



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

Tuesday, October 22, 2019, 6:00 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

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RECOMMENDATION

That the minutes of the regular meeting and closed meeting of Council held September 24, 2019 BE ADOPTED as presented.

4. Mayors Comments

B. PRESENTATIONS

1. Windsor Bhangra Club

Ranbir Singh Ghag, Windsor Bhangra Club, appears before Council to present Mayor Bondy with a plaque in appreciation for supporting the annual Viasakhi Cultural and Folk Festival for the Punjabi Community.

2. Play For A Cure

Jeff Casey appears before Council to discuss Play For A Cure, and thanks the Town of LaSalle and the Employee Fund for the donation.

3. Patricia & Ronald Hutz - 2020 Budget Request

15

Patricia and Ronald Hutz appear before Council to request funds for a pedestrian trail on the west side of Broderick Rd., lighting on the trail, white lines for a pedestrian lane on Broderick Rd., and the phragmites trimmed every summer.

C. DELEGATIONS

D. PUBLIC MEETINGS AND/OR HEARINGS

1. Rezoning Application Z05-2019

20

Delegate:

1. Stephen Shanfield, B.Sc., J.D. (refer to 'Zoning change application - Nedin Lands - Ellis Street' and Figure 5).

RECOMMENDATION

Based on the information provided within this report (DS-36-2019, pertaining to rezoning application Z-05-2019), and subject to further input from Council, it is recommended that:

- i. Council grant approval to the Applicant's request to rezone this property from a Town Centre Commercial Holding Zone – "C4(h)" to a Site-Specific Residential Five Holding Zone;
- ii. Council adopt the corresponding draft zoning by-law amendment by-law.

2. Zoning By-law Amendment & Site Plan Control Application Z-07-18 & SPC-03-18

78

Delegate:

1. Richard Bear (also representing John Vander Heyden)

RECOMMENDATION

That the report of the Supervisor of Planning & Development Services of LaSalle dated October 10, 2019 (DS-37-2019) regarding the rezoning application **BE APPROVED IN PRINCIPAL** subject to the following conditions:

- i. Council grant approval in principle to the Applicant's rezoning from the Residential One Zone to a Site Specific Residential Three Zone, based on the Applicant's final approved site plan;
- ii. Council authorize Staff to prepare the required a site plan control agreement for execution purposes;
- iii. Council adopt the zoning by-law for the subject lands once the required site plan control agreement has been fully executed to Council's satisfaction.

E. REPORTS / CORRESPONDENCE FOR COUNCIL ACTION

1. Fleet Purchase- Water Service Truck 96

RECOMMENDATION

That the report of the Manager of Roads and Parks dated October 3rd, 2019 (PW-26-19) regarding the purchase of a Water Service Truck BE RECEIVED; and the low bid price of \$69,458.00 (+hst) received from Oxford Dodge Chrysler (1992) LTD BE APPROVED; and that as previously approved in the 2019 budget, the full amount be funded through the Public Works Capital budget.

2. Howard/Bouffard Drainage - Preliminary Design Consultant Award 100

RECOMMENDATION

That the report of the Director of Public Works dated October 11, 2019 (PW-35-19) regarding the Howard/Bouffard Drainage – Preliminary Design Consultant Award BE APPROVED and that the Town award the preliminary design to Dillon Consulting.

3. Riverfront Financing Options 104

RECOMMENDATION

That the report of the Director of Finance dated October 15, 2019 (FIN-29-2019) regarding the application for a loan with Infrastructure Ontario for Phase 1 of the riverfront project for an amount of \$10,000,000 with a 25 year term and a locked in interest rate determined at a point in time at which the debenture is to be issued BE AUTHORIZED.

4. Location of the LaSalle Strawberry Festival 113

RECOMMENDATION

That the report of the Recreation Manager dated October 11, 2019 (CR-2019-13) regarding the location of the 2020 Strawberry Festival BE RECEIVED; and that LaSalle Strawberry Festival be moved for the next five years to the Vollmer Complex location and that the cost of \$170,000 for permanent infrastructure funded from the Culture and Recreation reserve in advance of the 2020 Budget Deliberations BE APPROVED.

5. AMO Submission on Joint and Several Liability 118

RECOMMENDATION

That the report of Legal Counsel dated October 10, 2019 (AD-13-19) regarding Council's endorsement of AMO's report and recommendations to the Attorney General of Ontario regarding liability and insurance cost reforms BE RECEIVED and that said AMO report and recommendation BE ENDORSED by Council.

6. Essex Region Source Protection Committee - Municipal Representation 139

RECOMMENDATION
That correspondence received from Essex Region Conservation Authority dated September 18, 2019 regarding municipal representation for the Source Protection Committee BE RECEIVED; and that the following individuals appointment to the Essex Region Source Protection Committee being Thom Hunt, City of Windsor, Antoinietta Gioufu, Town of Amherstburg, Kevin Girard, Town of Lakeshore, Paul Drca, City of Windsor and Nelson Santos, Union Water Supply System BE ENDORSED.
 7. Accessibility Advisory Committee Minutes October 1, 2019 141

RECOMMENDATION
That the recommendations contained in the Minutes of the Accessibility Advisory Committee Meeting dated October 1, 2019 BE APPROVED.
 8. Fire Committee Minutes September 19, 2019 144

RECOMMENDATION
That the recommendations contained in the Minutes of the Fire Committee Meeting dated September 19, 2019 BE APPROVED.
 9. Water & Wastewater Committee Minutes September 24, 2019 148

RECOMMENDATION
That the recommendations contained in the Minutes of the Water & Wastewater Committee Meeting, dated September 24, 2019 BE APPROVED.
- F. INFORMATION ITEMS TO BE RECEIVED**
1. September 2019 Financial Statement and Financial Reports 151

RECOMMENDATION
That the report of the Supervisor of Accounting dated October 8, 2019 (FIN-30-2019) regarding the September 2019 Financial Statement and Financial Reports be RECEIVED.
 2. 2019 3rd Quarter Property Tax Write Offs 163

RECOMMENDATION
That the report of the Supervisor of Revenue dated October 9, 2019 (FIN-32-2019) regarding the 2019 3rd quarter property tax write offs BE RECEIVED.

3. 2019 3rd Quarter Report 167

RECOMMENDATION

That the report of the Supervisor of Accounting dated October 8, 2019 (FIN-31-2019) regarding the financial position of the Town of LaSalle as of the 3rd quarter BE RECEIVED.

4. Council Members Attendance at Meetings - Q3 - July 2019 to September 2019 189

RECOMMENDATION

That the report of the Director of Council Services/Clerk dated September 24, 2019 (CL-20-19) regarding Council members attendance at Council and Committee meetings for the 3rd quarter BE RECEIVED.

5. Schedule of Reports to Council 197

RECOMMENDATION

That the report of the Chief Administrative Officer dated October 22, 2019 being a summary of reports to Council BE RECEIVED.

G. BY-LAWS 199

RECOMMENDATION

That the following By-Laws BE GIVEN first reading:

8357 A By-law to amend Zoning by-law No. 5050, the Town's Comprehensive Zoning By-Law, as amended

8358 Being a by-law to amend Zoning by-law No. 5050, the Town's Comprehensive Zoning By-law, as amended

8359 A By-Law to authorize the execution of a Release and Abandonment of Easement in favour of The Corporation of the Town of LaSalle.

RECOMMENDATION

That By-Law numbers 8357 to 8359 BE GIVEN a second reading.

RECOMMENDATION

That By-Law numbers 8357 to 8359 BE GIVEN a third reading and finally passed.

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

N. SCHEDULE OF MEETINGS

Regular Council Meeting - November 12, 2019 @ 6:00 p.m.

Committee of Adjustment - November 20, 2019 @ 5:30 p.m.

Water & Wastewater Committee Meeting - November 26, 2019 @ 5:30 p.m.

Regular Council Meeting - November 26, 2019 @ 6:00 p.m.

O. ADJOURNMENT



Minutes of the Closed Meeting of The Town of LaSalle Council

September 24, 2019
5:00 pm

Members in attendance:

Mayor Marc Bondy
Deputy Mayor Crystal Meloche
Councillor Sue Desjarlais
Councillor Jeff Renaud
Councillor Anita Riccio-Spagnuolo

Regrets:

Councillor Mike Akpata
Councillor Mark Carrick

Also in attendance:

Joe Milicia, Chief Administrative Officer
Agatha Robertson, Director of Council Services/Clerk
Kevin Miller, Deputy Clerk
Dominic Dadalt, Legal Counsel

Mayor Bondy calls the meeting to order at 5:02 p.m.

Disclosures of Pecuniary Interest and the General Nature Thereof

None disclosed.

Motion 315/19

Moved by: Councillor Desjarlais

Seconded by: Deputy Mayor Meloche

That Council move into closed session at 5:03 p.m. to discuss the following items:

1. Property Matter – Status of Property Acquisition and Sales (Verbal Update from Administration) s.239(2)(c)
2. Property Matter – Bouffard Road Property Acquisition (Confidential Report AD-12-19 attached) s.239(2)(c)
3. Solicitor- Client Privilege – Property Matter (Verbal Update) s.239(2)(f)

Carried.

Motion 316/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That Council move back into public session at 5:43 p.m.

Carried.

1. Property Matter – Status of Property Acquisition and Sales (Verbal Update from Administration) s.239(2)(c)

Motion 317/19

Moved by: Deputy Mayor Meloche

Seconded by: Councillor Desjarlais

That the verbal update of the Deputy Clerk regarding the status of property acquisitions and sales BE RECEIVED and that Administration BE AUTHORIZED to proceed in accordance with the verbal instructions of Council.

Carried.

2. Property Matter – Bouffard Road Property Acquisition (Confidential Report AD-12-19) s.239(2)(c)

Motion 318/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That the confidential report of the Deputy Clerk dated September 18, 2019 (AD-12-19) regarding a property matter on Bouffard Road BE RECEIVED and that Administration BE AUTHORIZED to proceed in accordance with the verbal instructions of Council.

Carried.

3. Solicitor-Client Privilege – Front Road Property Acquisition (Verbal Update) s.239(2)(f)

Motion 319/19

Moved by: Councillor Riccio-Spagnuolo

Seconded by: Councillor Desjarlais

That the verbal update from Legal Counsel regarding a property matter BE RECEIVED and that Administration BE AUTHORIZED to proceed in accordance with the verbal instructions of Council.

Carried.

There being no further business, the meeting is adjourned at 5:45 p.m.

Mayor – Marc Bondy

Clerk – Agatha Robertson



THE CORPORATION OF THE TOWN OF LASALLE

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

September 24, 2019

6:00 p.m.

Council Chambers, LaSalle Civic Centre, 5950 Malden Road

Members of Council Present: Mayor Marc Bondy, Deputy Mayor Crystal Meloche, Councillor Sue Desjarlais, Councillor Jeff Renaud, Councillor Anita Riccio-Spagnuolo
Members of Council Absent: Councillor Michael Akpata, Councillor Mark Carrick
Administration Present: J. Milicia, Chief Administrative Officer, A. Robertson, Director of Council Services & Clerk, D. Langlois, Director of Finance and Treasurer, L. Silani, Director of Development & Strategic Initiatives, P. Marra, Director of Public Works, D. Dadalt, Legal Counsel, D. Hadre, Corporate Communications & Promotions Officer, K. Miller, Deputy Clerk, A. Burgess, Supervisor of Planning & Development, R. Hyra, Human Resource Manager, E. Thiessen, Deputy Fire Chief, N. DiGesù, Manager of IT, E. Vallee, EA to the Director of Council Services/Clerk

A. OPENING BUSINESS

1. Call to Order and Moment of Silent Reflection

Mayor Bondy calls the meeting to order at 6:00 p.m.

2. Disclosures of Pecuniary Interest and the General Nature Thereof

None disclosed.

3. Adoption of Minutes

320/19

Moved by: Deputy Mayor Meloche

Seconded by: Councillor Desjarlais

That the minutes of the Closed and Regular Meeting of Council held September 10, 2019 BE ADOPTED as presented.

Carried.

4. Mayors Comments

Mayor Bondy congratulates staff on a successful Volunteer Recognition Event that took place on September 13, 2019, and thanks all volunteers recognized. Mayor Bondy also states that the Accessibility Walk on September 14, 2019 at the Vollmer Complex was a well-attended event.

Mayor Bondy extends appreciation to Administration for the Rendez-vous Voyageur Festival and Soiree. Our Friendship City, Louisville Kentucky, attended the event where a plaque that represents both cities through a Canadian Flag and fleur de lis was presented to them.

Mayor Bondy applauds the work done to open the new Montessori School in LaSalle, and commemorates the organization of the ribbon cutting event that took place on September 22, 2019.

B. PRESENTATIONS

1. Outstanding Board Member Volunteer 2019

Bradley Thoman appears before Council to accept the Outstanding Board Member Volunteer award for 2019. Bradley thanks staff for recognizing his efforts and brings attention to the all the work done to keep the LaSalle Youth Hangout going.

2. Presentation by Sara Alves, Exchange Student from Brazil

Sara Alves appears before Council to explain the Rotary Youth Exchange Program she is taking part in, and about her hometown in Brazil.

C. DELEGATIONS

1. Northway Avenue (Villa Maria to Cousineau) Alternating Parking

Angelo Sorge appears before Council in support of the recommendation in the Administrative Report to implement alternate parking on Northway Avenue from Villa Maria to Cousineau. Angelo Sorge states that there are no speed limit signs or signs to slow down for children playing, and that a 4-way stop is needed.

321/19

Moved by: Councillor Renaud

Seconded by: Councillor Desjarlais

That the report of the Director of Public Works dated August 23, 2019 (PW-27-19) regarding implementing alternating parking on Northway Avenue from Villa Maria to Cousineau BE APPROVED; and at the appropriate time in the meeting the corresponding bylaw be passed.

Carried.

2. Alley O5 Review – Gladwin, Quick, Centre & Wales Alley

Richard Furtado & Amanda Philips appear before Council in opposition to the recommendation of Administration.

William Burleigh appears before Council in support of the recommendation of Administration.

322/19

Moved by: Councillor Renaud

Seconded by: Councillor Desjarlais

That the report of Legal Counsel dated September 13, 2019 (AD-11-19) regarding the proposed closure and distribution of Alley O5 BE RECEIVED; and that the alley on the Southern side of Lots 122-125, both inclusive, on Registered Plan 635; LaSalle, be conveyed to the property owners immediately south of said lots, and that the alley between Lot 125 and Lot 66 on Registered Plan 635 be split down the center allowing each property owner one half of the alley BE APPROVED.

Carried.

D. PUBLIC MEETINGS AND/OR HEARINGS

E. REPORTS / CORRESPONDENCE FOR COUNCIL ACTION

1. Part Lot Control By-law Application – T-02-2019

323/19

Moved by: Councillor Desjarlais

Seconded by: Councillor Riccio-Spagnuolo

That the report of the Supervisor of Planning & Development Services of LaSalle dated September 13, 2019 (DS-31-2019) regarding Part Lot Control Application T-02-2019 be approved

Carried.

2. Various Sewage Pumping Station Upgrades Contract Award

324/19

Moved by: Councillor Renaud

Seconded by: Deputy Mayor Meloche

That the report of the Manager of Water & Wastewater dated September 13, 2019 (PW-31-2019) regarding the contract award for the Various Sewage Pumping Station Upgrades BE RECEIVED; and that the low bid price of \$293,000.00 (+hst) received from Facca Incorporated BE APPROVED; and that as previously approved in the 2017 budget, the full amount of the project be funded through the Wastewater Capital Reserve; and that the corresponding by-law BE ADOPTED during the By-law stage of the agenda

Carried.

3. Township of Zorra Resoluton of Support for Environmental Programs Provided by the Upper Thames River Conservation Authority (UTRCA)

325/19

Moved by: Deputy Mayor Meloche

Seconded by: Councillor Desjarlais

That the correspondence received from the Township of Zorra passed September 4, 2019 requesting that programs be continued under the Upper Thames River Conservation Authority and other Conservation Authorities in Ontario and that clear direction is given from the Ministry of Environment, Conservation and Parks regarding which programs are mandatory or non-mandatory and how the programs will be funded in the future BE RECEIVED.

Carried.

4. City of Kitchener Support Resolution Regarding Producer Requirements for Packaging in Ontario

326/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That the correspondence received from the City of Kitchener dated August 26, 2019 declaring a climate emergency and requesting the Province of Ontario to adequately address reducing litter and waste by extending producer responsibility for all packaging BE RECEIVED.

Carried.

5. Recognition of LaSalle Volunteers

The following volunteer names are drawn at random to receive Windsor Symphony Orchestra tickets to the Saturday, October 26, 2019 performance of "A Night at the Oscars: A WIFF Celebration":

Nikki Meloche - St. Joseph's School

Jamie Peltier - St. Joseph's School

Paula Borrowman - St. Joseph's School

Stacy Graziano - LaSalle Public School

Carrie Furmanek - LaSalle Public School

Charlotte Hui - LaSalle Public School

F. INFORMATION ITEMS TO BE RECEIVED

1. August 2019 Financial Statement and Financial Reports

327/19

Moved by: Councillor Desjarlais

Seconded by: Deputy Mayor Meloche

That the report of the Supervisor of Accounting dated September 10, 2019 (FIN-26-2019) regarding the August 2019 Financial Statement and Financial Reports be RECEIVED.

Carried.

2. Summary of Reports to Council

328/19

Moved by: Deputy Mayor Meloche

Seconded by: Councillor Desjarlais

That the report of the Chief Administrative Officer dated September 24, 2019 being a summary of reports to Council BE RECEIVED.

Carried.

G. BY-LAWS

329/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That the following By-Laws BE GIVEN first reading:

8350 - A By-Law to provide that part-lot control shall not apply to certain lands within Registered Plan Number 12M-661

8351 A By-law to authorize execution of a Lease Agreement between the Corporation of the Town of LaSalle and Marda Management Inc.

8352 A by-law to authorize the execution of an Agreement between the Corporation of the Town of LaSalle and Facca Incorporated

8353 A By-Law to confirm the purchase of 2920 Bouffard Road, LaSalle, Ontario

8354 A By-Law to confirm the purchase of 1390 Front Road, LaSalle, Ontario

8355 A by-law to amend By-Law No. 7298, being a by-law to regulate vehicular parking within the limits of the Town of LaSalle

Carried.

330/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That By-Law numbers 8350 to 8355 BE GIVEN second reading.

Carried.

331/19

Moved by: Councillor Renaud

Seconded by: Councillor Riccio-Spagnuolo

That By-Law numbers 8350 to 8355 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

332/19

Moved by: Councillor Renaud

Seconded by: Deputy Mayor Meloche

That Confirmatory By-Law #8356 BE GIVEN first reading.

Carried.

333/19

Moved by: Councillor Desjarlais

Seconded by: Councillor Riccio-Spagnuolo

That Confirmatory By-Law #8356 BE GIVEN second reading.

Carried.

334/19

Moved by: Deputy Mayor Meloche

Seconded by: Councillor Desjarlais

That Confirmatory By-Law #8356 BE GIVEN third reading and finally passed.

Carried.

N. SCHEDULE OF MEETINGS

Planning Advisory Committee - September 26, 2019 @ 6:00 p.m.

Accessibility Advisory Committee - October 1, 2019 @ 4:00 p.m.

Court of Revision - 3rd Concession Drain - October 3, 2019 @ 5:30 p.m.

Regular Council Meeting - October 8, 2019 @ 6:00 p.m.

By-Law Committee - October 15, 2019 @ 4:30 p.m.

Planning Advisory Committee - October 15, 2019 @ 5:30 p.m.

Committee of Adjustment - October 16, 2019 @ 5:30 p.m.

Regular Council Meeting - October 22, 2019 @ 6:00 p.m.

O. ADJOURNMENT

Meeting adjourned at the call of the Chair 6:52 p.m.

Mayor: Marc Bondy

Clerk: Agatha Robertson

From: Patricia Hutz <[REDACTED]>
Sent: October 11, 2019 2:31 PM
To: Agatha Robertson <[REDACTED]>; Patricia Hutz <[REDACTED]>; Ronald Hutz <[REDACTED]>
Subject: Presentation to LaSalle Council October 22, 2019 re Broderick Rd. Pedestrian Safety

Good evening Mayor Bondy, Town Council, Mr. Marra, Mr. Silani, friends and neighbours.

We're Pat and Ron Hutz, and we have lived at 7410 Broderick Rd. for about 45 years.

We've come to ask council to include funds for pedestrian safety on Broderick Rd., at the corner of Huron Line, in the upcoming 2020 budget.

Pedestrians are trying to access the trail on Huron Line, which ends abruptly at the corner of Broderick. The shoulder of the road on Broderick is narrow, with only a foot or so of gravel.

Traffic making a right turn onto Broderick from Huron Line does not need to slow down, as there is only a gradual curve in the road, and the speed limit is 60 km on both roads. Traffic is quite heavy on Broderick.

Since June of this year, we have been in touch with Mr. Marra regarding our concerns about this short stretch of road. We see people walking there daily in unsafe conditions. Sometimes they walk on the white line, sometimes on the narrow shoulder, sometimes right on the roadway, and sometimes in the dark.

Pedestrians could walk on the sidewalk of St. Francis to access the trail. But they don't, probably because that's a 1.7 km walk. They choose to take the much shorter walk along Broderick.

It's been explained that Broderick may, in the distant future, be repaved and the intersection reconfigured. But we need the town to do something now, because it is only a matter of time till a pedestrian is hit. We have just been lucky so far.

As taxpayers, we want the town to be proactive regarding pedestrian safety rather than have a lawsuit for serious injury or death.

We are asking that the town install a trail on the west side of Broderick, from the corner of Huron Line, at least to the corner of St. Francis St. as soon as possible. The distance is approximately 250 m. or 273 yards. To fill in the ditch will be expensive, but lives have no price.

Please trim the weeds for about 40 feet along the fence line at the corner so that pedestrians and drivers can see each other. Sightlines are poor, despite the ditch having been trimmed, because the phragmites along the fence have not been cut. We think that every intersection must be evaluated individually regarding weed trimming, and this one is unique.

Please consider adding a few lights on this dark section of Broderick.

Please add white lines at the corner to clearly identify pedestrian and vehicle space.

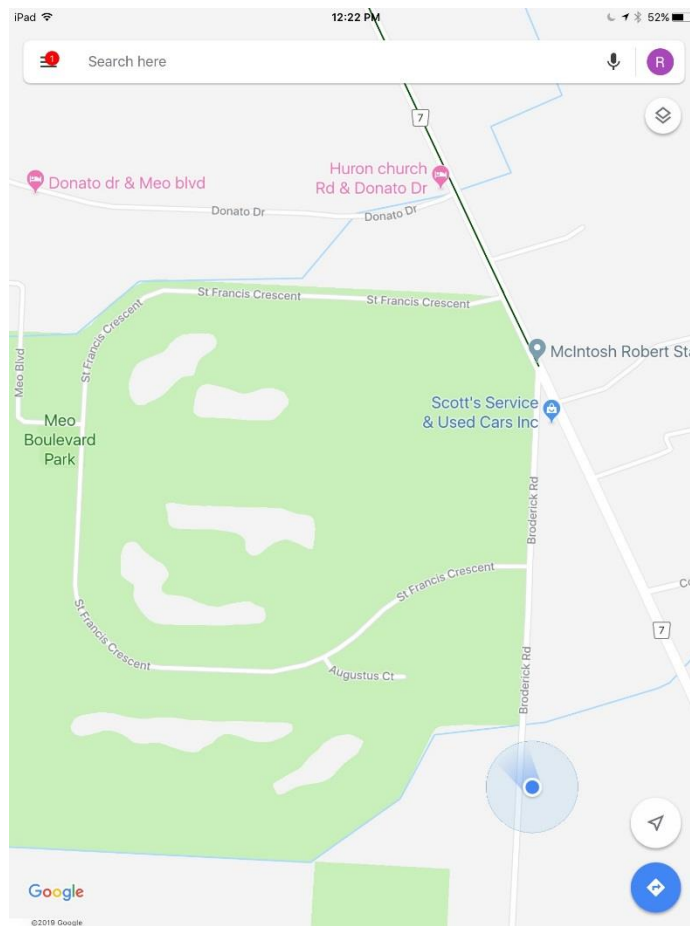
We have brought a few photos to help clarify the issue:

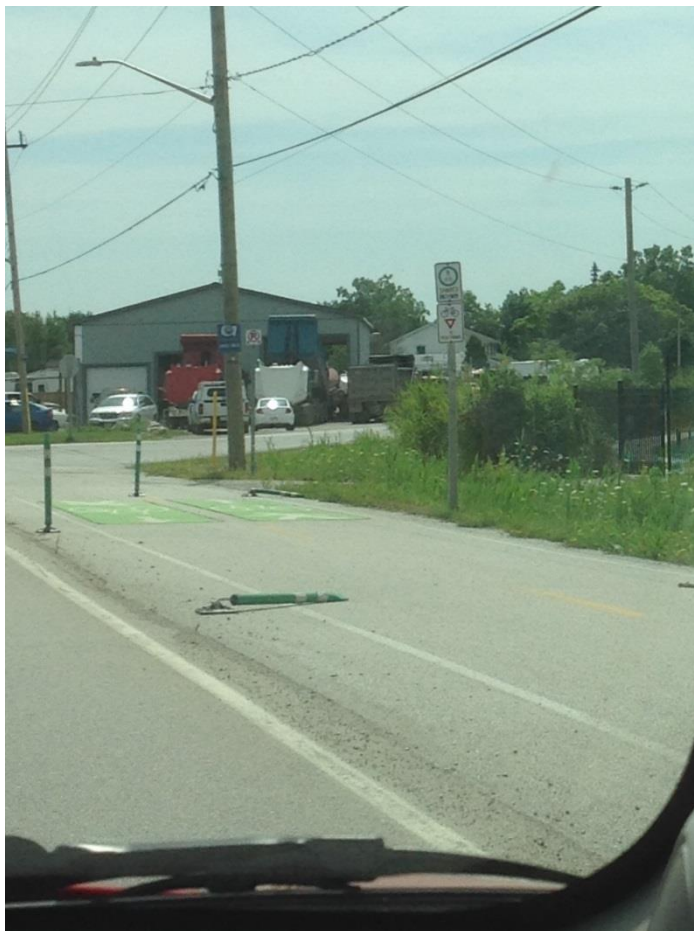
- map showing the gradual curve at this intersection and the length of St. Francis St.
- students walking the narrow shoulder, with traffic pulling over to avoid oncoming traffic
- pedestrians walking on the road, unaware of potential oncoming traffic. Note the newly erected sign, Watch for Pedestrians, facing them
- phragmites along the fence line obstructing vision of drivers on Huron Line
- photo showing walking space on the road shoulder of Broderick
- pavement at the intersection, needing lines to indicate safe walking space

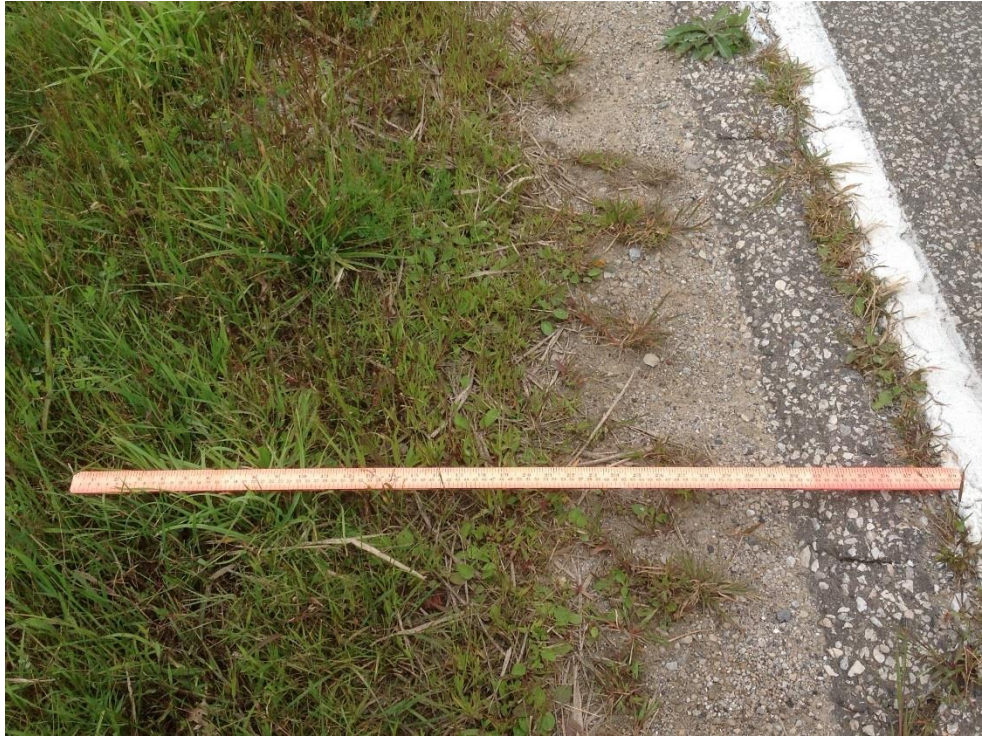
For us to come before council, please understand that we are seriously concerned.

Thank you for your attention.

We would be happy to answer any questions.







Zoning change application - Nedin lands - Ellis Street - LaSalle

Observations

Because of the policy to only notify landowners, by mail, within 400 feet of a property, in relation to which a zoning change application has been filed, many nearby residents affected by this application, and less than half the residents on adjacent Serenity Circle have been given notice of this application, leading to a loss of opportunity to comment on a change with major implications to traffic issues and property use and enjoyment.

The proposed development seems to be an overreach of density capacity for this parcel of land

The proponent seeks relief from bylaw building heights and side/front yard requirements. This is clear evidence that the development exceeds the density that the framers of the bylaw intended. Why permit height proposals and minimum front and sideyard requirements that exceed bylaw limits?

Safety and traffic

The Provincial Policy Statement emphasizes public health and safety concerns. With a school situated within a hundred yards of this proposed development, how can an additional 178 units (267 cars) on a small tract of land satisfy this requirement?(s. 3.5 of Planning Evaluation)

S. 3.5.4 of the planning evaluation section (infrastructure) states that there are existing sidewalks on both sides of the

street which provide pedestrian connections to the surrounding area. This is NOT TRUE. There are no sidewalks on the east side of Ellis from Serenity Circle to Wyoming Avenue (adjacent to school property)

School children going to school and back home on Serenity Circle will have to cross Ellis twice in this area to use sidewalks to travel. With increased traffic, safety becomes a factor.

Regarding the submissions of the applicants, S. 2.13b of the County of Essex Official Plan, referred to in s. 3.12 of the Planning Evaluation is missing from the appendix. This deals with traffic concerns, and should have been included, for policy consideration issues.

There appears to be no traffic impact study. How can a recommendation be

made without information of this kind, when the potential for a development of this density, to seriously impact road and traffic infrastructure in an already densely populated area, and even current usage of the road, is unknown?

Nothing addresses traffic signalization controls which will be necessary to handle significant additional traffic in the area?

Hardscape

Why is there no requirement for underground parking instead of a lot with 267 parking spaces with minimal space for landscaping?

Setbacks

The proponent states that the LaSalle Official Plan promotes street edge buildings with parking to the side and rear

(LA Off plan 3.2.2)? - p.11, Planning Evaluation. This makes no sense at all for this area.

Planning Evaluation (Land Use section) s. 3.5.2 - speaks of buffering from sensitive land - what is planned to buffer from private residences on Serenity Circle?

S. 3.5.5 (Urban Design) states that a street-edge facade will create a 'sense of place' along Ellis Street. This is fancy language to justify zero setback and lot overcrowding. It is more likely it will create an intrusion onto the street and adjacent single family homes. The condominiums on Ellis to the South of this land have very large setbacks from Ellis and don't intrude upon the privacy of the yards of single family homes on the east side of Ellis, unlike this plan. The occupants of the proposed most Easterly building (4 storey)

will be staring into the windows of the corner home on Serenity Circle, a mere 66 feet away.

The proponent takes pains to justify increasing building heights above by-law requirements, as being in keeping with the existing residential buildings in the neighbourhood, but fails to mention that setbacks from the road are not consistent or in keeping with all the other buildings in the area. This appears to be an attempt to over-develop this piece of property. If it is, indeed, Town policy to encourage higher density living in this area, it could never have been the intention to overload a property in the way this proposal does.

Infrastructure

The rainstorm of August 2017 overloaded sewers and caused road and basement flooding. How will this additional

**development be able to be handled by
sewers**

Incidental neighbourhood impact

A community mailbox serving residents of Serenity Circle is situated on Ellis Street. As is the custom of residents serviced by these mailboxes, and consistent with Canada Post policy, people stop their vehicles on the road beside these boxes to retrieve their mail (particularly in the winter when sidewalks become impassable due to snow and ice). The situation clogs traffic now, and with increased residential occupation, it is a disaster waiting to happen. If approval is given to a form of this zoning change and site plan, those mailboxes need to be relocated to a quiet place on Serenity Circle, preferably to the most Easterly boulevard where a car may stop and other traffic may pass in safety. This will require

a by-law change to permit a Canada Post vehicle to park with its left wheels adjacent to the boulevard's curb for purposes of loading the mailboxes.



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: L. Silani, Director of Planning & Development Services
P. Marra, Director of Public Works

Department: Development & Strategic Initiatives

Date of Report: October 11, 2019

Report Number: DS-36-2019

Attachments: Figures 1 to 7

Subject: Application: Rezoning Application

Our File Nos: Z-05-2019

Applicant & Registered Owner: Valente Development Corporation
(Peter Valente) and Steve Nedin

Agent/Planner: Dillon Consulting Limited (Karl Tanner)

Location: The lands affected by these applications comprise approximately 2.1 hectares of land located along the west side of Ellis Street, south of Delmar Street

Recommendation

Based on the information provided within this report (DS-36-2019, pertaining to rezoning application Z-05-2019), and subject to further input from Council, it is recommended that:

- i. Council grant approval to the Applicant's request to rezone this property from a Town Centre Commercial Holding Zone – "C4(h)" to a Site-Specific Residential Five Holding Zone;
- ii. Council adopt the corresponding draft zoning by-law amendment by-law.

Report

Introduction and Nature of the Subject Application:

This report is intended to provide members of Council with comments and recommendations regarding a rezoning application that has been submitted to the Town, requesting approval to rezone approximately 2.1 hectares of land located along the west side of Ellis Street, south of Delmar Street, from a Town Centre Commercial Holding Zone – “C4(h)” to a Residential Five (R5-8) Holding Zone – “R5-8(h)”.

Figure 1 depicts the location of the subject lands.

Figures 2 and 3 identify the existing Official Plan designations and Zoning By-law zone categories that apply to the subject lands and to lands in the surrounding area.

Figure 4 is the Applicant’s Conceptual Site Plan, depicting 3 multi-storey apartment style residential buildings, with a total of 178 dwelling units.

It should be noted that a broad range of commercial land uses and higher density apartment style residential dwelling units are currently permitted on the subject property --- with the following “C4” uses being permitted as-of-right at this location:

- Retail stores, Shopping Centres, Supermarkets;
- Restaurants;
- Financial Institutions, Professional and General offices;
- Health Studios, Pharmacies, Clinics;
- Theatres, Gas Bars;
- Apartment Dwelling Units.

