Currently one of those routes is down Kenwood Blvd to Alfred Street for those seeking to go to Front road. Drivers looking to get to Matchette and Malden will cut up the new Kenwood and down Gilbert. Opening Gilbert to Delaware will alleviate some of this traffic as residents on Delaware and Sacred Heart will not be forced onto Mayfair before turning up the new Kenwood to access Maple via Gilbert. Opening Gilbert will allow traffic to be more evenly distributed throughout the neighbourhood and it will match the existing grid pattern that exists through much of this area of LaSalle.

There are few reasons to not open up Gilbert to Delaware as it exists in previous plans other than to add an additional building lot on the new street of Kenwood and 1 additional lot facing Delaware which will add tax revenue to the town. Both of these reasons do not benefit the neighborhood or

school and only serve to increase profits to the developer and add near insignificant revenue to the town. While I agree that the developer should earn a profit on his/her investment, it should not be done at the detriment of the school safety zone, the students attending LaSalle Public school and the existing homes on Mayfair and Maple. During the Planning Advisory Committee Information Meeting it was brought to attention that the developer has already starting negotiations to purchase the "surplus" land from the town where Gilbert Ave. should exist. Shouldn't the decision on the road be made before this land is put up for sale? And why aren't others invited to bid on this land? Again, based on the current plan and the Gilbert connection to Delaware already being started, it has always appeared that Gilbert would go through so how would others know to bid on this land? Can I or another resident bid on this land other than the developer? I believe these are valid concerns.

I am also concerned with the lack of parkland in my neighbourhood. The closest town park is at the old Colonel Bishop site and there are no **Parkette's** nearby. The development of Kenwood Blvd. gives us the opportunity to finally add a park or parkette to the area. I have been told that LaSalle Public School is supposed to be considered the park for the neighbourhood but it has limited access as it cannot be used during school hours. Also, the primary area is now locked up so it cannot be accessed at all and the equipment on the senior side is too large for small children to use. This equipment and area is not maintained during the summer months and there are no garbage cans to collect litter. We should look at the development of Kenwood Blvd. as an opportunity to finally add a proper park for the residents who live nearby.

I would like to conclude by emphasizing that the traffic situation on Mayfair Ave. is unique to LaSalle. Here we have a school that is located on a dead end road with several surrounding roads only exiting onto Mayfair. Much of the school population is required to walk to and from school and much of the student population North of Laurier Dr. is funneled to Mayfair as the safe path to school. The addition of Kenwood Blvd East of Mayfair will increase population and traffic in the area. We have an opportunity to mitigate some of this traffic by providing an alternate entrance/exit to the streets of Delaware and Sacred Heart simply by following the existing town plan of connecting Gilbert between Maple and Delaware. The only reason not to connect Gilbert between Maple and Mayfair is to increase profits to the developer and add negligible tax revenue to the town. The priority should be community safety and the mitigation of traffic in a school safety zone. All this can be done with no shock or surprise to residents living on Delaware near Gilbert where the connection is started and has existed since the neighborhood was built. All we need to do is follow through with the existing plan and we can improve traffic flow and safety to the hundreds of student and families that live and travel through the area daily.

I appreciate your consideration on this matter.

Aaron Pillon
[REDACTED] Mayfair Ave.
LaSalle, Ontario
[REDACTED]

Ryan Tufts

From: Craig Otto [REDACTED]
Sent: March-02-18 4:09 PM
To: Ryan Tufts
Subject: Extension of Gilbert

Good Afternoon Ryan,

My name is Craig Otto and reside at [REDACTED] Mayfair Ave. in LaSalle. With regards to the development east of Kenwood Drive, I have some real concerns. Presently Mayfair bears the brunt of the traffic due to the school and the inability of the residents of Delaware and Sacred Heart streets to access Laurier. If Gilbert was a through street connecting it to Maple and Laurier it would go a long way towards alleviating the congestion on Mayfair. It still confounds me why this was not done when Delaware and Sacred Heart streets were originally built. Now is the opportune time to make things right!

I want to know if you have a problem with this and why.

Regards,

Craig Otto



Scale: N.T.S.

File No: Z-01-18 & T-01-18

Prepared For: Planning Dept.

Applicant:
957478 Ont Ltd & 1433262 Ont Ltd

Prepared By: DSI

Date: March 7, 2018

Title:

FIGURE 7: ROAD ALLOWANCE

Notes:

This document is not a Legal Plan of Survey.



The Corporation of the Town of LaSalle

Date	March 8, 2018	Report No:	PW-13-18
Directed To:	Members of Council	Attachments:	
Department:	Public Works	Policy References:	
Prepared By:	Mark Beggs, Manager of Roads and Parks Tom Brydon, Supervisor of Parks		
Subject:	2018 Park Cutting		

RECOMMENDATION:

That Council award the Park Cutting for the 2018 season to Cedar Creek Landscaping for the East and Terrascapes for the West.

REPORT:

The following is a summary of the quotation results for 2018 Park Cutting for various parks/areas throughout the Town. The quote was split into 2 different zones with Malden Road being the dividing line. The companies had a choice to quote on #1-Parks/Areas East of Malden Road, #2-Parks/Areas West of Malden Road or on both. The Parks/Areas were split into the two zones because it gave the Town more options and flexibility if the results were not going to meet budget constraints. Also, the companies were asked to give a percentage increase for the 2019/2020 seasons for a potential extension that may be awarded to the successful respondent(s). CNR was the company for the West and East last year.

Packages were taken by 11 different companies with the following results:

Quote1-Areas East

Company Name	2018 Total Price
Cedar Creek Landscaping	\$ 47,685.00
CNR Landscape	\$ 57,137.00
Erie Horizon Landscaping	\$ 48,994.00
Hampton Landscape	\$ 62,743.09
KNM Yard Care	\$ 78,357.59
Terrascapes	\$ 50,915.00

Quote 2-Areas West

Company Name	2018 Total Price
CNR	\$ 58,344.00
Hampton Landscape	\$ 72,826.98
Terrascapes	\$ 53,533.00

****All prices above are for the 2018 season and include HST.****

The quotation asked the companies to quote on 2 different parts, the following was how the cutting was specified:

Part 1- Mowing will be done on a **5 day** rotation from the 3rd Monday(16th) in April up to and including the last full week of June (25th to 29th) for the 2018 year. Contract will provide for **17** mowings on a 5 day schedule during active growth. Work is to be done during daylight hours only, Monday through Saturday.

Part 2- Mowing will be done on a **7 day** rotation from July 2nd until the last week of October (22nd to 26th). Contract will provide for **17** mowings on a 7 day schedule during active growth. Work is to be done during daylight hours only, Monday through Friday.

Administration has spoken to both Cedar Creek and Terrascapes and have verified that they understand the terms of the contract and have the equipment and manpower to fulfill the obligations of the contract.

Administration is suggesting awarding East Park Maintenance to Cedar Creek Landscaping and West Park Maintenance to Terrascapes for the 2018 season. The prices quoted are approximately 8% above the budget allocation for the 2018 fiscal year and may be due to the minimum wage increase from Bill 148.

Respectfully,



Mark Beggs
Manager, Roads and Parks



Tom Brydon
Supervisor of Parks

Reviewed by:							
CAO	Treasury	Clerks	Env. Services	Planning	Parks & Rec	Building	Fire
							



The Corporation of the Town of LaSalle

Date	March 6, 2018	Report No:	PW-09-18
Directed To:	Mayor and Members of Council	Attachments:	-Typical Cross Section from 2009 Malden EA
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra, P.Eng. – Director of Public Works Jonathan Osborne, P.Eng. – Manager of Engineering		
Subject:	Malden Rd. – Additional Turning Lanes		

RECOMMENDATION:

1. To NOT proceed with the construction of additional turning lanes along the Malden Rd corridor from the Cahill Drain to Laurier Pkwy as part of the mill and pave work.
2. To update the 2009 Malden Road Class Environmental Assessment (EA) commencing in 2019 with a 2019 budget approval.

REPORT:

Additional Turning Lanes:

This report has been prepared in response to a question from Council to the possibility of installing additional turning lanes on Malden Rd as part of the 2018 mill and pave work that is to be undertaken by the Town and the County of Essex.

In this area there are numerous dwellings, driveways and intersections. The resulting turning patterns lead way to having a dedicated left turn lane that services north and southbound for the entire length. This dedicated left turn lane is identified in the 2009 Malden Road EA. Adding periodic left turn lanes at isolated locations would not completely alleviate the problem of traffic backing up and improper passing on the path, due to the number of access points.

From a construction standpoint, to add isolated turn lanes, the road would have to be widened on the west side, to avoid pathway reconstruction on the east side. This would involve curb and shoulder removal, catchbasin relocation, road base and asphalt construction, and curb replacement. The scope of this work is outside of a typical mill and pave project done when partnering with the County. An approximate cost to do this work would be \$850,000.

In our opinion, proceeding with this work, or a variation of, would not be an effective strategy to improve Malden Rd for the following reasons:

1. It would contradict the recommendations set out in the 2009 EA.
2. The cost is prohibitive and not part of the 2018 approved budget.
3. Any works completed would need to be reconstructed if and when the Town does follow through with the recommendations in the EA.
4. Infrastructure work including storm sewer replacement, watermain replacement will need to be completed within the next 5 to 10 years.

Background on the 2009 Malden Rd Environmental Assessment:

Malden Rd is an arterial road that has a current average daily use of 20,000 vehicles. There is 2.4m asphalt path on the east side of the road from Cahill Drain to Laurier, and mountable concrete curbs on both sides of the road from Cahill Drain to Reaume Rd. South of Reaume there are no curbs. The asphalt condition is poor, and in need of a surface mill and pave which is planned for 2018.

In addition to the asphalt condition, the storm sewer and watermain are nearing the end of their respective useful lives, but are expected to continue to function adequately in the short term of 5 to 10 years.

There is a bridge at the Cahill Drian, which is in good structural condition. However it does not have the necessary width for additional lanes with its current configuration.

In 2009, an Environmental Assessment was completed on the Malden Corridor from Todd Lane to Megan Drive. The purpose of this EA was to address future upgrades needed for vehicle traffic, pedestrian traffic, and infrastructure replacement. The EA split the road into three sections:

- | | |
|--|--------------------------------|
| 1. LaSalle Town Centre, Todd Ln to Cahill | -actual cost of \$12,000,000 |
| 2. Transitional Area – Cahill to Reaume | -estimated cost of \$5,000,000 |
| 3. Residential/Vollmer Complex – Reaume to Megan | -estimated cost of \$6,000,000 |
- (all costs as per 2009 prices)

In the 2009 EA, the typical cross section (attached) for sections 2 and 3 of the road are single north and southbound driving lanes with shared bike lanes, a centre turning lane, localized right turn lanes at specified intersections, a mulit-use path on the east side, and a sidewalk on the west side.

In 2010, the Town completed the LaSalle Town Centre work as per the recommendations in the EA. Also in 2010, improvements were made at the Laurier and Malden intersection as part of the construction of Laurier Pkwy. Since that time, no other work has taken place along that corridor.

Updating the Malden Road Environmental Assessment:

There are some recommendations in the 2009 EA that over the past 9 years, have become out of date:

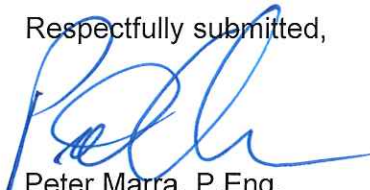
1. The realignment of Bouffard Rd to connect at Malden. Due to the current configuration of the residential and secondary structures in that intersection area, the realignment of the east leg of Bouffard as shown in the EA is not realistic. A realignment of the west leg would be more feasible, and the EA should reflect this.
2. The intersection at Reaume does include right and left turning lanes, however it does not include traffic signals. We need to investigate the need for signals and/or a roundabout and how that may tie in with future development to the west, both from a configuration and timing standpoint.
3. The use of shared bike lanes is no longer common practice. In an updated EA we would like to review alternative configurations that will be consistent with other Town and County studies that deal with active transportation.
4. The existing bridge at Cahill Drain does not show a proposed widening to the structure. This should be reviewed to help address the bottle-neck issues north of the bridge.
5. There is a need to update the 2009 cost estimates to more closely represent today's construction costs.


To address these items and possible other items not contained within, our recommendation would be to update the existing EA to become more current, starting the study in 2019. To delay the EA to 2019 will allow the Town to budget for it, as well as give appropriate time for the current studies to be completed that will affect the EA amendment. These current studies are:


1. The County of Essex Road Rationalization
2. Town of LaSalle Official Plan Update
3. Town of LaSalle Active Transportation and Transportation Master Plan.

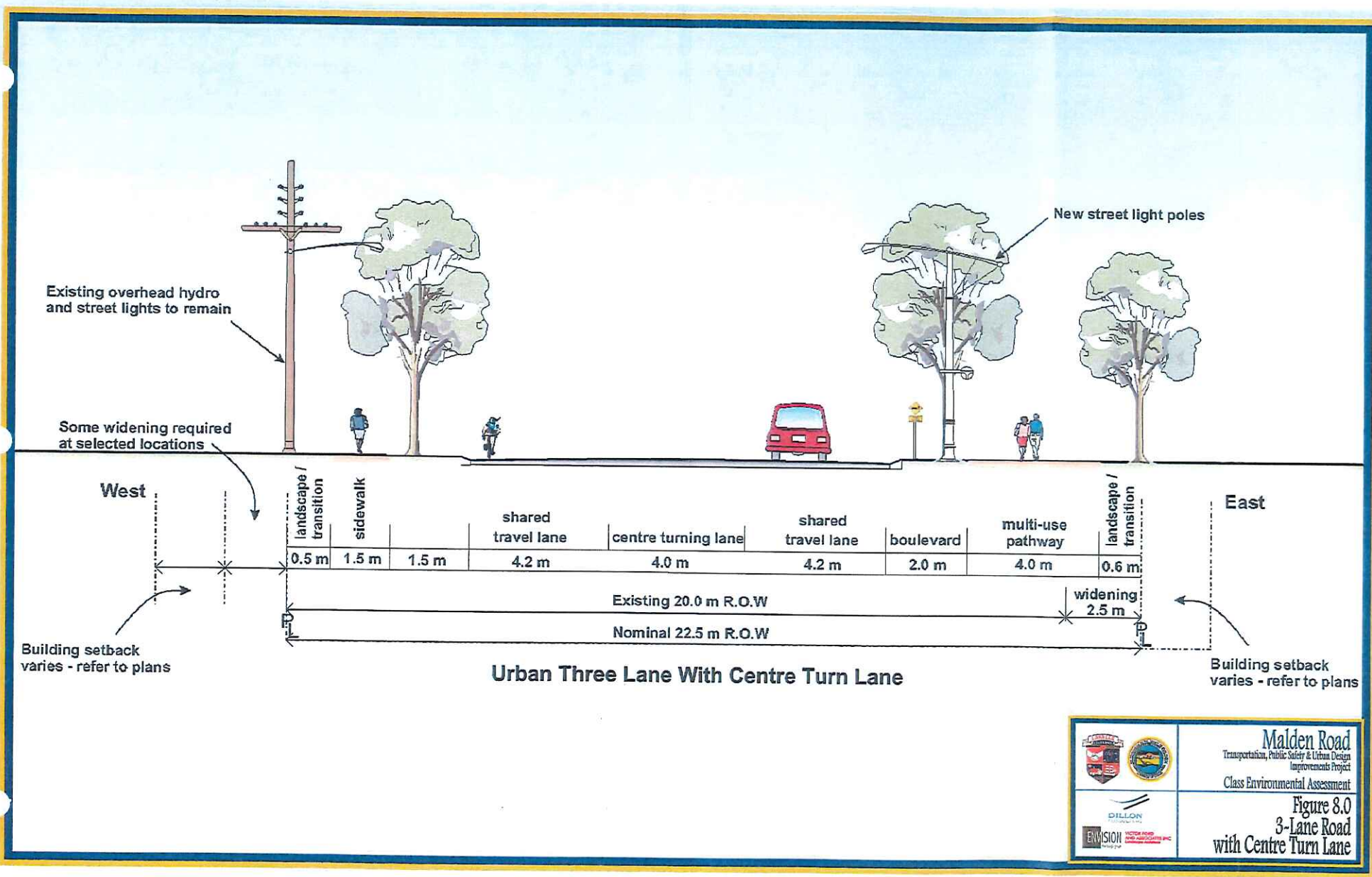
Upon completion of these reports, and then the subsequent completion of the Malden Rd EA amendment, the Town will be in a position to incorporate financing and budgeting plans to carry out potential work in future years.

Respectfully submitted,


Peter Marra, P.Eng.
Director of Public Works


Jonathan Osborne, P.Eng.
Manager of Engineering

Reviewed by:							
CAO 	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire



Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project
 Class Environmental Assessment

Figure 8.0
 3-Lane Road
 with Centre Turn Lane



The Corporation of the Town of LaSalle

Date	March 7, 2018	Report No:	R & C 2018-07
Directed To:	Council	Attachments:	
Department:	Culture and Recreation	Policy References:	
Prepared By:	Director of Culture and Recreation		
Subject:	RFP – C&R 2018-01 Roundabout Structure		

RECOMMENDATION:

That the report from the Director of Culture and Recreation dated March 7, 2018 (C&R 2018-07) regarding RFP- C&R 2018-01, regarding the roundabout structure BE RECEIVED;

AND THAT the submission from Snyder Metal Fabricating Ltd. In the amount of \$49,000.00 (plus HST) for the drawings, fabrication, delivery and installation of Le Griffon as per the recommended preliminary design details be APPROVED.

REPORT:

The Culture and Recreation Department together with Public Works have been working on the details of the reconstruction of the Malden Road and Todd Lane roundabout. The work consists of new landscaping, a corten steel sculpture, lighting and irrigation. The landscaping, lighting and irrigation has already been awarded for this project, however a separate RFP was created for the steel sculpture replicating the Town Logo of Le Griffon to be erected in the centre of the roundabout commemorating LaSalle's history. A sub-committee of the CAO, staff and Council members was created to detail the vision of the structure, decide on dimensions and ensure the replication of Le Griffon was a unique representation of our town logo.

The scope of this RFP was for the design and fabrication of a 25' tall x 25' long "Le Griffon" corten steel sculpture including onsite erection and installation. The design of the foundation was included as part of the RFP and a preliminary design of the structure was included to ensure the vision of the committee could be created.

The RFP closed on March 5th with four companies registering but only two submitting quotes. Snyder Metal Fabrication Ltd provided a quote of \$49,000 (+hst) to provide engineered shop drawings, footing design, installation and delivery. Below are the two quotes submitted:

Company		Quote
Snyder Metal Fabricating Ltd.	(Elmira, ON)	\$ 49,000 (+ hst)
AC Metal Fabricating Ltd.	(Oldcastle, ON)	\$108,000 (+ hst)

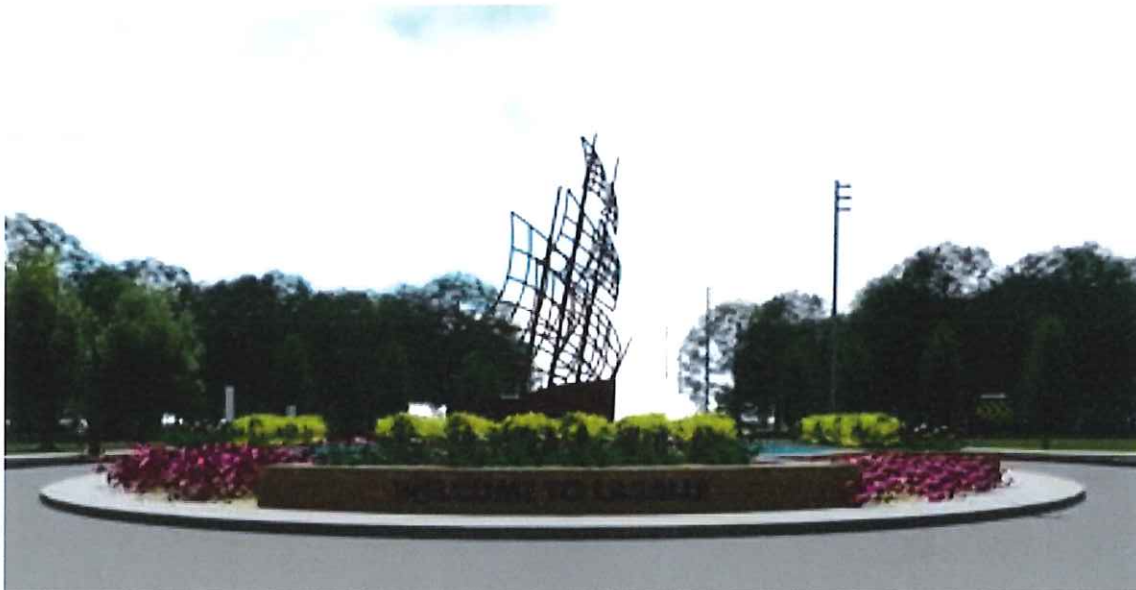
Snyder Metal Fabricating Ltd. has created structures for various municipal projects. Attachment A to this report are pictures of past projects Snyder Metal Fabricating Ltd. have completed.

As outlined in the RFP as the successful bidder Snyder will be required to meet the following:

- 1) Insurance Certificate (minimum \$5 million general liability)
- 2) Conceptual design of the structure (to be presented to committee)
- 3) Engineered shop drawings of the structure
- 4) Engineered detail foundation design drawings ready for construction
- 5) Engineered anchor bolts (fastenings) for the structure to be provided during foundation construction
- 6) Coordinate and cooperate with the existing site contractor
- 7) Provide inspection and oversight of the foundation construction process to ensure the intent of the design is met

The timeline for completion of the structure is 6 – 8 weeks and will be coordinated with the landscaping company to ensure site prep, footing preparation and coordination of site for installation of the structure. The entire roundabout project should be completed July/2018.

The image below is the concept for the final renovation to the roundabout.