Within the “C4” zone, the following additional regulations apply to Apartment Dwelling Units:

- Apartment Dwelling Units must be located within a mixed-use building, where the ground floor area shall only be used for a permitted commercial use;
- On the east side of Malden Road the maximum building height is 18.3 metres, and a maximum residential density is seventy-five units per net hectare;
- A zero setback distance for the nearest point of any building located next to Ellis Street (the front and side lot lines), and a 9 metre rear yard setback for the

nearest point of any building located near the most westerly lot line (which is the rear lot line of the subject property)

The Applicant does not wish to build any commercial buildings on this site.

Instead, they are requesting approval to rezone this property from the Town Centre (C4) Holding zone to a site-specific Residential Five zone, in order to restrict the uses on this site to a maximum of 178 new apartment dwelling units located in 3 residential buildings with a height that would not exceed 12.2 metres (4 storeys) for the building located closest to Serenity Circle, and 18.3 metres (6 storeys) for the other two buildings.

Official Plan and Provincial Policy Statement Considerations:

The Planning Act requires that all decisions made by LaSalle Council conform with the land use designations and policies contained within the municipal approved Official Plans (both the lower-tier and upper-tier plans) that are in effect at the time that an application is received.

The Planning Act also requires that these decisions be made in a manner that are consistent with the policies that are contained within the 2014 Provincial Policy Statement.

In this particular instance, the subject property is designated "LaSalle Town Centre District" District" in the Town of LaSalle's approved Official Plan.

Section 4.2 of the LaSalle Official Plan contains the Town's land use policies for properties located within the "LaSalle Town Centre District Designation", and read as follows:

"4.2 LaSalle Town Centre District Designation

Intent

- a) The lands within the LaSalle Town Centre District Designation are intended to represent a key component of the Town's Urban Structure, and will be designed as a focal point for major retail and other associated institutional and commercial development. It is the intent of this Plan to allow the ongoing evolution of the retail sector within this Centre in LaSalle's "Downtown" to occur with a minimum of policy interventions with respect to the amount and type of space/facilities. This Plan focuses on broadening the mixture of land uses within the LaSalle Town Centre District Designation, and promoting good urban design and high quality architecture and

landscapes. Lands within the LaSalle Town Centre District Designation are considered to be key destinations for the evolving transit system. It is also the intent of this Plan to create a compact, walkable and mixed use town centre that promotes street-edge buildings with parking to the side and rear of buildings.

Permitted Uses

- b) Buildings and sites throughout the LaSalle Town Centre District Designation may develop or redevelop as a comprehensively planned commercial centre, consisting of individual buildings or multi-unit buildings. New development is encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. Development within stand-alone buildings is also permitted, unless specified otherwise within the policies of this Plan or the implementing Zoning By-law. Permitted uses on lands designated as LaSalle Town Centre District Designation may include:
 - i) Retail, service commercial uses and restaurants, excluding auto-focused uses such as auto dealerships, service centres and repair shops;
 - ii) Hotels, including convention/conference facilities and other ancillary uses;
 - iii) Commercial, medical, social service, civic/administrative and institutional office uses;
 - iv) Mid-Rise and High-Rise residential uses, including live-work units and communal housing, which may include special needs housing and housing for seniors;
 - v) Institutional uses, including elementary schools, secondary schools, hospitals, health clinics, medical laboratories;
 - vi) Cultural, recreational and entertainment facilities;
 - vii) Community facilities, parks and open spaces;
 - viii) Parking facilities at-grade and/or in structure; and,
 - ix) Public uses and public and private utilities.

- c) The range of permitted land uses within the LaSalle Town Centre District Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the LaSalle Town Centre District Designation, not permit all of the uses listed herein.

Development Policies

- d) Retail and service commercial development in the LaSalle Town Centre District Designation shall generally be part of a retail commercial centre, where a group of retail, service commercial or other shopping facilities function with some common parking and/or loading facilities and shared ingress and egress. Freestanding buildings are also permitted on individual sites, provided they do not adversely affect access or traffic circulation within the broader LaSalle Town Centre District Designation.
- e) Office and residential uses shall be permitted in stand-alone buildings, or in upper storeys of a mixed-use building/development. Office and residential uses may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.
- f) Hotels, institutional uses, community, cultural, recreational and entertainment facilities shall be permitted in stand-alone buildings, or in mixed-use buildings/developments. Hotels, institutional uses, community, cultural, recreational and entertainment facilities may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.
- g) Within the LaSalle Town Centre District Designation, the maximum building height shall be 12 storeys, or 48 metres, whichever is less.
- h) Notwithstanding the identified maximum height limit, additional building height may be considered by the Town on a site by site basis, subject to the height bonus provisions of this Plan and where community benefits have been secured in exchange for additional height.
- i) At-grade uses may change over time. As a result, the floor-to-ceiling height of ground floors for all buildings should generally be sufficient to adapt to a range of permitted uses.

- j) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. To promote a high quality appearance and pedestrian activity at street level, these facilities, generally shall not be located between the building(s) and adjacent streets. Shared access and parking among various properties is encouraged.
- k) All lands within the LaSalle Town Centre District Designation are identified as within a Community Improvement Area. The Town may consider the preparation of a Community Improvement Plan to establish more specific improvement objectives for LaSalle's "downtown", identify public realm improvement priorities and establish incentive programs to assist the private sector in improving their properties. The provision of municipal incentives should be linked to the establishment of a LaSalle Town Centre Business Improvement Area.
- l) When considering an application for a development within the LaSalle Town Centre District Designation, the policies in Chapter 3 of this Plan shall be applied. In addition, land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.
- m) All development within the LaSalle Town Centre District Designation shall be subject to Site Plan Approval."

Ellis Street is designated as a "Collector Road" in the Town's Official Plan. Subsection 6.5.3(iii) sets out the planned function for collector roads, and reads as follows:

- "iii) *Collector Roads* are intended to provide for the movement of moderate volumes of traffic between local roads and the arterial roads at low to moderate speeds, while at the same time providing access to individual properties. The right-of-way width for all Collector Roads shall be within 22.0 to 26.1 metres."

Section 3.2.2 of the LaSalle Official Plan articulates a broad range of urban design policies, including the following:

"Compatible Development

- a) The principle of compatible development will be applied to all applications for development to ensure the appropriate integration of new development with existing built forms and landscapes in a way that enhances the image and character of the Town.

- b) To ensure development is compatible, when considering any application for development within the Town of LaSalle, particular attention shall be paid to the following:
 - i) Adverse impacts are to be minimized on adjacent properties in the vicinity;
 - ii) Significant natural heritage features and their associated ecological and hydrological functions are appropriately protected;
 - iii) The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;
 - iv) On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity;
 - v) Streetscape patterns, including block lengths, setbacks and building separations; and,
 - vi) Utility, infrastructure and transportation system capacity exists and/or will be made available to serve the proposed development and there are no undue adverse impacts on the Town's sewer, water, storm water management and transportation systems.
- c) It is important to note that there are areas of the Town where the prevailing quality of existing development detracts from the unique character and attractiveness of the Town. In these circumstances, new development may deviate (is not compatible development) from the prevailing quality/character of design, where doing so will make a positive contribution to the unique quality of place and character of the Town."

Mix of Uses

- a) A mixed-use community that is walkable/bikeable, with connected

trail/greenway facilities and public gathering places, where opportunities for social and recreational interaction are increased and where commercial and community services can be provided within easy walking and cycling distances, is a requirement of this Plan.

- e) This Plan will accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle.
- f) Higher density house forms will provide opportunities for housing that is more affordable, will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock. In addition, senior's housing, long term care facilities, affordable supportive and affordable accessible housing, and assisted living units will be incorporated into the Town's housing stock.
- g) Community infrastructure and institutional uses, recreational facilities, public buildings, and arts and cultural facilities shall be in locations that are accessible by the active transportation network and by public transit to meet the needs of people of all ages, backgrounds, and capabilities throughout the various stages of their lives.

Section 3.2.4 of the LaSalle Official Plan contains housing policies, including the following

"Housing Mix

- a) Housing is vital to the creation of healthy, sustainable, and complete communities. Residents of all ages, income levels and abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities.

Accessible Housing Forms

- b) The Town shall work with appropriate agencies to encourage the creation and maintenance of an adequate supply of appropriately scaled, accessible housing forms, including: assisted living; special

needs housing; nursing homes and other forms of housing for seniors; and innovative housing models such as co-housing.

- c) Appropriately scaled, accessible housing forms shall be integrated within the LaSalle Town Centre, the Waterfront District and the Residential Neighbourhoods where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in a non-institutional setting. Special needs and emergency housing shall be permitted in any designation that permits residential uses.

Social and Affordable Housing

- d) This Plan establishes a Town -wide target for the provision of affordable housing at 20 percent of all new housing units. Further, this Plan anticipates that the target for affordable housing will be met primarily within the Urban Area.
- e) The Town supports the provision of affordable housing for low and moderate income households through the following policies:
 - i) The Town will achieve a minimum affordable housing target of 20 percent of all new residential development on a Town-wide basis;
 - ii) Affordable housing should be focused within the Urban Area, which offers residents easy access to existing services, facilities and infrastructure; and,
 - iii) The Town discourages the demolition or conversion of affordable rental housing into condominium tenure in order to maintain the rental housing stock.
- f) The Town shall utilize the implementation tools provided in this Plan and/or in the Planning Act to ensure a diversity of housing options are available to residents of all ages, abilities and incomes, including but not limited to:
 - i) Zoning By-Law regulations;

- ii) Land Division processes (conditions of approval);
- iii) Development Agreements; and,
- iv) Community Improvement provisions.”

The “Settlement Area” policies of the County of Essex Official Plan include goals which:

“promote development that is compact, mixed use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds”

“promote residential intensification within Settlement Area boundaries”.

Policies have also been adopted by County Council that support “a range of land uses and densities, a healthy mix of housing types, and walkable communities with public transit” as integral components of all “Settlement Areas”.

The County of Essex also:

“specifically encourages residential intensification and redevelopment within settlement areas in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of infrastructure and public service facilities”.

The 2014 Provincial Policy Statement includes a number of inter-related policies that provide direction to all Planning Authorities, including policies which:

“promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”

“promote cost-effective development patterns and standards to minimize land consumption and servicing costs”.

Agency Comments:

Notice of this rezoning application has been circulated to various agencies, utility companies, school boards, etc. To date, correspondence has been received from the Essex Region Conservation Authority indicating that they have no objections or concerns with this Planning Act application.

Public Comments Received to Date:

The Planning Committee held an Information Meeting on September 25, 2019, in the Council Chambers at the Town Hall: (i) to provide an opportunity for residents living in

the surrounding neighbourhood to obtain additional information; (ii) to provide a forum for questions to be asked of the Applicant; and (iii) to receive public comments at the “front-end” of the development review/approval process.

Representatives of the Applicant were in attendance, and provided a description of the subject rezoning application --- and confirmed that the Applicant intends to build and sell the planned new apartment dwelling units as residential condominium units. They also explained that approximately 60 percent of their purchasers will be “empty-nesters/retirees”, and 25 percent will be first time homebuyers --- “generally households without children wanting to live in the Town Centre where they can easily and safely walk to all the amenities and services that exist nearby”.

The following is a brief summary of the public comments/questions that were received at this Information Meeting:

- concerns were raised regarding the speeding and volume of traffic using Ellis Street today, and that this development would lead to unsafe conditions along Ellis Street;
- lack of sidewalks on the east side of Ellis Street, and the corresponding safety of children walking to/from Serenity Circle and the nearby elementary school;
- with over 200 new parking spaces being built as part of this development, there will be “lots of asphalt and a minimal amount of greenspace”;
- residents would prefer to see townhouse development on this site;
- concerns about loss of privacy, due to the height of new building on Ellis Street;
- concerns about visibility for motorists travelling along “the bend” on Ellis Street;
- concerns were raised about “the kind of people that this development would attract”;
- could a fence be installed between the existing multi-storey residential condominium on Ellis Street and the planned new condominium building to prevent residents living in the new building parking in their parking lot?;
- could access to this site be restricted to Normandy, with no driveways being allowed to enter/exit onto Ellis Street?

On October 2, 2019, correspondence was submitted to the Clerk’s Office by Mr. Shanfield expressing concerns with the Applicant’s requested zoning change, and offering an amended concept plan for this site that relocated buildings and

entrances/exits onto Normandy Street --- see attached correspondence and plan submitted by Mr. Shanfield (Figure 5).

It should be noted that Mr. Shanfield's proposal to relocate driveways would require the removal of the existing landscaped berm between the Town's Fire Station and the adjacent condominium apartment building, and would also require the removal of the existing parking lot for the Town's Police Station and portions of the newly constructed Civic Centre Park.

Applicant's Written Response to Public Comments Received to Date:

On October 4, 2019, written correspondence was received from Mr. Karl Tanner (Dillon Consulting – the Applicant's consultant), providing written responses to comments/questions and concerns raised to date.

Attached, as Figure 6, is a copy of Mr. Tanner's correspondence.

Comments and Discussion:

In assessing the merits of this rezoning application the following comments are offered for Council's consideration:

- a) The Applicant's rezoning application conforms to the applicable land use designations and policies contained in the Town's and to the County's approved Official Plans, and is consistent with the policies set out in the Provincial Policy Statement. It will result in a new multi-unit residential condominium development that will broaden the range of housing choices available, in a location that has the necessary services and amenities nearby, and is located on an existing transit route that enables residents to also easily travel to locations outside of the Town Centre and to nearby communities.
- b) The Applicant's revised conceptual site plan (Figure 4) has incorporated design features to minimize adverse impacts on nearby existing land uses:
 - by limiting the height of the building to be built closest to Serenity Circle to a maximum of 4 storeys (12.2 metres), and maintaining a minimum setback distance to the lot line closest to Serenity Circle of 15.2 metres --- which is a height and setback distance that is in keeping with the adjacent existing multi-storey residential condominium building located immediately to the south of this site, along the west side of Ellis Street;
 - by incorporating additional tree planting along the east side of Ellis Street; and

- by placing one storey accessory garage structures, additional landscaping and fencing along interior side lot lines where adjacent existing land uses have activities that may generate noise.

Based on the existing “C4” zoning, a new multi-storey mixed use residential/commercial building can be built at this location with a zero setback distance from the Ellis Street lot lines, and with a height of 18.3 metres (6 stories).

As a result of this rezoning, what is being proposed by the Applicant will provide enhanced privacy for nearby residents, by lowering the building height and moving the building to be built closest to Serenity Circle further away from the Ellis Street lot line.

More than 25 percent of this site will remain landscaped open space, much of which will be located immediately adjacent to Ellis Street – ensuring proper sight lines are maintained, and providing tree-lined boulevard areas and shaded walking surfaces along both sides of Ellis Street.

- c) It should be noted that Ellis Street is a designated collector road, and is intended to carry larger volumes of traffic --- including traffic from intersecting local streets such as Serenity Circle, Wyoming and Delmar to Todd Lane and to Normandy Street.
- d) A traffic engineering analysis was completed by Dillon Consulting (dated August 15, 2019 – copy attached as Figure 7), confirming that the additional traffic that will be generated by this new residential development can be safely accommodated while maintaining an overall high level of service. This report recommends that the signal timing at the Todd Lane/Elmdale intersection be adjusted during the PM peak hour to accommodate westbound vehicle queuing at this intersection. This change will be made at this intersection location, as recommended.
- e) A sidewalk exists along the west side of Ellis Street. A new sidewalk/trail will be built along the east side of Ellis Street --- from Serenity Circle to the existing pedestrian entrance/exit to the adjacent school property --- to improve pedestrian safety for children travelling to/from this elementary school.
- f) All required services exist at this location, including the required municipal sanitary, storm and water services to accommodate the three proposed new multi-storey buildings.
- g) LaSalle Transit services this site, with transit stops conveniently located at corner of Ellis and Normandy and at the corner of Ellis and Delmar.
- h) It should be noted that the Applicant will be required to submit a Draft Plan of Condominium Application, a Site Plan Control Application, and an application to remove the holding zone symbol before any development is allowed to proceed on this site.

Detailed site plans, site servicing, landscaping, and elevation drawings will need to be submitted to and approved by the Town as part of these additional Planning Act applications. A site plan control agreement will need to be prepared, executed and registered on title before any construction can begin. Details regarding on-site and off-site servicing, construction traffic, fencing, lighting, internal and external pedestrian access/walkways will be part of those detailed drawings and will be reviewed and approved by the Town as part of the additional Planning Act applications as noted herein.

We would be pleased to answer any questions with respect to the contents of this Staff Report.

Consultations

Not Applicable

Financial Implications

Not Applicable

Prepared By:



Director, Development and
Strategic Initiatives

Larry Silani



Director, Public Works

Peter Marra

Link to Strategic Priorities

Yes	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
Yes	Promote a healthy and environmentally conscious community

Communications

	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
Yes	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	DS-36-2019 - Rezoning Application .docx
Attachments:	<ul style="list-style-type: none">- Figure 1, oct 22, 2019.pdf- Figure 2, oct 22, 2019.pdf- Figure 3, oct 22, 2019.pdf- Figure 4, oct 22, 2019.pdf- Figure 5, Oct 22, 2019.pdf- Figure 6, oct 22, 2019.pdf- Figure 7, oct 22, 2019.pdf
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



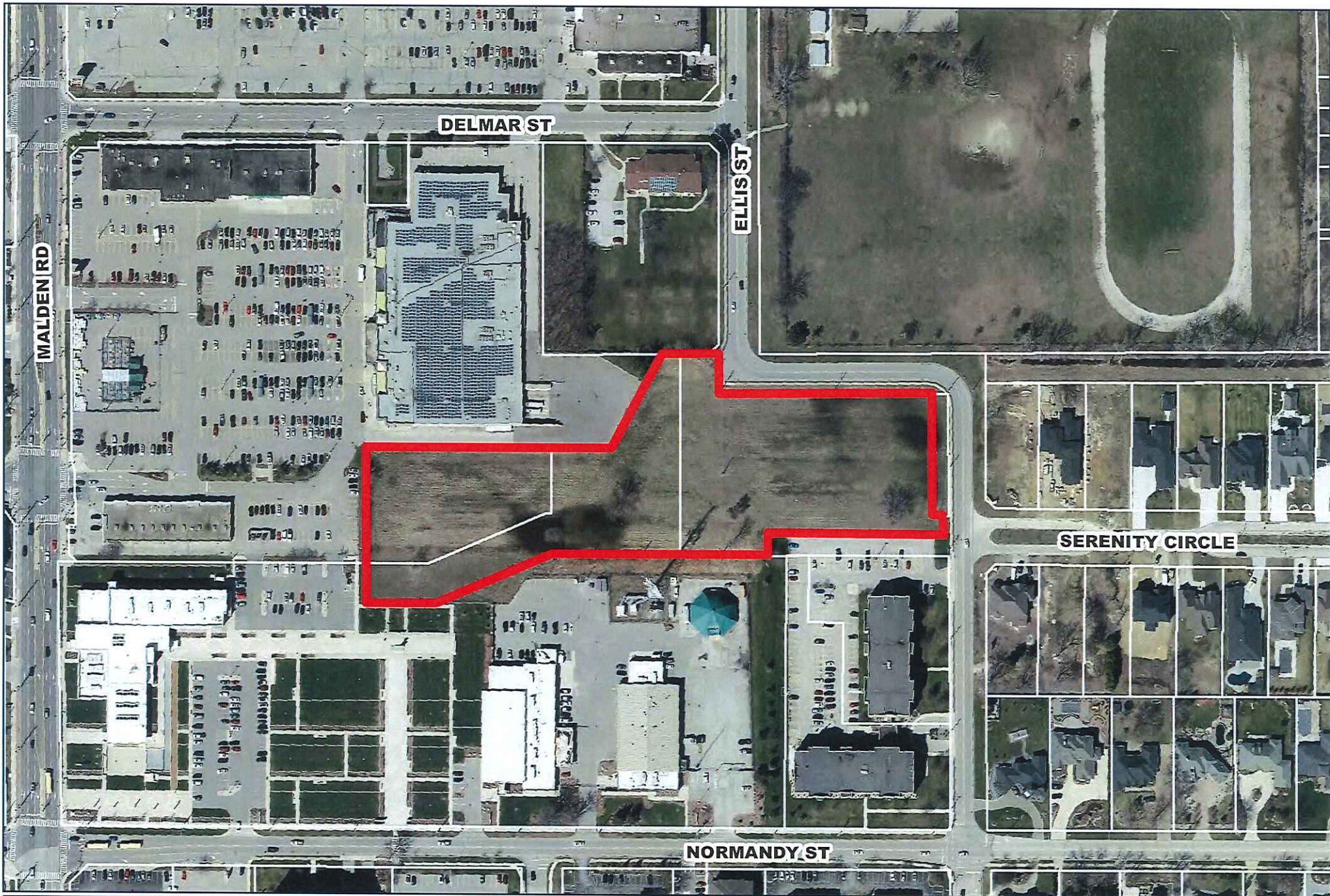
Director, Development and
Strategic Initiatives

Larry Silani



Chief Administrative Officer

Joe Milicia



Legend:



Subject Lands



LaSalle File No:

Z-05/19

Applicant:

Valente - Ellis St

Date:

October 9, 2019

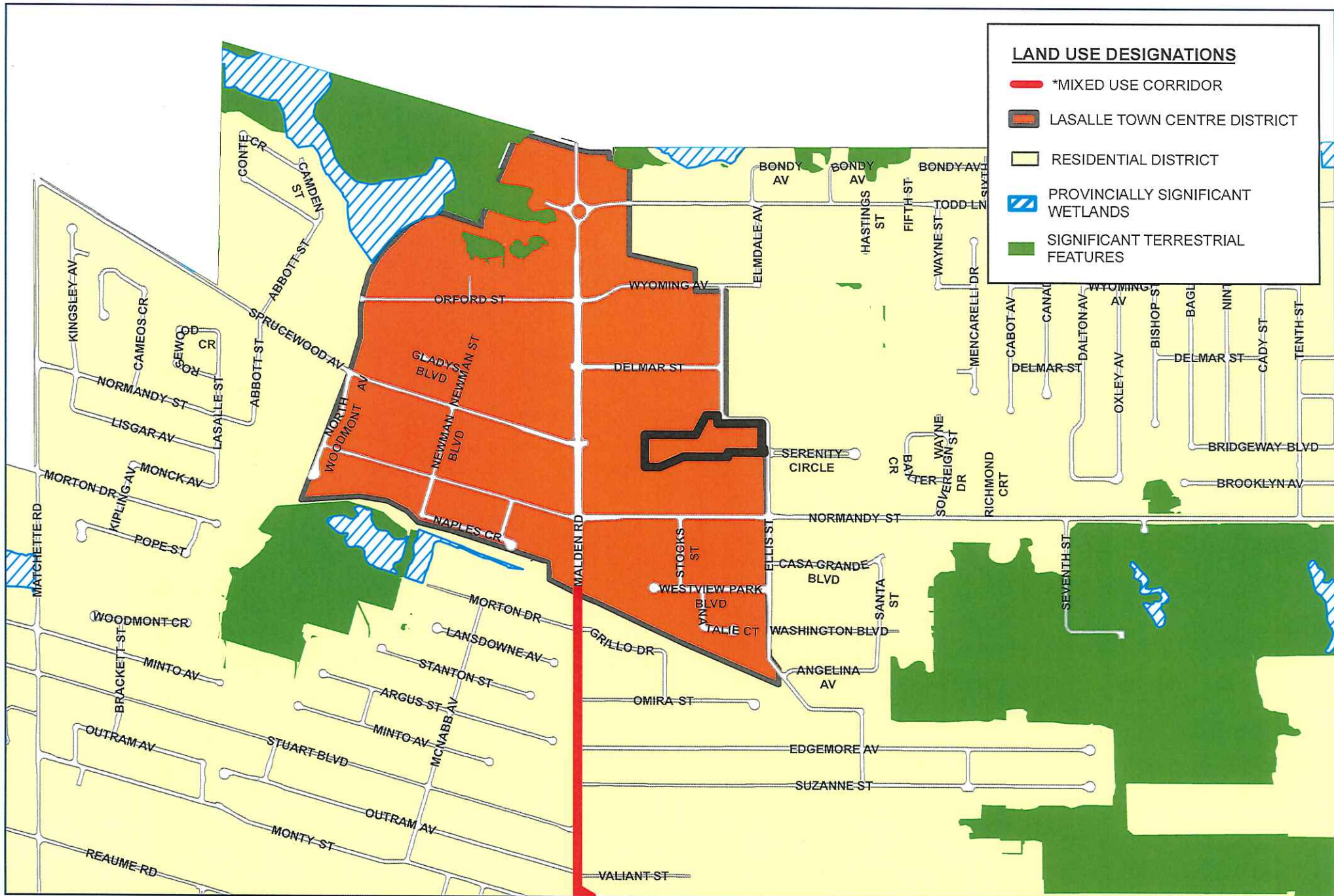
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FIGURE 1 - SUBJECT LANDS

Notes:

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Legend:



Subject Lands



LaSalle File No: Z-05/19

Applicant: Valente - Ellis St

Date: October 9, 2019

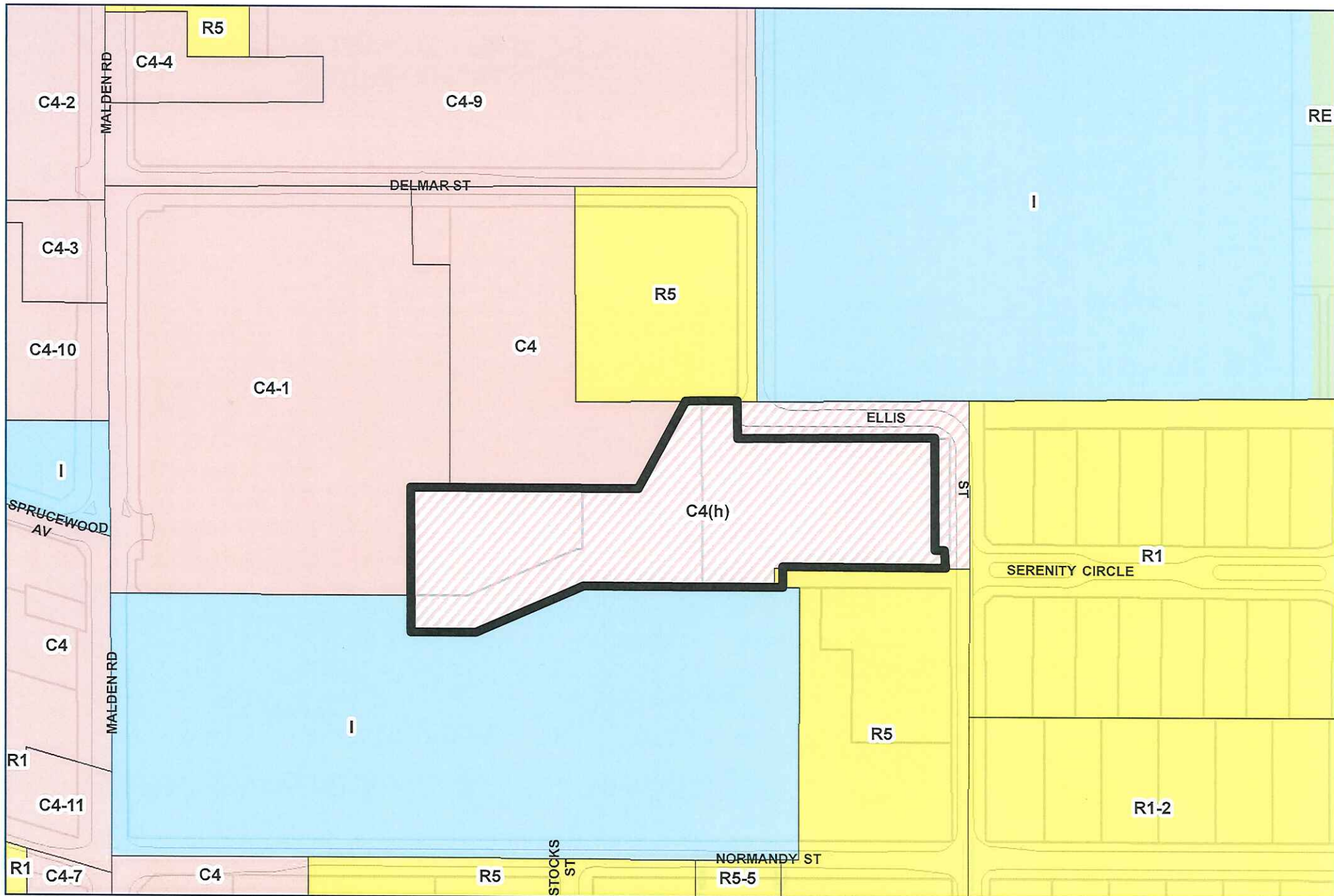
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FIGURE 2 - EXISTING OFFICIAL PLAN

Notes:

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Legend:



Subject Lands



LaSalle File No:

Z-05/19

Applicant:

Valente - Ellis St

Date:

October 9, 2019

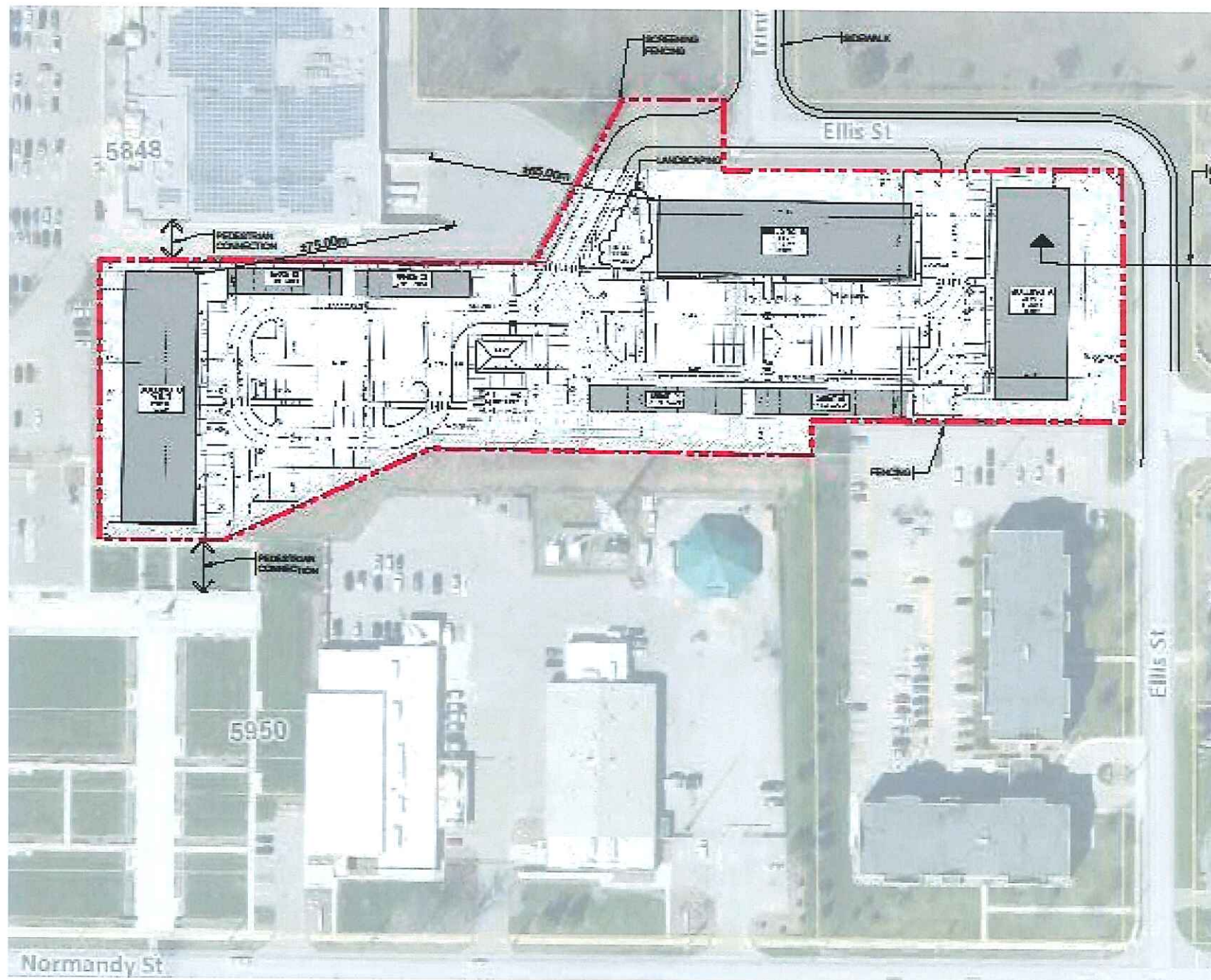
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FIGURE 3 - EXISTING ZONING

Notes:

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Legend:



Subject Lands



LaSalle File No:
Z-05/19

Applicant:
Valente - Ellis St

Date:
October 9, 2019

Title:

FIGURE 4 - APPLICANT'S CONCEPTUAL SITE PLAN

Notes:

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This document is not a Legal Plan of Survey.

REVISED

Members of Council,

Thank you for recognizing me. My name is Stephen Shanfield and my wife and I live at 2103 Serenity Circle. We are 6 houses from the corner of Ellis, the location of the subject property.

This matter was first brought to my attention by a neighbour, because I was deemed by administration, not close enough to the subject property to be given direct notice. Nor were, half the residents of my short street.

Let me first acknowledge that there are some who would approve of, and benefit from, this proposal, including

- The developer, obviously, who will make a great deal of money from the proposed project.
- The Town which will gain a very substantial annual revenue in the form of property taxation.

That is where the consensus ends.

It became obvious at the Planning Advisory Committee, held on September 25th, that this proposed project was troublesome to surrounding property owners. As one of my neighbours put it, he had three main concerns - safety, safety, and safety. I would add to that, incompatibility, incompatibility, incompatibility.

With the current zoning of the parcel in question being commercial, it is submitted that its zoning was intended to compliment, not compete with surrounding land uses. If the intention was to someday change the zoning to permit high-density housing use, it makes no sense that zoning was put in place to enable the building of high-end single family dwellings immediately adjacent to it, on Serenity Circle.

Before you, are written notes of the reasons for my objection to the project. Prior to the meeting of the Planning Advisory Committee, I gave additional serious thought to what, if any, changes might be made to the proposed plan which might possibly make it acceptable to myself and my neighbours.

It became clear to me that my main objections could be narrowed down to two major concerns:

1. traffic and safety issues - that is, the impact of the insertion of such a large population into an area with school children and residents of single family homes immediately adjacent to it.
2. Privacy concerns - that is, the proximity to homes, which the proposed buildings (and particularly, the proposed 4 story unit sitting directly on Ellis) overlook.

Additionally, I felt some concern about the environmental implications of creating an asphalt jungle, with attendant potential for climate impact.

Although I still disagree with the attempt by the developer to load this property with high density dwellings, and would have much preferred to see townhouse-type dwellings, many of my concerns, and the concerns of those voiced by others at the Planning Advisory meeting, would be alleviated if the development was disassociated from the area to the East and North of the property, (that is Serenity Circle and Sandwich West Public School), and became, to some degree, more connected to like buildings on Normandy Street.