Director of Culture and Recreation

Director of Public Works

Reviewed by:							
CAO	Treasury	Clerks	Public Works	Planning	Parks & Rec	Building	Fire



The Corporation of the Town of LaSalle

Date	February 23, 2018	Report No:	FIRE 18-07
Directed To:	Mayor & Members of Council	Attachments:	Draft Regulation
Department:	LaSalle Fire Service	Policy References:	
Prepared By:	Dave Sutton, Fire Chief		
Subject:	Public Consultation on Proposed Regulation - Mandatory Public Reporting		

RECOMMENDATION:

It is recommended that Council receive the report of the Fire Chief regarding the proposed draft regulations affecting the delivery of municipal fire services, and further that Council support the recommended comments to the Ministry of Community Safety and Correctional Services (MCSCS) through the public consultation process, prior to the close of public comment on March 18, 2018.

REPORT:

On February 16, the Ministry of Community Safety and Correctional Services (MCSCS) released an additional proposed regulation under the *Fire Protection and Prevention Act, 1997* (FPPA), related to new requirements for Mandatory Public Reporting on fire department response data for all fire departments in the province.

The MCSCS is seeking public feedback on the proposed regulation during an open comment period for public consultation which closes March 18, 2018. The draft regulation is attached for review and information purposes.

Essentially, the intent of the regulation is to require, as of January 2020, detailed regular reporting to municipal Council, the Fire Marshal, and, the public, of response times to all incidents and calls for service that a municipal fire department responds to. The reporting must also be compared to performance against the recognized applicable NFPA standard for either career or volunteer fire departments, and further must indicate the fire department's response time performance for 90% of the various calls it responds to. The various components of the total response times must also be calculated and reported where available, such as call transfer time, alarm processing time, alarm handling time, turnout time, intervention time, etc.

The regulation as drafted raises a number of concerns that at this point have not been addressed. The regulation does not recognize the response models of composite fire services serving communities ranging from urban to rural areas, such as the service delivery model in LaSalle. Compliance with the current draft would require LaSalle Fire Service to provide

reporting based on the table and standard for “non-volunteer firefighters” as the first arriving emergency response unit is normally staffed with only full-time personnel, however in many cases that staffing is currently the single driver/operator by themselves. The standard applied in this case in the regulation is the NFPA 1710 Standard for Career Fire Departments, typically applied in larger urban municipalities with all full-time staffing on all responding apparatus. The NFPA 1720 Standard for Volunteer Fire Departments provides for variations in response criteria according to population density defined as urban, suburban and rural. The current draft of the proposed regulation does not include reference to areas of differing population density in the standard for volunteer department reporting, and precludes reporting to that standard if the first responding emergency response unit is staffed by full-time personnel. Further consideration needs to be given to the various composite response models in order to provide accurate and meaningful reporting that reflects the effectiveness of the service delivery model chosen by the municipality to meet their needs and circumstances.

The regulation in its current form would appear to require reporting and comparison to the standard for emergency calls, to be reported for all incident responses. Typically in most fire services, there a number of calls for service that do not require an emergency response and are assigned a lower priority to maximize safety and cost effectiveness of service delivery. There are also cases where a call that originates as an emergency response is downgraded prior the arrival of emergency response units due to additional information received. Inclusion of response statistics for these anomalies would skew the public reporting requirements, and provide inaccurate comparisons of performance against the standard for emergency response.

Another significant consideration is the fact that the requirements for compliance with the proposed standard affect both municipal fire departments, and the agencies providing call taking and dispatch services. There are many variations of dispatch services across the province with a wide variation of methods and application of relevant technologies to capture and transmit the required components of the overall response times as required by the standard. In some cases, technology and procedures currently in use may not be capable of capturing required elements for compliance, and in other cases significant additional administrative staff time be required to manually process the data to accurately comply with the regulation. (ie differentiating travel times and turn-out times for fire suppression calls vs. medical calls, or alarm processing times for typical fire calls vs. “calls that require determining the location of the alarm due to insufficient information”). Standardization of call taking and dispatch technology and procedures must be considered if there is a desire to provide accurate and standardized reporting of emergency response data among various municipalities, in comparison with recognized standards.

It is expected that these challenges will affect many municipal fire services. The recommended comments on the draft regulation included in this report are intended to attempt to affect amendments that will alleviate the effects of the noted challenges.

LaSalle Fire administration, as well as LaSalle Police administration are currently reviewing the draft Regulation in detail, to determine the operational and financial impact on the LaSalle Fire Service as well as dispatch services for the various fire service clients. Subsequent reporting through Fire Committee will provide Council with an update on impacts and financial implications once the proposed Regulation is finalized and becomes a legislated requirement.

Recommended Comments

The municipality of Town of LaSalle, and the LaSalle Fire Service recommends that the proposed regulation not proceed in its present draft form until a comprehensive evaluation and review and overhaul of the Standard Incident Reporting system (SIR) is undertaken, and also until the reporting requirements for composite fire departments are better clarified. Significant operational and response differences exist between full-time career staffed services, and primarily volunteer services that have a composite component, with initial apparatus responding with minimal full-time staff. The current draft of the proposed regulation does not capture these differences. In its current form, accurate and consistent reporting among municipal fire services is not possible.

In addition to the recommendation that the implementation of the regulation be delayed, the following comments are recommended to be submitted to the Ministry of Community Safety and Correctional Services (MCSCS) as part of the public consultation process:

- a) It is recommended that the reporting requirements be amended to recognize the various response models of the many composite fire services in the province. In many cases an initial minimally staffed emergency response unit may be deployed, relying on volunteer firefighter support in suburban or rural areas. The community population density classifications of the NFPA 1720 Standard for Volunteer Fire Departments provide a better reflection of the service levels chosen by municipal Councils to meet their needs and circumstances in the many communities served by composite fire departments.
- b) It is recommended that a comprehensive review and revision of the Standard Incident Report (SIR) codes and categories be undertaken, in consultation with the fire service stakeholders, to better define response types, eliminate duplication and ambiguity in code categories. Further a subset of non-emergency response codes should be identified, to be excluded from the requirements for mandatory public reporting of performance against the standard for emergency response.
- c) It is recommended that the Ministry of Community Safety and Correctional Services provide direction, and the corresponding required funding, for the development and implementation of standardized technology and data processing procedures for all fire departments and dispatch services to provide consistency in data collection and reporting of the required elements of total response times required by the regulation, such that accurate performance comparisons can be made among municipalities.

Respectfully,

Dave Sutton

Fire Chief / C.E.M.C

Reviewed by:							
CAO	Treasury	Clerks	Public Works	Planning	Culture & Rec	Building	Fire

Caution:

This consultation draft is intended to facilitate dialogue concerning its contents. Should the decision be made to proceed with the proposal, the comments received during consultation will be considered during the final preparation of the regulation. The content, structure, form and wording of the consultation draft are subject to change as a result of the consultation process and as a result of review, editing and correction by the Office of Legislative Counsel.

CONSULTATION DRAFT

ONTARIO REGULATION

to be made under the

FIRE PROTECTION AND PREVENTION ACT, 1997

PUBLIC REPORTS

Definitions

1. In this Regulation,

“communication centre” means the building or portion of a building that is specifically configured for the primary purpose of providing emergency communications services or public safety answering point services to one or more public safety agencies under the authority or authorities having jurisdiction; (“centre de communications”)

“PSAP” is short for public safety answering point; (“CTSP”)

“public safety answering point” means a facility at which emergency calls are answered.
 (“centre téléphonique de sécurité publique”)

Preparation of public reports

Fire Marshal sends fire department the information

2. (1) The Fire Marshal must give every fire department the information required by Schedule 1, based on the information the Fire Marshal has received through incident reports.

Fire department prepares the public report

(2) Every fire department must prepare a public report setting out,

- (a) the information required by Schedule 1; and
- (b) any other information the fire department chooses to include.

Fire department may use Fire Marshal's data

(3) The fire department may use the information required by Schedule 1 that the Fire Marshal provided to prepare their public report, or may carry out their own calculations respecting the same time period.

Dissemination of public reports

From fire department to Fire Marshal

3. (1) Every fire department must give their public report to the Fire Marshal no later than 180 days after the Fire Marshal gives the fire department the information.

From fire department to municipality

(2) Every fire department that is authorized to provide fire protection services by a municipality must give their public report to the municipal council before giving its public report to the Fire Marshal.

From fire department to group of municipalities

(3) Every fire department that is authorized to provide fire protection services by a group of municipalities must give their public report to the municipal council of each municipality in the group of municipalities before giving their public report to the Fire Marshal.

Fire Marshal makes public

(4) The Fire Marshal may make the public report available to the public.

Commencement

4. This Regulation comes into force on the later of January 1, 2020 and the day it is filed.

SCHEDULE 1 REQUIRED INFORMATION

Required information, non-volunteer firefighters

1. (1) The public report must set out the following information respecting incidents in which the first emergency response unit that arrives on the scene does not include a volunteer firefighter:

1. For each standard set out in the Table to this section,
 - i. the percentage value of how often the fire department achieves that standard for the corresponding time interval, and
 - ii. the corresponding benchmark percentage value for how often the fire department should achieve that standard.
2. For each time interval set out in the Table to this section that does not have a corresponding standard, the time interval value that the fire department achieves or exceeds 90% of the time.

Exception, information not available

(2) The public report does not have to set out information for items 1, 2, 3, 4 and 8 if the information is not available from the fire department's records.

TABLE

Item	Column 1 Time interval	Column 2 Standard	Column 3 Benchmark
1.	Alarm transfer time: The time interval from the receipt of the emergency alarm at the PSAP until the alarm is first received at the communication centre	30 seconds	95%
2.	Alarm answering time: The time interval that begins when the alarm is received at the communication centre and ends when the alarm is acknowledged at the communication centre	15 seconds	95%
3.	Alarm processing time: The time interval from when the alarm is acknowledged at the communication centre until response information begins to be transmitted via voice or electronic means to emergency response facilities and emergency response units	64 seconds for calls other than the following calls; and 90 seconds for the following calls: 1. Calls requiring emergency medical dispatch questioning and pre-arrival medical instructions	90%

		2. Calls requiring language translation 3. Calls requiring the use of a TTY/TDD device or audio/video relay services 4. Calls of criminal activity that require information vital to emergency responder safety prior to dispatching units 5. Hazardous material incidents 6. Technical rescue 7. Calls that require determining the location of the alarm due to insufficient information 8. Calls received by text message	
4.	Alarm handling time: The time interval from the receipt of the alarm at the primary PSAP until the beginning of the transmittal of the response information via voice or electronic means to emergency response facilities or the emergency response units in the field	No standard; set out the time interval value that the fire department achieves or exceeds 90% of the time	No benchmark
5.	Turnout time: The time interval that begins when the emergency response facilities and emergency response units notification process begins by either an audible alarm or visual annunciation or both and ends at the beginning point of travel time	80 seconds for fire and special operations; 60 seconds for emergency medical services	90%
6.	Travel time: The time interval that begins when a unit is en route to the emergency incident and ends when the unit arrives at the scene	240 seconds for fire suppression; the following standards for the following emergency medical services: 1. 240 seconds for the arrival of a unit with a first responder with an automatic external defibrillator or higher level capability 2. 480 seconds for the arrival of an advanced life support unit, if a first responder with an automatic external defibrillator or basic life support had a travel time of no later than 240 seconds no standard for other services	90%
7.	Initiating action/intervention time: The time interval from when a unit arrives on the scene to the initiation of emergency mitigation	No standard; set out the time interval value that the fire department achieves or exceeds 90% of the time	No benchmark
8.	Total response time: The time interval from the receipt of the alarm at the primary PSAP to when the first emergency response unit is initiating action or intervening to control the incident	No standard; set out the time interval value that the fire department achieves or exceeds 90% of the time	No benchmark

Required information, volunteer firefighters

2. (1) The public report must set out the following information respecting incidents in which the first emergency response unit that arrives on the scene includes at least one volunteer firefighter:

1. For each time interval set out in the Table to this section, the time interval value that the fire department achieves or exceeds 90% of the time.