This proposal is just that - a proposal - and I know you are cognizant of the duty of Council to consider ALL aspects and possibilities, consistent with the best interests of all involved, including those who have a financial interest, and those with no financial interest, but a safety and lifestyle concern in the outcome, as well.

I have created a very rough diagram of the area with changes to the proposal which would virtually eliminate the major concerns I have described, and at the same time, permit the developer to proceed and the Town to profit. And, the most interesting thing is that it is particularly within the ability of the Town, being the adjacent land-owner to make it happen.

It involves:

1. removing the proposed entrance/exits to the project from Ellis Street, and channeling them, through municipal property, onto Normandy Street, where other buildings of this nature enter and exit the street, thus insulating our school children and residents from an already well-travelled road, and
2. placing passive buildings, two of the garages, on the East side of the property, with their backs to Ellis street, thereby eliminating privacy issues for the residents of Serenity Circle.

I do not know what the interior road and parking space configuration would look like, but I am certain talented designers could make it work. If there is not enough surface parking to meet requirements, some underground parking could be built in. I know that in some cities, underground parking is a profit centre for the developers of condominiums, which might appeal to this developer.

I would submit that if the Town is to benefit significantly by way of tax rolls, it should bear the burden of the anticipated traffic flow through its property, and not saddle the adjacent residents with that burden. Further, any additional cost of routing traffic through the municipal property, including, but not limited to, relocation of services, paving costs, traffic control measures, fencing, or otherwise should be borne by the developer who will profit significantly from this development.

Those of us on Serenity, who use Ellis, already, to exit our street, know anecdotally, how busy Ellis Street is even without this proposed development. It is used extensively:

1. by travellers from Normandy Rd. as a shortcut to the northern end of Malden Road and as a route to shopping centres and coffee shops accessed from Trinity and Wyoming streets,
2. as a shortcut from Todd Lane to reach the southern ends of Malden road so as to avoid multiple traffic lights on Malden south of the roundabout,
3. by people who pick up and drop off their children to the public school,
4. by buses on their bus route,
5. by people who live in the condominiums on Ellis Street,
6. by Canada Post to load community mailboxes on Ellis, among other uses.

When I attended the Planning Department ahead of the Planning Advisory Committee meeting, to inspect the documents related to this application, I was advised that there no traffic impact study had been done. I was surprised to find out at the meeting, that indeed, one had been done and have not, as of the writing of this submission to review it. From what I was told by the developer's representative, the study was carried out during the month of July, 2019. This would make the study seriously flawed, as Sandwich West Public School was closed for the summer. This institution contributes significantly to the traffic on Ellis Street ten months of the year, and a study that does not include traffic volumes during that period of time would not be representative of reality. According to the developer's representative, the traffic impact study only recommended the addition of an advance green light at Todd Lane, and no other signal/

sign changes. This, to me, is either absurd, or a recognition that no changes could be made, which could possibly ameliorate the anticipated traffic volume that this development, as it is currently configured, will generate.

Other delegations at the Planning Advisory meeting pointed out, astutely, that the configuration of Ellis Street (an S curve), together with the blocking of sight-lines from the proposed buildings, would create a situation where vehicles exiting the property, northbound, would give very little time for northbound drivers coming around the curve on Ellis Street to react. The most easterly proposed exit is only a few car-lengths from the curve. The most Westerly proposed exit, actually located on the curve, is no better, in relation to Southbound traffic. It seems clear that, in its fervent desire to create this development, on a significantly land-locked parcel with limited exposure to a public roadway, the developer has proposed traffic planning which seems only to be an after-thought and is ill-suited to the specific road conditions found there. This is a dangerous plan - an accident waiting to happen, and would not only endanger the lives of the drivers involved, but also pedestrians, of which there are already many on that sidewalk.

In addition, at the Planning Advisory meeting, the developer opined that the demographic he anticipated would purchase one of these new units would be first-time homeowners. This would necessarily mean that it would not be a passive-use community. There are 254 parking spaces proposed. At peak times (rush hour), in addition to the heavy traffic from other users of Ellis Street, this would potentially lead to up to that many people, heading to work, exiting the property from two locations on a curved road. One can fairly predict chaotic traffic, especially in a school zone.

I have two grandchildren attending Sandwich West Public School. They, and often their friends, frequently walk to our home for a lunchtime meal. I am concerned for their safety, and the safety of other children who live on our street, and attend that school. Not only are there no sidewalks on the East side of Ellis from Serenity Circle to Wyoming, but with the additional traffic this proposal will generate, even school kids using adjacent sidewalks will be at risk. How many times have we heard of vehicle collisions that involved pedestrians on sidewalks beside the road?

ADDITIONAL ITEM - CANADA POST COMMUNITY MAILBOXES

One other item needs to be addressed, given the proposal of the developer. Members of council who sat on Council prior to the last election, will recall that residents of Serenity Circle petitioned to have the Community Mailboxes, situated on Ellis Street moved to a location on the Easterly boulevard on Serenity Circle. Following a lengthy presentation, the main thrust of which involved traffic and safety concerns for residents retrieving mail on a busy Ellis Street, Council supported that effort in an appeal to the Canada Post Ombudsman by resolution 277/17.

The Ombudsman, with the apparent support and encouragement from the Town administration (citing in the reasons for denying the appeal that "The Town has approved this location as the permanent location"), refused to move the boxes, the reason, essentially boiling down to:

1. the fact that LaSalle sections 12 and 13 of LaSalle bylaw 7298 prohibit vehicles from parking a vehicle with the left wheels at the curb or side of the street (this was cited by the LaSalle Director of Public Works, as well) and,
2. that to require the driver of a mail truck delivering to the mailboxes on a boulevard to park on the right side of the road and cross to the boulevard would "put the employee's safety at risk".

Notwithstanding the installation of sidewalks on Ellis street this past summer (and to add insult to injury, the boxes have since been moved 50 feet further away from Serenity Circle), not everyone walks to retrieve their mail. This is particularly the case in the winter, when snow and ice present treacherous walking conditions. Further, there is no cut or 'lay-by' to enable a vehicle to pull off the road, out of traffic. The Ombudsman acknowledged in the reasons for denial of the appeal that Canada Post's "expectations are that picking up mail would only involve stopping for a few minutes" in a no parking zone "while complying with traffic safety rules." Even now, without increased traffic from a new development, residents stopping to pick up their mail at the curb on Ellis Street, as Canada Post anticipates, face traffic dangers from vehicles passing their stopped cars, and those passing vehicles are impeded by the residents' vehicles (not to mention the danger to the public and the postal delivery truck driver, stopping curb-side on a busy street to load the mailboxes).

Given the additional traffic the current proposal would engender, should council consider the plan as proposed by the developer, it becomes even more critical, for safety reasons, to have the boxes moved. Serenity Circle is a quiet, cul-de-sac of 21 homes. There is virtually no traffic, except for the cars of residents. No one, and particularly the Postal delivery person in a highly visible vehicle, would be at risk if the mailboxes were to be placed on the boulevard, and loaded for a five minute period, five days a week.

The stated opposition to moving the mailboxes should be dispelled, if Council:

1. Amended Sections 12 and 13 of bylaw 7298 to provide an exception to those sections of the bylaw, for Canada Post delivery vehicles, to permit them to park with their left wheels at the curb of the boulevard,
2. Directed the administration to demand that Canada Post to move the Community Mailboxes onto the Easterly boulevard on Serenity Circle.

It is requested that the Council do so at its earliest opportunity, or at least concurrently with any approvals to this development proposal.

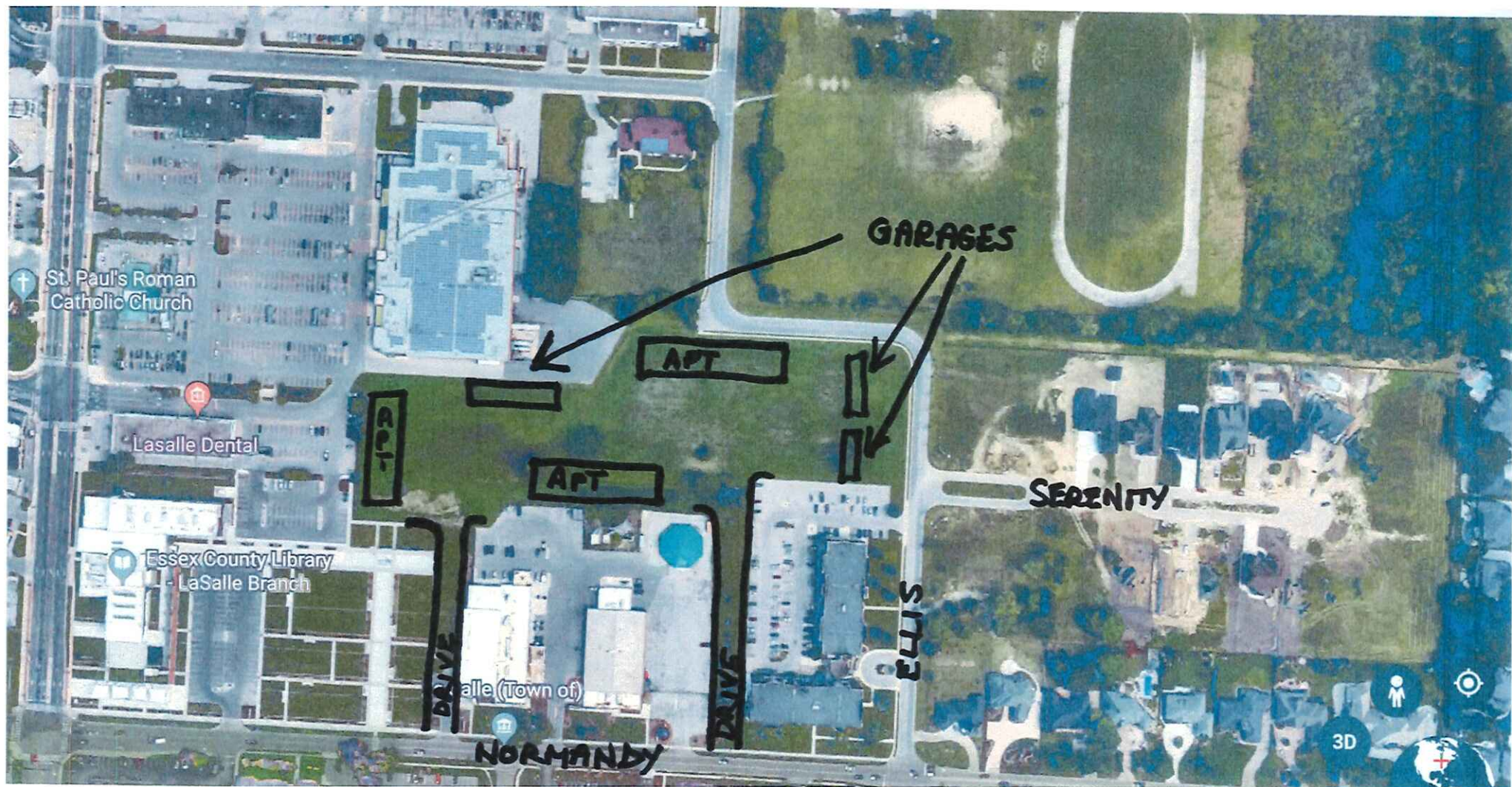
SUMMARY

On the basis of all the changes suggested above, the proposal would be acceptable to many, if not most of the residents of Serenity Circle.

As it presently stands, and with any addition to traffic volume, and dangerous exits on Ellis Street, it is not.

I believe the present proposal, as it exists, would create serious congestion in the area, with associated safety perils. I would urge that, if you are considering recommending the requested zoning change, and some form of this proposal, to give serious consideration to changes such as outlined, or in the alternative, refuse the application.

Thank you.





Corporation of the Town of LaSalle

5950 Malden Road, LaSalle, Ontario, N9H 1S4

Phone: 519-969-7770 Fax: 519-969-4469 www.town.lasalle.on.ca

Office of the Director of Council Services

Brenda Andreatta, Director of Council Services/Clerk

July 28, 2017

Bruno DeSando
Delivery Planning
Canada Post Corporation
955 Highbury Avenue
London, ON N5Y 1A3

By email: bruno.desando@canadapost.ca

Dear Mr. DeSando:

LaSalle Town Council at its meeting held July 25, 2017 considered the matter of the location of the community mailbox serving the Serenity Circle development in LaSalle. Steven Shanfield, on behalf of residents on Serenity Circle, asked Council for support of a request to Canada Post to relocate the community mailbox from the proposed permanent location on Ellis Street to the median on Serenity Circle (see map supplied by requestor).

Attached is the administrative report from Mr. Marra, the Town's Director of Public Works/Engineer as well as documentation from Mr. Shanfield in support of his request.

Council adopted resolution 277/17 in support of the petition supplied by Mr. Shanfield to request that Canada Post consider relocation of the community mailbox to the median on Serenity Circle.

Sincerely,

Brenda Andreatta
Director Council Services/Clerk

C: P. Marra
S. Shanfield

THIS IS A CERTIFIED TRUE COPY OF THE ORIGINAL
DOCUMENT WHICH HAS NOT BEEN ALTERED IN
ANY WAY.

DATED AT THE TOWN OF LASALLE THIS 28
DAY OF July, 2017

SIGNED:
COMMISSIONER/TOWN OF LASALLE





File No.: 19-9930

October 4, 2019

Town of LaSalle
5950 Malden Road
LaSalle, ON
N9H 1S4

Attention: Larry Silani
Director, Development & Strategic Initiatives

3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

Response to Public Comments
Creekside Development (formerly Nedin Property)
0 Ellis Street
LaSalle, ON

On behalf of our client, Valente Development Corporation, we are responding to the public comments received at the Planning Advisory Committee (PAC) Meeting held on September 25, 2019, at the Town of LaSalle Civic Centre.

We appreciate the opportunity to meet with the Town on Tuesday, October 1, 2019, to find compromise and resolution to the issues raised at the aforementioned meeting. Based on our discussion, the issues are focused on the following areas, they are:

- Pedestrian safety associated with students traveling to and from the adjacent elementary school along Ellis Street;
- Privacy issues with the location of Building 'A' adjacent to the west side of Ellis Street and 2008 Serenity Circle;
- Access to the site, traffic volumes on Ellis Street and general safety;
- Construction Traffic to and from the site; and
- Screening from the adjacent commercial uses to the north and residential to the south.

Pedestrian Safety – Ellis Street

Issue: *Concern with the safety of children walking to Sandwich West Public School along the Ellis Street roadway.*



Response: We agree with the concerns of the neighbours and suggest that a sidewalk or trail on the east side of Ellis Street from Serenity Circle to Delmar Street is appropriate. The installation of this off-site improvement should be a part of the development agreement where cost sharing can be addressed appropriately (refer to **Figure 1.0 – Response to Public Comment – October 2, 2019**).

Privacy issues with the location of Building ‘A’ adjacent to the west side of Ellis Street and 2008 Serenity Circle

Issue: *Concern with the privacy from Building ‘A’ fronting on Ellis Street and the rear yard of 2008 Serenity Circle.*

Response: The LaSalle Town Centre was intended to have a range of building types and heights to accommodate the needs of the existing and future residents of the Town of LaSalle. There are several examples of mid-rise buildings in the immediate area and the scale (building height) and massing is considered to be compatible with the surrounding land uses and area. We can draw a parallel to the existing mid-rise condominium building to the south and 2003 Serenity Circle and 2010 Normandy Road where each property owner has addressed concerns in two different ways. They have accomplished compatibility through fencing, placement of structures, landscaping and other methods to ameliorate concerns.

With respect to the proposal before Council, we have prepared a cross-section of Building ‘A’, Ellis Street and 2008 Serenity Circle to identifying the view lines from the proposed multi-residential building into the rear yard of the adjacent single detached dwelling rear yard (refer to **Figure 2.0 – Ellis Street Cross-section**). Based on our analysis, we are recommending:

- the street tree removed during construction of the dwelling be re-planted;
- additional trees be planted on the east side of Ellis Street on the public right-of-way, if possible (due to overhead power lines), or on private property with the owner of 2008 Serenity Circle permission.

Access to the Site, Traffic volumes on Ellis Street and Driver General Safety

Issue: *There are concerns with existing and future traffic volumes on Ellis Street and the impact of the development on the surrounding road network.*



Response: Ellis Street is identified in the LaSalle Official Plan (OP) as a Collector Road and is designated to take larger volumes of traffic than a local roadway. A Traffic Impact Statement was prepared for the development, and the analysis confirmed that the proposed development would have no impact on the function of Ellis Street as a Collector Road, with minor signal timing changes at Ellis Street and Todd Land being recommended. We would also suggest a day-light corner be conveyed to the Town at the easterly bend in Ellis Street.

Concerns centred on existing traffic (speeding, driver behaviours, etc.) are considered to be police enforcement matters and not land use planning issues. Concerns related to traffic calming methods were raised and we would suggest that the Town should respond directly.

We cannot comment on the request to access the property from Normandy Street as the land identified at the PAC Meeting is not owned by the applicant.

Construction Traffic

Issue: *There is concern regarding the haul routes for construction traffic during construction.*

Response: The Town has confirmed that the haul route for construction traffic will be directed away from existing residential areas. The proposed haul route for construction traffic is northerly from the site to Delmar Street and then westerly to Malden Road.

Screening from the adjacent commercial uses to the north and residential to the south

Issue: *We are aware of two adjacent neighbour concerns related to screening, they are:*

- *North: concerns related to existing commercial operations, specifically delivery and garbage pick-up schedules; and*
- *South: parking on the adjacent lands by tenants of the proposed buildings and pet encroachment on grassed areas*

Response: The proximity to the adjacent commercial areas has been reviewed and analyzed. We believe that there is adequate separation between the adjacent



commercial loading areas and the proposed multi-residential buildings Building 'B' ($\pm 65\text{m}$) and Building 'C' ($\pm 75\text{m}$). However, to address the concerns, we are proposing to increase the quantity and mass of the proposed landscape plantings adjacent to the commercial uses and suggest as part of Site Plan Control Approval that an appropriate fence be constructed adjacent to the commercial property (refer to **Figure 1.0 – Response to Public Comment – October 2, 2019**).

For the lands to the south, we recommend the installation of a 1.2m fence from the eastern end of the proposed garages to the western limit of Building 'A' to discourage unwanted behaviours.

Conclusion

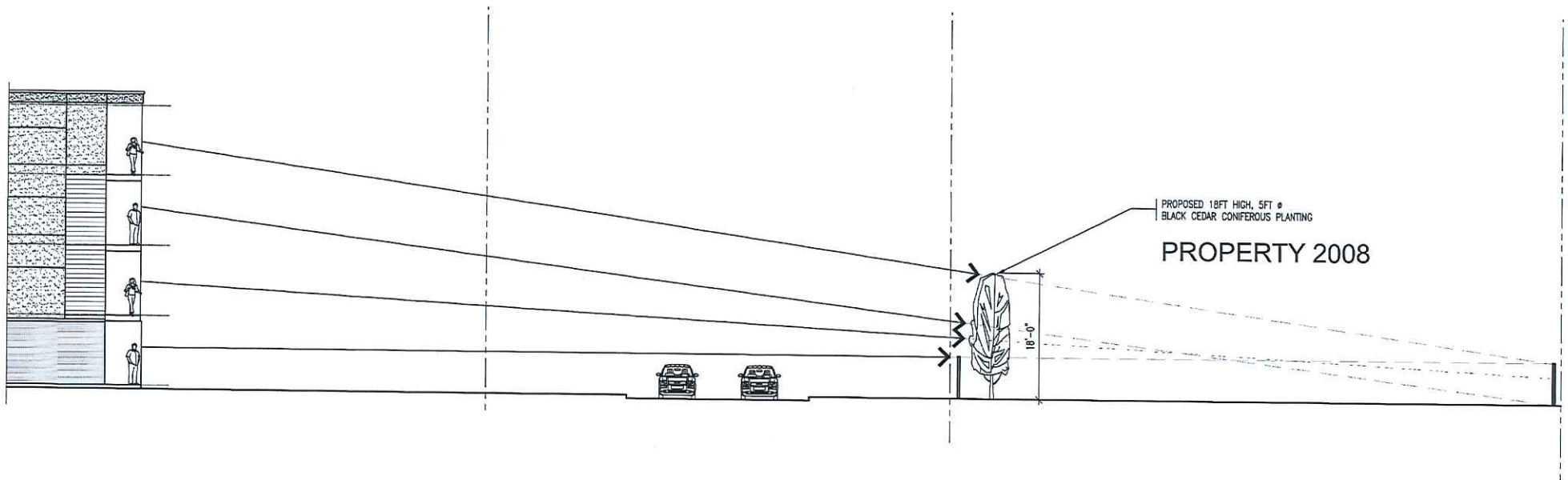
We trust that the responses to the above noted concerns are acceptable to the Town and will be considered by Council in support of the Zoning Bylaw Amendment. Should you have any additional questions, feel free to contact the undersigned at your convenience.

Sincerely,

DILLON CONSULTING LIMITED

Karl Tanner, MCIP RPP
Partner
KDT:dt

Attach:



**VALENTE DEVELOPMENT
CORPORATION
CROSSING CONDOMINIUMS
(FORMER NEDIN PROPERTY)**

**FIGURE 2.0
TRINITY STREET CROSS SECTION**

SOURCE: COUNTY OF ESSEX AERIAL PHOTOGRAPHY (2017)



CREATED BY: ESB
CHECKED BY: KDT
DESIGNED BY: ESB



File Location:
c:\projects\working_directory\projects
2019\3\valente\dm4251\10499\dillon\p.dwg
Outdate: 04/20/2019 4:12 PM



PROJECT: 10-9930
STATUS: FINAL
DATE 10/04/2019



MEMO

TO: Peter Valente, Valente Development
FROM: Mike Walters, P.Eng., Dillon Consulting Limited
cc: Karl Tanner, MCIP, RPP, Dillon Consulting Limited
DATE: August 15, 2019
SUBJECT: Nedin Property Municipal Approvals - Transportation Engineering Analysis
OUR FILE: 19-9930

Dillon Consulting Limited (Dillon) is pleased to present this memorandum which documents the transportation assessment of a proposed residential development on Ellis Street north of Serenity Circle and south of Delmar Street in the town of LaSalle, Ontario.

Context

Location

The proposed development is found on the west side of Ellis Street north of Serenity Circle and south of Delmar Street. The land proposed to be developed is currently vacant, and surrounded by various land uses including commercial, institutional and residential.

Figure 1 illustrates the site location.

FIGURE 1: SITE LOCATION



Figure 2 shows the site context.

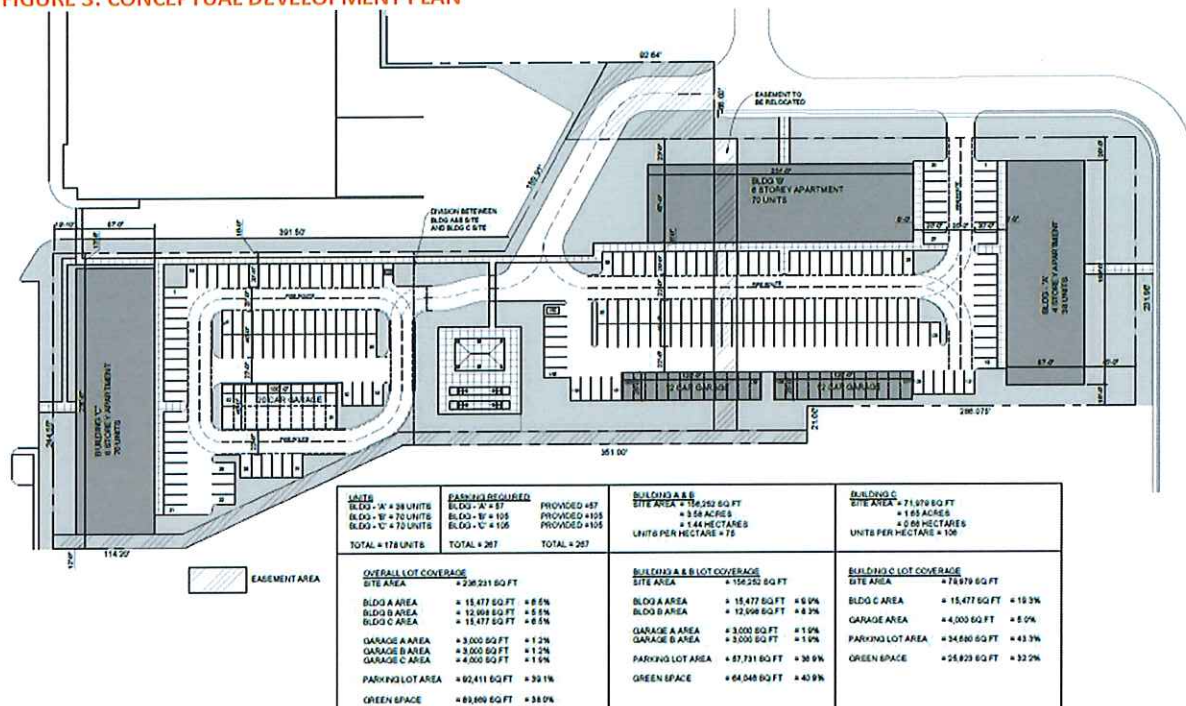
FIGURE 2: SITE CONTEXT



Development

The proposed development is envisioned to contain three multi-storey buildings containing 176 residential units. Access to the site is proposed at two locations. The westerly access is located at the 90-degree bend in Ellis Street south of Delmar Street. The easterly access is located along the east-west portion of Ellis Street between the two north-south segments of Ellis Street. Within the site, connectivity between the two accesses will be provided.

Figure 3 illustrates the conceptual development plan.

FIGURE 3: CONCEPTUAL DEVELOPMENT PLAN

Scope of Analyses

The scope of this review focused on two components:

1. Traffic operations in the vicinity of the site, and the site's impact on traffic operations; and
2. Traffic operations at the Normandy Street and Ellis Street intersection and the Elmdale Avenue and Todd Lane intersection.

The study horizon years that were considered are:

1. 2019 Existing Conditions;
2. 2024 Total Future Conditions.

Traffic data (turning movement count) was collected by Dillon at the Todd Lane and Elmdale Avenue / Third Street intersection as well as at the Normandy Street and Ellis Street intersection.

For all scenarios, traffic projections and analyses considered the weekday AM and PM peak hours.

Existing Conditions

Existing Traffic Volumes

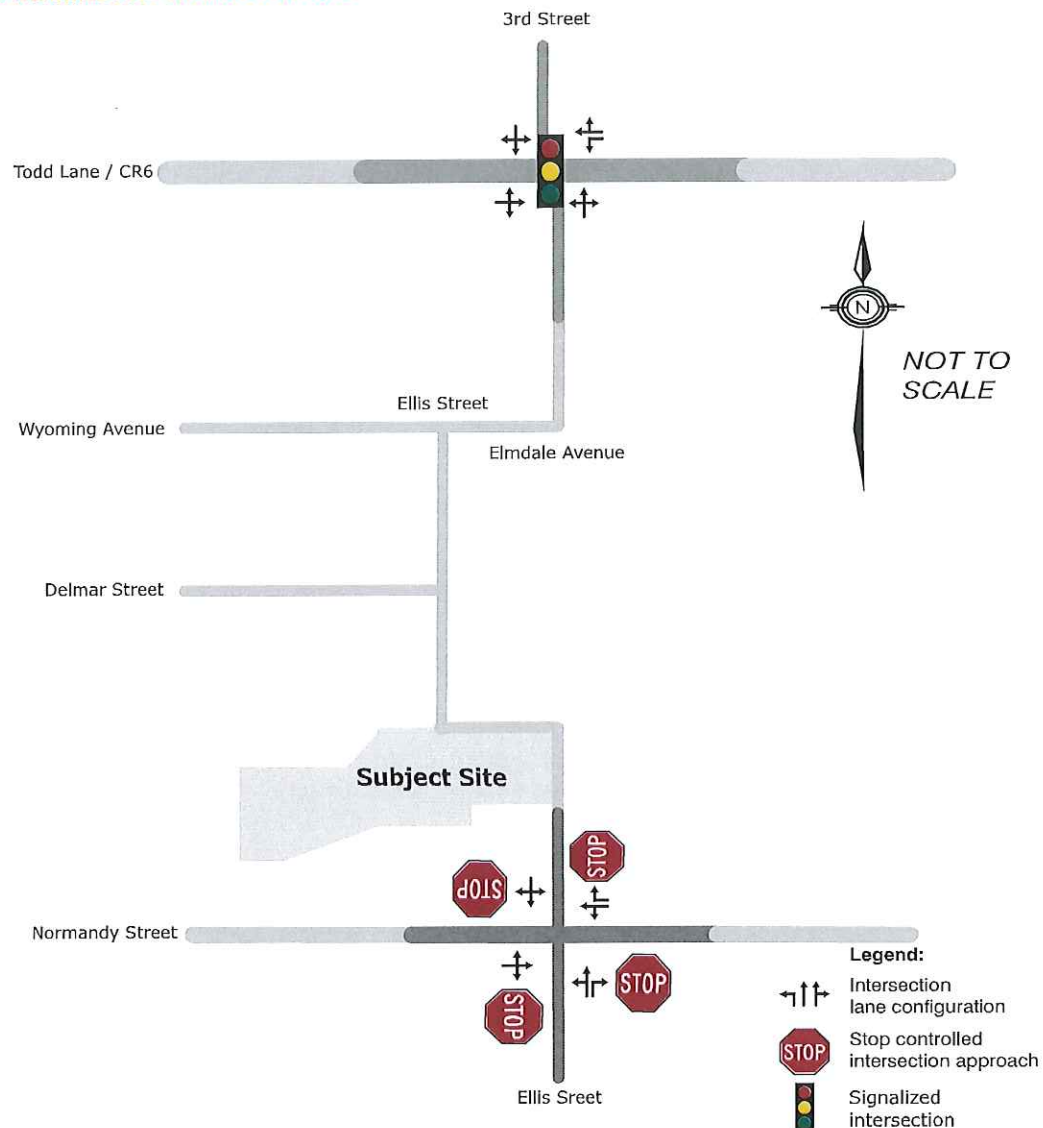
In July 2019, Dillon collected turning movement count (TMC) traffic data during the AM and PM peak hours at two intersections:

1. Todd Lane and Elmdale Avenue / Third Street;

2. Normandy Street and Ellis Street.

Figure 4 shows the laning and traffic control at the two study area intersections as well as the road network within the vicinity of the site.

FIGURE 4: LANING AND TRAFFIC CONTROL

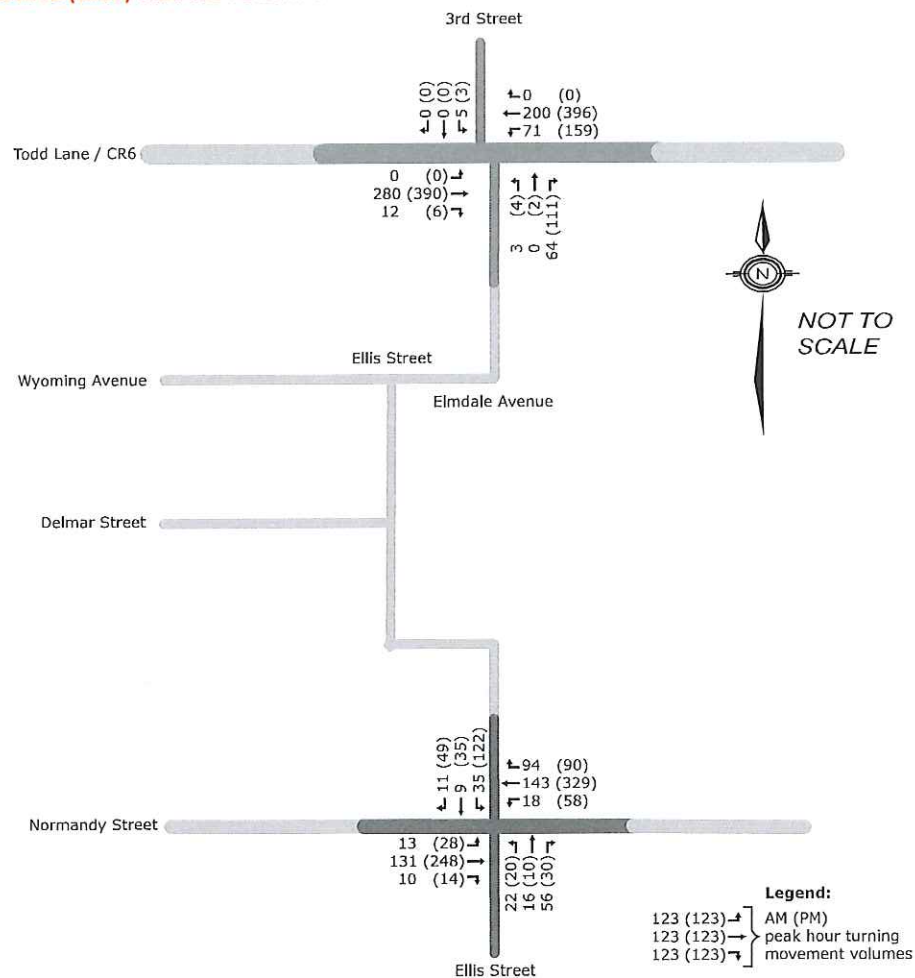


The turning movement count (TMC) data is included in **Appendix C**. Since the turning movement count data at the two study area intersections was collected in July 2019 (when school is not in session), two sets of adjustments were made. The first of these adjustments utilized a previous count (that was completed in June 2016 at the nearby Todd Lane and Malden Road) to provide representative background volumes (i.e., through volumes) on the road network when school is in session. The second adjustment explicitly considered vehicle trips associated with the nearby Sandwich West Public School

site. These trips were estimated using rates provided within the Institute of Transportation Engineers (ITE) document *Trip Generation Manual, 10th Edition*. A total of 146 trips in the AM peak hour and 37 vehicle trips in the PM peak hour were added to the road network to explicitly account for school traffic.

Figure 5 shows the existing (2019) traffic volumes for the weekday AM and PM peak hours. Weekday AM peak hour volumes are shown first; with weekday PM peak hours volumes following in parentheses.

FIGURE 5: EXISTING (2019) TRAFFIC VOLUMES



Existing Intersection Operations

Traffic operations at the study area intersections were evaluated based on the methodology outlined in the *Highway Capacity Manual (HCM)*, using the Synchro (version 10) software package. At the study area intersections, the overall level of service¹ and average vehicle delay are noted. In addition, for each individual movement, the volume-to-capacity ratio, level of service, average delay and 95th percentile

¹ Level of Service (LOS), applied to an intersection, is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole. A more detailed explanation of LOS is provided in **Appendix B**.

queue are noted. The results were reviewed to identify any critical movements, which have been defined in this memorandum as follows:

1. Any through lane / movement with a v/c ratio of 0.85 or higher;
2. Any exclusive turning lane / movement with a v/c ratio of 1.00 or higher;
3. Any movement operating at LOS E or F; and
4. Any turning movement with a 95th percentile queue exceeding the available storage.