Exception, information not available

(2) The public report does not have to set out information for items 1, 2, 3, 4 and 8 if the information is not available from the fire department's records.

TABLE

Item	Column 1 Time interval
1.	Alarm transfer time: The time interval from the receipt of the emergency alarm at the PSAP until the alarm is first received at the communication centre
2.	Alarm answering time: The time interval that begins when the alarm is received at the communication centre and ends when the alarm is acknowledged at the communication centre
3.	Alarm processing time: The time interval from when the alarm is acknowledged at the communication centre until response information begins to be transmitted via voice or electronic means to emergency response facilities and emergency response units
4.	Alarm handling time: The time interval from the receipt of the alarm at the primary PSAP until the beginning of the transmittal of the response information via voice or electronic means to emergency response facilities or the emergency response units in the field
5.	Turnout time: The time interval that begins when the emergency response facilities and emergency response units notification process begins by either an audible alarm or visual annunciation or both and ends at the beginning point of travel time
6.	Travel time: The time interval that begins when a unit is en route to the emergency incident and ends when the unit arrives at the scene
7.	Initiating action/intervention time: The time interval from when a unit arrives on the scene to the initiation of emergency mitigation
8.	Total response time: The time interval from the receipt of the alarm at the primary PSAP to when the first emergency response unit is initiating action or intervening to control the incident

March 6, 2018

Mayor Ken Antaya
Town of LaSalle
5950 Malden Road
LaSalle, ON N9H 1S4

2018 | WINDSOR-ESSEX'S **VitalSigns**

Re: Vital Signs® 2018

Dear Mayor Antaya,

For the past five years the WindsorEssex Community Foundation (WECF) has used the **Vital Signs®** program to engage Windsor/Essex residents in a deeper exploration of issues and trends that affect and influence community vitality. The survey we distribute delves into their thoughts on the quality of life in Windsor/ Essex focusing on 11 key areas: Work; Health, Wellness & Activity; Belonging & Leadership; Safety; Housing; Arts & Culture; Learning; Environment; Getting Started; Getting Around; and, Food Security.

We are pleased that the **Vital Signs®** program has continued to grow since our involvement began and, in 2018, we will continue our efforts to increase survey participation even more! With that goal in mind, we are launching the survey earlier this year to expand our reach to an even greater number of respondents. The official **Vital Signs®** Report will be released in October with printed copies being distributed to more than 49,000 Windsor Star subscribers in Windsor & Essex County.

With each passing year the **Vital Signs®** report continues to grow into an even more well recognized and exemplary resource in Windsor/Essex. And, because **Town of LaSalle** leads the way in matters focused around one of our key areas (*Belonging & Leadership*), we feel that becoming a Pillar Sponsor of the 2018 **Vital Signs®** program would be the perfect opportunity for you to substantially raise the profile of your brand across Windsor/Essex. For your review and consideration, I am attaching details regarding the benefits of sponsorship at each of three levels.

Additional information on this national program is available online at Community Foundations of Canada's website www.vitalsignscanada.ca or through the WECF's website www.wecf.ca. I look forward to your participation and encourage you to contact me with any questions you may have (519-255-6572 / lkolody@wecf.ca).

Sincerely,

Lisa Kolody
Executive Director

cc: Kevin Miller, CAO

2018 | WINDSOR-ESSEX'S **VitalSigns**

Sponsorship Opportunities

Benefits	Premier Sponsor \$5,000	Pillar Sponsor \$2,500	Support Sponsor \$500
LOGO RECOGNITION			
- Vital Signs® Survey which is distributed to more than 1,000 residents in Windsor/Essex *	✓		
- Front cover and on every other page of the Vital Signs report (distributed to 49,000 print subscribers in Windsor/Essex)	✓		
- All Post-Report presentations throughout the year	✓		
- WECF Vital Signs-specific media releases	✓		
- All Vital Signs® advertisements *	✓		
- Annual Report (November 2018 release)	✓		
- Social Media Streams (Facebook, Twitter, LinkedIn, Instagram) with over 3,100 followers	✓	✓	
- WECF Newsletters	✓	✓	
- WECF Web Site with a link back to your site	✓	✓	
- Vital Signs® Survey Launch PowerPoint	✓	✓	✓
- Vital Signs® Report Launch Powerpoint	✓	✓	✓
- Invitation to attend Vital Signs® Survey Launch & Report Launch	✓	✓	✓
- On the back page of the Vital Signs® report (distributed to 49,000 print subscribers in Windsor/Essex)	✓	✓	✓
- On a single page of the Vital Signs® report (distributed to 49,000 print subscribers in Windsor/Essex)		✓	✓
VERBAL RECOGNITION			
- At all Post-Report presentations throughout the year	✓	✓	
- Vital Signs® Survey Launch	✓	✓	
- Vital Signs® Report Launch	✓	✓	

* Your sponsorship commitment must be received prior to March 31, 2018

*Custom sponsorship packages are available.
Please call the WindsorEssex Community Foundation at 519-255-6572
to discuss your marketing needs.*

2018 | WINDSOR-ESSEX'S **VitalSigns**

Sponsorship Commitment Form

Company Name _____

Contact _____ Title _____

Address _____ City _____ Postal _____

Phone _____ Email _____

Please indicate your Sponsorship Level

- ☐ Premier Sponsor (\$5,000) ☐ Pillar Sponsor (\$2,500) ☐ Support Sponsor (\$500)
- ☐ We would like to customize our own sponsorship package for Vital Signs®
- ☐ We are unable to sponsor Vital Signs® this year, but would like to learn how we can participate as a company

Questions?

Lisa Kolody
Executive Director
WindsorEssex Community Foundation
519-255-6572
lkolody@wecf.ca

Anna Maruska
Program Coordinator
WindsorEssex Community Foundation
519-255-6572
amaruska@wecf.ca

Sample Acknowledgement on WECF Website (Vital Signs® Page)

[HOME](#)[GET TO KNOW US](#)[SERVICES](#)[COMMUNITY ENGAGEMENT](#)[RESOURCES](#)[CONTACTS](#)

2018 | WINDSOR-ESSEX'S **VitalSigns**

The WECF is proud to be part of the national Vital Signs® program. For the past five years we have been able to connect with many other community foundations across Canada as we work together to increase awareness of community strengths and act as catalysts to engage our communities in the ongoing conversations about who we are, what we do, why we do it, and where it can lead. The Vital Signs® report combines local, provincial and national data to provide an all-encompassing overview of how respondents feel about their quality of life living in Windsor/Essex. The WECF is proud to continue this initiative in Windsor/Essex as we expand on what makes our community a great place to live, work, play and grow!

Thank you to our Partners & Sponsors



COMMUNITY
FOUNDATIONS
OF CANADA
all for community

YOUR LOGO
HERE

YOUR LOGO
HERE

YOUR LOGO
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Sample Acknowledgement in Vital Signs® Survey

2018 | WINDSOR-ESSEX'S **VitalSigns**



COMMUNITY
FOUNDATIONS
OF CANADA
all for community.

In partnership with

YOUR LOGO
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Welcome to the 2018 Vital Signs® Survey.

Before You Begin

Please only complete this survey if you are a resident of Windsor/Essex.
The Foundation is only able to report on data based on responses from those living in this region.

Sample Acknowledgement in Vital Signs® Report (Pillar Sponsor)

IN PARTNERSHIP WITH



Health, Wellness & Activity

PRESENTED BY

WINDSOR
Family | Health | Team

2017

Vital Signs®

WINDSOR-ESSEX'S

Windsor-Essex
Community
Foundation

**Health, Wellness
& Activity**
Windsor C
Essex County C
Seniors C
Youth B



What You Said:

When it comes to people in Windsor-Essex having access to mental health programs and services **46%** of respondents feel we're on the right track or doing okay, while **24%** feel this needs improvement.

The Windsor-Essex County Health Unit reported that 68% of the population 12 years of age and over perceived their mental health as being very good or excellent in 2014. This rate was lower than both the provincial (70%) and the national (71%) rates.

Respondents were asked if there are enough health professionals in Windsor-Essex to meet residents' needs **46%** feel this needs improvement or it is something we should look into, **23%** feel we are doing okay.

In 2014 the Windsor-Essex County Health Unit reported 7% of the population was without a regular medical doctor. This was below the provincial (7.5%) and the national (15%) rates.



Respondents were asked if sport and recreational programs are accessible for children in Windsor-Essex **57%** feel we are on the right track or doing okay, **19%** feel we are doing great.

In Windsor in 2014, the Windsor-Essex County Health Unit reported an adult obesity rate for the population 18 years and over at 23%. This was higher than both the provincial and national rates (20%).

In 2014, the Windsor-Essex County Health Unit reported that 55% of adults in Windsor spent their time being active or moderately active. This rate was higher than both the provincial (53%) and national (54%) rates.

References: Statistics Canada, CANSIM Table 105-0501.

Top Priorities

Improving access to mental health programs and services **37%**

Improving access to health professionals and services **25%**

Decreasing the cost of sport and recreation programs **14%**



Did You Know?

Amherstburg Police Services have added a mental health officer who is specialized to respond to individuals experiencing mental health issues.

The Canadian Mental Association has a variety of programs that address mental health. Their newest initiative is the Sole Focus Project.

The Windsor Family Health Team provides services to the community with a focus on disease management and prevention, rehabilitation, palliative care and health promotion.

The Windsor-Essex Catholic District School Board has launched the Sports Academies Program to develop life skills and produce well-rounded graduates who make a commitment to healthy, active living and lifelong learning.

In August, the WECF released its first Vital Brief highlighting Sport and Sense of Belonging in Windsor-Essex. The full report can be read at www.wecf.ca.

In July, The WECF helped send ten athletes to the Summer Provincial Special Olympic Games by supporting the LaSalle Windsor Special Olympics.