The signal timing plan for the Todd Lane and Elmdale Avenue / Third Street intersection was utilized for the analysis at this intersection. Synchro analysis worksheets are provided in **Appendix D** and **Appendix E**.

Synchro analysis results for the study area intersections under existing volumes are summarized in **Table 1**.

TABLE 1: EXISTING (2019) CONDITIONS

Intersection	Movement	Weekday AM peak hour				Weekday PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Todd Lane and Elmdale Avenue / Third Street (signalized)	EB approach	0.31	A	7.3	39	0.42	A	8.6	57
	WB left	0.15	A	7.3	12	0.37	B	10.0	29
	WB thru / right	0.21	A	6.6	27	0.42	A	8.6	57
	NB approach	0.22	A	4.7	4	0.36	A	8.9	13
	SB approach	0.04	C	26.8	3	0.03	C	26.7	3
	Overall	—	A	7.0	—	—	A	8.9	—
Normandy Street and Ellis Street (all-way stop)	NB thru / left	0.07	A	9.3	2	0.07	B	11.3	2
	NB right	0.09	A	8.3	2	0.06	A	10.0	2
	EB approach	0.26	B	10.2	8	0.57	C	17.8	27
	WB-thru / left	0.28	B	10.1	8	0.74	C	24.2	47
	WB right	0.14	A	7.9	4	0.15	A	9.1	4
	SB approach	0.11	A	9.7	3	0.45	C	15.8	17
	Overall	—	A	9.5	—	—	B	18.7	—

At both the study area intersections, operations in both the AM and PM peak hour are functioning in an acceptable manner.

At the signalized intersection of Todd Lane and Elmdale Avenue / Third Street, the intersection operates at an overall LOS A in the AM peak hour and LOS A in the PM peak hour. All approaches and movements operate at LOS C or better. However, the queue length for the westbound left turn movement in the PM peak hour exceeds the existing 20-metre storage lane by 9 metres.

At the intersection of Normandy Street and Ellis Street, the intersection operates at an overall LOS A in the AM peak hour and LOS B in the PM peak hour. All approaches and movements operate at LOS B or better within the AM peak hour and LOS C or better in the PM peak hour. The maximum delay is approximately 24 seconds for westbound vehicles in the PM peak hour. This movement also has the longest queue at approximately six vehicles (47 metres) during the same afternoon period.

Site Traffic Volumes

Trip Generation

The proposed development is envisioned to feature three multi-storey residential buildings with a total of 178 units. The number of trips expected to be generated by the proposed development were estimated using trip generation rates contained within the Institute of Transportation Engineers (ITE) document *Trip Generation Manual, 10th Edition*. The trip generation estimates for the subject development are summarized in **Table 2**.

TABLE 2: TRIP GENERATION

Land Use	Size	Trip Generation Rate [AM (PM)]	Trip Generation Estimate [AM (PM)]
ITE 221 – Multifamily Housing (Mid-Rise)	178 dwelling units	0.34 (0.43)	60 Trips – 16 in, 44 out (77 Trips – 47 in, 30 out)

The proposed residential development is estimated to generate 60 (16 inbound, 44 outbound) vehicle trips during the weekday AM peak hour and 77 (47 inbound, 30 outbound) vehicle trips during the weekday PM peak hour. No modal split adjustments were applied to the trip generation estimates.

Trip Distribution

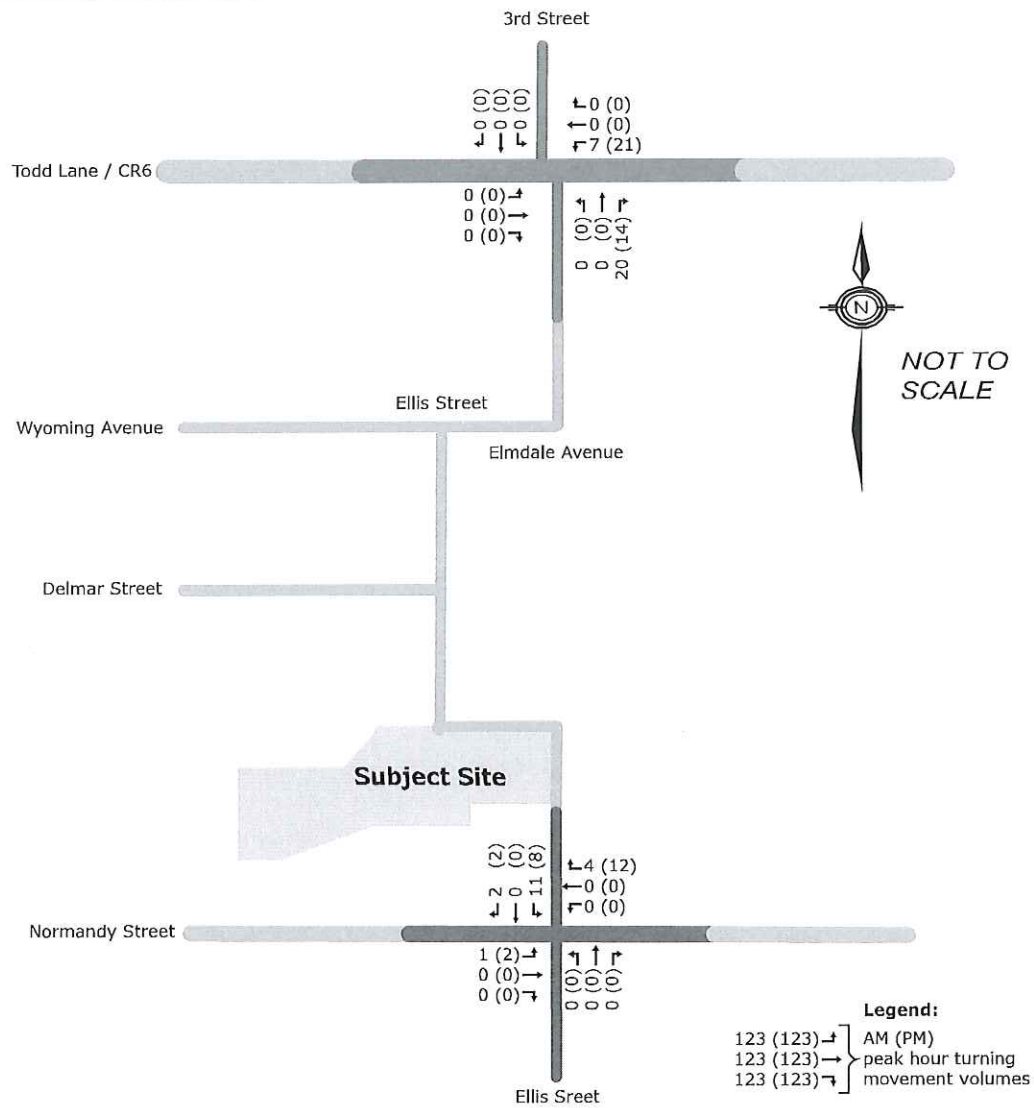
The distribution and assignment of site trips across the study area was carried out using a combination of assumptions and local knowledge of travel behaviour in the area. **Table 3** summarizes the trip distribution that was applied in the analysis.

TABLE 3: SITE TRIP DISTRIBUTION & ASSIGNMENT

Orientation	Directional Split	Routing
North	5%	Via Ellis Street and Delmar Street to Malden Road
South	5%	Via Ellis Street and Normandy Street to Malden Road
West	20%	Via Ellis Street and Delmar Avenue to Sprucewood Avenue
East (<i>Todd Lane</i>)	45%	Via Ellis Street and Elmdale Street to Todd Lane
East (<i>Normandy Street</i>)	25%	Via Ellis Street to Normandy Street
Total	100%	

Figure 6 shows the forecast site-generated trips applied to the two study intersections. Weekday AM peak hour volumes are shown first, with weekday PM peak hour volumes following in parentheses.

FIGURE 6: SITE GENERATED TRIPS



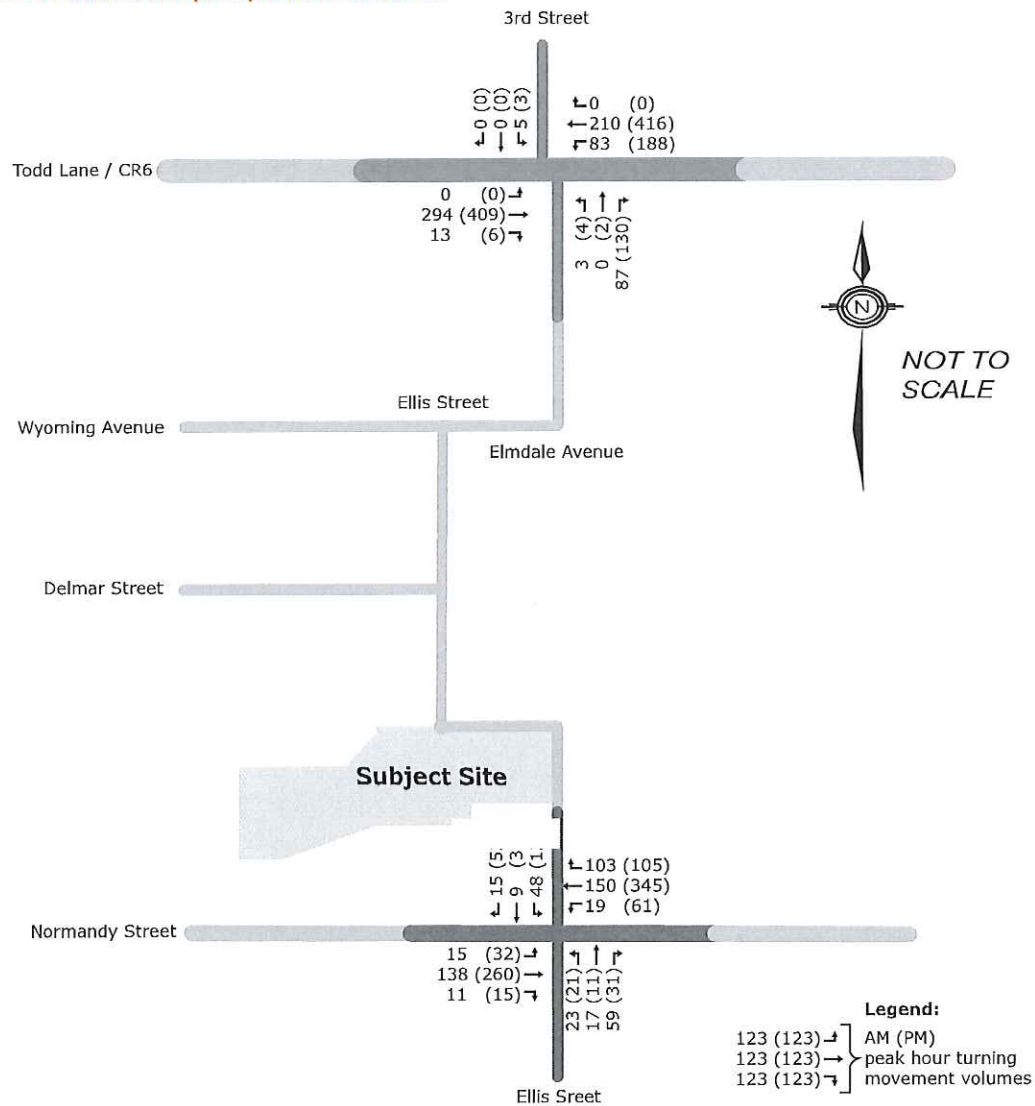
Total Future Conditions

Total Future Traffic Volumes

Total future traffic volumes include the existing (2019) traffic volumes that were increased by a 1.0% annual growth factor as well as the traffic generated by the proposed development.

Figure 7 shows the post-development traffic volumes for the 2024 total future scenario. AM peak hour volumes are shown first, with weekday PM peak hour volumes following in parentheses.

FIGURE 7: TOTAL FUTURE (2024) TRAFFIC VOLUMES



Total Future Intersection Operations

Synchro analysis results for the study area intersections under total future volumes are summarized in *Table 4*.

TABLE 4: TOTAL FUTURE (2024) CONDITIONS

Intersection	Movement	Weekday AM peak hour				Weekday PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)	v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)
Todd Lane / Elmdale Avenue / Third Street (signalized)	EB approach	0.33	A	7.5	41	0.45	A	9.0	60
	WB left	0.18	A	7.7	14	0.47	B	12.2	37
	WB thru / right	0.22	A	6.8	28	0.45	A	9.0	60
	NB approach	0.30	A	7.9	9	0.39	A	8.7	14
	SB approach	0.04	C	26.8	4	0.03	C	26.7	3
	Overall	—	A	7.5	—	—	A	9.6	—
Normandy Street / Ellis Street (all-way stop)	NB thru / left	0.08	A	9.5	2	0.08	B	11.7	2
	NB right	0.10	A	8.5	2	0.07	B	10.5	2
	EB approach	0.29	B	10.6	9	0.63	C	20.7	33
	WB-thru / left	0.30	B	10.4	9	0.80	D	31.1	60
	WB right	0.15	A	8.1	4	0.19	A	9.7	5
	SB approach	0.14	B	10.1	4	0.51	C	17.8	22
	Overall	—	A	9.8	—	—	C	22.3	—

Compared to the existing conditions and analyses, operations at both the AM and PM peak hour are anticipated to continue in an acceptable manner through to the horizon year.

At the signalized intersection of Todd Lane and Elmdale Avenue / Third Street, the intersection continues to operate at an overall LOS A in the AM peak hour and overall LOS A in the PM peak hour. All approaches and movements operate at LOS C or better. Similar to the existing conditions, the 95th percentile queue for the westbound left turn movement exceeds the available storage during the PM peak hour. A 37-metre long queue is forecast which exceeds the available 20-metre storage lane. However, this movement continues to operate at LOS B and well under capacity (v/c of 0.47). Further, this is based on the fact that volumes at the Todd Lane and Elmdale Avenue were adjusted to account for school not being in session. It is possible that these queues may not necessarily materialize.

At the intersection of Normandy Street and Ellis Street, the intersection continues to operate at an overall LOS A in the AM peak hour, but has reduced to LOS C in the PM peak hour. Most approaches and movements continue to operate at LOS C or better. However, the westbound approach is now forecast to operate at LOS D in the PM peak hour. For this movement, the maximum delay is forecast to increase by seven seconds to a total of 31 seconds for westbound vehicles in the PM peak hour. This movement also has the longest queue, forecast to extend by two vehicles to eight vehicles (approximately 60 metres) during the same afternoon period.

Todd Lane and Elmdale Avenue / Third Street Mitigation

At the signalized intersection of Todd Lane and Elmdale Avenue / Third Street, the westbound left turn movement may be currently exceeding the 20-metre storage in the PM peak hour under existing

conditions. In the future, this westbound queue will increase. Some potential mitigation for this is to adjust the signal timings at this intersection.

Introduction of a Westbound Left Turn Signal Phase

In order to improve operations and reduce queuing of the westbound left turn movement, a protected left turn phase may be implemented during the PM peak hour.

With the addition of the protected left turn phase in the PM peak hour, the signal timing was adjusted as follows:

1. The northbound phase maximum split length was reduced from 29.3 seconds to 20 seconds;
2. The southbound phase maximum split length was reduced from 20 seconds to 12 seconds;
3. The eastbound phase maximum split length was increased from 39.7 seconds to 42 seconds;
4. The new westbound left turn phase was introduced with a maximum 15 second split length; and
5. The westbound phase maximum split length was increased from 39.7 seconds to 52 seconds.

Existing (2019) Mitigation

Synchro analysis results for the Todd Lane and Elmdale Avenue / Third Street intersection with the signal timing adjustments under existing traffic volumes are summarized in *Table 5*.

TABLE 5: EXISTING (2019) CONDITIONS - ADDED LEFT TURN PHASE DURING PM PEAK HOUR

Intersection	Movement	Weekday AM peak hour ²				Weekday PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)	v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)
Todd Lane and Elmdale Avenue / Third Street (signalized)	EB approach	0.31	A	7.3	39	0.47	B	13.6	81
	WB left	0.15	A	7.3	12	0.30	A	4.9	18
	WB thru / right	0.21	A	6.6	27	0.37	A	6.6	53
	NB approach	0.22	A	4.7	4	0.42	B	11.6	15
	SB approach	0.04	C	26.8	3	0.03	D	35.7	4
	Overall	—	A	7.0	—	—	A	9.6	—

With the changes to the signal timing to the PM peak hour under existing traffic volumes, the forecast westbound left turn queue would be reduced to approximately 18 metres, with the 95th percentile queue being fully within the available 20-metre storage.

Total Future (2014) Mitigation

Synchro analysis results for the Todd Lane and Elmdale Avenue / Third Street intersection with the same signal timing adjustments under total future traffic volumes are summarized in *Table 6*.

² No adjustments were made to the AM peak hour signal timing for the existing conditions mitigation

TABLE 6: TOTAL FUTURE (2024) CONDITIONS - ADDED LEFT TURN PHASE DURING PM PEAK HOUR

Intersection	Movement	Weekday AM peak hour ³				Weekday PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)	v/c	LOS	Delay (s/veh)	95 th %ile queue (veh)
Todd Lane / Elmdale Avenue / Third Street (signalized)	EB approach	0.33	A	7.5	41	0.50	B	14.6	89
	WB left	0.18	A	7.7	14	0.36	A	5.5	22
	WB thru / right	0.22	A	6.8	28	0.39	A	6.9	58
	NB approach	0.30	A	7.9	9	0.45	B	11.3	16
	SB approach	0.04	C	26.8	4	0.03	D	35.7	4
	Overall	—	A	7.5	—	—	B	10.0	—

With the same changes to the signal timing to the PM peak hour under total future traffic volumes, the forecast westbound left turn queue would be reduced to approximately 22 metres, with the 95th percentile queue length being generally the same length as the existing storage lane.

³ No adjustments were made to the AM peak hour signal timing for the total future conditions mitigation

Summary

The following conclusions have been reached, based on the analysis included herein:

1. The proposed development is expected to generate 60 vehicle trips during the AM peak hour and 77 trips during the PM peak hour.
2. There may be a need to introduce a westbound left turn protected signal phase at the Todd Lane and Elmdale Avenue / Third Street intersection during the PM peak hour to accommodate the westbound vehicle queue in the storage lane.
3. Peak hour traffic operations found there was no need to change the form of traffic control at the Normandy Street and Ellis Street intersection.
4. The proposed development does not create the need for geometric intersection modifications at either of the study area intersections.

Yours sincerely,

DILLON CONSULTING LIMITED



Mike Walters, P.Eng.
Transportation Engineer

MDW:tdk

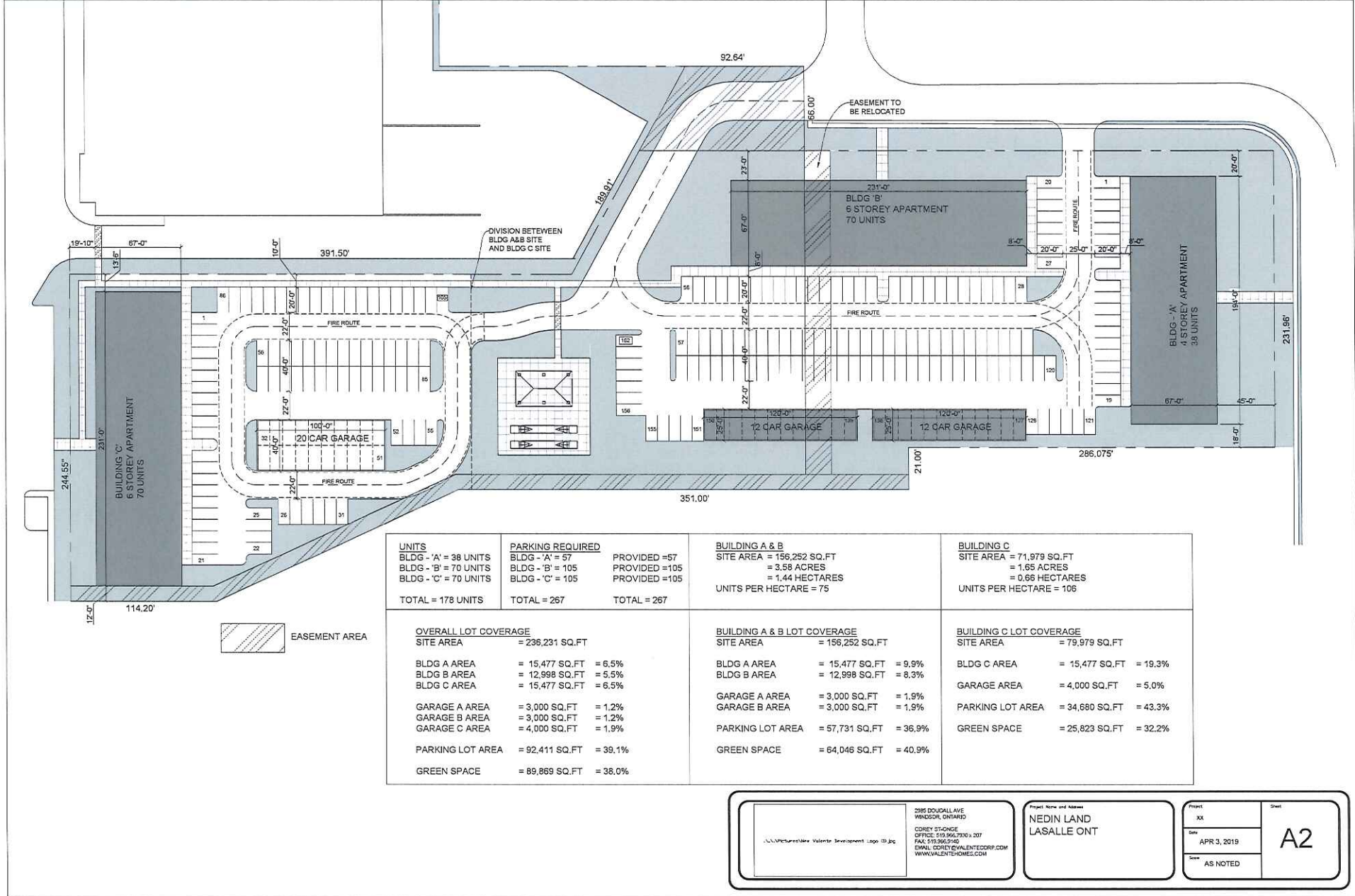
Attachments Appendix A – Conceptual Development Plan
 Appendix B – Level of Service (LOS) Definitions
 Appendix C – Turning Movement Count (TMC) Data
 Appendix D – Todd Lane, Elmdale Avenue & Third Street - Synchro Reports
 Appendix E – Normandy Street & Ellis Street – Synchro Reports

DILLON CONSULTING LIMITED

www.dillon.ca

Appendix A

Conceptual Development Plan



UNITS BLDG - 'A' = 38 UNITS BLDG - 'B' = 70 UNITS BLDG - 'C' = 70 UNITS TOTAL = 178 UNITS	PARKING REQUIRED BLDG - 'A' = 57 BLDG - 'B' = 105 BLDG - 'C' = 105 TOTAL = 267	PROVIDED =57 PROVIDED =105 PROVIDED =105 TOTAL = 267	BUILDING A & B SITE AREA = 156,252 SQ.FT = 3.58 ACRES = 1.44 HECTARES UNITS PER HECTARE = 75	BUILDING C SITE AREA = 71,979 SQ.FT = 1.65 ACRES = 0.66 HECTARES UNITS PER HECTARE = 106		
OVERALL LOT COVERAGE SITE AREA = 236,231 SQ.FT BLDG A AREA = 15,477 SQ.FT = 6.5% BLDG B AREA = 12,998 SQ.FT = 5.5% BLDG C AREA = 15,477 SQ.FT = 6.5% GARAGE A AREA = 3,000 SQ.FT = 1.2% GARAGE B AREA = 3,000 SQ.FT = 1.2% GARAGE C AREA = 4,000 SQ.FT = 1.9% PARKING LOT AREA = 92,411 SQ.FT = 39.1% GREEN SPACE = 89,869 SQ.FT = 38.0%			BUILDING A & B LOT COVERAGE SITE AREA = 156,252 SQ.FT BLDG A AREA = 15,477 SQ.FT = 9.9% BLDG B AREA = 12,998 SQ.FT = 8.3% GARAGE A AREA = 3,000 SQ.FT = 1.9% GARAGE B AREA = 3,000 SQ.FT = 1.9% PARKING LOT AREA = 57,731 SQ.FT = 36.9% GREEN SPACE = 64,046 SQ.FT = 40.9%		BUILDING C LOT COVERAGE SITE AREA = 79,979 SQ.FT BLDG C AREA = 15,477 SQ.FT = 19.3% GARAGE AREA = 4,000 SQ.FT = 5.0% PARKING LOT AREA = 34,680 SQ.FT = 43.3% GREEN SPACE = 25,823 SQ.FT = 32.2%	

3095 DUNDAS AVE
WINNIPEG, ONTARIO
COREY STANGE
OFFICE: 519.966.7930 x 207
FAX: 519.966.5140
EMAIL: COREY@VALENTCORP.COM
WWW.VALENTHOMES.COM

Project Name and Address

**NEDIN LAND
LASALLE ONT**

Project: XX

Date: APR 3, 2019

Scale: AS NOTED

Sheet:

A2

Appendix B

Level of Service (LOS) Definitions

LEVEL OF SERVICE¹

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. This concept was introduced in the 1965 *Highway Capacity Manual* as a criteria for interrupted flow conditions. The 2000 *Highway Capacity Manual* changed the basis for measuring Level of Service at intersections to control delay².

Six Levels of Service are defined with LOS A representing the best operating conditions, and LOS F the worst (briefly described below). It should be noted that there is often significant variability in the amount of delay experienced by individual drivers.

- LOS A:** This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.
- LOS B:** This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.
- LOS C:** At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15-25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.
- LOS D:** At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.
- LOS E:** At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.
- LOS F:** At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

¹ Transportation Research Board: *Highway Capacity Manual* 1965, 2000

² Control delay is defined as the component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Allen Burgess, Supervisor of Planning & Development Services

Department: Development & Strategic Initiatives

Date of Report: October 10, 2019

Report Number: DS-37-19

Subject: Zoning By-law Amendment & Site Plan Control Application Z-07-18
& SPC-03-18

Recommendation

That the report of the Supervisor of Planning & Development Services of LaSalle dated October 10, 2019 (DS-37-2019) regarding Zoning By-law Amendment & Site Plan Control Application Z-07-18 & SPC-03-18 **BE APPROVED IN PRINCIPAL** subject to the following conditions:

- i) Council grant approval in principle to the Applicant's rezoning from the Residential One Zone to a Site Specific Residential Three Zone, based on the Applicant's final approved site plan;
- ii) Council authorize Staff to prepare the required a site plan control agreement for execution purposes;
- iii) Council adopt the zoning by-law for the subject lands once the required site plan control agreement has been fully executed to Council's satisfaction.

Report

Introduction:

This report is intended to provide members of Council with land use planning comments and recommendations regarding a development application that has been submitted to the Town requesting Council approval for the rezoning of approximately 0.2 hectares of land located on the east side of Front Road, south of Victory Street (as depicted on Figure 1). The rezoning from Residential One (R1) zone to a site-specific Residential

zone at this location is to allow 1318805 Ontario Ltd. (Rio Aiello) to permit one new two storey 5 unit apartment style building to be constructed at this location.

The Town of LaSalle is a growing urban municipality that has seen an increased demand for more diverse and affordable housing units to be built and made available to both seniors and to young adults wishing to live and work in the municipality.

Council and other levels of government have strategically invested millions of dollars into hard and soft infrastructure community-wide, with roads, watermains, sewers, parks and schools built to accommodate a Town that is projected to reach a population of 60,000 persons over the next three to four decades.

The Province of Ontario has adopted a number of provincial policies and regulations that are intended to promote and encourage greater housing choice, density and affordability --- with the most recent legislation being passed that now requires all municipalities to permit “as of right” apartments in houses and secondary suites province-wide. Going forward, this means that communities will have to update their planning documents to reflect this new provincial legislation, to permit all single detached, semi-detached and/or townhouse dwellings (with full municipal services) to add a secondary dwelling unit (provided they meet applicable building and fire code requirements).

The County of Essex approved Official Plan also encourages housing diversity and neighbourhood inclusion, while maintaining a healthy community with parks, natural areas, open spaces and other amenities.

LaSalle’s neighborhoods are becoming and will continue to become more inclusive by increasing housing choices in style, ownership, density and affordability.

There is a strong demand for rental housing units in the Town, with many existing rental buildings having long waiting lists, and rental costs increasing due to limited supply.

Three recent rental buildings built in LaSalle were completely rented before occupancy was even granted --- a strong indicator of the shortage of affordable housing units in the community.

Provincial Policy Statement:

The Provincial Policy Statement (PPS), provides direction on matters of provincial interests as they relate to planning and development. It is my opinion that this rezoning represents an appropriate residential infill/small-scale intensification that is in keeping with the provincial policies outlined below.

The following are relevant sections of the Provincial Policy Statement that were considered as they relate to the proposed development;

- i) In section 1.0 of the PPS it states that “Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”
- ii) In section 1.1.2 of the PPS it states “within settlement areas, sufficient land shall be made available through intensification and redevelopment...”
- iii) In section 1.4.3 of the PPS it states that “Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by:
 - b) *permitting and facilitating:*
 - 1. *forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
 - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
 - e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

COUNTY OF ESSEX OFFICIAL PLAN:

In the County of Essex Official Plan, the subject lands are located within a “Primary Settlement Area”. The following are relevant sections of the County OP that were considered as they relate to the proposed development;

- i) In sections 1.5 of the County OP, goals for health County” are set out and include the following:

-
- c) To direct the majority of growth (including intensification and affordable housing), and investment (infrastructure and community services and facilities) to the County's Primary Settlement Areas.*
 - f) To provide a broad range of housing choices, employment and leisure opportunities for a growing and aging population.*
 - ii) In sections 3.2.2 of the County OP, goals for land designated as "Settlement Areas" are set out and include the following:
 - a) Support and promote public and private re-investment in the Primary Settlement Areas.*
 - c) To promote development within Primary Settlement Areas that is compact, mixed-use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds.*
 - e) To require the efficient use of land, resources, water and sanitary sewage treatment facilities, other infrastructure and public service facilities including schools as provided for in the growth management policies contained within this Plan.*
 - g) To support long-term economic prosperity by providing infrastructure and public service facilities to accommodate projected growth.*
 - j) Promote affordable housing within Primary Settlement Areas, and to a lesser extent, within full serviced Secondary Settlement Areas.*
 - iii) In sections 3.2.4 of the County OP, goals for lands in the "Primary Settlement Areas" are as follows:
 - a) Primary Settlement Areas shall be the focus of growth and public/private investment in each municipality.*
 - b) Primary Settlement Areas shall have full municipal sewage services and municipal water services and stormwater management services, a range of land uses and densities, a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups, and be designed to be walkable communities with public transit options (or long-term plans for same).*

It is my opinion that this rezoning represents an appropriate residential infill/small-scale intensification that is in conformity with the applicable upper-tier official plan policies as outlined above.

TOWN OF LASALLE OFFICIAL PLAN:

The Official Plan for the Town of LaSalle designates the lands subject to this application “Residential District Designation”. It is my opinion that the proposed rezoning is in conformity with the policies and the intent of the approved Official Plan of the Town of LaSalle.

The following are relevant sections of the Town of LaSalle OP that were considered as they relate to the proposed development;

1. Section 3.1 of the Official Plan contains goals for a “A Complete Community” as follows:
 - b) *A complete community meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, including affordable housing, public services and community infrastructure, including educational and recreational facilities, and a robust open space system. Convenient access to public transportation and a linked network of active transportation facilities are crucial elements of a complete community. Objectives are:*
 - i) *To support the creation of a complete community with easy access for all residents to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services and amenities; and,*
 - ii) *To encourage the development of a complete community that includes higher density built forms and higher intensity land uses as a way of reducing land consumption, and maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher density forms of housing may also enhance life-cycle and affordable housing options.*
2. Section 3.2.2 of the Official Plan contains Policies regarding “Urban Design -” as follows:

Compatible Development

- a) The principle of compatible development will be applied to all applications for development to ensure the appropriate integration of new development with existing built forms and landscapes in a way that enhances the image and character of the Town.
 - b) To ensure development is compatible, when considering any application for development within the Town of LaSalle, particular attention shall be paid to the following:
 - iii) The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;
 - iv) On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity;
 - vi) Utility, infrastructure and transportation system capacity exists and/or will be made available to serve the proposed development and there are no undue adverse impacts on the Town's sewer, water, storm water management and transportation systems.
 - c) It is important to note that there are areas of the Town where the prevailing quality of existing development detracts from the unique character and attractiveness of the Town. In these circumstances, new development may deviate (is not compatible development) from the prevailing quality/character of design, where doing so will make a positive contribution to the unique quality of place and character of the Town.
 - e) This Plan will accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle.
 - f) Higher density house forms will provide opportunities for housing that is more affordable, will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock. In addition, senior's housing, long term care facilities, affordable supportive and affordable accessible housing, and assisted living units will be incorporated into the Town's housing stock.
3. Section 3.2.4 of the Official Plan contains policies for "Housing" as follows:

Housing Mix

- a) Housing is vital to the creation of healthy, sustainable, and complete communities. Residents of all ages, income levels and abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities.

Social and Affordable Housing

- d) This Plan establishes a Town -wide target for the provision of affordable housing at 20 percent of all new housing units. Further, this Plan anticipates that the target for affordable housing will be met primarily within the Urban Area.
 - e) The Town supports the provision of affordable housing for low and moderate income households through the following policies:
 - i) The Town will achieve a minimum affordable housing target of 20 percent of all new residential development on a Town-wide basis;
 - ii) Affordable housing should be focused within the Urban Area, which offers residents easy access to existing services, facilities and infrastructure; and,
4. Section 4.7 of the Official Plan contains policies for “Residential District Designation” as following:

Intent

- a) An array of housing and building types, as well as uses that support neighbourhood living, are encouraged throughout the Residential District Designation. Development in the Residential District Designation will contribute to the creation of compact, connected and walkable/bikeable neighbourhoods, where a wide range of community assets, such as schools, parks, mixed use corridors, the town centre and the waterfront, are within a five minute walk.

Permitted Uses

- b) Lands within the Residential District Designation may include a full range of residential dwelling types, as well as supporting land uses intended to serve local residents. The following uses may be permitted on lands

within the Residential District Designation, as shown on Schedule B: Land Use Plan, subject to the policies of this Section:

- i) Dwelling units in low-rise, mid-rise and high-rise built forms;
- ii) Second units;
- iii) Communal housing, including special needs housing and housing for seniors;
- iv) Live-work units;
- v) Home occupations;
- vi) Bed and breakfast establishments;

5. Section 5.2 of the Official Plan contains “Urban Area Use Specific Policies” as following:

- a) In addition to all of the other applicable policies of this Plan, the following land use specific policies shall also apply throughout the Urban Area Land Use Designations, where the use is permitted:
 - i) Policies for Second Units and Garden Suites - Second units are permitted in all detached and semi-detached dwellings and ancillary structures in the Town’s Urban Area, subject to the provision of adequate on-site parking, and compliance with applicable zoning, Building Code and Fire Code requirements.
 - ii) Policies for Low-Rise Residential Development – The following criteria apply to all low-rise residential development:
 - The maximum building height for low-rise residential uses shall be 3 storeys, or 11 metres, whichever is less;
 - Built-forms that are considered low-rise residential include:
 - Detached, duplex, and semi-detached dwellings;
 - Second units; and,
 - Street and block townhouse dwellings;

-
- Notwithstanding the above noted uses, the Town may permit additional building forms that support the intent of the low-rise residential category; and,
 - Where permitted by the implementing Zoning By-law, low-rise residential uses that are located adjacent to highways will be required, wherever possible, to develop in a manner that will minimize direct access to such highways.
- iii) Policies for Mid-Rise Residential Development - The following criteria apply to all mid-rise residential development:
- Mid-rise residential uses shall generally be located on collector and arterial roads, unless located within the LaSalle Town Centre District and the Waterfront District where such buildings can also be located on a local street;
 - Mid-rise residential buildings shall generally be between 3 and 6 storeys, or up to a maximum of 21 metres, whichever is less;
 - Residential built-forms that are considered mid-rise include:
 - Stacked townhouses;
 - Apartment buildings; and,
 - Other multiple unit dwellings;
 - Notwithstanding the above noted uses/building types, the Town may permit additional building forms that support the intent of the mid-rise residential category;
 - New mid-rise residential uses shall be located on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, and buffering; and,
 - New mid-rise residential uses shall be subject to Site Plan Approval.
6. Section 6.5.3 of the Official Plan contains “Policies for Roads” as following:
- d) (i) Arterial Roads provide for high volumes of both passenger and commercial traffic for inter-urban travel at moderate speeds, while at the same time providing access to individual properties. The right-of-way width for all Arterial Roads shall be within 26.2 to 30.5 metres;

7. Section 6.5.4 of the Official Plan contains “Policies for Public Transit” as following:

- b) Development within the Urban Area of the Town must contribute to the creation of sufficient densities to make transit feasible and efficient in the long-term. As such, this Plan promotes higher densities and compact development along both Arterial and Collector Roads to support transit service, reducing the need for automobile use and greenhouse gas emissions.

ZONING:

The subject lands are zoned Residential One “R1” in the Town’s Comprehensive Zoning By-law, and was adopted in 1994. It does not reflect the land use policies and designations as set out in the Town’s new approved Official Plan, nor does it properly implement the new provincial housing policies and regulations as they relate to as of right permitted secondary dwelling units.

The Town is currently preparing a new Comprehensive Zoning By-law that will fully implement the new Official Plan and the provincial housing policies.

In the interim, we will continue to responsibly process and deal with individual Planning Act applications that conform to the intent of both approved Official Plans ---- and bring those applications forward for Council’s review and consideration.

The proposed rezoning of this property to a site-specific Residential Three zone will allow the construction of a new two storey 5 unit apartment style building at this location - with the following yard, lot and building requirements:

- | | | |
|------|---|---|
| i) | Minimum Lot Area | 330 sq. meters per dwelling unit |
| ii) | Minimum Lot Frontage | 21.0 meters |
| iii) | Maximum Lot Coverage | 35 percent |
| iv) | Minimum Landscape Open Space | 30 percent |
| v) | Maximum Building Height | 10.5 metres |
| vi) | Minimum Yard Dimensions for Main Building | |
| a) | Minimum Front Yard Depth | 32.0 m from centreline of Front Rd. (County Rd. 20) |
| b) | Minimum Rear Yard Depth | 9.1 metres |

	c)	Minimum Interior Yard Depth	4.5 metres
vii)		Maximum Height of Main Building	9.1 metres
viii)		Other Provisions	

Notwithstanding any other provision of this by-law to the contrary:

A minimum of 2 off-street parking spaces per dwelling unit shall be required.

This development represents an appropriate infill/small-scale intensification application that has a building height, massing, lot coverage and street presence that is very similar to a two storey single detached dwelling that is found along Front Road and in many other LaSalle neighbourhoods.

This rezoning is part of a concurrent site plan control approval application. The Applicant's revised site plan is depicted on Figure 2.

COMMENTS:

On two separate occasions --- July 12, 2018 and September 25, 2019 --- the Planning Committee held an open public information session to obtain public input regarding the Applicant's proposed development plans for this site. The Applicant (and their agent/consultants) attended these meetings and made presentations to the members of the public that attended.

Contained below is a summary of the concerns expressed at both meetings.

- additional traffic and safe access to and from the site;
- what is the road classification of Front Road (County 20)?;
- site suitability and conformity with the surrounding neighbourhood;
- height of proposed building;
- whether correct dimensions were being used?;
- location of survey monuments;
- parking and number of spaces provided;
- concerned that the site was too small;
- Privacy for abutting lands;
- whether sidewalks would be installed?;
- where is garbage going to be stored and how would it be picked up?;

-
- Concern that this development sets a bad precedent -- by allowing affordable multi-family housing in the community;
 - would outdoor lighting be installed and if so how would it be controlled?;

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

- i) Front Road (County Rd. #20) is a major north-south Arterial Road according to the Town of LaSalle Official Plan. It is intended to carry moderate to high volumes of traffic at moderate speeds for both LaSalle residents and for residents that live and work in adjacent communities. The Applicant's consulting engineer has reviewed the proposed site plan and has concluded that the location of the proposed entrance/exit driveway meets the minimum TAC sight distance requirements --- and with the low volume of vehicles entering and existing this driveway there will not be any adverse effect on the traffic along this stretch of Front Road;
- ii) The two-storey apartment building has a height, massing and construction style that is compatible with the existing built form in the surrounding neighbourhood (see figure 3 depicting the front elevation of the proposed new building);
- iii) The drawing dimensions and the measurements on the site plan are correct, and were verified with the land surveyor;
- iv) During the most recent site visit, the abutting landowner was informed that the proposed new driveway would be moved further south. This will increase the amount of landscaped open space located adjacent to the existing residential home situated immediately to the north of the subject lands. At that time, this property owner advised Town Staff that he did not want a fence or any additional landscaping along his property, that he preferred an open grassed area;
- v) To increase privacy at this location, the Applicant will be required to install as 6 foot high privacy fence along the southerly boundary of the subject property. The Applicant will also be required to install enhanced buffering and screening of the new on-site parking areas;
- vi) Town Engineering and Planning Staff will require the Applicant to install a new sidewalk along the east side of Front Road – from the subject lands to Jewel Street to ensure that residents living along this section of Front

Road will have a safe path to walk to/from the existing Victory Neighbourhood Park;

- vii) Staff are recommending that weekly municipal refuse pick up be used at this location to minimize noise and other disturbances that would be created should an on-site outdoor refuse bin be utilized at this location;
- viii) As part of the subject application package, the agent submitted a Revised Planning Justification Report (PJR) this report and amended site plan addressed many of the comment received during the first open information meeting;

It should be noted that prior to the adoption of the rezoning for the subject lands, it is recommended that a site plan control agreement be prepared and executed to the Town's satisfaction. As part of this agreement, on-site servicing, landscaping, fencing, lighting and other relevant site plan details will be finalized and incorporated into a legally binding contract with the Applicant.

Consultations

Engineering Staff

Financial Implications

Increased Assessment

Prepared By:



Supervisor, Planning and Development

Allen Burgess, MCIP, RPP

Link to Strategic Priorities

Yes	Expanding and diversifying our assessment base
Yes	Effectively communicating the activities and interests of the Town
	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
Yes	Promote a healthy and environmentally conscious community

Communications

	Not applicable
Yes	Website
	Social Media
	News Release
Yes	Local Newspaper
	Bids & Tenders
Yes	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	Z-07-18 and SPC-03-18.docx
Attachments:	- Aiello FIG 1.pdf - Aiello FIG 2.pdf - Aiello FIG 3.pdf
Final Approval Date:	Oct 16, 2019

This report and all of its attachments were approved and signed as outlined below:



Director, Development and
Strategic Initiatives

Larry Silani



Chief Administrative Officer

Joe Milicia



Legend:



Subject Lands

Title:

FIGURE 1 - KEY PLAN



Scale: 1:600

File No: Z-07/18

Prepared For: Planning Dept.

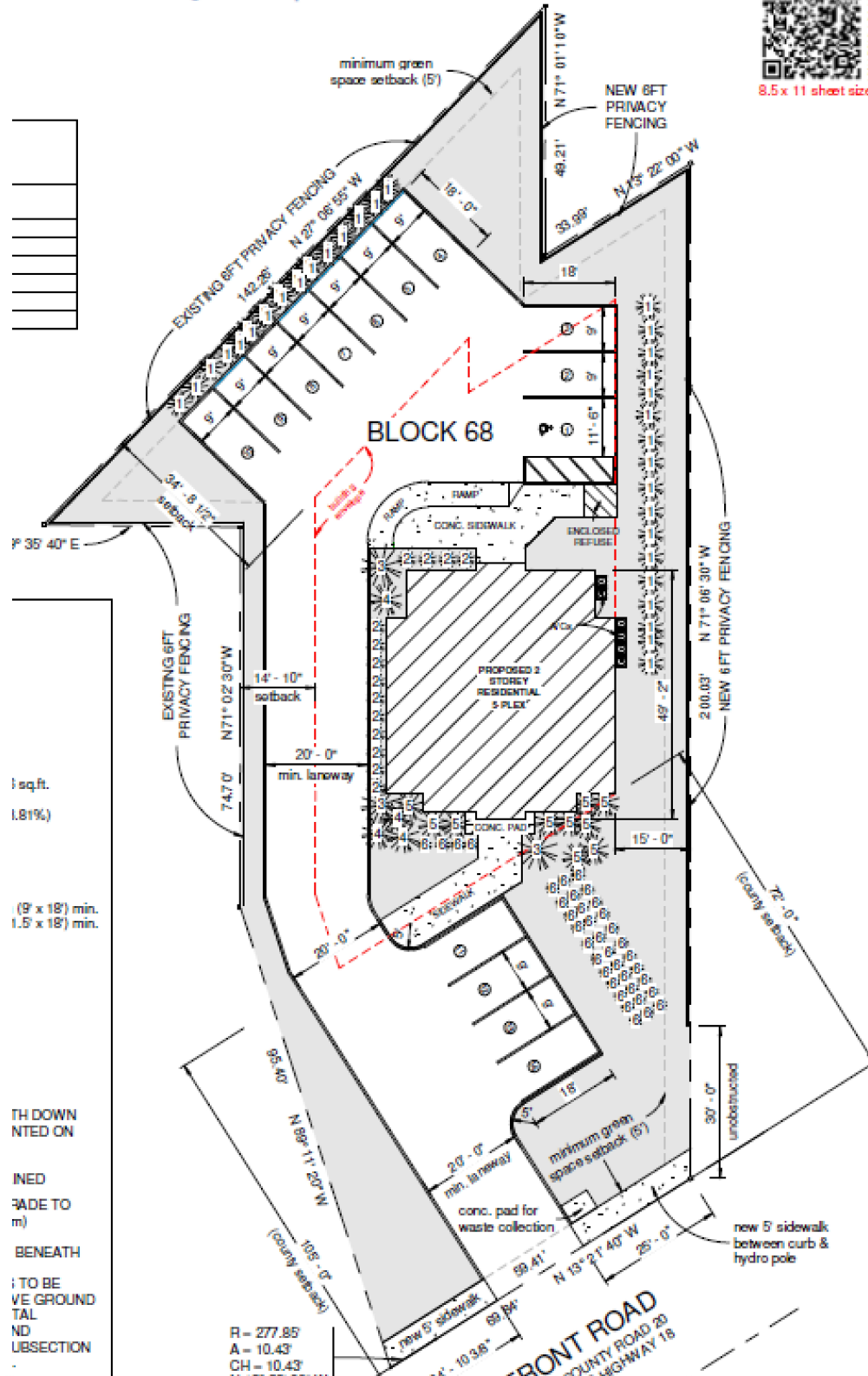
Applicant: 1318805 Ontario Limited

Prepared By: DSI

Date: October 10, 2019

Notes:

This document is not a Legal Plan of Survey.



Legend:



Subject Lands

Title:

FIGURE 2 - SITE PLAN



Scale: NTS

File No: Z-07/18

Prepared For:	Planning Dept.
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Applicant:	1318805 Ontario Ltd.
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Prepared By: DSI

Date: **October 10, 2019**

Notes:

This document is not a Legal Plan of Survey.



	Scale: N.T.S.	File No: Z-07/18	FIGURE 3 - FRONT ELEVATION
	Prepared For: Planning Dept.	Applicant: 1318805 Ontario Ltd.	
	Prepared By: DSI	Date: October 10, 2019	Notes: This document is not a Legal Plan of Survey.



The Corporation of the Town of LaSalle

To: Mayor and Members of Council
Prepared by: Mark Beggs- Manager of Roads and Parks
Department: Public Works
Date of Report: October 7, 2019
Report Number: PW-33-19
Subject: Fleet Purchase- Water Service Truck

Recommendation

That the report of the Manager of Roads and Parks dated October 3rd, 2019 (PW-26-19) regarding the purchase of a Water Service Truck BE RECEIVED; and the low bid price of \$69,458.00 (+hst) received from Oxford Dodge Chrysler (1992) LTD BE APPROVED; and that as previously approved in the 2019 budget, the full amount be funded through the Public Works Capital budget.

Report

The Public Works Department requires a replacement of a 2007 Chevrolet van, which has reached the end of its useful life as a service vehicle. Invitation for Request for Quotation (RFQ-PW-2019-06) was posted on the Bids and Tenders Web Site to area truck dealerships for the supply of a ¾ Ton Service Truck. Quotations were received May 16th, 2019 from 1 supplier and the results are as follows:

- Oxford Dodge Chrysler (1992) LTD- \$69,458.00 (plus taxes)

The truck supplied by Oxford Dodge will be a 2019 2500 Dodge Ram Tradesman with a G.W. Anglin Aluminum Service Box. The vehicle meets or exceeds the current Town of LaSalle vehicle specifications.

Funding for this purchase is from the 2019 budget for a new Service Truck. The budget for the service truck is \$70,000.

Consultations

Type consultations here

Financial Implications

The 2019 Capital Budget included \$70,000 for this replacement service vehicle. The award value of \$69,458.00 falls within budget.

Prepared By:



Manager, Parks and Roads

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
yes	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	PW-26-19 Fleet Purchase- Water Service Truck.docx
Attachments:	
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Director, Public Works

Peter Marra



Chief Administrative Officer

Joe Milicia



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Peter Marra, P.Eng. – Director of Public Works

Department: Public Works

Date of Report: October 11, 2019

Report Number: PW-35-19

Subject: Howard/Bouffard Drainage - Preliminary Design Consultant Award

Recommendation

That the report of the Director of Public Works dated October 11, 2019 (PW-35-19) regarding the Howard/Bouffard Drainage – Preliminary Design Consultant Award BE APPROVED and that the Town award the preliminary design to Dillon Consulting.

Report

As Council is aware, the Town is currently embarking on completing a Master Drainage Study for the Howard/Bouffard area. The study is currently nearing completion and is expected to be brought before Council in the next couple of months for finalization. Once the study is completed, the study will only have identified a recommended solution. There are many steps involved with bringing this solution forward and ultimately bringing it to construction.

One of those steps is to have the preliminary design completed. The preliminary design is an important step and the logical next step for this project. The preliminary design will build upon what has been prepared as part of the study and begin the process for approvals, detail design, taking into account existing conditions and soils, refining and adjusting alignments, surveying, etc.

The preliminary design will also better refine the estimated construction cost. This more accurate construction cost will provide the Town with accurate information on developing a funding mechanism such as development charges, etc. It is important to note that any funding mechanism process will also be separate and discernable.

Implementation of a solution through this project, will open development potential in the entire Howard/Bouffard area. There are a number of developers and landowners awaiting

finalization and implementation of the solution in order to allow for larger scale developments to occur. To date, during the study process, the development community involved in the area have noted that time is of the essence.

In order to keep this process moving forward, administration is recommending to award the preliminary design to Dillon Consulting who are the consultants working on the study portion of this project. The cost of the preliminary design is \$698,000.00 plus applicable taxes.

This presents an opportunity for the Town to streamline and provide an appropriate overlap in the many tasks/process' to achieve and save time in the overall development/implementation/construction process.

Consultations

n/a

Financial Implications

There was no budget set aside in the 2019 budget, however, there will be a capital request in the 2020 budget for this preliminary design. With the approval of this report tonight, Council will be pre-committing approval of this dollar value in the 2020 budget.

This pre-commitment of the 2020 budget is being brought forward at this time so that the project can be awarded and any field work can occur now while weather permits and be completed before winter sets in. This will also allow the consultant to work through the winter months on refining the solution and cost.

This will also give the Town an advancement into 2020 on working through and developing a funding mechanism throughout 2020 to allow for decisions into future year budgets for ultimate construction of the solution.

Prepared By:



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

Link to Strategic Priorities

yes	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
yes	Managing our human and financial resources in a responsible manner
yes	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	PW-35-19 Howard_Bouffard Prelim Design Award.docx
Attachments:	
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Director of Finance/Treasurer

Dale Langlois



Chief Administrative Officer

Joe Milicia



The Corporation of the Town of LaSalle

To: Mayor and Members of Council
Prepared by: Dale Langlois, CPA, CA, Director of Finance / Treasurer
Department: Finance
Date of Report: October 15, 2019
Report Number: FIN-29-2019
Subject: Riverfront Financing Options

Recommendation

That the report of the Director of Finance dated October 15, 2019 (FIN-29-2019) regarding the application for a loan with Infrastructure Ontario for Phase 1 of the riverfront project for an amount of \$10,000,000 with a 25 year term and a locked in interest rate determined at a point in time at which the debenture is to be issued BE AUTHORIZED.

Report

Background

As Council will recall at the closed Council Meeting on April 19, 2019, Council approved the following resolution:

Meloche/Renaud

That the confidential report of the Chief Administrative Officer, Legal Counsel and Director of Special Projects dated March 27, 2019 (AD-03-19) regarding acquisition of land by the municipality BE RECEIVED and that Administration BE AUTHORIZED to proceed in accordance with the verbal instructions of Council.

Carried

Phase 1 of the riverfront plan consists of the 2018 marina purchase, additional property purchases, level, grading, seeding, demolitions and creation of the riverfront master plan. The maximum total estimated cost of phase 1 of the riverfront project is \$10,000,000.

As mentioned above, the marina was purchased in 2018. Payments required for the purchase of the additional riverfront properties are expected to occur from December 2019 through March 2020. As identified in the riverfront financial plan that was presented to Council in April, funding will be required in the near future to fund these property purchases along with the other items identified in phase one of the riverfront project.

Phase 2 of the project will consist of various items that will be identified in the riverfront master plan and will be funded at a future date.

Grants

Administration is currently in the process of preparing a grant application for the riverfront project under the Investing in Canada Infrastructure Program – Community Culture and Recreation stream. Under this grant, there are two categories that Municipalities can apply for: 1) Rehabilitation and Renovation Category (capped at \$5 million of total cost) and 2) the Multi-Purpose Category (capped at \$50 million of total cost). The riverfront project best fits under the Multi-Purpose Category. If the Town is successful with this grant application, the Federal share of the project will be 40% of eligible costs, the Province's share will be 33.33% of eligible costs and the Town's share will be 26.67% of eligible costs plus the costs of ineligible costs. The Town is applying for total eligible costs in the range from \$25 to \$50 million (for both phase 1 and phase 2 of the riverfront project).

Eligible costs include project management, capital costs, construction and materials, design / engineering and planning, contingency costs (25% maximum), and costs related to meeting specific Program requirements, including completing climate lens assessments and creating community employment benefit plans. Ineligible costs include acquisition or leasing of land, buildings and other facilities.

Approximately \$8 million of phase 1 of the riverfront project is for land purchase and approximately \$2 million is for demolition, levelling, grading and seeding. Therefore, if the Town is successful with the grant application, approximately \$8,533,000 of phase 1 will still need to be funded by the Town as land purchase is an ineligible cost. The additional \$1,467,000 of funding through debt will be used to help fund phase 2 of the project as it will be fast tracked as a result of the grant funding.

Authority to Borrow

Section 401 of the Municipal Act permits municipal governments in Ontario to issue debentures to finance capital projects. Ontario regulation 403/02 limits municipal governments as to the amount of own purpose revenues that can be dedicated towards principal and interest payments – the annual debt repayment limit. According to the regulation, municipal governments are permitted to dedicate a maximum of 20% of their own purpose revenues to the repayment of debt. The Town has confirmed that there remains existing capacity within the prescribed limit to allow for the issuance of the debt associated with Phase 1 of the waterfront project. Currently, the Town of LaSalle's annual debt repayment limit is \$9,469,000. The total annual debt payments for all three of the Town's current debts (Town Civic Facilities, Vollmer Complex and Sewage Capacity) amounts to \$2,376,000. Based on this information, after issuing the proposed \$10,000,000 of debt with \$489,000 to \$645,000 of annual debt repayments (depending on the term of the debenture selected), the Town will still have significant debt capacity left for future projects if debt is required to fund a future project.

Infrastructure Ontario

As Council may be aware, municipalities and public sector organizations have the ability to borrow funds through Infrastructure Ontario. Infrastructure Ontario is a crown corporation, which among other services provides financing solutions and support services to the broader sector. Further information can be found on the Infrastructure Ontario web site at www.infrastructureontario.ca.

As was the case for the debt issuance related to the new Civic facilities construction, it should be noted that no other financial institution was consulted in this process as historically, no other financial institution has been able to compete with Infrastructure Ontario's rates. As part of the debt issuance for the Vollmer Centre and Lou Romano Sanitary Capacity expansion a request for proposal was issued to all the financial institution locations within the municipality with the limitation that the Infrastructure Ontario rates would be matched. All institutions declined to submit a proposal. The Procurement and Purchasing Policy, under section 4 and 5, provides the ability to award contracts/engagement of service providers without a full tender/request for proposal process. In addition, under Chapter 19-5 of the Comprehensive Economic and Trade Agreement (CETA), and under Article 504, Section 11(h) of the Canadian Free Trade Agreement (CFTA), financial services are exempt from the tendering process requirements of these agreements.

Recently, Gaetano Ferraro, Manager of Finance & Deputy Treasurer and Dale Langlois, Director of Finance & Treasurer met with Anthony Pizans, Senior Relationship Manager with Infrastructure Ontario to discuss various debt issuance options available to the municipality. During the discussion with infrastructure Ontario we suggested that the maximum amount of debt to be issued for Phase 1 of the waterfront project will be \$10,000,000.

Several options for the timing of the debenture issuance were discussed with Mr. Pizans. It should be noted that rates identified are the current rates that are subject to change. Rates are eventually established during the offer letter process which occurs just prior to the actual issuance of the debentures.

- 1) Capital Line – This option will allow the Town to combine multiple loan applications into one, thereby streamlining the application process. The Capital Line limit is established based on the Town's estimated capital works which will be financed in whole, or in part, by the issuance of debentures and will be available for up to 5 years. A "Facility Sub-Limit" will be applied, allowing the Town to access up to 50% of the Capital Line limit as an interest only loan (short-term loan). This amount would be outstanding against the set "Capital Line" limit. Once these short-term loans have been repaid or converted to long-term debenture loans with a set interest rate and term, the remaining balance of the Capital line can be accessed. The interest only payments will be paid monthly and the Town must repay and/or debenture the used amount within 120 days of acquiring a project or reaching substantial completion for projects that have received advances. Once the 5 year term has completed, or earlier if required, the Town may request an extension and the Capital Line will be reviewed and re-set based on the new terms and requirements of the borrower.
- 2) Floating Rate Capital Loan – This option is a non-revolving facility that will allow the Town to draw short-term loans for up to 5 years. Once authorized, the Town will be able to make interest only payments monthly for up to a 5 year period from the date the funds are first advanced. Partial draws will be permitted throughout the requested term. At maturity after 5 years, the Town must either convert to a fixed rate term loan or reimburse the interest only loan balance. The term will be established at the initial draw date. Any reimbursed or converted amounts cannot be re-borrowed.
- 3) Up front issuance of debenture – Under this option, the Town will be cash flowed the entire \$10,000,000 up front. Principal and interest payments will begin immediately (payments are made every 6 months). Under this option, the interest rate is locked in and the amount of the debenture is locked in.
- 4) Issuance of debenture at the end of Phase 1 – Under this option, the Town will fund through internal financing the total cost of land acquisitions and other costs of phase 1 of the riverfront project during the entire first phase of the project.

Once phase 1 is complete, the Town will issue a debenture at an interest rate to be determined at that point in time.

It should be noted that due to the nature of this phase of the riverfront project and the short period of time that it will take to complete phase 1 of the Riverfront project, option number one and option number two will be discounted and no further analysis will be performed. These options are generally used for projects with construction that will occur in various phases over many years.

Riverfront Phase 1 Debt Options – Assessment Matrix		
Criteria	Option #3 Upfront Issuance of Debenture	Option #4 Issuance of Debenture at the end of Phase 1
Short-term (6 month period) total cost	Over the 6 month period of phase 1, the cost to the Town will be the debenture interest paid of \$133,500 less interest earned in bank account during phase 1 of unutilized funds received from debenture advance (\$75,000) = \$58,500.	Over the 6 month period of phase 1, the cost to the Town will be the loss of interest earned in the bank account during phase 1 (\$75,000) as a result of reducing the bank account balances to temporarily internally finance the entire cost of the project.
Long-term total cost	Total interest paid over 25 year term of the debenture is \$3,770,000 less interest earned in bank accounts during the short term period from debenture advance (\$75,000) = \$3,695,000.	Total loss of interest earned in the bank account before debenture is issued (\$75,000) plus interest paid over the term of the debenture (to be determined at the time of debenture issuance).
Interest volatility	Locked in debenture rate = No risk as rate is locked in	Interest rate will not be locked in until the completion of the project = Medium Risk as phase 1 will be completed by the end of the summer 2020 (rates not expected to change significantly).
Other advantage / disadvantages	Disadvantage: The Town is locked into the total debenture amount regardless of whether that entire amount is required or not. Currently the projected requirement is \$10,000,000	Disadvantage: During phase one of the project, the Town will deplete a large portion of the current bank account balances

		Advantage: The Town will not be locked into a total debenture amount of \$10,000,000. The actual amount issued at the time of completion will be for the exact cost of the project.
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Interest rates quoted by Infrastructure Ontario are all-in blended rates which are guaranteed for the term of the borrowing. The fixed interest rate results in a fixed semiannual payment – which allows municipalities to budget and plan for debt repayment in the most conservative manner.

The following Chart outlines the various terms of debt currently available through Infrastructure Ontario:

	Alternative A	Alternative B	Alternative C
Principal	\$10,000,000	\$10,000,000	\$10,000,000
Term	20 Years	25 Years	30 Years
Payments	Equal Semi Annual	Equal Semi Annual	Equal Semi Annual
Type	Amortizer Debentures	Amortizer Debentures	Amortizer Debentures
Infrastructure Ontario Benchmark Rate (at October 1, 2019)	2.60%	2.67%	2.71%
Benchmark Semi Annual Payment	\$322,194	\$275,406	\$244,564
Total Annual Cost	\$644,389	\$550,811	\$489,129
Current Master Plan Funding Build-up	\$500,000	\$500,000	\$500,000
Minimum additional funding amount required in 2020 Budget	\$144,389	\$50,811	\$nil

It is important to note that both RBC and TD analysts project the overnight interest rate, set by the Bank of Canada to remain flat to the end of 2020. Beyond this, it is difficult to predict what interest rates will do.

Summary and Recommendation

The Town of LaSalle is a risk averse organization – not uncommon in the municipal sector, which deals with public funds and as a result, the primary objective is to reduce

or eliminate risk. As a result, administration will recommend that option 3 (Up front issuance of debenture) is used as the interest rate will be locked in and the risk of interest rate fluctuation throughout phase one of the project will be eliminated. Administration will also recommend that alternative B (25 year term) is selected for the length of the debenture as there is funding available in the current budget to cover the annual payment. It is important to note that interest rates currently offered by Infrastructure Ontario are at a historical low.

Consultations

None

Financial Implications

Refer to the body of the report.

Prepared By:



Director of Finance/Treasurer

Dale Langlois, CPA, CA

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
Yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	FIN-29-2019 Riverfront Financing Options.docx
Attachments:	
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Director of Finance/Treasurer

Dale Langlois



Chief Administrative Officer

Joe Milicia



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Patti Funaro, Recreation Manager, Mark Beggs, Manager of Roads and Parks, Dale Langlois, Director of Finance/Treasurer

Department: Culture & Recreation

Date of Report: October 11, 2019

Report Number: CR 2019-13

Subject: Location of the LaSalle Strawberry Festival

Recommendation

That the report of the Recreation Manager dated October 11, 2019 (CR-2019-13) regarding the location of the 2020 Strawberry Festival BE RECEIVED; and that LaSalle Strawberry Festival be moved for the next five years to the Vollmer Complex location and that the cost of \$170,000 for permanent infrastructure funded from the Culture and Recreation reserve in advance of the 2020 Budget Deliberations BE APPROVED.

Report

The 2019 Strawberry Festival was moved to the Vollmer Complex due to concerns with high water levels at Gil Maure Park. The attendance was consistent with previous years and overall the move was well received. The additional cost of temporarily moving the festival was \$32,600.

From an administrative prospective, the benefits to the relocation were numerous including parking, accessibility, emergency response, better drainage during rain events with no high water flooding issues and improved logistics.

Moving forward, two options are available.

Option 1

Dedicate the Vollmer site for five plus years until river water levels are consistently lower and the Waterfront Park Project is complete. Some advantages of this are:

- improved accessibility due to the use of paved parking lots

- improved emergency access for fire, police and EMS (the festival can be accessed from all directions) and improved evacuation options
- additional parking and reduced foot and vehicle traffic congestion as there are multiple entrances as well as access to Laurier Parkway
- less disruption to residential areas
- better drainage during rain events and reduced risk of flooding. Essex Region Conservation Authority advises that water levels will remain high for the foreseeable future. Furthermore, in years with significant rain at Front Road, the town would have to use measures to control ground conditions with mulch, etc. and assist the carnival to leave the area with heavy equipment. Post festival, the park required significant restoration to the entire area.

The cost to install permanent infrastructure is estimated at \$170,000 which includes permanent power feed and power boxes for the paved parking lot area (Parking lot 3) as well as a permanent water line to the parking lot area.

Option 2

Move the festival back to Front Road. The advantages to this are:

- there is no additional cost
- the planning and setup are well established with a standard set up for the vendors and carnival in a manner that has been effective over the years
- the festival has an identity at Front Road and has been successful at this location for many years

It is recommended that the festival be located at the Vollmer site for the next five plus years until the risk of flooding is lowered and until the Waterfront Park Plan timelines have been established. Administration requires an immediate decision on the location in order to ensure that the power and water infrastructure upgrades are complete at the Vollmer Complex in time for the 2020 festival. In addition, accommodations need to be made in advance for events, rentals and programs during the festival weekend. Similar to the 2019 festival, numerous activities needed to be cancelled or moved. More lead time would allow for the ability to take the festival into account when scheduling activities. Although there is an estimated cost of \$170,000 to install permanent infrastructure, this can also be used for other future festivals and events at this location. The upgrades would be funded from the Culture and Recreation reserve.

Consultations

LaSalle Fire Service

LaSalle Police Service

Financial Implications

\$170,000.00 funded through the Culture and Recreation reserve.

Prepared By:

A handwritten signature in black ink, appearing to read "P. Funaro". The signature is stylized with a large, looped "P" and a cursive "Funaro".

Manager of Recreation and Culture

Patti Funaro

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
Yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

	Not applicable
Yes	Website
Yes	Social Media
Yes	News Release
Yes	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	Location of Strawberry Festival - CR-2019-13.docx
Attachments:	
Final Approval Date:	Oct 16, 2019

This report and all of its attachments were approved and signed as outlined below:



Director of Finance/Treasurer

Dale Langlois



Manager, Parks and Roads

Mark Beggs



Director, Council Services/Clerk

Agatha Robertson



Chief Administrative Officer

Joe Milicia



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Domenic J. Dadalt, Legal Counsel

Department: Administration

Date of Report: October 10, 2019

Report Number: AD-13-19

Subject: AMO Submission on Joint and Several Liability

Recommendation

That the report of the Legal Counsel dated October 10, 2019 (AD-13-19) regarding Council's endorsement of AMO's report and recommendations to the Attorney General of Ontario regarding liability and insurance cost reforms BE RECEIVED and that said AMO report and recommendation BE ENDORSED by Council.

Report

On September 27, 2019, the Association of Municipalities Ontario ("AMO") approved a submission on joint and several liability entitled "A Reasonable Balance: Addressing growing municipal liability and insurance costs". In the submission, AMO highlights the crucial issues that municipalities face when dealing with joint and several liability. These issues include municipalities being easy targets for litigation and, consequently, higher insurance costs diverting funds from public services.

While the submission does not intend to unfairly deny injured or otherwise aggrieved parties the right to justice through the court system, it does seek to limit a municipality's costs to the amount that it is determined to be liable. AMO's submission builds upon issues raised in prior papers and surveys, and serves as a solid starting point towards fostering discussion with the provincial government to increase dialogue and hopefully end up providing a positive resolution ultimately benefiting municipalities across Ontario, including ours.

The Ministry of the Attorney General has agreed to accept municipal resolutions up until November 1, 2019. Upon review of AMO's submission, Legal Counsel agrees with the proposals put forth and recommends that Council endorses AMO's report and recommendations, to be forwarded to the Attorney General prior to the deadline.

Consultations

Type consultations here

Financial Implications

Type financial implications here

Prepared By:

A handwritten signature in black ink, appearing to read 'D-D', with a horizontal line extending to the right.

Legal Counsel

Domenic J. Dadalt

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
Yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Towards a Reasonable Balance:

Addressing growing municipal liability and insurance costs

Submission to the Attorney General of Ontario

October 1, 2019

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Sent via email to: doug.downeyco@pc.ola.org
magpolicy@ontario.ca

October 1, 2019

The Honourable Doug Downey
Attorney General of Ontario
McMurtry-Scott Building, 11th Floor
720 Bay Street
Toronto, Ontario
M7A 2S9

Dear Attorney General Downey,

Municipal governments accept the responsibility to pay their fair share of a loss. Always. Making it right and paying a fair share are the cornerstones of our legal system. Citizens expect nothing less of their local governments.

But what is a challenge for municipalities and property taxpayers alike, is being asked to assume someone else's responsibility for someone else's mistake. Municipal governments should not be the insurer of last resort. For municipalities in Ontario, however, the principle of joint and several liability ensures that they are just that.

Joint and several liability means higher insurance costs. It diverts property tax dollars from delivering public services. It has transformed municipalities into litigation targets while others escape responsibility. It forces municipal government to settle out-of-court for excessive amounts when responsibility is as low as 1%.

There must be a better way. There must be a better way to help ensure those who suffer losses are made whole again without asking municipalities to bear that burden alone. There must be a better way to be fair, reasonable, and responsible.

AMO welcomes the government's commitment to review joint and several liability. It is a complex issue that has many dimensions. Issues of fairness, legal principles, "liability chill", insurance failures and high insurance costs are all intertwined. Many other jurisdictions have offered additional protection for municipalities and AMO calls on the Ontario government to do the same.