Town of LaSalle
2018 LaSalle Craft Beer Fest Committee Meeting
Thursday January 18, 2018 3:30pm
Sandwich West Room 236, Town Hall
Minutes

Present: S. Desjarlais, Councillor
M. Akpata, Councillor
J. Renaud, Councillor
J. Columbus, Director of Culture & Recreation
P. Funaro, Supervisor of Programming
D. Langlois, Manager of Finance/Deputy Treasurer
K. Scherer, Assistant to the Director C & R

- 1) **Financial Statement:** D. Langlois reviewed the 2017 budget with the committee and reported that the current year deficit is \$13,798.38 and that the accumulated deficit is \$357.23 due to a surplus from last year.
- 2) **2017 Debrief:**
 - a. Logistics/Set-Up: M. Akpata suggested speaking with N. DiGesù to coordinate a hot spot on Town of LaSalle phones to scan them or establish an electronic way to reduce bottleneck flow at the entrance gates. The washrooms were plentiful & clean. The whole property was clean. The TWEPI feature of Barrels, Bottles & Brews with the passport was well received. Any problems that arose were addressed and people were safe. The security company was quick to respond to any issues that arose and were professional and efficient when the event had to be shut down on Saturday.
 - b. Entertainment: Joe the DJ worked well on Friday night and people were dancing.
 - c. Vendors: The vendors were supportive of the decision to close the event on Saturday due to strong wind conditions and they appreciated receiving half of their vendor fee back.
 - d. Beer Run: Close to 100 people participated in the beer run, everyone received a medal and a beer at the finish line.
 - e. Other: nothing to report.
- 3) **2018 Planning:** The committee discussed bringing back the DJ on Friday night. Other suggestions included a 2.5km loop (twice) which would make it a 5KM run, sponsor plan, oversize beer pong, vendor appreciation thank you lunch to tie in with the safety emergency walk-through, speak cheesy area to feature artisan cheeses paired with craft beer, Gordon Orr of TWEPI to talk about the event, positive feedback loop, incubator for other events at the Town, 'Explore Essex' giveaway in partnership with TWEPI to include possible weekend pass to Pelee Island, win a tour to a number of breweries on the cool

bus or other mode of transportation, 48 people, 30 minutes at each brewery. ACTION: S. Desjarlais will contact the trolley to set up a beer tour & there was discussion to possibly tie this into the VIP experience.

- 4) **New Business** – none to report.
- 5) **Old Business** – none to report.
- 6) **Next Meeting Date:** TBD – May 2018
- 7) **Adjournment:** S. Desjarlais adjourned the meeting at 4:30pm

Town of LaSalle
2018 Strawberry Festival Committee Meeting
Thursday, January 18, 2018, 10:00 am
& Continued Monday January 22, 8:30am
Room 236 – Sandwich West Room, Town Hall

MINUTES

PRESENT: C. Meloche, Councillor
S. Desjarlais, Councillor
M. Akpata, Councillor
J. Columbus, Director of Culture & Recreation
P. Funaro, Supervisor of Programming
D. Langlois, Manager of Finance/Deputy Treasurer
M. Beggs, Manager, Parks & Roads
K. Scherer, Assistant to the Director, Culture & Recreation

1. 2018 Budget

- a) D. Langlois reviewed the budget and reported the surplus to be just over \$98,000 and indicated that gate prices will be the same moving forward, that we have budgeted for a small deficit this year for capital purchases and that the effects of Bill 148 had a negative impact on festival costs. C. Meloche indicated that more upgrades may increase more events there and reported that last year the high school kids didn't know about passes, tickets, etc. but that the Youth twitter account may help to get the word out.

S. Desjarlais/C. Meloche

That a MOTION be made to approve the 2018 Strawberry Festival Budget. APPROVED.

2. Entertainment

- a) **Headline Act** - P. Funaro indicated that we did not get Jann Arden as she is a minimum \$75,000. Discussion arose regarding 2 smaller acts on Friday & Saturday. C. Meloche suggested a Facebook survey to gauge public interest on music genres.
- b) **Family Entertainment/Centre Area** - the committee voted to book I-Flip Entertainment.

- c) **Call for local Musicians** - applications have been steadily streaming in.
- d) **Sound/Production** - the RFQ went out, Atlas Productions and Showtime Productions both applied. Discussion arose and the committee voted to book Atlas Productions for 3 years based on their excellent track record working with the Town.
- e) **Talent Show** - C. Meloche indicated that Beth from the Rise to Fame Talent Show has contacted her to confirm that we will participate the same as last year and that she will send the link as well as flyers to C. Meloche with dates. P. Funaro will confirm with Atlas ahead of time to determine the preferred file format for participant(s) music and suggested that the MP4 format is probably the preference. C. Meloche will order the trophies and indicated that we will need to start looking for Judges (3 sponsors or community members) and indicated that the new Youth Twitter account will hopefully attract kids to attend and participate. S. Desjarlais will reach out to Gordon Orr to MC the event.

3. Vendors

- a) **Artisan Village** - P. Funaro has reached out to potential vendors & indicated the half price vendor fee for artisans is working. P. Funaro indicated that this year there should be a consequence for vendors who try to leave early and indicated that vendors will be allowed 3 warnings and that if they continue to cross over their designated space that they will be asked to pack up and leave.
- b) **Parking** - P. Funaro confirmed that vendors won't be allowed to park behind their booth space and that M. Beggs will work with A. Juracic to develop a map. P. Funaro indicated that she will call vendors personally to ensure they understand the parking rules.
- c) **Food Trucks** - K. Scherer indicated that 2 of the 3 Beer Fest food trucks are not available and that P. Funaro will extend the invite to all food trucks in the area. K. Scherer will research potential vendors at the FSE conference in February

4. Park Set Up/Logistics

- a) **RFQ's** (tents, fencing, security, portable washrooms) - P. Funaro indicated RFQ's will be sent out soon.
- b) **Site Map** - M. Beggs indicated that we don't want to change anything this year but during the festival he would like everyone to have a look around for other options & to think about the stage in a different location for next year. Discussion arose around moving the middle stage to put our vendors closer together.
- c) **Electrical Update** - D. Langlois indicated Joel's confirmation that there is no need to re-wire the park this year, that he is comfortable with what we have on site other than a few adjustments that will be needed and that he will get back to us

on cost. D. Langlois indicated that once Joel follows up, he (Dale) will obtain a second quote.

- d) **Bike Valet** - Bike Friendly Windsor-Essex is interested in running the parking and bike valet and will get back to P. Funaro as they are not sure if they have the volunteer base
- e) **Adult Beverage Garden** - on hold until we confirm entertainment. P. Funaro will do the numbers on the cost for fencing & security and report back to the committee.

5. Promotions

- a) **Budget** – S. Desjarlais indicated that \$500 should be added for coupons for strawberries & ice cream & a prize basket.
- b) **London Food & Wine Show** – K. Scherer provided an update and indicated that she networked with numerous vendors and patrons to promote both Strawberry Festival & Craft Beer Festival and that she obtained contact information for follow up. 2 baskets were raffled off which brought in additional contacts for our future events.
- c) **Road Banner** - \$3,000 to replace the banner. J. Columbus will look into RTO (Regional Tourism Organization) to possibly match our dollars towards the banner.
- d) **Program (LaSalle Post)** – the Town will not be pursuing this.

6. New Business

- a) **Tea Party** – K. Scherer indicated that the local band The Tea Party may be available for the festival & at the same time the Town of LaSalle could honour the band for all of their accomplishments & that we could possibly involve the Sandwich Secondary School and Villanova high school bands. K. Scherer indicated that she has reached out to her contact with the band to pitch the idea. S. Desjarlais will reach out to her contact with the band as well. The committee agreed that if this does not work that we contact another agency to see who is available in our price range. S. Desjarlais suggested International Entertainment Network is a good agency to contact. Party on the Patio may be another option.
- b) **Party on the Patio** – discussion arose around creating an area in the Millenium Garden on Saturday with cover bands or perhaps a larger band on Friday night, P. Funaro will look into costs and if there is electrical there.

7. Old Business

- a) **App** – P. Funaro indicated that we can include a map with markings to show parking & that the challenge with the current App is that we cannot collect data. J. Columbus indicated that a new App to purchase would be approximately \$5000 & that she will get information on this.

- b) Adult Beverage Garden – on hold until we confirm entertainment. P. Funaro will do the numbers on the cost for fencing, security & report back.

8. **Next Meeting Date:** Thursday, February 15, 2018 at 10:00 am

9. **Adjournment**

Town of LaSalle
2018 Strawberry Festival Committee Meeting
Thursday, February 15, 2018 at 10:00 am
Room 236 – Sandwich West Room, Town Hall

MINUTES

PRESENT: C. Meloche, Councillor
S. Desjarlais, Councillor
M. Akpata, Councillor
J. Columbus, Director of Culture & Recreation
P. Funaro, Supervisor of Programming
D. Langlois, Manager of Finance/Deputy Treasurer
M. Beggs, Manager, Parks & Roads
K. Scherer, Assistant to the Director, Culture & Recreation

1. Entertainment

- a) Main Stage: P. Funaro contacted Booking House Inc. a musical tribute company about performing their 'Chart Toppers Act' on Saturday June 8 at 7:00pm which would feature Katy Perry, Sean Mendez and other top 40 tribute acts for an estimated \$2500, plus accommodations which would make it a total of approximately about \$3000.
- b) "Party on the Patio": Saturday Night, P. Funaro indicated that this would be an acoustic style of entertainment that would take place in the Millenium garden area instead of having a headline act. D. Langlois reviewed the Party on the Patio budget with the committee and indicated that patrons would pay \$10 to receive a wristband for this area and that with it, they could go anywhere on the festival grounds. D. Langlois indicated that Mike Wiley from the Fire Dept would confirm the capacity of this area with P. Funaro and that we would follow Town policy for security. P. Funaro indicated that the call went out for musicians and that we will go through the applications & bring back recommendations.

2. **Vendor Update** – P. Funaro indicated that vendor applications are out, that there are no Artisan village applications as of yet and that there are a couple of new food trucks interested, Twisted Sisters and Funnel Cakes on a Stick. P. Funaro indicated that Rheannan will create a flyer to attract Artisan vendors.

3. Park Set Up/Logistics

- a) RFQ's Recommendations: P. Funaro indicated that the RFQ went out for tents, security & portable washrooms:
 - i. Tents: the committee agreed to hire the Party Rental Company
 - ii. Security: the committee agreed to hire Dinnunzio Security

- iii. Portable Washrooms: the committee agreed to hire Stewart Gilbert and to include a maintenance schedule in their contract and wording that is correct so that we are not committed for more than 1 year.
- iv. First Aid: the committee agreed that an exclusive First Aid supplier will be eliminated due to the fact that all security personnel on site are first aid certified. There will be an on-site location created with a stretcher & signs and that \$800 will be allocated from the budget if there is a need to buy basic supplies.

The committee agreed on these companies based on positive past experiences with each to provide the necessary services required. These contracts will be awarded on a 1 year basis with potential to renew.

- b) Community Group Application to Provide Service: P. Funaro indicated that the application is out for community groups to apply.