What follows is a starting point for that discussion. Our paper reasserts key issues from AMO's 2010 paper, AMO's 2011 insurance cost survey, provides more recent examples, and details some possible solutions of which there are many options.

Municipalities are in the business of delivering public services. Municipal governments exist to connect people and to advance the development of a community. It is time to find a reasonable balance to prevent the further scaling back of public services owing to joint and several liability, "liability chill", or excessive insurance costs.



Together with the provincial government, I am confident we can find a better way.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. McGarvey', is written over a horizontal line.

Jamie McGarvey
AMO President

Executive Summary

AMO's advocacy efforts on joint and several liability in no way intends for aggrieved parties to be denied justice or damages through the courts. Rather, municipal governments seek to highlight the inequity of how much "deep pocket" defendants like municipalities are forced to pay, for both in and out of court settlements.

It is entirely unfair to ask property taxpayers to carry the lion's share of a damage award when a municipality is found at minimal fault or to assume responsibility for someone else's mistake.

Municipal governments cannot afford to be the insurer of last resort. The principle of joint and several liability is costing municipalities and taxpayers dearly, in the form of rising insurance premiums, service reductions and fewer choices. The *Negligence Act* was never intended to place the burden of insurer of last resort on municipalities.

As public organizations with taxation power and "deep pockets," municipalities have become focal points for litigation when other defendants do not have the means to pay. At the same time, catastrophic claim awards in Ontario have increased considerably. In part, joint and several liability is fueling exorbitant increases in municipal insurance premiums.

The heavy insurance burden and legal environment is unsustainable for Ontario's communities. Despite enormous improvements to safety, including new standards for playgrounds, pool safety, and better risk management practices, municipal insurance premiums and liability claims continue to increase. All municipalities have risk management policies to one degree or another and most large municipalities now employ risk managers precisely to increase health and safety and limit liability exposure in the design of facilities, programs, and insurance coverage. Liability is a top of mind consideration for all municipal councils.

Joint and several liability is problematic not only because of the disproportioned burden on municipalities that are awarded by courts. It is also the immeasurable impact of propelling municipalities to settle out of court to avoid protracted and expensive litigation for amounts that may be excessive, or certainly represent a greater percentage than their degree of fault.

Various forms of proportionate liability have now been enacted by all of Ontario's competing Great Lakes states. In total, 38 other states south of the border have adopted proportionate liability in specific circumstances to the benefit of municipalities. Many common law jurisdictions around the world have adopted legal reforms to limit the exposure and restore balance. With other Commonwealth jurisdictions and the majority of state governments in the United States having modified the rule of joint and several liability in favour of some form of proportionate liability, it is time for Ontario to consider various options.

There is precedence in Ontario for joint and several liability reform. The car leasing lobby highlighted a particularly expensive court award made in November of 2004 against a car leasing company by the victim of a drunk driver. The August 1997 accident occurred when the car skidded off a county road near Peterborough, Ontario. It exposed the inequity of joint and several liability for car leasing companies. The leasing companies argued to the government that the settlement had put them at a competitive disadvantage to lenders. They also warned that such liability conditions would likely drive some leasing and rental companies to reduce their business in Ontario. As a result, Bill 18 amended the *Compulsory Automobile Insurance Act*, the *Highway Traffic*

Act and the Ontario *Insurance Act* to make renters and lessees vicariously liable for the negligence of automobile drivers and capped the maximum liability of owners of rental and leased cars at \$1 million. While Bill 18 has eliminated the owners of leased and rented cars as “deep pocket” defendants, no such restrictions have been enacted to assist municipalities.

A 2011 survey conducted by AMO reveals that since 2007, liability premiums have increased by 22.2% and are among the fastest growing municipal costs. Total 2011 Ontario municipal insurance costs were \$155.2 million. Liability premiums made up the majority of these expenses at \$85.5 million. Property taxpayers are paying this price.

These trends are continuing. In August of 2019, it was reported the Town of Bradford West Gwillimbury faces a 59% insurance cost increase for 2019. This is just one example. AMO encourages the municipal insurance industry to provide the government with more recent data and trends to support the industry’s own arguments regarding the impact joint and several has on premiums.

Insurance costs disproportionately affect small municipalities. For 2011, the per capita insurance costs for communities with populations under 10,000 were \$37.56. By comparison, per capita costs in large communities with populations over 75,000 were \$7.71. Property taxpayers in one northern community are spending more on insurance than their library. In one southern county, for every \$2 spent on snowplowing roads, another \$1 is spent on insurance.

In 2016, the Ontario Municipal Insurance Exchange (OMEX), a not-for-profit insurer, announced that it was suspending reciprocal underwriting operations. The organization cited, a “low pricing environment, combined with the impact of joint and several liability on municipal claim settlements” as reasons for the decision. Fewer choices fuels premium increases.

Learning from other jurisdictions is important for Ontario. The Province of Saskatchewan has implemented liability reforms to support its municipalities. As a municipal lawyer at the time, Neil Robertson, QC was instrumental in laying out the arguments in support of these changes. Now a Justice of the Court of Queen’s Bench for Saskatchewan, AMO was pleased to have Neil Robertson prepare a paper and address AMO conference delegates in 2013. Much of the Saskatchewan municipal experience (which led to reforms) is applicable to the Ontario and the Canadian municipal context. Summarised below and throughout this paper are some of Robertson’s key findings.

Robertson found that, regardless of the cause, over the years municipalities in Canada have experienced an accelerating rate of litigation and an increase in amounts of damage awards. He noted these developments challenge municipalities and raise financial, operational and policy issues in the provision of public services.

Robertson describes the current Canadian legal climate as having placed municipalities in the role of involuntary insurer. Courts have assigned municipal liability where liability was traditionally denied and apportioned fault to municipal defendants out of proportion to municipal involvement in the actual wrong.

This increased exposure to liability has had serious ramifications for municipalities, both as a deterrent to providing public services which may give rise to claims and in raising the cost and reducing the availability of insurance. The cost of claims has caused insurers to reconsider not only

what to charge for premiums, but whether to continue offering insurance coverage to municipal clients.

Robertson also makes the key point that it is reasonable for municipal leaders to seek appropriate statutory protections. He wrote:

“Since municipalities exist to improve the quality of life for their citizens, the possibility of causing harm to those same citizens is contrary to its fundamental mission. Careful management and wise stewardship of public resources by municipal leaders will reduce the likelihood of such harm, including adherence to good risk management practices in municipal operations. But wise stewardship also involves avoiding the risk of unwarranted costs arising from inevitable claims.”

And, of course, a key consideration is the reality that insurance premiums, self-insurance costs, and legal fees divert municipal funds from other essential municipal services and responsibilities.

It is in this context that AMO appreciated the commitments made by the Premier and the Attorney General to review the principle of joint and several liability, the impact it has on insurance costs, and the influence “liability chill” has on the delivery of public services. Now is the time to deliver provincial public policy solutions which address these issues.

Recommendations

AMO recommends the following measures to address these issues:

1. The provincial government adopt a model of full proportionate liability to replace joint and several liability.
2. Implement enhancements to the existing limitations period including the continued applicability of the existing 10-day rule on slip and fall cases given recent judicial interpretations, and whether a 1-year limitation period may be beneficial.
3. Implement a cap for economic loss awards.
4. Increase the catastrophic impairment default benefit limit to \$2 million and increase the third-party liability coverage to \$2 million in government regulated automobile insurance plans.
5. Assess and implement additional measures which would support lower premiums or alternatives to the provision of insurance services by other entities such as non-profit insurance reciprocals.
6. Compel the insurance industry to supply all necessary financial evidence including premiums, claims, and deductible limit changes which support its, and municipal arguments as to the fiscal impact of joint and several liability.
7. Establish a provincial and municipal working group to consider the above and put forward recommendations to the Attorney General.

Insurance Cost Examples

The government has requested detailed information from municipalities regarding their insurance costs, coverage, deductibles, claims history, and out-of-court settlements. Municipalities have been busy responding to a long list of provincial consultations on a wide range of topics. Some of the information being sought is more easily supplied by the insurance industry. AMO's 2011 survey of insurance costs produced a sample size of 122 municipalities and assessed insurance cost increases over a five-year period. The survey revealed an average premium increase which exceeded 20% over that period.

All of the same forces remain at play in 2019 just as they were in 2011. Below are some key examples.

Ear Falls - The Township of Ear Falls reports that its insurance premiums have increased 30% over five years to \$81,686. With a population of only 995 residents (2016), this represents a per capita cost of \$82.09. This amount is a significant increase from AMO's 2011 Insurance Survey result. At that time, the average per capita insurance cost for a community with a population under 10,000 was \$37.56. While the Township has not been the subject of a liability claim, a claim in a community of this size could have significant and long-lasting financial and service implications. The Township has also had to impose stricter insurance requirements on groups that rent municipal facilities. This has had a negative impact on the clubs and volunteers' groups and as a consequence, many have cut back on the service these groups provide to the community.

Central Huron – For many years the municipality of Central Huron had a deductible of \$5,000. In 2014, the deductible was increased to \$15,000 to help reduce insurance costs. The municipality also increased its liability coverage in 2014 and added cyber security coverage in 2018. The combined impact of these changes represents a premium cost of \$224,774 in 2019, up from \$141,331 in 2010. Per capita costs for insurance alone are now \$29.67.

Huntsville – Since 2010, the Town of Huntsville reports an insurance premium increase of 67%. In 2019 this represented about 3.75% of the town's property tax levy. At the same time, Huntsville's deductible has increased from \$10,000 to \$25,000. The town also reports a reluctance to hold its own events for fear of any claims which may affect its main policy. Additional coverage is purchased for these events and these costs are not included above.

Ottawa - In August 2018, the City began working with its insurance broker, Aon Risk Solutions ("Aon"), to prepare for the anticipated renewal of the Integrated Insurance Program in April 2019. As the cost of the City's insurance premiums had risen by approximately 25% between 2017 and 2018, this early work was intended to ensure that any further increase could be properly accounted for through the 2019 budget process. Early indications of a possible further 10% premium increase prompted the City and Aon in late 2018 to explore options for a revised Program, and to approach alternative markets for the supply of insurance.

On January 11, 2019, an OC Transpo bus collided with a section of the Westboro Station transit shelter, resulting in three fatalities and numerous serious injuries. This was the second major incident involving the City's bus fleet, following approximately five years after the OC Transpo – VIA train collision in September 2013.

The January 2019 incident prompted insurance providers to re-evaluate their willingness to participate in the City Program. Despite Aon's work to secure an alternative provider, only Frank Cowan Company ("Cowan"), the City's existing insurer, was prepared to offer the City an Integrated Insurance Program. Cowan's offer to renew the City's Program was conditional on revised terms and limits and at a significant premium increase of approximately 84%, or nearly \$2.1 million per year. According to Cowan, these changes and increases were attributable to seven principle factors, including Joint and Several Liability:

1. Escalating Costs of Natural Global Disasters;
2. Joint and Several Liability;
3. Claims Trends (in the municipal sector);
4. Increasing Damage Awards;
5. Class Action Lawsuits;
6. New and/or Adverse Claims Development; and,
7. Transit Exposure.

Cowan also indicated that the primary policy limits for the 2019-2020 renewal would be lowered from \$25 million to \$10 million per occurrence, thereby raising the likelihood of increased costs for the City's excess liability policies.

Joint and Several in Action - Recent Examples

The following examples highlight joint and several in action. The following examples have occurred in recent years.

GTA Municipality – A homeowner rented out three separate apartments in a home despite being zoned as a single-family dwelling. After a complaint was received, bylaw inspectors and Fire Prevention Officers visited the property. The landlord was cautioned to undertake renovations to restore the building into a single-family dwelling. After several months of non-compliance, charges under the fire code were laid. The owner was convicted and fined. A subsequent visit by Fire Prevention Officers noted that the required renovations had not taken place. Tragically, a fire occurred which resulted in three fatalities. Despite having undertaken corrective action against the homeowner, joint and several liability loomed large. It compelled the municipality to make a payment of \$504,000 given the 1% rule.

City of Ottawa - A serious motor vehicle accident occurred between one of the City's buses and an SUV. The collision occurred at an intersection when the inebriated driver of the SUV failed to stop at a red light and was struck by the City bus. This collision resulted in the deaths of the SUV driver and two other occupants, and also seriously injured the primary Plaintiff, the third passenger in the SUV. The secondary action was brought by the family of one of the deceased passengers.

The Court ultimately concluded that the City was 20% liable for the collision, while the SUV driver was 80% at fault. Despite the 80/20 allocation of fault, the City was required to pay all of the approximately \$2.1 million in damages awarded in the primary case and the \$200,000 awarded in the secondary case, bringing the amount paid by the City to a total that was not proportionate to its actual liability. This was due to the application of the principle of joint and several liability, as well as the interplay between the various automobile insurance policies held by the SUV owner and

passengers, which is further explained below. Although the City appealed this case, the Ontario Court of Appeal agreed with the findings of the trial judge and dismissed it.

This case was notable for the implications of various factors on the insurance policies held by the respective parties. While most automobile insurance policies in Ontario provide for \$1 million in third party liability coverage, the insurance for the SUV was reduced to the statutory minimum of \$200,000 by virtue of the fact that the driver at the time of the collision had a blood alcohol level nearly three times the legal limit for a fully licensed driver. This was contrary to the requirements of his G2 license, which prohibit driving after the consumption of any alcohol. Further, while the Plaintiff passengers' own respective insurance provided \$1 million in coverage for underinsured motorists (as the SUV driver was at the time), this type of coverage is triggered only where no other party is in any way liable for the accident. As a result, the primary Plaintiff could only effectively recover the full \$2.1 million in damages if the Court attributed even a small measure of fault to another party with sufficient resources to pay the claim.

In determining that the City was at least partially responsible for the collision, the Court held that the speed of the bus – which according to GPS recordings was approximately 6.5 km/h over the posted limit of 60 kilometres an hour – and momentary inattention were contributing factors to the collision.

To shorten the length of the trial by approximately one week and accordingly reduce the legal costs involved, the parties had earlier reached an agreement on damages and that the findings regarding the primary Plaintiff would apply equally to the other. The amount of the agreement-upon damages took into account any contributory negligence on the part of the respective Plaintiffs, attributable to such things as not wearing a seat belt.

City of Ottawa, 2nd example – A Plaintiff was catastrophically injured when, after disembarking a City bus, he was struck by a third-party motor vehicle. The Plaintiff's injuries included a brain injury while his impairments included incomplete quadriplegia.

As a result of his accident, the Plaintiff brought a claim for damages for an amount in excess of \$7 million against the City and against the owner and driver of the third-party vehicle that struck him. Against the City, the Plaintiff alleged that the roadway was not properly designed and that the bus stop was placed at an unsafe location as it required passengers to cross the road mid-block and not at a controlled intersection.

Following the completion of examinations for discovery, the Plaintiff's claim against the Co-Defendant (the driver of the vehicle which struck the plaintiff) was resolved for \$1,120,000 comprising \$970,000 for damages and \$120,000 for costs. The Co-Defendant's policy limit was \$1 million. The claim against the City was in effect, a "1% rule" case where the City had been added to the case largely because the Co-Defendant's insurance was capped at \$1 million, which was well below the value of the Plaintiff's claim.

On the issue of liability, the pre-trial judge was of the view that the City was exposed to a finding of some liability against it on the theory that, because of the proximity of the bus stop to a home for adults with mental health issues, the City knew or should have known that bus passengers with cognitive and/or physical disabilities would be crossing mid-block at an unmarked crossing. This, according to the judge, could have resulted in a finding being made at trial that the City should

either have removed the bus stop or alternatively, should have installed a pedestrian crossing at this location.

The judge assessed the Plaintiff's damages at \$7,241,000 exclusive of costs and disbursements which he then reduced to \$4,602,930 exclusive of costs and disbursements after applying a reduction of 27.5% for contributory negligence and subtracting the \$970,000 payment made by the Co-Defendant's insurer.

Settlement discussions took place and the judge recommended that the matter be resolved for \$3,825,000 plus costs of \$554,750 plus HST plus disbursements.

Joint and Several Liability in Action - Other notable cases

Deering v Scugog - A 19-year-old driver was driving at night in a hurry to make the start time of a movie. She was travelling on a Class 4 rural road that had no centerline markings. The Ontario Traffic Manual does not require this type of road to have such a marking. The driver thought that a vehicle travelling in the opposite direction was headed directly at her. She swerved, over-corrected and ended up in a rock culvert. The Court found the Township of Scugog 66.7% liable. The at-fault driver only carried a \$1M auto insurance policy.

Ferguson v County of Brant - An inexperienced 17-year-old male driver was speeding on a road when he failed to navigate a curve which resulted in him crossing the lane into oncoming traffic, leaving the roadway, and striking a tree. The municipality was found to have posted a winding road sign rather than a sharp curve sign. The municipality was found 55% liable.

Safranyos et al v City of Hamilton - The plaintiff was leaving a drive-in movie theatre with four children in her vehicle at approximately 1 AM. She approached a stop sign with the intention of turning right onto a highway. Although she saw oncoming headlights she entered the intersection where she was struck by a vehicle driven 15 km/h over the posted speed limit by a man who had just left a party and was determined by toxicologists to be impaired. The children in the plaintiff's vehicle suffered significant injuries. The City was determined to be 25% liable because a stop line had not been painted on the road at the intersection.

Mortimer v Cameron - Two men were engaged in horseplay on a stairway and one of them fell backward through an open door at the bottom of a landing. The other man attempted to break the first man's fall and together they fell into an exterior wall that gave way. Both men fell 10 feet onto the ground below, one of whom was left quadriplegic. The trial judge determined both men were negligent, but that their conduct did not correspond to the extent of the plaintiff's injuries. No liability was attached to either man. The building owner was determined to be 20% and the City of London was found to be 80% liable. The Court awarded the plaintiff \$5 M in damages. On appeal, the City's liability was reduced to 40% and building owner was determined to be 60% liable. The City still ended up paying 80% of the overall claim.

2011 Review of Joint and Several Liability – Law Commission of Ontario

In February 2011 the Law Commission of Ontario released a report entitled, *"Joint and Several Liability Under the Ontario Business Corporations Act"*. This review examined the application of

joint and several liability to corporate law and more specifically the relationship between the corporation and its directors, officers, shareholders and stakeholders.

Prior to the report's release, AMO made a submission to the Law Commission of Ontario to seek to expand its review to include municipal implications. The Law Commission did not proceed with a broader review at that time, but the context of its narrower scope remains applicable to municipalities. In fact, many of the same arguments which support reform in the realm of the *Business Corporations Act*, are the same arguments which apply to municipal governments.

Of note, the Law Commission's¹ report highlighted the following in favour of reforms:

Fairness: "it is argued that it is unfair for a defendant, whose degree of fault is minor when compared to that of other defendants, to have to fully compensate a plaintiff should the other defendants be insolvent or unavailable."

Deep Pocket Syndrome: "Joint and several liability encourages plaintiffs to unfairly target defendants who are known or perceived to be insured or solvent."

Rising Costs of Litigation, Insurance, and Damage Awards: "Opponents of the joint and several liability regime are concerned about the rising costs of litigation, insurance, and damage awards."

Provision of Services: "The Association of Municipalities of Ontario identifies another negative externality of joint and several liability: municipalities are having to delay or otherwise cut back services to limit exposure to liability."

The Law Commission found that the principle of joint and several liability should remain in place although it did not explicitly review the municipal situation.

2014 Resolution by the Ontario Legislature and Review by the Attorney General

Over 200 municipalities supported a motion introduced by Randy Pettapiece, MPP for Perth-Wellington which called for the implementation a comprehensive, long-term solution in 2014. That year, MPPs from all parties supported the Pettapiece motion calling for a reform joint and several liability.

Later that year the Ministry of the Attorney General consulted on three options of possible reform:

1. The Saskatchewan Model of Modified Proportionate Liability

Saskatchewan has adopted a modified version of proportionate liability that applies in cases where a plaintiff is contributorily negligent. Under the Saskatchewan rule, where a plaintiff is contributorily negligent and there is an unfunded liability, the cost of the unfunded liability is split among the remaining defendants and the plaintiff in proportion to their fault.

¹ Law Commission of Ontario. "Joint and Several Liability Under the Ontario *Business Corporations Act*." Final Report, February 2011 Pages 22-25.

2. Peripheral Wrongdoer Rule for Road Authorities

Under this rule, a municipality would never be liable for more than two times its proportion of damages, even if it results in the plaintiff being unable to recover full damages.

3. A combination of both of the above

Ultimately, the government decided not to pursue any of the incremental policy options ostensibly because of uncertainty that insurance cost reductions would result. This was a disappointing result for municipalities.

While these reviews did not produce results in Ontario, many other common law jurisdictions have enacted protections for municipalities. What follows are some of the options for a different legal framework.

Options for Reform – The Legal Framework

To gain a full appreciation of the various liability frameworks that could be considered, for comparison, below is a description of the current joint and several liability framework here in Ontario. This description will help to reader to understand the further options which follow.

This description and the alternatives that follow are taken from the Law Commission of Ontario's February 2011 Report entitled, *"Joint and Several Liability Under the Ontario Business Corporations Act"* as referenced above.²

Understanding the Status Quo and Comparing it to the Alternatives

Where three different defendants are found to have caused a plaintiff's loss, the plaintiff is entitled to seek full payment (100%) from any one of the defendants. The defendant who fully satisfies the judgment has a right of contribution from the other liable parties based on the extent of their responsibility for the plaintiff's loss.

For example, a court may find defendants 1 (D1), 2 (D2) and 3 (D3) responsible for 70%, 20%, and 10% of the plaintiff's \$100,000 loss, respectively. The plaintiff may seek to recover 100% of the loss from D2, who may then seek contribution from D1 and D3 for their 70% and 10% shares of the loss. If D1 and/or D3 is unable to compensate D2 for the amount each owes for whatever reason, such as insolvency or unavailability, D2 will bear the full \$100,000 loss. The plaintiff will be fully compensated for \$100,000, and it is the responsibility of the defendants to apportion the loss fairly between them.

The descriptions that follow are abridged from pages 9-11 of the Law Commission of Ontario's report. These are some of the key alternatives to the status quo.

² Ibid. Page 7.

1. Proportionate Liability

a) Full Proportionate Liability

A system of full proportionate liability limits the liability of each co-defendant to the proportion of the loss for which he or she was found to be responsible. Per the above example, (in which Defendant 1 (D1) is responsible for 70% of loss, Defendant 2 (D2) for 20% and Defendant 3 (D3) for 10%), under this system, D2 will only be responsible for \$20,000 of the \$100,000 total judgement: equal to 20% of their share of the liability. Likewise, D1 and D3 will be responsible for \$70,000 and \$10,000. If D1 and D3 are unable to pay, the plaintiff will only recover \$20,000 from D2.

b) Proportionate Liability where Plaintiff is Contributorily Negligent

This option retains joint and several liability when a blameless plaintiff is involved. This option would cancel or adjust the rule where the plaintiff contributed to their loss. As in the first example, suppose the plaintiff (P) contributed to 20% of their \$100,000 loss. D1, D2 and D3 were responsible for 50%, 20% and 10% of the \$100,000. If D1 and D3 are unavailable, P and D2 will each be responsible for their \$20,000 shares. The plaintiff will remain responsible for the \$60,000 shortfall as a result of the absent co-defendants' non-payment (D1 and D3).

c) Proportionate Liability where Plaintiff is Contributorily Negligent with a Proportionate Reallocation of an Insolvent, Financially Limited or Unavailable Defendant's Share

In this option of proportionate liability, the plaintiff and remaining co-defendants share the risk of a defendant's non-payment. The plaintiff (P) and co-defendants are responsible for any shortfall in proportion to their respective degrees of fault.

Using the above example of the \$100,000 total judgement, with a shortfall payment of \$50,000 from D1 and a shortfall payment \$10,000 from D3, P and D2 must pay for the missing \$60,000. P and D2 have equally-apportioned liability, which causes them to be responsible for half of each shortfall - \$25,000 and \$5,000 from each non-paying defendant. The burden is shared between the plaintiff (if determined to be responsible) and the remaining defendants.

d) Proportionate Liability with a Peripheral Wrongdoer

Under this option, a defendant will be proportionately liable only if their share of the liability falls below a specified percentage, meaning that liability would be joint and several. Using the above example, if the threshold amount of liability is set at 25%, D2 and D3 would only be responsible for 20% and 10%, regardless of whether they are the only available or named defendants. However, D1 may be liable for 100% if it is the only available or named defendant. This system tends to favour defendants responsible for a small portion of the loss, but the determination of the threshold amount between joint and several liability and proportionate liability is arbitrary.

e) Proportionate Liability with a Reallocation of Some or All of an Insolvent or Unavailable Defendant's Share

This option reallocates the liability of a non-paying defendant among the remaining defendants in proportion to their respective degrees of fault. The plaintiff's contributory negligence does not

impact the application of this reallocation. Joint and several liability would continue to apply in cases of fraud or where laws were knowingly violated.

f) Court Discretion

Similar to the fraud exception in the option above, this option includes giving the courts discretion to apply different forms of liability depending on the case.

For example, if a particular co-defendant's share of the fault was relatively minor the court would have discretion to limit that defendant's liability to an appropriate portion.

2. Legislative Cap on Liability

Liability concerns could be addressed by introducing a cap on the amount of damages available for claims for economic loss.

3. Hybrid

A number of jurisdictions provide a hybrid system of proportionate liability and caps on damages. Co-defendants are liable for their portion of the damages, but the maximum total amount payable by each co-defendant is capped to a certain limit.

The Saskatchewan Experience

As referenced earlier in this paper, the Province of Saskatchewan responded with a variety of legislative actions to assist municipalities in the early 2000s. Some of those key developments are listed below which are abridged from *"A Question of Balance: Legislative Responses to Judicial Expansion of Municipal Liability – the Saskatchewan Experience."* The paper was written by Neil Robertson, QC and was presented to the annual conference of the Association of Municipalities of Ontario in 2013. Two key reforms are noted below.

1. Reforming joint and several liability by introducing modified proportionate liability: "The Contributory Negligence Act" amendments

The *Contributory Negligence Act* retained joint and several liability, but made adjustments in cases where one or more of the defendants is unable to pay its share of the total amount (judgement). Each of the parties at fault, including the plaintiff if contributorily negligent, will still have to pay a share of the judgement based on their degree of fault. However, if one of the defendants is unable to pay, the other defendants who are able to pay are required to pay only their original share and an additional equivalent share of the defaulting party's share.

The change in law allows municipalities to reach out-of-court settlements, based on an estimate of their degree of fault. This allows municipalities to avoid the cost of protracted litigation.

Neil Robertson provided the following example to illustrate how this works in practise:

"...If the owner of a house sues the builder for negligent construction and the municipality, as building authority, for negligent inspection, and all three are found equally at fault, they would each be apportioned 1/3 or 33.3%. Assume the damages are \$100,000. If the builder has no funds, then the municipality would pay only its share (\$33,333) and a 1/3 share of the builder's defaulting share

(1/3 of \$33,333 or \$11,111) for a total of \$44,444 (\$33,333 + \$11,111), instead of the \$66,666 (\$33,333 + \$33,333) it would pay under pure joint and several liability.”

This model will be familiar to municipal leaders in Ontario. In 2014, Ontario’s Attorney General presented this option (called the Saskatchewan Model of Modified Proportionate Liability) for consideration. At the time, over 200 municipal councils supported the adoption of this option along with the “Peripheral Wrongdoer Rule for Road Authorities” which would have seen a municipality never be liable for more than two times its proportion of damages, even if it results in the plaintiff being unable to recover full damages. These two measures, if enacted, would have represented a significant incremental step to address the impact of joint and several to Ontario municipalities.

2. Providing for uniform limitation periods while maintaining a separate limitation period for municipalities: “The Limitations Act”

This act established uniform limitation periods replacing many of the pre-existing limitation periods that had different time periods. The Municipal Acts in Saskatchewan provide a uniform one-year limitation period “from time when the damages were sustained” in absolute terms without a discovery principle which can prolong this period. This helps municipalities to resist “legacy” claims from many years beforehand. This act exempts municipalities from the uniform two-year discoverability limitation period.

Limitation periods set deadlines after which claims cannot be brought as lawsuits in the courts. The legislation intends to balance the opportunity for potential claimants to identify their claims and, if possible, negotiate a settlement out of court before starting legal action with the need for potential defendants to “close the books” on claims from the past.

The reasoning behind these limitations is that public authorities, including municipalities, should not to be punished by the passage of time. Timely notice will promote the timely investigation and disposition of claims in the public interest. After the expiry of a limitation period, municipalities can consider themselves free of the threat of legal action, and continue with financial planning without hurting “the public taxpayer purse”. Municipalities are mandated to balance their budgets and must be able to plan accordingly. Thus, legacy claims can have a very adverse affect on municipal operations.

Here in Ontario, there is a uniform limitations period of two years. Municipalities also benefit from a 10-day notice period which is required for slip and fall cases. More recently, the applicability of this limitation deadline has become variable and subject to judicial discretion. Robertson’s paper notes that in Saskatchewan, courts have accepted the one-year limitations period. A further examination of limitations in Ontario may yield additional benefits and could include the one-year example in Saskatchewan and/or the applicability of the 10-day notice period for slip and fall cases.

Other Saskatchewan reforms

Saskatchewan has also implemented other reforms which include greater protections for building inspections, good faith immunity, duty of repair, no fault insurance, permitting class actions, and limiting nuisance actions. Some of these reforms are specific to Saskatchewan and some of these currently apply in Ontario.

Insurance Related Reforms

Government Regulated Insurance Limits

The April 2019 provincial budget included a commitment to increase the catastrophic impairment default benefit limit to \$2 million. Public consultations were led by the Ministry of Finance in September 2019. AMO wrote to the Ministry in support of increasing the limit to \$2 million to ensure more adequate support those who suffer catastrophic impairment.

In 2016, the government lowered this limit as well as third-party liability coverage to \$200,000 from \$1 million. This minimum should also be increased to \$2 million to reflect current actual costs. This significant deficiency needs to be addressed.

Insurance Industry Changes

In 1989 the Ontario Municipal Insurance Exchange (OMEX) was established as a non-profit reciprocal insurance provider for Ontario's municipalities. It ceased operations in 2016 citing, "[a] low pricing environment, combined with the impact of joint & several liability on municipal claim settlements has made it difficult to offer sustainable pricing while still addressing the municipalities' concern about retro assessments."³ (Retro assessments meant paying additional premiums for retroactive coverage for "long-tail claims" which made municipal budgeting more challenging.)

The demise of OMEX has changed the municipal insurance landscape in Ontario. That joint and several liability is one of the key reasons listed for the collapse of a key municipal insurer should be a cause for significant concern. Fewer choices fuels cost. While there are other successful municipal insurance pools in Ontario, the bulk of the insurance market is dominated by for-profit insurance companies.

Reciprocal non-profit insurers are well represented in other areas across Canada. Municipalities in Saskatchewan, Alberta, British Columbia are all insured by non-profit reciprocals.

The questions for policy makers in Ontario:

Are there any provincial requirements or regulations which could better support the non-profit reciprocal municipal insurance market?

What actions could be taken to better protect municipalities in Ontario in sourcing their insurance needs?

How can we drive down insurance costs to better serve the needs of municipal property taxpayers?

³ Canadian Underwriter, August 11, 2016 <https://www.canadianunderwriter.ca/insurance/ontario-municipal-insurance-exchange-suspends-underwriting-operations-1004098148/>

Conclusion

This AMO paper has endeavoured to refresh municipal arguments on the need to find a balance to the issues and challenges presented by joint and several liability. It has endeavoured to illustrate that options exist and offer the reassurance that they can be successfully implemented as other jurisdictions have done.

Finding solutions that work will require provincial and municipal commitment. Working together, we can find a better way that is fair, reasonable, and responsible. It is time to find a reasonable balance.

18 September 2019

Sent to all Clerks of Member Municipalities

Re: Source Protection Committee – Municipal Representation

As required by the Clean Water Act, 2006, the Essex Region Source Protection Authority (ERSPA) has an established Source Protection Committee (SPC), which follows the guidance of Ontario Regulation 288/07 (O.Reg 288/07). The SPC is composed of 15 members, including five (5) representatives from the municipal sector. The remaining two-thirds of the SPC are representatives of key industries (e.g. agriculture, greenhouse operations, and fuel suppliers) and members of the public at large.

In 2007, the ERSPA striking committee proposed the following composition of municipal representation on the SPC.

- City of Windsor – 2 members
- Union Water Supply System – 1 member
- Town of Lakeshore – 1 member
- Town of Amherstburg – 1 member

The striking committee felt that those municipalities responsible for the Water Treatment Plants that provide the largest water supplies should have the opportunity to have representation on the SPC. A letter was sent to all Clerks of Member Municipalities on July 30, 2007 to this effect, and this distribution of representation was subsequently endorsed by all municipalities in 2007. Notices were sent to Clerks on September 14, 2007 and November 13, 2007 requesting that the above named municipalities submit names of persons to be appointed to the SPC, and that municipalities endorse these persons, respectively. These persons, and all replacement municipal members were supported by municipal endorsement between 2007 and 2014. Other municipal members have been replaced since 2014 due to retirement from the SPC, municipal council and/or municipal employment. However, due to staff changes at the ERSPA and updates made to O.Reg 288/07, the names of replace members were not circulated to municipal Clerks at the time of their appointment.

As of January 1, 2020, the term of appointment for two municipal members is expiring and they must either be replaced or reappointed. Both members have indicated their intention to remain on the SPC. Antonietta Giofu (Town of Amherstburg) has been on the SPC since 2009, and Thom Hunt (City of Windsor) has been on the SPC since its inception in 2007. We are grateful for their contribution and continued commitment to the protection of our sources of drinking water.

In the past, the ERSPA followed a procedure whereby municipal Councils were asked to jointly endorse all municipal candidates prior to their formal appointment by the Essex Region Source Protection Authority as a regular SPC member. In keeping with our previous practices, at this time we are asking that all member Municipalities endorse the following individuals' appointment to the Essex Region Source Protection Committee:

- **Thom Hunt, City of Windsor,**
to be reappointed December 12, 2019; expiration of appointment December 12, 2024
- **Antonietta Giofu, Town of Amherstburg,**
to be reappointed December 12, 2019; expiration of appointment December 12, 2024
- **Kevin Girard, Town of Lakeshore,**
appointment date: February 21, 2019; expiration of appointment February 21, 2024
- **Paul Drca, City of Windsor,**
appointment date: November 2, 2015; expiration of appointment November 2, 2020
- **Nelson Santos, Union Water Supply System,**
appointment date: November 2, 2015; expiration of appointment November 2, 2020

Responses in the form of Council Resolutions are kindly requested by **18 November, 2019**. The Essex Region Source Protection Authority is scheduled to address this matter at their meeting on December 12, 2019.

This letter is sent under separate cover to municipal staff who have been appointed by their municipality to assist with Source Water Protection.