4. Promotions

- a) Summer Fun Guide: gives us the opportunity to advertise beyond our region, we would have to eliminate the Biz X ad to accommodate the summer fun guide. Committee agreed that we would not place an ad in Biz X & that the money would be re-allocated from Biz X to the Summer Fun Guide.
- b) Ontario's Southwest: email blast and boosted posts.
- c) Road Banner Update: Allegra quote is \$3000 J. Columbus will look into other options. K. Scherer to investigate options at FEO

5. New Business

- a) High School Bands for the Parade: M. Akpata will speak to the Villanova music department and C. Meloche will speak to Sandwich Secondary to gauge interest for the Parade. J. Columbus offered to do the talking points for each councilor

6. Old Business

- 7. Next Meeting Date: Thursday, March 22, 2018 at 10:00 am

- 8. Adjournment 11am



The Corporation of the Town of LaSalle

Date	March 6, 2018	Report No:	PW-12-18
Directed To:	Mayor and Members of Council	Attachments:	~ Van Gaalen request ~ Tedesco request ~ PW-45-17
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra, P.Eng. – Director of Public Works		
Subject:	Sidewalk Snow Clearing Requests		

RECOMMENDATION:

That Council receive this report and refer expanding sidewalk snow clearing to the 2019 budget session.

REPORT:

Over the last few months, the Town has received two formal requests to expand the sidewalk snow clearing service (copies enclosed). The Town has also been in receipt of multiple other verbal requests to expand the service.

As part of the 2018 budget, administration presented the current plan and established the level of service for sidewalk snow clearing and received approval from Council (copy of budget report enclosed). The Town only clears snow on selected sidewalks throughout the Town. The public works department has been strictly adhering to this planned approach and only completing what is approved to stay within approved budget and continue with the expected level of service.

Given there are a number of requests to expand the service, administration is recommending that an expanded sidewalk snow clearing plan be referred to the 2019 budget. Any planned changes at this point will have an effect on resources and/or level of service.



It is recommended that Council receive this report and refer expanding sidewalk snow clearing to the 2019 budget session.

It should be noted that one of the formal submissions refers to grass cutting along a sidewalk connection. This has been addressed and forms part of our overall grass cutting program.

Respectfully submitted,



Peter Marra, P.Eng.
Director of Public Works

Reviewed by:							
CAO	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire
							

Peter Marra

From: Brenda Andreatta
Sent: January-29-18 10:50 AM
To: [REDACTED]
Cc: Peter Marra
Subject: RE: Front Road Snow Covered Sidewalk

Good morning Mr. van Gaalen,
Your email is being forwarded to the Public Works Department for comment.

Brenda Andreatta
Director Council Services/Clerk
Town of LaSalle

-----Original Message-----

From: [REDACTED]
Sent: January-29-18 9:41 AM
To: Brenda Andreatta <bandreatta@lasalle.ca>
Subject: Front Road Snow Covered Sidewalk

Good morning. I was in contact with councillor Crystal Meloche concerning snow removal on the sidewalk on Front Road between Martin Lane and Gary Ave. She said I should contact you so that a report can be done to get the matter looked at by the council.

I live on Jewel Street in Victory Estates. I have noticed over the past years that the sidewalk is mostly not kept clear of snow from Martin Lane to Gary Street. I have seen many kids struggle walking along it in the winter months.

The Victory Estates has grown with more kids using the sidewalk. Front Road is a very busy road including traffic from transports. The sidewalk is narrow and unlike other sidewalks is so close to the road. When I walk my dog along it I have to keep him a very short leash. It can get scary at times. My kids use the sidewalk for their bikes as the road is just too dangerous. They don't use it in the winter so either they are stuck at home or need a ride. Going around to Matchette is just way too long of a detour.

So with winter back even this morning I noticed most of the sidewalk not cleared. There are a bunch empty properties where snow is never cleared away and not all clean the sidewalk. Snowplows just pile the snow on the sidewalk owing again to the closeness to the road. Can the town not clear the sidewalk as they do for other sidewalks?

The best solution would be to make a wider sidewalk another few feet from the roadway. I know Victory Estates will be growing by at least 25% in the coming years as farm land has been recently purchased for this.

I would hate to see any person get by a vehicle along this stretch or fall and hurt themselves. Kids and adults do use the sidewalk.

Also Mark Beggs said it is not in their snow removal plan so I went to the councillor.

Thank you,
Ted van Gaalen
[REDACTED]

-----Original Message-----

From: Joe Tedesco

Sent: February-19-18 1:55 PM

To: Brenda Andreatta <bandreatta@lasalle.ca>

Subject: Council Request

Good afternoon Brenda,

I would like to submit a proposal to Lasalle Town Council in regard to having a pathway on land owned by the Town of Lasalle that is located at the end Lansdowne ave. be put on a regular grass cutting list and snow removal list.

This pathway connects Lansdowne ave. to Malden rd.

I was informed in the spring of 2017 that this land was not on a grass cutting list. In further consultations with a town officials it was advised that it would be cut periodically and it was cut periodically this past summer.

This past week, after the significant snowfall, it was not ploughed. At other times this past winter it has been icy but I didn't think much of it. After the last snowfall event, I advised the town thinking maybe it was inadvertently missed by mistake as it was a very large snowfall. I was informed that it is not on any list where public works would need to plough it or de-ice. I was advised that council would need to inform or "allow" public works to maintain thus property in the summer and winter on a regular basis. This is my request to council.

In regard to the grass cutting, I am hoping to change this and would like to request that this parcel be cut and maintained on a regular basis if possible. This parcel is used frequently by the neighbourhood. Lansdowne Ave is now full in terms of houses built. Sandwich West Public and Villanova have bus stops here. My particular concern is for my kindergarten children who walk thru here daily and wait for the bus. The sidewalk is of normal width and the grass is over 2 feet high at times. With deer present and the growing concern in the media for deer ticks and Lyme disease, my worry is having kids walk through near the tall grasses. It's recommended that people using trails walk in the middle to avoid tall natural grasses but here this is not possible as the sidewalk is not as wide as the trail system.

Also, a Transit Windsor main bus stop is located here. Tall grasses could present safety issues at night and snow and ice present their own safety issues. Beyond safety reasons I think this would look better for our town if this parcel is maintained. This parcel is also located very near the Malden Town Centre.

In summary, the pathway is used a lot now because of the full neighbourhood and the variety of the new bus stops located here. In the past few years it may not have been prudent financially to maintain this parcel of land but now I believe the foot traffic here necessitates a change.

In closing, i would like to thank you for your time. Unfortunately I cannot attend a council meeting as I coach Tyke hockey at the Vollmer Centre on Tuesday nights but if you have any questions or concerns please feel free to contact me.

Joe Tedesco



COPY

The Corporation of the Town of LaSalle

Date	December 5, 2017	Report No:	PW-45-17 (2018 Budget Deliberations)
Directed To:	Mayor and Members of Council	Attachments:	~Figure 1 – Revised Priority Map
Department:	Public Works	Policy References:	
Prepared By:	Mark Beggs – Manager of Roads and Parks		
Subject:	Re-prioritization of sidewalk snow removal due to addition of bus stops		

RECOMMENDATION:

That Council approve the recommendation to re-prioritize snow removal on sidewalks and parking lots due to the addition of bus stops as below:

- Priority 1A – Police/Fire and Public Works Parking areas (cleared 24hrs/day)
- Priority 1B - Municipal Civic Centre, Vollmer Centre, Riverdance and Boismier Parking lots (cleared during business hours)
- Priority 2 – School crossing guard locations
- Priority 3 – Bus route sidewalks, pathways, pads and shelters, and Town Commercial areas. (Malden, Front and Windsor Crossing)
- Priority 4 – Town asphalt trails and select concrete sidewalks (adjacent to roads)
- Priority 5 – Town wide asphalt trails (off-road)

REPORT:

This report has been prepared in response to a Council question from the August 8, 2017 Council meeting.

Since Council's approval of report PW-21-14 in December of 2014, Public Works has been doing winter maintenance of sidewalks, trails and parking areas in order of the following priorities:

Current Priority List

- Priority 1A – Police/Fire and Public Works Parking areas (cleared 24hrs/day)

- Priority 1B - Municipal Civic Centre, Vollmer Centre, Riverdance and Boismier Parking lots (cleared during business hours)
- Priority 2 – School crossing guard locations
- Priority 3 - Town commercial areas (Malden Rd, Front Rd, Windsor Crossing)
- Priority 4 – Town asphalt trails and select concrete sidewalks (adjacent to roads)
- Priority 5 – Town wide asphalt trails (off-road)

Notes:

**Priorities 3, 4 and 5 are:*

- *completed on regular time*
- *completed when snow accumulation exceeds 2"*
- *completed in approximately 5 business days after a snowfall even subsides*

*** Should a new snowfall event occur, the priorities reset regardless of what stage has been reached.*

It should be noted that since the implementation of the above priority list in 2015, we have encountered relatively light winters. As a result, we have not had the opportunity to properly evaluate the effectiveness of the plan.

In 2017, the Transit route was added along with the appropriate bus stops and future bus shelters. As part of the transit program, Public Works will be required to do winter maintenance of the bus stop pads and future shelters.

In the Town's current priority list, the Town's commercial areas are listed as *priority 3*. The new priority list includes adding the sidewalks and bus stop pads along the transit route to *priority 3*. This will significantly increase the size and time to clean *priority 3* sidewalks and pathways, however; operationally this will allow the crews to clear the commercial areas as well as the bus route sidewalks efficiently in a loop.

New Priority List

- Priority 1A – Police/Fire and Public Works Parking areas (cleared 24hrs/day)
- Priority 1B - Municipal Civic Centre, Vollmer Centre, Riverdance and Boismier Parking lots (cleared during business hours)
- Priority 2 – School crossing guard locations
- **Priority 3 – Bus route sidewalks, pathways, pads and shelters, and Town Commercial areas. (Malden, Front and Windsor Crossing)**
- Priority 4 – Town asphalt trails and select concrete sidewalks (adjacent to roads)
- Priority 5 – Town wide asphalt trails (off-road)

Notes:

**Priorities 3, 4 and 5 are:*

- *completed on regular time*
- *completed when snow accumulation exceeds 2"*
- *completed in approximately 5 business days after a snowfall even subsides*

*** Should a new snowfall event occur, the priorities reset regardless of what stage has been reached.*

The above changes will not require any additional budget money as they will be completed on regular time, during working days only. There will continue to be no snow removal, for sidewalks,




on weekends and holidays. The goal will be to complete all priorities within five business days as before.

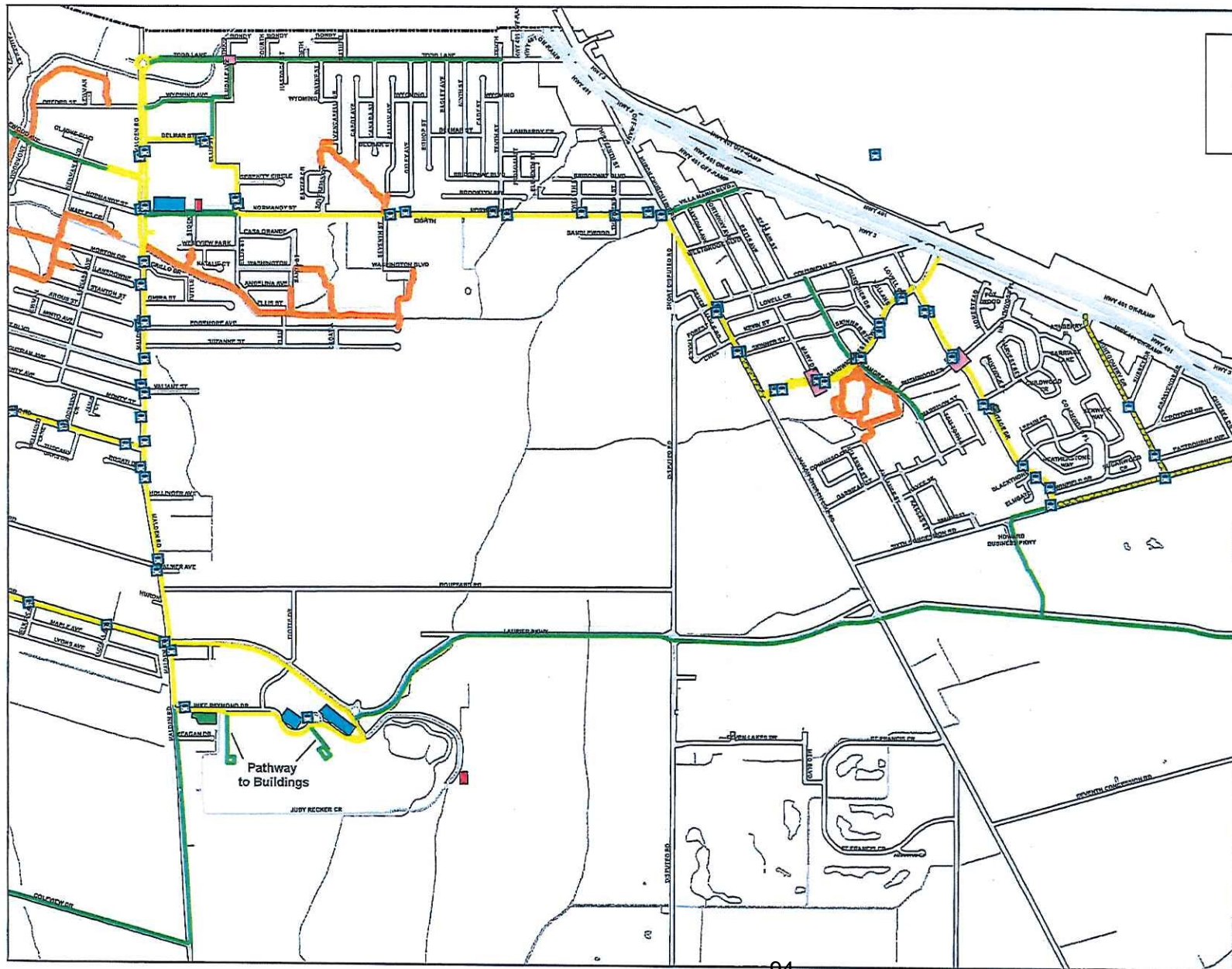
It is recommended that council approve the new priority list for sidewalk, trail, bus stop and parking lot winter maintenance as outlined above.


Respectfully submitted,



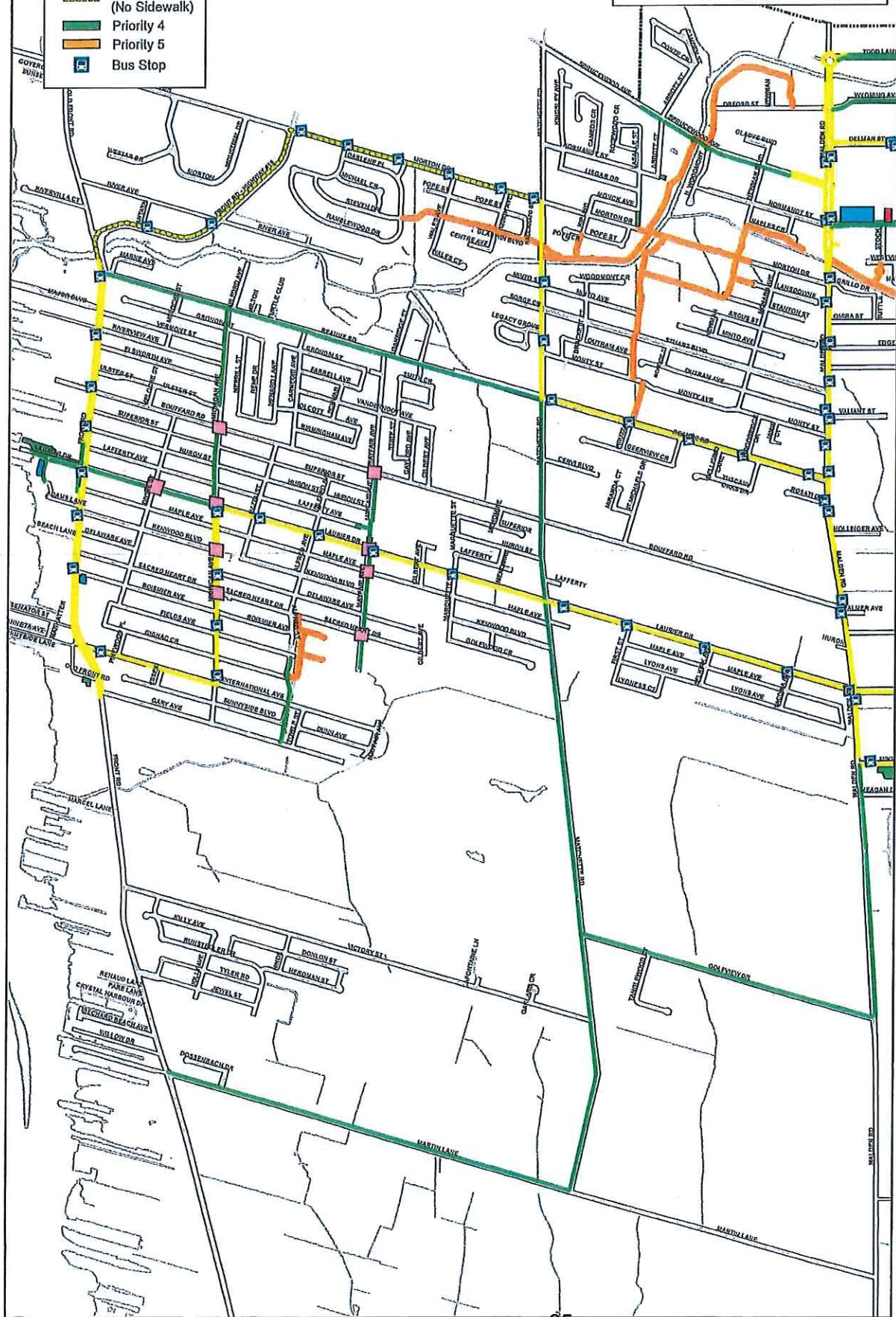
Mark Beggs
Manager of Roads and Parks

Reviewed by:							
✓ CAO	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire
							



- █ Priority 1A
- █ Priority 1B/C
- █ Priority 2
- █ Priority 3
- █ Bus Stops Only
(No Sidewalk)
- █ Priority 4
- █ Priority 5
-  Bus Stop

WEST OF MALDEN
PARKING LOT, PATHWAY
& SIDEWALK SNOW REMOVAL



March 13, 2018

WINDSOR SYMPHONY DRAW

FINAL DRAW

FOR THE SAT. APR. 14, 2018

PERFORMANCE OF
“CANADIAN BRASS”

Schedule of Reports for Council March 13, 2018

Council Resolution or Member Question	Subject	Department	Report to Council	Comments
Councillor Burns	Installation of turning lanes on streets crossing Malden Road during the County re-paving of Malden	Public Works	March 2018	Requested at the January 23, 2018 Regular Meeting of Council <i>See Report PW-09-18 on today's agenda.</i>

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NUMBER 8121

Being a by-law to amend Zoning by-law

No. 5050, the Town's Comprehensive

Zoning By-law, as amended.

WHEREAS authority is granted under Section 34 of the Planning Act, R.S.O. 1990, and amendments thereto, to the Council of the Town of LaSalle to pass this By-law;

AND WHEREAS this by-law conforms to the Official Plan in effect for the Town of LaSalle, as amended;

NOW THEREFORE THE CORPORATION OF THE TOWN OF LaSALLE BY ITS COUNCIL ENACTS AS FOLLOWS:

1. Schedule "C", Map 24 , of By-law 5050, as amended, is hereby further amended by changing the zone classification on those lands depicted on Schedule "A" attached hereto and forming part of this by-law from a Residential One Zone- "R1-h", Residential Four Zone- "R4-7-h", and Recreational Zone- "RE" to a Traditional Neighbourhood Design Zone- "TND-R1-1"
2. This by-law shall take effect from the date of passing by Council and shall come into force in accordance with Section 34 of the Planning Act, R.S.O. 1990.

READ a first and second time and FINALLY PASSED on March 13, 2018.

1st Reading - March 13, 2018

2nd Reading - March 13, 2018

3rd Reading - March 13, 2018

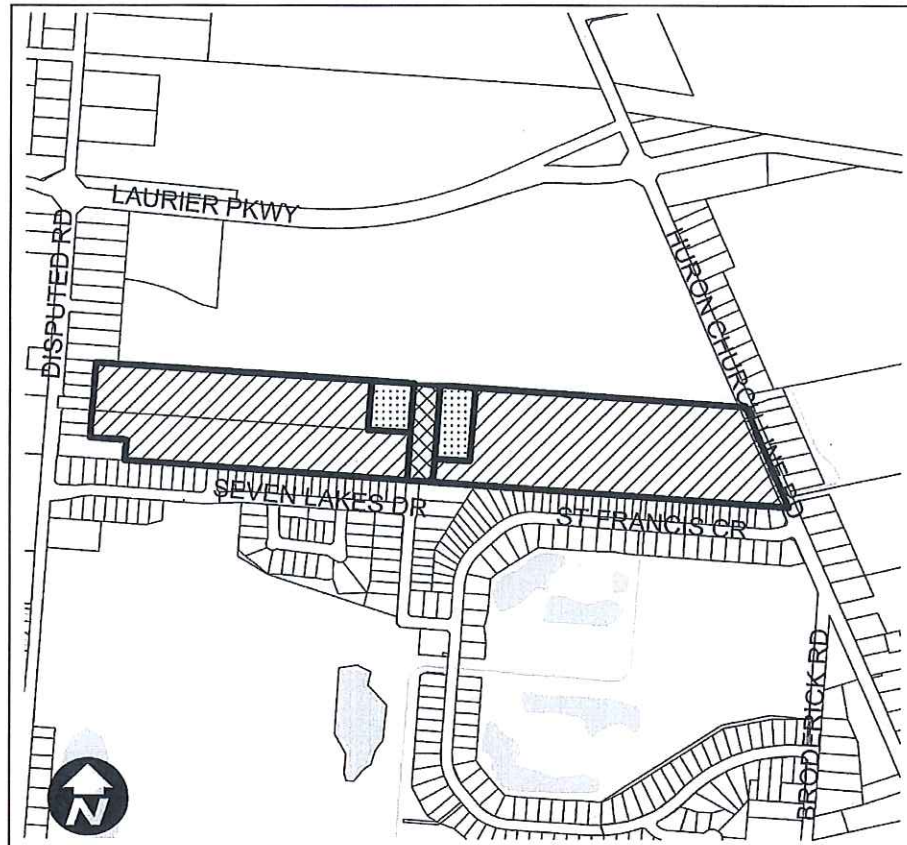
Mayor

Clerk

SCHEDULE "A"

**Roll No. - 260-026-10
260-026-00
260-084-00**

Town of LaSalle



Residential One Zone- "R1-h" to a Traditional Neighbourhood Design Zone- "TND-R1-1"



Residential Four Zone- "R4-7-h" to a Traditional Neighbourhood Design Zone- "TND-R1-1"



Recreational Zone- "RE" to a Traditional Neighbourhood Design Zone- "TND-R1-1"

This is Schedule "A" to By-law No. 8121

Passed on March 13, 2018.