Please contact me if you require any further information,

Sincerely,



Katie Stammmler, PhD
Source Water Protection Project Manager



The Corporation of the Town of LaSalle
Minutes of a meeting of the Accessibility Advisory Committee

October 1, 2019, 4:00 p.m.
LaSalle Room
LaSalle Civic Centre, First Floor
5950 Malden Road

Present: Councillor Sue Desjarlais
Councillor Mark Carrick
Councillor Anita Riccio-Spagnuolo
Michael Gerard
Jason Thibodeau
Cynthia Butcher
Regrets: Keren Escobar
Also Present: A. Robertson, Director of Council Services & Clerk

1. Call to Order

Councillor Desjarlais calls the meeting to order at 4:00 p.m.

2. Disclosures of Pecuniary Interest and the General Nature Thereof

None disclosed.

3. Adoption of Minutes from Previous Meeting

Moved By: Cynthia Butcher

Seconded By: Councillor Riccio-Spagnuolo

That the minutes of the meeting of the Accessibility Advisory Committee dated June 4, 2019 BE ADOPTED as presented.

Carried.

4. Business Arising from the Minutes

5. New Business

5.1 Accessible Community Playgrounds

Moved By: Councillor Riccio-Spagnuolo

Seconded By: Jason Thibodeau

That the report of the Manager of Finance/Deputy Treasurer dated July 30, 2019 (FIN-21-2019) regarding the Accessible Community Playgrounds Project, as previously approved by Council at its regular meeting held August 13, 2019 BE RECEIVED for information.

Carried.

5.2 Workplace Accessibility Rules Rolling Out

Moved By: Cynthia Butcher

Seconded By: Councillor Carrick

That the article from Canadian HR Reporter dated July 1, 2019 regarding Workplace accessibility rules rolling out BE RECEIVED for information.

Carried.

5.3 Taking Action to Remove Barriers for People with Disabilities

Moved By: Councillor Riccio-Spagnuolo

Seconded By: Councillor Carrick

That the article from the Ministry of Ontario dated May 23, 2019 regarding Taking action to Remove Barriers for People with Disabilities BE RECEIVED for information.

Carried.

5.4 Training from eSolutions held September 12, 2019- Creating Accessible Word Documents

Verbal Update provided by Agatha Robertson, Clerk/Director of Council Services.

5.5 Correspondence Received from Jeff Kapasi

Councillor Desjarlais states that Jeff will be missed, as he always reminded the Committee and Town what needs to be done in terms of accessibility.

Moved By: Jason Thibodeau

Seconded By: Cynthia Butcher

Correspondence received from Jeff Kapasi stating that he would like to withdraw his membership to the LaSalle Accessibility Advisory Committee BE RECEIVED for information.

Carried.

6. Next Meeting

The next scheduled meeting will be held on December 3rd at 4:00 p.m.

7. Adjournment

The meeting is adjourned at the call of the Chair at 4:15 p.m.

Chair: Councillor Sue Desjarlais

Clerk: Agatha Robertson



The Corporation of the Town of LaSalle
Minutes of a meeting of the Fire Committee Meeting

September 19, 2019, 3:30 p.m.
LaSalle Room
LaSalle Civic Centre, First Floor
5950 Malden Road

Present: Marc Bondy, Mayor
Mark Carrick, Councillor

Regrets: Jeff Renaud, Councillor Chair
D. Sutton, Fire Chief

Also Present: J. Milicia, CAO
E. Thiessen, Deputy Fire Chief
S. Nantais, Administrative Assistant to the Fire Chief

1. Call to Order

Mayor M. Bondy calls the meeting to order at 3:32 p.m.

2. Disclosures of Pecuniary Interest and the General Nature Thereof

None.

3. LaSalle Firefighter's Association - Presentation

Presentation from Matt Bondy & Jason Griffith, Part-Time Captains, LaSalle Firefighter's Association

Discussion Points:

- Historical Pay Policy vs Current Pay Policy
- On Scene Responsibilities - Part-Time Firefighters compared to Full-Time Firefighters / Part-Time Captains compared to Full-time firefighters
- Comparison of LaSalle to other Municipalities

- Recent History of Part-Time Firefighter retention
- Risks & Responsibilities of Junior Firefighters in the 1st, 2nd, and 3rd years of service

Administration will evaluate information and provide feedback.

4. Adoption of Minutes from Previous Meeting

Moved By: Marc Bondy, Mayor

Seconded By: Mark Carrick, Councillor

That the minutes of the Fire Committee Meeting dated July 25, 2019 BE ADOPTED as presented.

Carried.

5. Business Arising from the Minutes

5.1 Update on truck purchase process - verbal

The truck purchase process is on track.

Moved By: Marc Bondy, Mayor

Seconded By: Mark Carrick, Councillor

Motion to RECEIVE the verbal update on the truck purchase process.

Carried.

6. New Business

6.1 Update on Radio Study - verbal

Deputy Chief Thiessen shared that a presentation is planned by Red Oak Technologies Inc and will be scheduled in the near future to share 4 possible options.

Kelcom 3 year agreement will likely need to be extended due to extensive consultation process.

7. Motion to move into closed session to consider the following matter

Motion to move into closed session at 4:29 p.m. to consider the following matter.

Moved By: Marc Bondy, Mayor

Seconded By: Mark Carrick, Councillor

7.1 Personal Matters about Identifiable Individuals - Volunteer Compensation Policy

Matter: Personal Matters about Identifiable Individuals

Subject: Volunteer Firefighter Compensation Policy

Municipal Act: s.239(2)(b)

Note: Report FIRE 19-015 provided to Fire Committee Members only.

Carried.

8. Motion to move into public session

Motion to move into public session at 4:41 p.m.

Moved By: Marc Bondy, Mayor

Seconded By: Mark Carrick, Councillor

That Fire Committee move back into public session at 4:41 p.m.

Carried.

9. Consideration of Closed Session business item

That the confidential report of the Fire Chief dated August 28, 2019, FIRE 19-15 regarding personal matters about identifiable individuals - Volunteer Firefighter Compensation Policy be RECEIVED.

Moved By: Marc Bondy, Mayor

Seconded By: Mark Carrick, Councillor

Carried.

10. Next Meeting

The next Fire Committee meeting to be determined. Mayor M. Bondy is unable to attend the previously scheduled date of November 21, 2019.

11. Adjournment

The meeting is adjourned at the call of the Councillor Mark Carrick at 4:42 p.m.

Mayor Marc Bondy

Recording Secretary: S. Nantais



The Corporation of the Town of LaSalle

Minutes of a meeting of the Water and Wastewater Committee Meeting

September 24, 2019, 4:00 p.m.

Council Chambers, LaSalle Civic Centre, 5950 Malden Road

Present: Councillor Jeff Renaud
Mayor Marc Bondy
Deputy Mayor Crystal Meloche
Councillor Sue Desjarlais
Councillor Anita Riccio-Spagnuolo
Regrets: Councillor Mike Akpata
Councillor Mark Carrick
Also Present: P. Marra, Director of Public Works
R. Mackie, Superintendent of Water and Wastewater
L. Petros, Manager of Water & Waste Water
A. Robertson, Director of Council Services & Clerk
Additional Administration: D. Langlois, Director of Finance/Treasurer
J. Milicia, Chief Administrative Officer
Present:

1. Call to Order

Councillor Renaud calls the meeting to order at 4:00 p.m.

2. Disclosures of Pecuniary Interest and the General Nature Thereof

None disclosed.

3. Adoption of Minutes from Previous Meeting

Moved By: Councillor Desjarlais

Seconded By: Deputy Mayor Meloche

That the minutes of the meeting of the Water and Wastewater Committee dated March 26, 2019 BE ADOPTED as presented.

Carried.

4. Business Arising from the Minutes

None.

5. New Business

5.1 2018 Bulk Water Rate

Moved By: Councillor Desjarlais

Seconded By: Deputy Mayor Meloche

That the report of the Director of Finance dated September 9, 2019 (FIN-25-2019) regarding the 2018 bulk water rate BE RECEIVED.

Carried.

5.2 2019 MOE Inspection Report

Moved By: Mayor Bondy

Seconded By: Councillor Riccio-Spagnuolo

That the report of the Superintendent of Water and Wastewater dated May 21, 2019 (PW-WWC-06-19) regarding the August 12, 2019 Ministry of the Environment (MOE) inspection report BE RECEIVED.

Carried.

5.3 DWQMS – Operational Plan Endorsement

Moved By: Mayor Bondy

Seconded By: Deputy Mayor Meloche

That the report of the Manager of Water and Wastewater of LaSalle dated September 11, 2019 (PW-WWC-07-2019) regarding DWQMS Operational Plan BE RECEIVED and that the Operational Plan as outlined BE ENDORSED.

Carried.

6. Next Meeting

The next Water and Wastewater Committee Meeting will be held on November 26, 2019.

7. **Adjournment**

The meeting is adjourned at the call of the Chair at 4:21 p.m.

Chair: Councillor Jeff Renaud

Clerk: Agatha Robertson



The Corporation of the Town of LaSalle

To: Mayor and Members of Council
Prepared by: Diane Hansen, Supervisor of Accounting
Department: Finance
Date of Report: October 8, 2019
Report Number: FIN-30-2019
Subject: September 2019 Financial Statement and Financial Reports

Recommendation

That the report of the Supervisor of Accounting dated October 8, 2019 (FIN-30-2019) regarding the September 2019 Financial Statement and Financial Reports be RECEIVED.

Report

Please refer to the attached September 2019 Financial Statement and Financial Reports.

Consultations

Not applicable

Financial Implications

Not applicable

Prepared By:

Supervisor of Accounting

Diane Hansen

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
Yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	FIN-30-2019 September 2019 Financial Statement and Financial Reports.docx
Attachments:	- FIN-30-2019 September 2019 Financial Statement and Reports.pdf
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Director of Finance/Treasurer

Dale Langlois



Chief Administrative Officer

Joe Milicia

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
Revenues								
General Levy	(34,404,200)	(34,550,669.98)	(146,469.98)	100.4%	(31,706,300)	(31,841,529.25)	100.4%	(31,841,529.25)
Supplementary Levy	(195,000)	(503,685.73)	(308,685.73)	258.3%	(195,000)	(915,654.96)	469.6%	(1,035,028.48)
Payments in Lieu of Taxes-General	(40,200)	(40,256.29)	(56.29)	100.1%	(43,600)	(43,648.95)	100.1%	(43,648.95)
Payments in Lieu of Taxes-Supplementary	0	1,720.40	1,720.40	100.0%	0	1,504.41	100.0%	(1,494.39)
Local Improvements	(16,100)	(16,046.01)	53.99	99.7%	(19,300)	(19,266.08)	99.8%	(19,266.08)
Other Revenues	(3,779,400)	(4,527,838.05)	(748,438.05)	119.8%	(3,313,200)	(2,597,831.89)	78.4%	(3,858,569.41)
Revenues	(38,434,900)	(39,636,775.66)	(1,201,875.66)	103.1%	(35,277,400)	(35,416,426.72)	100.4%	(36,799,536.56)

Expenditures

Mayor & Council

Wages/Benefits	299,200	250,587.91	(48,612.09)	83.8%	267,400	201,592.24	75.4%	241,166.03
Administrative Expenses	38,500	17,248.97	(21,251.03)	44.8%	38,500	8,218.45	21.4%	50,637.58
Personnel Expenses	40,200	13,526.37	(26,673.63)	33.7%	40,200	16,917.86	42.1%	14,970.68
Program Services	26,500	11,892.07	(14,607.93)	44.9%	25,500	10,523.86	41.3%	21,371.78
Expenditures	404,400	293,255.32	(111,144.68)	72.5%	371,600	237,252.41	63.9%	328,146.07
Other Revenues	0	(545.62)	(545.62)	100.0%	0	(921.24)	100.0%	(921.24)
Mayor & Council	404,400	292,709.70	(111,690.30)	72.4%	371,600	236,331.17	63.6%	327,224.83

Finance & Administration

Wages/Benefits	1,961,700	1,514,261.64	(447,438.36)	77.2%	1,633,300	1,309,741.67	80.2%	1,776,485.28
Administrative Expenses	198,100	172,230.09	(25,869.91)	86.9%	170,400	154,095.34	90.4%	178,881.63
Personnel Expenses	57,500	41,219.25	(16,280.75)	71.7%	37,500	36,553.51	97.5%	49,313.31
Program Services	272,200	183,372.66	(88,827.34)	67.4%	322,200	190,523.97	59.1%	269,510.27
Expenditures	2,489,500	1,911,083.64	(578,416.36)	76.8%	2,163,400	1,690,914.49	78.2%	2,274,190.49
Contributions from Own Funds	(40,000)	(40,000.00)	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(857,500)	(644,553.06)	212,946.94	75.2%	(842,700)	(623,448.46)	74.0%	(856,031.86)
Finance & Administration	1,592,000	1,226,530.58	(365,469.42)	77.0%	1,320,700	1,067,466.03	80.8%	1,418,158.63

Council Services

Wages/Benefits	983,400	692,586.11	(290,813.89)	70.4%	980,900	708,520.78	72.2%	922,024.25
Administrative Expenses	22,100	16,766.46	(5,333.54)	75.9%	27,100	20,280.55	74.8%	13,057.99
Personnel Expenses	49,100	26,200.73	(22,899.27)	53.4%	49,100	15,713.58	32.0%	22,270.32
Program Services	77,300	48,115.97	(29,184.03)	62.3%	67,400	47,898.64	71.1%	70,630.52
Transfers to Own Funds	0	0.00	0.00	100.0%	0	0.00	100.0%	2,019.97
Expenditures	1,131,900	783,669.27	(348,230.73)	69.2%	1,124,500	792,413.55	70.5%	1,030,003.05
Other Revenues	(23,500)	(20,918.77)	2,581.23	89.0%	(24,800)	(24,246.55)	97.8%	(44,054.70)
Council Services	1,108,400	762,750.50	(345,649.50)	68.8%	1,099,700	768,167.00	69.9%	985,948.35

Financial Services

Wages/Benefits	147,600	0.00	(147,600.00)	0.0%	261,200	0.00	0.0%	0.00
Long Term Debt Capital Financing	1,964,200	1,544,717.10	(419,482.90)	78.6%	1,964,200	1,544,717.10	78.6%	1,964,173.50
Long Term Debt Charges	16,100	16,046.01	(53.99)	99.7%	19,300	16,046.01	83.1%	19,266.08
Program Services	255,000	25,073.55	(229,926.45)	0.0%	205,000	25,414.70	0.0%	30,152.28
Transfers to Own Funds	9,742,100	7,379,016.68	(2,363,083.32)	75.7%	8,219,700	5,523,967.54	67.2%	10,348,682.06
Financial Services	12,125,000	8,964,853.34	(3,160,146.66)	73.9%	10,669,400	7,110,145.35	66.6%	12,362,273.92

Alley Closing Program

Program Services	0	6,321.24	6,321.24	100.0%	0	0.00	100.0%	0.00
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Division of IT (DoIT)

Wages/Benefits	484,400	348,980.16	(135,419.84)	72.0%	476,100	340,664.04	71.6%	460,099.76
Administrative Expenses	303,600	223,726.82	(79,873.18)	73.7%	277,100	220,620.67	79.6%	267,630.32
Personnel Expenses	9,000	10,296.53	1,296.53	114.4%	9,000	3,151.71	35.0%	4,842.16
Transfers to Own Funds	156,000	156,000.00	0.00	100.0%	153,000	153,000.00	100.0%	153,000.00
Financial Services	953,000	739,003.51	(213,996.49)	77.5%	915,200	717,436.42	78.4%	885,572.24

Fire

Wages/Benefits	2,145,500	1,452,360.82	(693,139.18)	67.7%	2,053,800	1,500,393.37	73.1%	2,149,960.60
Administrative Expenses	61,100	53,194.55	(7,905.45)	87.1%	60,400	47,868.13	79.3%	57,288.83
Personnel Expenses	122,600	58,668.07	(63,931.93)	47.9%	110,600	87,289.82	78.9%	122,960.45
Vehicle/Equipment Expenses	130,200	95,820.55	(34,379.45)	73.6%	125,700	104,234.33	82.9%	135,506.97
Program Services	25,000	13,240.24	(11,759.76)	53.0%	23,000	17,959.86	78.1%	21,198.50
Transfers to Own Funds	608,000	608,000.00	0.00	100.0%	308,000	308,000.00	100.0%	308,000.00
Expenditures	3,092,400	2,281,284.23	(811,115.77)	73.8%	2,681,500	2,065,745.51	77.0%	2,794,915.35
Other Revenues	(10,000)	(5,729.34)	4,270.76	57.3%	(10,000)	(6,186.52)	61.9%	(9,839.90)
Fire	3,082,400	2,275,554.89	(806,845.01)	73.8%	2,671,500	2,059,558.99	77.1%	2,785,075.45

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>Police / Dispatch</u>								
Wages/Benefits	6,837,200	5,090,042.25	(1,747,157.75)	74.5%	6,711,000	5,076,734.12	75.7%	6,688,597.52
Administrative Expenses	171,200	148,478.43	(22,721.57)	86.7%	170,200	130,619.29	76.7%	183,576.76
Personnel Expenses	114,500	165,972.77	51,472.77	145.0%	112,000	93,631.89	83.6%	122,155.62
Facility Expenses	155,000	115,643.43	(39,356.57)	74.6%	155,000	117,023.97	75.5%	164,867.33
Vehicle/Equipment Expenses	136,100	97,853.45	(38,246.55)	71.9%	141,100	106,860.87	75.7%	141,262.46
Program Services	137,000	123,127.24	(13,872.76)	89.9%	138,000	183,939.29	133.3%	275,177.47
Transfers to Own Funds	80,000	70,453.74	(9,546.26)	88.1%	0	0.00	100.0%	0.00
Expenditures	7,631,000	5,811,571.31	(1,819,428.69)	76.2%	7,427,300	5,708,809.43	76.9%	7,575,637.16
Grants	(73,600)	(94,888.41)	(21,288.41)	128.9%	(63,800)	(138,486.12)	217.1%	(159,105.89)
Contributions from Own Funds	0	0.00	0.00	100.0%	0	0.00	100.0%	(37,729.45)
Other Revenues	(260,500)	(275,318.10)	(14,818.10)	105.7%	(262,600)	(259,896.65)	99.0%	(312,636.48)
Police / Dispatch	7,296,900	5,441,364.80	(1,855,535.20)	74.6%	7,100,900	5,310,426.66	74.8%	7,066,165.34
<u>Police Services Board</u>								
Wages/Benefits	26,000	19,294.86	(6,705.14)	74.2%	40,500	32,905.57	81.3%	38,043.59
Administrative Expenses	19,100	4,389.53	(14,710.47)	23.0%	16,000	5,693.62	35.6%	14,858.24
Personnel Expenses	8,200	2,984.10	(5,215.90)	36.4%	7,100	2,952.19	41.6%	2,952.19
Program Services	1,000	80.39	(919.61)	8.0%	1,000	6,846.05	684.6%	(12,748.79)
Expenditures	54,300	26,748.88	(27,551.12)	49.3%	64,600	48,397.43	74.9%	43,105.23
Other Revenues	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Police Services Board	54,300	26,748.88	(27,551.12)	49.3%	64,600	48,397.43	74.9%	43,105.23
<u>Conservation Authority</u>								
Program Services	275,000	205,599.75	(69,400.25)	74.8%	246,000	195,612.75	79.5%	260,817.00
<u>Protective Inspection & Control</u>								
Program Services	41,400	40,991.81	(408.19)	99.0%	41,400	17,023.30	41.1%	35,323.78
Other Revenues	(20,000)	(21,341.00)	(1,341.00)	106.7%	(20,000)	(18,937.00)	94.7%	(19,601.00)
Protective Inspection & Control	21,400	19,650.81	(1,749.19)	91.8%	21,400	(1,913.70)	-8.9%	15,722.78
<u>Emergency Measures</u>								
Program Services	31,000	65,301.87	34,301.87	210.7%	31,000	30,583.52	98.7%	31,798.96
<u>Public Works Summary</u>								
Wages/Benefits	6,207,500	4,295,791.42	(1,911,708.58)	69.2%	5,883,400	4,111,587.43	69.9%	5,672,249.40
Long Term Debt	412,000	205,976.73	(206,023.27)	50.0%	412,000	205,976.73	50.0%	411,953.46
Administrative Expenses	366,800	336,139.94	(30,660.06)	91.6%	358,500	325,785.62	90.9%	343,819.21
Personnel Expenses	128,000	94,961.55	(33,038.45)	74.2%	120,000	80,539.26	67.1%	118,467.20
Facility Expenses	1,935,900	1,097,053.28	(838,846.72)	56.7%	1,931,700	1,160,402.92	60.1%	1,790,885.44
Vehicle/Equipment Expenses	652,900	511,876.91	(141,023.09)	78.4%	611,000	584,249.00	95.6%	860,421.87
Program Services	6,160,300	3,625,139.58	(2,535,160.42)	58.9%	6,377,200	3,125,389.58	49.0%	5,588,542.19
Transfers to Own Funds	3,116,900	240,456.34	(2,876,443.66)	7.7%	2,561,100	216,037.95	8.4%	3,105,404.02
Expenditures	18,980,300	10,407,395.75	(8,572,904.25)	54.8%	18,254,900	9,809,968.49	53.7%	17,891,742.79
Contributions from Own Funds	(412,000)	(205,976.73)	206,023.27	50.0%	(412,000)	(205,976.73)	50.0%	(411,953.46)
Other Revenues	(10,390,700)	(5,588,575.60)	4,802,124.40	53.8%	(10,198,300)	(5,342,350.51)	52.4%	(9,963,568.77)
Public Works Summary	8,177,600	4,612,843.42	(3,564,756.58)	56.4%	7,644,600	4,261,641.25	55.8%	7,516,220.56
<u>Public Works Corporate</u>								
Wages/Benefits	1,149,100	810,849.39	(338,250.61)	70.6%	1,141,300	770,164.03	67.5%	1,040,052.09
Administrative Expenses	366,800	336,139.94	(30,660.06)	91.6%	358,500	325,785.62	90.9%	343,819.21
Personnel Expenses	128,000	94,961.55	(33,038.45)	74.2%	120,000	80,539.26	67.1%	118,467.20
Expenditures	1,643,900	1,241,950.88	(401,949.12)	45.1%	1,619,800	1,176,488.91	97.3%	1,502,338.50
Other Revenues	(1,013,200)	(754,732.40)	258,467.60	74.5%	(994,200)	(738,508.26)	74.3%	(985,034.96)
Public Works Corporate	630,700	487,218.48	(143,481.52)	77.3%	625,600	437,980.65	70.0%	517,303.54
<u>Roads/Drainage</u>								
Wages/Benefits	644,600	568,053.23	(76,546.77)	88.1%	630,600	537,696.46	85.3%	712,035.72
Vehicle/Equipment Expenses	34,000	12,907.54	(21,092.46)	38.0%	34,000	13,286.91	39.1%	19,754.21
Program Services	611,800	263,172.87	(348,627.13)	43.0%	501,100	286,384.24	57.2%	384,924.36
Expenditures	1,290,400	844,133.64	(446,266.36)	65.4%	1,165,700	837,367.61	71.8%	1,116,714.29
Other Revenues	0	(5,979.46)	(5,979.46)	100.0%	0	(4,436.04)	0.0%	(17,810.65)
Roads/Drainage	1,290,400	838,154.18	(452,245.82)	65.0%	1,165,700	832,931.57	71.5%	1,098,903.64

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
Drainage								
Wages/Benefits	434,100	289,675.80	(144,424.20)	66.7%	426,800	305,378.46	71.6%	409,840.17
Expenditures	434,100	289,675.80	(144,424.20)	63.0%	426,800	305,378.46	63.3%	409,840.17
Drainage	434,100	289,675.80	(144,424.20)	4.5%	426,800	305,378.46	7.5%	409,840.17
Storm Sewers								
Wages/Benefits	118,000	76,904.15	(41,095.85)	65.2%	115,900	73,955.38	63.8%	100,903.78
Program Services	20,000	14,027.42	(5,972.58)	70.1%	0	0.00	100.0%	0.00
Expenditures	138,000	90,931.57	(47,068.43)	65.9%	115,900	73,955.38	63.8%	100,903.78
Storm Sewers	138,000	90,931.57	(47,068.43)	101.0%	115,900	73,955.38	95.1%	100,903.78
Facilities & Fleet								
Wages/Benefits	1,647,900	1,123,516.67	(524,383.33)	68.2%	1,491,000	1,085,401.77	72.8%	1,529,886.10
Facility Expenses	1,935,900	1,097,053.28	(838,846.72)	56.7%	1,931,700	1,160,402.92	60.1%	1,790,885.44
Vehicle/Equipment Expenses	575,400	480,802.33	(94,597.67)	83.6%	533,500	546,252.07	102.4%	811,204.93
Transfer to Own Funds	223,700	240,456.34	16,756.34	107.5%	219,300	216,037.95	98.5%	220,404.02
Expenditures	4,382,900	2,941,828.62	(1,441,071.38)	67.1%	4,175,500	3,008,094.71	72.0%	4,352,380.49
Other Revenues	(50,000)	(33,544.39)	16,455.61	67.1%	(47,300)	(34,743.99)	73.5%	(55,568.35)
Facilities & Fleet	4,332,900	2,908,284.23	(1,424,615.77)	67.1%	4,128,200	2,973,350.72	72.0%	4,296,812.14
Parks								
Wages/Benefits	914,300	576,585.81	(337,714.19)	63.1%	806,900	550,635.21	68.2%	783,726.42
Vehicle/Equipment Expenses	15,500	4,580.69	(10,919.31)	29.6%	15,500	7,967.94	51.4%	10,959.58
Program Services	459,700	215,590.01	(244,109.99)	46.9%	395,000	240,412.76	60.9%	355,412.81
Expenditures	1,389,500	796,756.51	(592,743.49)	57.3%	1,217,400	799,015.91	65.6%	1,150,098.81
Other Revenues	(38,000)	(44,485.14)	(6,485.14)	117.1%	(35,000)	(45,469.57)	129.9%	(53,155.73)
Parks	1,351,500	752,271.37	(599,228.63)	55.7%	1,182,400	753,546.34	63.7%	1,096,943.08
Water								
Wages/Benefits	1,009,300	633,529.87	(375,770.13)	62.8%	984,600	588,580.97	59.8%	821,549.18
Vehicle/Equipment Expenses	20,000	7,738.64	(12,261.36)	38.7%	20,000	10,584.51	52.9%	12,345.58
Program Services	2,952,900	1,736,995.87	(1,215,904.13)	58.8%	3,353,500	1,202,068.61	35.9%	2,740,435.18
Transfers to Own Funds	1,574,800	0.00	(1,574,800.00)	0.0%	1,157,900	0.00	0.0%	1,790,000.00
Expenditures	5,557,000	2,378,264.38	(3,178,735.62)	42.8%	5,516,000	1,801,234.09	32.7%	5,364,329.94
Consumption/Base Rate Revenues	(5,441,000)	(2,673,896.24)	2,767,103.76	49.1%	(5,417,000)	(2,553,520.44)	47.1%	(5,160,200.24)
Other Revenues	(116,000)	(110,067.26)	5,932.74	94.9%	(99,000)	(139,533.96)	140.9%	(206,022.25)
Water	0	(405,699.12)	(405,699.12)	100.0%	0	(891,820.31)	100.0%	(1,892.55)
Wastewater								
Wages/Benefits	290,200	216,676.50	(73,523.50)	74.7%	286,300	199,775.15	69.8%	274,255.94
Long Term Debt Charges	412,000	205,976.73	(206,023.27)	50.0%	412,000	205,976.73	50.0%	411,953.46
Vehicle/Equipment Expenses	8,000	5,847.71	(2,152.29)	73.1%	8,000	6,157.57	77.0%	6,157.57
Program Services	2,115,900	1,395,353.41	(720,546.59)	66.0%	2,127,600	1,396,523.97	65.6%	2,107,769.84
Transfers to Own Funds	1,318,400	0.00	(1,318,400.00)	0.0%	1,183,900	0.00	0.0%	1,095,000.00
Expenditures	4,144,500	1,823,854.35	(2,320,645.65)	44.0%	4,017,800	1,808,433.42	45.0%	3,895,136.81
Contributions from Own Funds	(412,000)	(205,976.73)	206,023.27	50.0%	(412,000)	(205,976.73)	50.0%	(411,953.46)
Consumption/Base Rate Revenues	(3,713,000)	(1,944,122.02)	1,768,877.98	52.4%	(3,592,800)	(1,803,213.85)	50.2%	(3,454,822.52)
Other Revenues	(19,500)	(21,748.69)	(2,248.69)	111.5%	(13,000)	(22,924.40)	176.3%	(30,954.07)
Wastewater	0	(347,993.09)	(347,993.09)	100.0%	0	(223,681.56)	100.0%	(2,593.24)
Winter Control								
Program Services	200,000	316,207.01	116,207.01	158.1%	200,000	294,359.94	147.2%	198,007.04
Traffic Control								
Program Services	72,000	55,114.85	(16,885.15)	76.6%	82,000	51,035.40	62.2%	95,803.59
Handi-Transit								
Program Services	55,000	28,031.30	(26,968.70)	51.0%	61,000	27,264.60	44.7%	43,309.20
LaSalle Transit								
Program Services	480,200	279,540.87	(200,659.13)	58.2%	225,000	292,353.42	129.9%	489,268.00
Transfers to Own Funds	0	0.00	0.00	100.0%	0	225,000.00	100.0%	49,063.77
Expenditures	480,200	279,540.87	(200,659.13)	58.2%	225,000	517,353.42	229.9%	538,331.77
Contributions from Own Funds	(251,000)	0.00	251,000.00	100.0%	0	(253,128.51)	100.0%	(253,128.51)
Other Revenues	(64,500)	(34,309.35)	30,190.65	53.2%	0	(39,224.91)	100.0%	(60,203.26)
LaSalle Transit	164,700	245,231.52	80,531.52	148.9%	225,000	225,000.00	100.0%	225,000.00

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>Street Lighting</u>								
Program Services	260,000	144,038.60	(115,961.40)	55.4%	260,000	150,827.20	58.0%	257,578.02
<u>Crossing Guards</u>								
Wages/Benefits	87,800	49,969.04	(37,830.96)	56.9%	87,200	48,710.13	55.9%	80,039.41
Administrative Expenses	700	750.60	50.60	107.2%	800	750.60	93.8%	750.60
Program Services	1,000	1,271.37	271.37	127.1%	1,000	0.00	0.0%	17.29
Crossing Guards	89,500	51,991.01	(37,508.99)	58.1%	89,000	49,460.73	55.6%	80,807.30
<u>Garbage Collection</u>								
Program Services	646,000	426,763.75	(219,236.25)	66.1%	625,000	460,924.90	73.8%	630,031.36
<u>Garbage Disposal</u>								
Program Services	970,000	645,305.05	(324,694.95)	66.5%	915,000	532,792.21	58.2%	928,753.10
<u>Culture & Recreation Summary</u>								
Wages/Benefits	2,190,700	1,493,452.88	(697,247.12)	68.2%	1,975,400	1,497,110.81	75.8%	1,919,763.89
Administrative Expenses	51,700	50,398.31	(1,301.69)	97.5%	51,500	44,465.12	86.3%	52,333.92
Personnel Expenses	36,100	24,007.43	(12,092.57)	66.5%	33,800	26,811.83	79.3%	37,762.78
Vehicle/Equipment Expenses	7,500	3,067.89	(4,432.11)	40.9%	7,500	1,717.47	22.9%	7,193.44
Program Services	296,100	323,498.28	27,398.28	109.3%	284,600	205,218.55	72.1%	300,397.16
Transfers to Own Funds	215,000	192,091.25	(22,908.75)	89.3%	215,000	203,387.00	94.6%	212,417.00
Expenditures	2,797,100	2,086,516.04	(710,583.96)	74.6%	2,567,800	1,978,710.78	77.1%	2,529,868.19
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(2,545,800)	(1,912,643.75)	633,156.25	75.1%	(2,499,500)	(1,831,182.34)	73.3%	(2,518,998.43)
Culture & Recreation Summary	251,300	173,872.29	(77,427.71)	69.2%	68,300	147,528.44	216.0%	10,869.76
<u>Culture & Recreation Corporate</u>								
Wages/Benefits	1,082,200	649,260.72	(432,939.28)	60.0%	907,200	631,097.93	69.6%	835,038.02
Administrative Expenses	51,700	50,398.31	(1,301.69)	97.5%	51,500	44,465.12	86.3%	52,333.92
Personnel Expenses	36,100	24,007.43	(12,092.57)	66.5%	33,800	26,811.83	79.3%	37,762.78
Vehicle/Program Expenses	7,500	1,725.44	(5,774.56)	23.0%	7,500	335.78	4.5%	5,811.75
Program Services	64,200	51,827.14	(12,372.86)	80.7%	57,200	59,120.56	103.4%	75,313.19
Transfers to Own Funds	175,000	152,091.25	(22,908.75)	86.9%	175,000	163,387.00	93.4%	172,417.00
Expenditures	1,416,700	929,310.29	(487,389.71)	65.6%	1,232,200	925,218.22	75.1%	1,178,676.66
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(84,900)	(62,226.24)	22,673.76	73.3%	(81,400)	(53,364.42)	65.6%	(82,871.17)
Culture & Recreation Corporate	1,331,800	867,084.05	(464,715.95)	65.1%	1,150,800	871,853.80	75.8%	1,095,805.49
<u>Culture & Recreation Community Programs</u>								
Wages/Benefits	308,100	263,976.61	(44,123.39)	85.7%	272,900	283,102.12	103.7%	288,534.29
Program Services	33,400	41,530.80	8,130.80	124.3%	30,400	27,793.08	91.4%	36,525.31
Expenditures	341,500	305,507.41	(35,992.59)	89.5%	303,300	310,895.20	102.5%	325,059.60
Other Revenues	(422,500)	(384,926.69)	37,573.31	91.1%	(363,000)	(406,606.30)	112.0%	(426,703.72)
Culture & Recreation Community Programs	(81,000)	(79,419.28)	1,580.72	98.1%	(59,700)	(95,711.10)	160.3%	(101,644.12)
<u>Culture & Recreation Cultural Programs</u>								
Program Services	50,000	157,397.62	107,397.62	314.8%	48,500	24,655.84	50.8%	38,493.33
Other Revenues	(15,000)	(75,971.81)	(60,971.81)	506.5%	(5,000)	(4,991.58)	99.8%	(14,791.33)
Culture & Recreation Cultural Programs	35,000	81,425.81	46,425.81	232.7%	43,500	19,664.26	45.2%	23,702.00
<u>Culture & Recreation Hospitality</u>								
Wages/Benefits	101,700	54,861.14	(46,838.86)	53.9%	98,200	63,065.82	64.2%	91,658.15
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	93,500	49,384.42	(44,115.58)	52.8%	93,500	59,860.00	64.0%	101,987.49
Expenditures	195,200	104,245.56	(90,954.44)	53.4%	191,700	122,925.82	64.1%	193,645.64
Other Revenues	(244,000)	(148,796.51)	95,203.49	61.0%	(241,400)	(154,978.04)	64.2%	(223,410.75)
Culture & Recreation Hospitality	(48,800)	(44,550.95)	4,249.05	91.3%	(49,700)	(32,052.22)	64.5%	(29,765.11)
<u>VRC Arenas</u>								
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(810,800)	(565,414.17)	245,385.83	69.7%	(815,800)	(511,526.16)	62.7%	(817,310.57)
VRC Arenas	(810,800)	(565,414.17)	245,385.83	69.7%	(815,800)	(511,526.16)	62.7%	(817,310.57)