Signed

Mayor

Clerk

FORM 1

THE PLANNING ACT, R.S.O. 1990

**NOTICE OF THE PASSING OF A ZONING BY-LAW AMENDMENT BY
THE CORPORATION OF THE TOWN OF LASALLE**

TAKE NOTICE that the Council of the Town of LaSalle has passed By-law # 8121 on the 13th day of March, 2018 under Section 34 of the Planning Act, R.S.O. 1990.

AND TAKE NOTICE that only individuals, corporations and public bodies may appeal a zoning by-law amendment to the Ontario Municipal Board. An unincorporated association or group may not file a notice of appeal. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

An appeal to the Ontario Municipal Board in respect of the by-law may be complete by filing with the Clerk of the Town of LaSalle not later than 5th day of April, 2018 an appellant form must be completed and be accompanied by a certified cheque or money order in the amount of \$125.00 made payable to the Minister of Finance, Province of Ontario. A copy of the appellant form is available online at www.omb.gov.on.ca or at our planning department.

An explanation of the purpose and effect of the by-law describing the lands to which the by-law applies and a key map showing the location of the lands to which the by-law applies are attached. The complete by-law and any associated information are available for inspection in my office during regular office hours.

DATED at the Town of LaSalle, this the 16th day of March, 2018.

**Clerk
Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H 1S4**

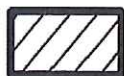
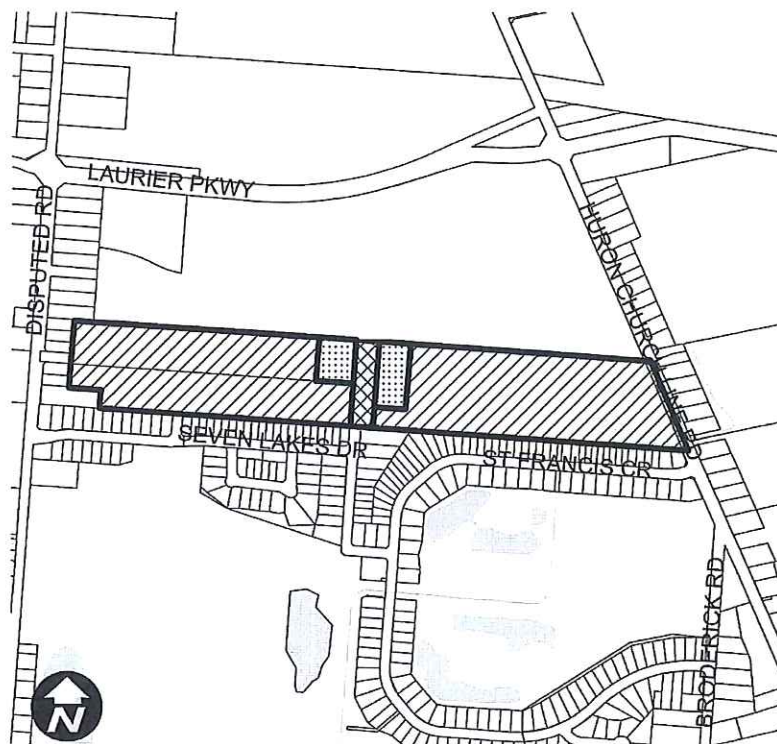
EXPLANATORY NOTE

This zoning by-law amendment affects approximately 19.27 hectares.

The subject land is being rezoned from Residential One Zone- "R1-h", Residential Four Zone- "R4-7-h", and Recreational Zone- "RE" to a Traditional Neighbourhood Design Zone- "TND-R1-1"

This by-law amendment will allow for the development of 84 building lots

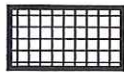
KEY MAP



Residential One Zone- "R1-h" to a Traditional Neighbourhood Design Zone- "TND-R1-1"



Residential Four Zone- "R4-7-h" to a Traditional Neighbourhood Design Zone- "TND-R1-1"



Recreational Zone- "RE" to a Traditional Neighbourhood Design Zone- "TND-R1-1"

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8122

A By-Law to amend Bylaw 7682, authorizing the execution of a janitorial contract for the LaSalle Civic Centre with William Krautner, carrying on business as Krautner Janitorial

WHEREAS Bylaw 7682 was passed on August 26, 2014 executing a Janitorial Contract with William Krautner carrying on business as Krautner Janitorial for the provision of janitorial services at the Town of LaSalle Civic Centre for all of the areas in the Civic Centre save and except the Essex County Library Facility;

AND WHEREAS the Town and the contractor agreed to extend the Janitorial Services Contract by way of a Janitorial Services Extension Contract dated the 22nd day of September 2015,

AND WHEREAS as a result of the increases in minimum wage imposed by the Province of Ontario and taking effect on January 1, 2018 and January 1, 2019, the Contractor has requested an increase in the rates to be paid by the Town for services rendered by the Contractor;

AND WHEREAS the Town deems it expedient to grant this request;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

1. That the Mayor and the Clerk be and the same are hereby authorized to execute the said Contract and to affix the Corporation's seal thereto, as well as any and all other documents that may be necessary to give effect to the terms of the said Contract.

2. This By-law shall come into force on the final passing thereof.

Read a first and second time and FINALLY PASSED 13th day of March, 2018.

1st Reading – March 13, 2018

MAYOR

2nd Reading – March 13, 2018

3rd Reading – March 13, 2018

CLERK

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8123

A By-Law to amend Bylaw 7593, authorizing the execution of a janitorial contract for the LaSalle Fire Service with William Krautner, carrying on business as Krautner Janitorial

WHEREAS Bylaw 7593 was passed on January 28, 2014 executing a Janitorial Contract with William Krautner carrying on business as Krautner Janitorial for the provision of janitorial services at the LaSalle Fire Service Building at 1900 Normandy Street, LaSalle;

AND WHEREAS as a result of the increases in minimum wage imposed by the Province of Ontario and taking effect on January 1, 2018 and January 1, 2019, the Contractor has requested an increase in the rates to be paid by the Town for services rendered by the Contractor;

AND WHEREAS the Town deems it expedient to grant this request;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

1. That the Mayor and the Clerk be and the same are hereby authorized to execute the said Contract and to affix the Corporation's seal thereto, as well as any and all other documents that may be necessary to give effect to the terms of the said Contract.
2. This By-law shall come into force on the final passing thereof.

Read a first and second time and FINALLY PASSED 13th day of March, 2018.

1st Reading – March 13, 2018

MAYOR

2nd Reading – March 13, 2018

3rd Reading – March 13, 2018

CLERK

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8124

A By-Law to amend Bylaw 7559, authorizing the execution of a janitorial contract for the LaSalle Police Service with William Krautner, carrying on business as Krautner Janitorial

WHEREAS Bylaw 7559 was passed on October 22, 2013 executing a Janitorial Contract with William Krautner carrying on business as Krautner Janitorial for the provision of janitorial services at the LaSalle Fire Service Building at 1880 Normandy Street, LaSalle;

AND WHEREAS by virtue of Bylaw 7717 passed on January 13, 2015, this contract was extended for one (1) year, and by virtue of Bylaw 7832 passed on November 24, 2015, this contract was extended to August 31, 2020;

AND WHEREAS as a result of the increases in minimum wage imposed by the Province of Ontario and taking effect on January 1, 2018 and January 1, 2019, the Contractor has requested an increase in the rates to be paid by the Town for services rendered by the Contractor;

AND WHEREAS the Town deems it expedient to grant this request;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

1. That the Mayor and the Clerk be and the same are hereby authorized to execute the said Contract and to affix the Corporation's seal thereto, as well as any and all other documents that may be necessary to give effect to the terms of the said Contract.

2. This By-law shall come into force on the final passing thereof.

Read a first and second time and FINALLY PASSED 13th day of March, 2018.

1st Reading – March 13, 2018

MAYOR

2nd Reading – March 13, 2018

3rd Reading – March 13, 2018

CLERK

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8125

A By-Law to authorize the execution of a Developer's Subdivision Agreement with 2607421 Ontario Inc. and 2505869 Ontario Inc.

WHEREAS 2607421 Ontario Inc. and 2505869 Ontario Inc. have made an application to the Corporation to develop 84 single unit residential dwellings in part of Lot 2, Concession 3 in the Town of LaSalle, in the County of Essex;

AND WHEREAS the Corporation deems it expedient to grant the request on certain terms and conditions;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

1. That the Corporation of the Town of LaSalle enter into a Developer's Subdivision Agreement with 2607421 Ontario Inc. and 2505869 Ontario Inc. regarding the proposed development of 84 single unit residential dwellings in part of Lot 2, Concession 3, in the Town of LaSalle, in the County of Essex, a copy of which Agreement is attached hereto and forms a part of this By-law.
2. That the Mayor and the Clerk be and the same are hereby authorized to execute the said Developer's Subdivision Agreement on behalf of the Corporation and affix the Corporation's seal thereto, as well as any and all other documents that may be necessary to give effect to the terms of the said Agreement.

3. This By-law shall come into force on the final passing thereof.

Read a first and second time and FINALLY PASSED this 13th day of March, 2018.

1st Reading – March 13, 2018

MAYOR

2nd Reading – March 13, 2018

3rd Reading – March 13, 2018

CLERK

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8126

A by-law to confirm the proceedings of Council.

WHEREAS Subsection 5 (3) of the *Municipal Act, 2001*, S.O. 2001, chapter 25, provides that the powers of a municipality shall be exercised by by-law;

AND WHEREAS it is deemed expedient that the proceedings of Council at this meeting(s) all be confirmed and adopted by by-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF LASALLE HEREBY ENACTS AS FOLLOWS:

1. The actions of the Council at its meetings held on this day in respect to each recommendation contained in the reports on the Agenda, the reports of Committees and each motion, resolution passed or other action taken by the Council at this meeting are hereby adopted, ratified and confirmed.
2. The Mayor and the Clerk of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said actions and to execute all documents necessary to give effect to any and all motions, resolutions or other actions in that behalf.

Read a first and second time, and FINALLY PASSED this 13th day of March 2018.

1st Reading - March 13, 2018

Mayor

2nd Reading - March 13, 2018

3rd Reading - March 13, 2018

Clerk