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>VRC Aquatic Centre</u>								
Wages/Benefits	471,600	339,620.95	(131,979.05)	72.0%	479,500	338,999.09	70.7%	463,820.33
Vehicle/Equipment Expenses	0	1,342.45	1,342.45	100.0%	0	1,381.69	100.0%	1,381.69
Program Services	50,000	17,685.09	(32,314.91)	35.4%	50,000	31,492.97	63.0%	44,250.31
Expenditures	521,600	358,648.49	(162,951.51)	68.8%	529,500	371,873.75	70.2%	509,452.33
Other Revenues	(585,000)	(388,057.81)	196,942.19	66.3%	(611,200)	(401,014.59)	65.6%	(572,248.87)
VRC Aquatic Centre	(63,400)	(29,409.32)	33,990.68	46.4%	(81,700)	(29,140.84)	35.7%	(62,796.54)
<u>VRC Fitness Centre</u>								
Wages/Benefits	189,700	143,136.50	(46,563.50)	75.5%	187,500	141,456.26	75.4%	199,653.43
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	5,000	5,673.21	673.21	113.5%	5,000	2,296.10	45.9%	3,827.53
Transfers to Own Funds	40,000	40,000.00	0.00	100.0%	40,000	40,000.00	100.0%	40,000.00
Expenditures	234,700	188,809.71	(45,890.29)	80.5%	232,500	183,752.36	79.0%	243,480.96
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(343,400)	(260,194.90)	83,205.10	75.8%	(342,000)	(267,094.69)	78.1%	(349,936.00)
VRC Fitness Centre	(108,700)	(71,385.19)	37,314.81	65.7%	(109,500)	(83,342.33)	76.1%	(106,455.04)
<u>LaSalle Outdoor Pool</u>								
Wages/Benefits	37,400	42,596.96	5,196.96	113.9%	30,100	39,389.59	130.9%	41,059.67
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Expenditures	37,400	42,596.96	5,196.96	113.9%	30,100	39,389.59	130.9%	41,059.67
Other Revenues	(40,200)	(27,055.62)	13,144.38	67.3%	(39,700)	(31,606.56)	79.6%	(31,726.02)
LaSalle Outdoor Pool	(2,800)	15,541.34	18,341.34	-555.1%	(9,600)	7,783.03	-81.1%	9,333.65
<u>Development & Strategic Initiatives</u>								
Wages/Benefits	564,600	417,935.51	(146,664.49)	74.0%	547,200	411,720.01	75.2%	553,642.87
Administrative Expenses	20,300	11,241.87	(9,058.13)	55.4%	20,200	10,600.00	52.5%	20,524.60
Personnel Expenses	9,200	8,970.23	(229.77)	97.5%	9,200	8,881.42	96.5%	9,436.86
Program Services	23,400	2,673.59	(20,726.41)	11.4%	23,400	5,344.19	22.8%	16,882.44
Transfers to Own Funds	38,000	38,000.00	0.00	100.0%	38,000	38,000.00	100.0%	38,000.00
Expenditures	655,500	478,821.20	(176,678.80)	73.1%	638,000	474,545.62	74.4%	638,486.77
Grants	0	0.00	0.00	100.0%	0	(2,230.63)	100.0%	(2,230.63)
Other Revenues	(50,500)	(72,200.00)	(21,700.00)	143.0%	(42,500)	(67,900.00)	159.8%	(111,250.00)
Development & Strategic Initiatives	605,000	406,621.20	(198,378.80)	67.2%	595,500	404,414.99	67.9%	525,006.14
<u>Building Division</u>								
Wages/Benefits	452,300	167,250.65	(285,049.35)	37.0%	443,000	287,555.35	64.9%	349,756.29
Administrative Expenses	4,600	2,392.62	(2,207.38)	52.0%	4,600	3,782.22	82.2%	4,806.08
Personnel Expenses	10,700	6,617.87	(4,082.13)	61.9%	10,700	4,623.66	43.2%	5,722.05
Program Services	180,000	261,412.15	81,412.15	145.2%	176,700	190,504.47	107.8%	292,586.49
Transfers to Own Funds	0	306,219.86	306,219.86	100.0%	8,900	9,284.43	104.3%	77,132.61
Expenditures	647,600	743,893.15	96,293.15	114.9%	643,900	495,750.13	77.0%	730,003.52
Contributions from Own Funds	(80,600)	0.00	80,600.00	0.0%	0	0.00	100.0%	0.00
Other Revenues	(567,000)	(743,893.15)	(176,893.15)	131.2%	(643,900)	(495,750.13)	77.0%	(730,003.52)
Building Division	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
<u>Agriculture / Reforestation</u>								
Program Services	0	0.00	0.00	100.0%	25,000	0.00	0.0%	0.00
Other Revenues	0	0.00	0.00	100.0%	(25,000)	0.00	0.0%	0.00
Agriculture / Reforestation	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Expenditures	38,434,900	27,132,409.97	(11,302,490.03)	70.6%	35,277,400	24,147,461.28	68.5%	36,693,248.80
T o t a l	0	(12,504,365.69)	(12,504,365.69)	100.0%	0	(11,268,965.44)	100.0%	(106,287.76)
General Fund	0	(11,750,673.48)	(11,750,673.48)	100.0%	0	(10,153,463.57)	100.0%	(101,801.97)
Water Fund	0	(405,699.12)	(405,699.12)	100.0%	0	(891,820.31)	100.0%	(1,892.55)
Wastewater Fund	0	(347,993.09)	(347,993.09)	100.0%	0	(223,681.56)	100.0%	(2,593.24)

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
SEPTEMBER 30, 2019

07/10/2019

PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
TECHNOLOGY	0.00	34,699.75	12,720.00	141.58		(47,561.33)				0.00
Desktops/laptops	0.00	6,123.97				(6,123.97)				0.00
Network equipment	0.00	15,702.64		26.40		(15,729.04)				0.00
Server equipment & upgrades	0.00	3,588.06		53.38		(3,641.44)				0.00
Website	0.00		12,720.00	18.15		(12,738.15)				0.00
Access Control	0.00	6,786.36		43.65		(6,830.01)				0.00
Telephone System	0.00	2,498.72				(2,498.72)				0.00
STRATEGIC INITIATIVES	0.00	24,003.15	1,382.16	239.86		(25,625.17)				0.00
VC Wayfinding Signage	0.00	8,673.47		129.04		(8,802.51)				0.00
Highway 401 Gateway Sign	0.00	14,935.65		109.92		(15,045.57)				0.00
Population Sign	0.00	394.03		0.90		(394.93)				0.00
Strategic Plan	0.00		1,382.16			(1,382.16)				0.00
HYDRO GENERATOR	8,210.32			33.13					(8,243.45)	0.00
CAPITAL-ADMIN/FINANCIAL SERVICES	(51,550.28)									(51,550.28)
Over financed activities	(51,550.28)									(51,550.28)
CAPITAL-COUNCIL SERVICES	0.00		16,485.12	34.22		(16,519.34)				0.00
Compensation Review	0.00		16,485.12	34.22		(16,519.34)				0.00
CAPITAL-FIRE	0.00	7,213.13	108,022.31	695.84		(115,931.28)				0.00
Respirator Fit Tester Machine	0.00	7,213.13		72.34		(7,285.47)				0.00
Electronic Tracking System	0.00		2,814.68	28.22		(2,842.90)				0.00
Fire Master Plan	0.00		65,676.26	291.12		(65,967.38)				0.00
A/C Watch Office	0.00		4,304.45	43.16		(4,347.61)				0.00
Radio Study/Training	0.00		35,226.92	261.00		(35,487.92)				0.00
CAPITAL-POLICE	0.00	70,106.92		346.82	(70,453.74)					0.00
Vehicles	0.00	70,106.92		346.82	(70,453.74)					0.00
CAPITAL-ROADS	89,288.62	132,124.58	35,890.68	3,540.41		(4,704.59)				256,139.70
Transportation Master Plan	89,288.62		32,593.66	2,195.50						124,077.78
Oakdale Trails Development	0.00	1,373.76		17.28		(1,391.04)				0.00
Signal Assessment	0.00		3,297.02	16.53		(3,313.55)				0.00
Upgrade Judy Recker Cres	0.00	130,750.82		1,311.10						132,061.92
TRANSIT	(32,832.24)		128,016.13	1,609.86		(69,388.12)	(60,237.87)			(32,832.24)
Bus Shelters	(32,832.24)									(32,832.24)
Buses (2)	0.00		128,016.13	1,609.86		(69,388.12)	(60,237.87)			0.00
SIDEWALK CONSTRUCTION	0.00	16,088.89	48,981.98			(65,070.87)				0.00
Sidewalk Construction-Various	0.00	16,088.89				(16,088.89)				0.00
Sidewalk Ramps	0.00		48,981.98			(48,981.98)				0.00
DRAINS	0.00	67,879.74	69,563.80	738.99		(82,441.78)			(55,740.75)	0.00
Herb Gray Parkway Drainage Reports	0.00		55,740.75						(55,740.75)	0.00
Culvert-Lepain Pond	0.00	67,879.74		680.64		(68,560.38)				0.00
Front Road Park Drainage	0.00		13,823.05	58.35		(13,881.40)				0.00

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
SEPTEMBER 30, 2019

07/10/2019

PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
CAPITAL-FACILITIES & FLEET	0.00	634,920.93	16,377.66	5,744.47		(657,043.06)				0.00
Roads-Paint Machine	0.00	15,242.84		226.78		(15,469.62)				0.00
Roads-Sign Machine	0.00	5,693.47		84.71		(5,778.18)				0.00
Corp-Pickup-VIN#593325	0.00	34,309.17		509.24		(34,818.41)				0.00
Parks-Pickup-VIN#426094	0.00	42,296.16		608.25		(42,904.41)				0.00
Corp-Pickup-VIN#602042	0.00	32,601.75		409.84		(33,011.59)				0.00
Roads-Road Closure Trailers	0.00	9,152.29		115.10		(9,267.39)				0.00
Vollmer-Renovations	0.00	112,403.25		1,000.29		(113,403.54)				0.00
DSI-BL-Pickup-VIN#308801	0.00	21,778.95		269.81		(22,048.76)				0.00
PW-Barn Eaves Troughs	0.00	16,281.60		143.18		(16,424.78)				0.00
Roads-Pickup-VIN#556727 (2018)	0.00	1,139.72		11.42		(1,151.14)				0.00
VC-Arena Lighting	0.00	135,462.91		1,086.66		(136,549.57)				0.00
VC-Carpet	0.00	8,395.20		84.18		(8,479.38)				0.00
Parks-Dump Truck	0.00	92,611.78		921.22		(93,533.00)				0.00
VC-Scrubber	0.00	7,632.00		76.54		(7,708.54)				0.00
PW-Barn Floor	0.00	55,149.50		126.42		(55,275.92)				0.00
Fleet-GPS	0.00	12,181.69		31.04		(12,212.73)				0.00
VC-Concession Building Repairs	0.00		1,857.12	4.73		(1,861.85)				0.00
Outdoor Pool Heater	0.00	5,623.52		14.33		(5,637.85)				0.00
VC-Arena Sprinkler Head Cages	0.00		8,135.71	20.73		(8,156.44)				0.00
VC-Sound System	0.00	24,980.81				(24,980.81)				0.00
VC-Access Control	0.00	1,984.32				(1,984.32)				0.00
VC-Shower Tile	0.00		6,384.83			(6,384.83)				0.00
CAPITAL-CULTURE & RECREATION	0.00		5,309.91	48.40		(5,358.31)				0.00
Planters	0.00		5,309.91	48.40		(5,358.31)				0.00
CAPITAL-PARKS	0.00	54,796.04	21,167.74	613.77		(74,180.58)		(100,000.00)		(97,603.03)
Accessible Playground-Marcotte Park	0.00	24,117.12		358.79		(24,475.91)				0.00
Vollmer Master Plan	0.00		17,707.90	91.31		(17,799.21)				0.00
Floating Dock Installation	0.00		3,052.80	30.62		(3,083.42)				0.00
Soccer Field Maintenance Equipment	0.00	28,281.95		131.01		(28,412.96)				0.00
Replace Signs	0.00		407.04	2.04		(409.08)				0.00
Accessible Playgrounds	0.00							(100,000.00)		(100,000.00)
Accessible Playground-Ojibway	0.00	1,198.49								1,198.49
Accessible Playground-Chappus	0.00	1,198.48								1,198.48
CAPITAL-PLANNING & DEVELOPMENT	0.00		18,222.22	192.68		(18,414.90)				0.00
Official Plan Review	0.00		2,513.47	37.38		(2,550.85)				0.00
Comprehensive Zoning Bylaw	0.00		15,708.75	155.30		(15,864.05)				0.00
CAPITAL-WATER	0.00	94,929.07					(94,929.07)			0.00
Disputed Watermain Upgrade	0.00	94,929.07					(94,929.07)			0.00
CAPITAL-SEWER	0.00	44,490.50	19,179.62	328.41		(63,998.53)				0.00
PS-Other Maintenance	0.00		10,705.44	41.21		(10,746.65)				0.00
Zoom Camera	0.00	23,120.90		156.72		(23,277.62)				0.00
Manhole Rain Catchers	0.00	21,369.60		130.48		(21,500.08)				0.00
Sewage Capacity Review	0.00		8,474.18			(8,474.18)				0.00

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
SEPTEMBER 30, 2019

07/10/2019

PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
WORK IN PROGRESS										
CELL TOWER BUILDING	0.00	86,283.70		1,174.54		(87,458.24)				0.00
PARKING LOT SIGNS	0.00	8,646.14		73.66		(8,719.80)				0.00
TIME & ATTENDANCE SYSTEM	0.00	26,238.01		108.69		(26,346.70)				0.00
MILL & PAVE PROGRAM-2018	0.00	176,424.31		2,195.50		(178,619.81)				0.00
MILL & PAVE	0.00	308,468.89		785.96		(309,254.85)				0.00
BRIDGES (Front Road/Turkey Creek Bridge)	107,608.21	1,091,640.27		9,694.57						1,208,943.05
PEDESTRIAN BRIDGE-OJIBWAY OAKS	0.00	76,506.22		797.42		(77,303.64)				0.00
PEDESTRIAN BRIDGE-BRUNET	0.00	67,841.36		172.86		(68,014.22)				0.00
PEDESTRIAN BRIDGE-NEWMAN	0.00	8,323.96		21.21		(8,345.17)				0.00
CHAPPUS DRAIN	29,297.21			(636.85)						28,660.36
BESSETTE DRAIN	34,134.17			(648.86)						33,485.31
LEPAIN DRAIN	68,765.63			(1,209.88)						67,555.75
WEST BRANCH CAHILL DRAIN	19,042.63			(511.80)						18,530.83
ST MICHAELS DRAIN	520.81	34,831.43		(2.60)						35,349.64
VC ICE PLANT	0.00	432,363.65		124.82			(432,488.47)			0.00
HOWARD INDUST PARK (INT)	32,288.87			603.92						32,892.79
WATERMAIN-Canard Watermain	0.00	16,205.94		140.86			(16,346.80)			0.00
WATERMAIN-Front Road Watermain	0.00	122,483.42		848.01			(123,331.43)			0.00
DRINKING WATER SYSTEM INITIATIVE	0.00		46,271.06	196.83			(46,467.89)			0.00
WATER MODEL UPDATE	0.00		14,648.52	12.95			(14,661.47)			0.00
CAPITAL-SEWER (Sewage Capacity)	2,307,418.00									2,307,418.00
PS 1 STRUCTURE REPAIRS (CWWF)	0.00	862,919.23		5,772.00						868,691.23
FOURTH CONCESSION DRAIN	21,901.30		23,031.85	(88.63)						44,844.52
BURKE DRAIN	6,487.94		11,810.33	(25.76)						18,272.51
HOWARD AVENUE DRAIN	804.01		406.63	(4.01)						1,206.63
FOURTH CONC BRANCH DRAIN-GARLATTI	0.00		457.92							457.92
THIRD CONCESSION DRAIN	0.00		1,877.06							1,877.06
HOWARD/BOUFFARD MASTER DRAINAGE PLA	94,323.58		56,688.33	2,713.93						153,725.84
HOWARD/BOUFFARD LAND ACQUISITION	0.00	528,564.54		2,662.42						531,226.96
RIVERDANCE PROPERTY	(42,972.48)	36,348.06							(564,160.00)	(570,784.42)
HERITAGE STORM IMPROVEMENT	115,291.59	1,889,744.55		10,980.00						2,016,016.14
OLIVER FARMS STORM IMPROVEMENT	0.00	133,003.61		743.90		(133,747.51)				0.00
WATERFRONT	1,869,157.74	247,158.81								2,116,316.55
	4,677,185.63	7,335,248.80	656,511.03	51,004.10	(70,453.74)	(2,080,049.27)	(852,461.53)	(100,000.00)	(628,144.20)	8,988,840.82

TOWN OF LASALLE
RESERVES & RESERVE FUNDS SCHEDULE
SEPTEMBER 30, 2019

07/10/2019

	BALANCE DEC 31, 2018	CONTR- GENERAL FUND	CONTR- RESERVES/ RES FUND	CONTR- DEFERRED REVENUE	CONTR- OTHER/ DEVELOPERS	INTEREST	TRANSFER- GENERAL FUND	TRANSFER- CAPITAL FUND	TRANSFER- RESERVES/ RES FUND	TRANSFER- OTHER	BALANCE SEPT 30, 2019
RESERVES											
GREEN SPACE/WOODLOT	431,905.19				2,763.75					(8,685.05)	425,983.89
VEHICLE & EQUIPMENT	4,604,779.08	1,740,056.34			15,774.56			(583,735.27)			5,776,874.71
INFRASTRUCTURE	12,284,190.05	3,131,800.00			20,600.00			(1,084,348.80)			14,352,241.25
SPECIAL PROJECTS	1,179,440.27	152,400.00			569,344.00			(95,625.91)		(118,669.70)	1,686,888.66
TAX STABILIZATION	4,012,558.95	208,100.00									4,220,658.95
WORKING CAPITAL	453,467.33				52,448.00					(27,000.00)	478,915.33
RECREATION COMPLEX	1,553,670.70	28,491.25						(316,339.29)			1,265,822.66
RESERVES	24,520,011.57	5,260,847.59			660,930.31			(2,080,049.27)		(154,354.75)	28,207,385.45
RESERVE FUNDS											
BUILDING ACTIVITY	(176,818.95)	306,219.86			1,500.00						130,900.91
ESSEX POWER EQUITY	12,139,225.00										12,139,225.00
RESERVE FUNDS	11,962,406.05	306,219.86			1,500.00						12,270,125.91
RESERVES/RESERVE FUNDS	36,482,417.62	5,567,067.45			662,430.31			(2,080,049.27)		(154,354.75)	40,477,511.36

TOWN OF LASALLE
DEFERRED REVENUE FUND SCHEDULE
SEPTEMBER 30, 2019

07/10/2019

	BALANCE DEC 31, 2018	CONTR- GENERAL FUND	CONTR- DEFERRED REVENUE	CONTR- OTHER/ DEVELOPERS	INTEREST	TRANSFER- GENERAL FUND	TRANSFER- CAPITAL FUND	TRANSFER- RESERVES/ RES FUND	TRANSFER- OTHER	BALANCE SEPT 30, 2019
DEFERRED REVENUE										
SEWER PROJECTS	2,125,459.33				39,195.48		(63,998.53)			2,100,656.28
WATER PROJECTS	5,337,095.10				138,501.97		(295,736.66)			5,179,860.41
WATER EMERGENCY	1,500,000.00									1,500,000.00
LAND DEVELOPMENT CHARGES	11,199,531.66			1,693,109.00	266,705.30	(205,976.73)				12,953,369.23
DC PROJECTS (NON-GROWTH RELATED)	14,592,982.42	530,400.00			332,450.62					15,455,833.04
FEDERAL GAS TAX	3,347,625.54	2,192,129.68			85,333.29		(432,488.47)			5,192,600.04
PROVINCIAL GAS TAX/TRANSIT	45,567.15	13,876.00			814.51		(60,237.87)			19.79
OCIF-FORMULA BASED	477,982.65	616,311.00			14,681.67	(40,000.00)				1,068,975.32
DEPOSITS FROM DEVELOPERS	2,545,363.46			564,000.00	59,755.32				(515,697.20)	2,653,421.58
CONTRIBUTIONS FROM DEVELOPERS	889,405.10			369,713.05	17,662.15					1,276,780.30
PARKLAND DEDICATION	387,486.26			34,500.00	9,317.09					431,303.35
DEFERRED REVENUE	42,448,498.67	3,352,716.68		2,661,322.05	964,417.40	(245,976.73)	(852,461.53)		(515,697.20)	47,812,819.34



The Corporation of the Town of LaSalle

To: Mayor and Members of Council
Prepared by: Marilyn Abbruzzese, Supervisor of Revenue
Department: Finance
Date of Report: October 9, 2019
Report Number: FIN-32-2019
Subject: 2019 3rd Quarter Property Tax Write Offs

Recommendation

That the report of the Supervisor of Revenue dated October 9, 2019 (FIN-32-2019) regarding the 2019 3rd quarter property tax write offs BE RECEIVED.

Report

Further to Council's direction please find below a summary of the property tax write offs for the third quarter of 2019.

SUMMARY OF TAX WRITE OFFS FOR JULY, AUGUST & SEPTEMBER 2019		
Class	Assessment (Increase)/Decrease	Municipal Tax Impact
RT/FT – Residential/Farm	1,274,693	\$11,095.28
CT/ST – Commercial/Shopping Centre	14,415,443	\$44,466.14
TOTAL	15,690,136	\$55,561.42

Consultations

Not applicable

Financial Implications

Not applicable

Prepared By:

A handwritten signature in black ink, appearing to read "M. Abbruzzese". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Supervisor of Revenue

Marilyn Abbruzzese

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	FIN-32-2019 2019 3rd Quarter Property Tax Write Offs.docx
Attachments:	
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Director of Finance/Treasurer

Dale Langlois



Chief Administrative Officer

Joe Milicia



The Corporation of the Town of LaSalle

To: Mayor and Members of Council
Prepared by: Diane Hansen, Supervisor of Accounting
Department: Finance
Date of Report: October 8, 2019
Report Number: FIN-31-2019
Subject: 2019 3rd Quarter Report

Recommendation

That the report of the Supervisor of Accounting dated October 8, 2019 (FIN-31-2019) regarding the financial position of the Town of LaSalle as of the 3rd quarter BE RECEIVED.

Report

As part of the year end Auditor's recommendations, they recommend that Administration prepare quarterly reports in addition to the financial statements that are submitted and received by Council on a monthly basis.

Please refer to the attached 2019 3rd Quarter Report – Analysis and Comments and the September 2019 Financial Statement and Financial Reports.

Consultations

Not applicable

Financial Implications

Not applicable

Prepared By:

A handwritten signature in dark ink that reads "Diane Hansen". The script is cursive and fluid, with the first name "Diane" and last name "Hansen" clearly legible.

Supervisor of Accounting

Diane Hansen

Link to Strategic Priorities

	Expanding and diversifying our assessment base
	Effectively communicating the activities and interests of the Town
Yes	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	FIN-31-2019 2019 3rd Quarter Report.docx
Attachments:	- FIN-31-2019 September 2019 Financial Statement and Reports.pdf - FIN-31-2019 2019 3rd Quarter Report-Analysis and Comments.pdf
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:



Manager of Finance/Deputy Treasurer

Gaetano Ferraro



Director of Finance/Treasurer

Dale Langlois



Chief Administrative Officer

Joe Milicia

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
Revenues								
General Levy	(34,404,200)	(34,550,669.98)	(146,469.98)	100.4%	(31,706,300)	(31,841,529.25)	100.4%	(31,841,529.25)
Supplementary Levy	(195,000)	(503,685.73)	(308,685.73)	258.3%	(195,000)	(915,654.96)	469.6%	(1,035,028.48)
Payments in Lieu of Taxes-General	(40,200)	(40,256.29)	(56.29)	100.1%	(43,600)	(43,648.95)	100.1%	(43,648.95)
Payments in Lieu of Taxes-Supplementary	0	1,720.40	1,720.40	100.0%	0	1,504.41	100.0%	(1,494.39)
Local Improvements	(16,100)	(16,046.01)	53.99	99.7%	(19,300)	(19,266.08)	99.8%	(19,266.08)
Other Revenues	(3,779,400)	(4,527,838.05)	(748,438.05)	119.8%	(3,313,200)	(2,597,831.89)	78.4%	(3,858,569.41)
Revenues	(38,434,900)	(39,636,775.66)	(1,201,875.66)	103.1%	(35,277,400)	(35,416,426.72)	100.4%	(36,799,536.56)

Expenditures

Mayor & Council

Wages/Benefits	299,200	250,587.91	(48,612.09)	83.8%	267,400	201,592.24	75.4%	241,166.03
Administrative Expenses	38,500	17,248.97	(21,251.03)	44.8%	38,500	8,218.45	21.4%	50,637.58
Personnel Expenses	40,200	13,526.37	(26,673.63)	33.7%	40,200	16,917.86	42.1%	14,970.68
Program Services	26,500	11,892.07	(14,607.93)	44.9%	25,500	10,523.86	41.3%	21,371.78
Expenditures	404,400	293,255.32	(111,144.68)	72.5%	371,600	237,252.41	63.9%	328,146.07
Other Revenues	0	(545.62)	(545.62)	100.0%	0	(921.24)	100.0%	(921.24)
Mayor & Council	404,400	292,709.70	(111,690.30)	72.4%	371,600	236,331.17	63.6%	327,224.83

Finance & Administration

Wages/Benefits	1,961,700	1,514,261.64	(447,438.36)	77.2%	1,633,300	1,309,741.67	80.2%	1,776,485.28
Administrative Expenses	198,100	172,230.09	(25,869.91)	86.9%	170,400	154,095.34	90.4%	178,881.63
Personnel Expenses	57,500	41,219.25	(16,280.75)	71.7%	37,500	36,553.51	97.5%	49,313.31
Program Services	272,200	183,372.66	(88,827.34)	67.4%	322,200	190,523.97	59.1%	269,510.27
Expenditures	2,489,500	1,911,083.64	(578,416.36)	76.8%	2,163,400	1,690,914.49	78.2%	2,274,190.49
Contributions from Own Funds	(40,000)	(40,000.00)	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(857,500)	(644,553.06)	212,946.94	75.2%	(842,700)	(623,448.46)	74.0%	(856,031.86)
Finance & Administration	1,592,000	1,226,530.58	(365,469.42)	77.0%	1,320,700	1,067,466.03	80.8%	1,418,158.63

Council Services

Wages/Benefits	983,400	692,586.11	(290,813.89)	70.4%	980,900	708,520.78	72.2%	922,024.25
Administrative Expenses	22,100	16,766.46	(5,333.54)	75.9%	27,100	20,280.55	74.8%	13,057.99
Personnel Expenses	49,100	26,200.73	(22,899.27)	53.4%	49,100	15,713.58	32.0%	22,270.32
Program Services	77,300	48,115.97	(29,184.03)	62.3%	67,400	47,898.64	71.1%	70,630.52
Transfers to Own Funds	0	0.00	0.00	100.0%	0	0.00	100.0%	2,019.97
Expenditures	1,131,900	783,669.27	(348,230.73)	69.2%	1,124,500	792,413.55	70.5%	1,030,003.05
Other Revenues	(23,500)	(20,918.77)	2,581.23	89.0%	(24,800)	(24,246.55)	97.8%	(44,054.70)
Council Services	1,108,400	762,750.50	(345,649.50)	68.8%	1,099,700	768,167.00	69.9%	985,948.35

Financial Services

Wages/Benefits	147,600	0.00	(147,600.00)	0.0%	261,200	0.00	0.0%	0.00
Long Term Debt Capital Financing	1,964,200	1,544,717.10	(419,482.90)	78.6%	1,964,200	1,544,717.10	78.6%	1,964,173.50
Long Term Debt Charges	16,100	16,046.01	(53.99)	99.7%	19,300	16,046.01	83.1%	19,266.08
Program Services	255,000	25,073.55	(229,926.45)	0.0%	205,000	25,414.70	0.0%	30,152.28
Transfers to Own Funds	9,742,100	7,379,016.68	(2,363,083.32)	75.7%	8,219,700	5,523,967.54	67.2%	10,348,682.06
Financial Services	12,125,000	8,964,853.34	(3,160,146.66)	73.9%	10,669,400	7,110,145.35	66.6%	12,362,273.92

Alley Closing Program

Program Services	0	6,321.24	6,321.24	100.0%	0	0.00	100.0%	0.00
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Division of IT (DoIT)

Wages/Benefits	484,400	348,980.16	(135,419.84)	72.0%	476,100	340,664.04	71.6%	460,099.76
Administrative Expenses	303,600	223,726.82	(79,873.18)	73.7%	277,100	220,620.67	79.6%	267,630.32
Personnel Expenses	9,000	10,296.53	1,296.53	114.4%	9,000	3,151.71	35.0%	4,842.16
Transfers to Own Funds	156,000	156,000.00	0.00	100.0%	153,000	153,000.00	100.0%	153,000.00
Financial Services	953,000	739,003.51	(213,996.49)	77.5%	915,200	717,436.42	78.4%	885,572.24

Fire

Wages/Benefits	2,145,500	1,452,360.82	(693,139.18)	67.7%	2,053,800	1,500,393.37	73.1%	2,149,960.60
Administrative Expenses	61,100	53,194.55	(7,905.45)	87.1%	60,400	47,868.13	79.3%	57,288.83
Personnel Expenses	122,600	58,668.07	(63,931.93)	47.9%	110,600	87,289.82	78.9%	122,960.45
Vehicle/Equipment Expenses	130,200	95,820.55	(34,379.45)	73.6%	125,700	104,234.33	82.9%	135,506.97
Program Services	25,000	13,240.24	(11,759.76)	53.0%	23,000	17,959.86	78.1%	21,198.50
Transfers to Own Funds	608,000	608,000.00	0.00	100.0%	308,000	308,000.00	100.0%	308,000.00
Expenditures	3,092,400	2,281,284.23	(811,115.77)	73.8%	2,681,500	2,065,745.51	77.0%	2,794,915.35
Other Revenues	(10,000)	(5,729.37)	4,270.76	57.3%	(10,000)	(6,186.52)	61.9%	(9,839.90)
Fire	3,082,400	2,275,554.86	(806,845.01)	73.8%	2,671,500	2,059,558.99	77.1%	2,785,075.45

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>Police / Dispatch</u>								
Wages/Benefits	6,837,200	5,090,042.25	(1,747,157.75)	74.5%	6,711,000	5,076,734.12	75.7%	6,688,597.52
Administrative Expenses	171,200	148,478.43	(22,721.57)	86.7%	170,200	130,619.29	76.7%	183,576.76
Personnel Expenses	114,500	165,972.77	51,472.77	145.0%	112,000	93,631.89	83.6%	122,155.62
Facility Expenses	155,000	115,643.43	(39,356.57)	74.6%	155,000	117,023.97	75.5%	164,867.33
Vehicle/Equipment Expenses	136,100	97,853.45	(38,246.55)	71.9%	141,100	106,860.87	75.7%	141,262.46
Program Services	137,000	123,127.24	(13,872.76)	89.9%	138,000	183,939.29	133.3%	275,177.47
Transfers to Own Funds	80,000	70,453.74	(9,546.26)	88.1%	0	0.00	100.0%	0.00
Expenditures	7,631,000	5,811,571.31	(1,819,428.69)	76.2%	7,427,300	5,708,809.43	76.9%	7,575,637.16
Grants	(73,600)	(94,888.41)	(21,288.41)	128.9%	(63,800)	(138,486.12)	217.1%	(159,105.89)
Contributions from Own Funds	0	0.00	0.00	100.0%	0	0.00	100.0%	(37,729.45)
Other Revenues	(260,500)	(275,318.10)	(14,818.10)	105.7%	(262,600)	(259,896.65)	99.0%	(312,636.48)
Police / Dispatch	7,296,900	5,441,364.80	(1,855,535.20)	74.6%	7,100,900	5,310,426.66	74.8%	7,066,165.34
<u>Police Services Board</u>								
Wages/Benefits	26,000	19,294.86	(6,705.14)	74.2%	40,500	32,905.57	81.3%	38,043.59
Administrative Expenses	19,100	4,389.53	(14,710.47)	23.0%	16,000	5,693.62	35.6%	14,858.24
Personnel Expenses	8,200	2,984.10	(5,215.90)	36.4%	7,100	2,952.19	41.6%	2,952.19
Program Services	1,000	80.39	(919.61)	8.0%	1,000	6,846.05	684.6%	(12,748.79)
Expenditures	54,300	26,748.88	(27,551.12)	49.3%	64,600	48,397.43	74.9%	43,105.23
Other Revenues	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Police Services Board	54,300	26,748.88	(27,551.12)	49.3%	64,600	48,397.43	74.9%	43,105.23
<u>Conservation Authority</u>								
Program Services	275,000	205,599.75	(69,400.25)	74.8%	246,000	195,612.75	79.5%	260,817.00
<u>Protective Inspection & Control</u>								
Program Services	41,400	40,991.81	(408.19)	99.0%	41,400	17,023.30	41.1%	35,323.78
Other Revenues	(20,000)	(21,341.00)	(1,341.00)	106.7%	(20,000)	(18,937.00)	94.7%	(19,601.00)
Protective Inspection & Control	21,400	19,650.81	(1,749.19)	91.8%	21,400	(1,913.70)	-8.9%	15,722.78
<u>Emergency Measures</u>								
Program Services	31,000	65,301.87	34,301.87	210.7%	31,000	30,583.52	98.7%	31,798.96
<u>Public Works Summary</u>								
Wages/Benefits	6,207,500	4,295,791.42	(1,911,708.58)	69.2%	5,883,400	4,111,587.43	69.9%	5,672,249.40
Long Term Debt	412,000	205,976.73	(206,023.27)	50.0%	412,000	205,976.73	50.0%	411,953.46
Administrative Expenses	366,800	336,139.94	(30,660.06)	91.6%	358,500	325,785.62	90.9%	343,819.21
Personnel Expenses	128,000	94,961.55	(33,038.45)	74.2%	120,000	80,539.26	67.1%	118,467.20
Facility Expenses	1,935,900	1,097,053.28	(838,846.72)	56.7%	1,931,700	1,160,402.92	60.1%	1,790,885.44
Vehicle/Equipment Expenses	652,900	511,876.91	(141,023.09)	78.4%	611,000	584,249.00	95.6%	860,421.87
Program Services	6,160,300	3,625,139.58	(2,535,160.42)	58.9%	6,377,200	3,125,389.58	49.0%	5,588,542.19
Transfers to Own Funds	3,116,900	240,456.34	(2,876,443.66)	7.7%	2,561,100	216,037.95	8.4%	3,105,404.02
Expenditures	18,980,300	10,407,395.75	(8,572,904.25)	54.8%	18,254,900	9,809,968.49	53.7%	17,891,742.79
Contributions from Own Funds	(412,000)	(205,976.73)	206,023.27	50.0%	(412,000)	(205,976.73)	50.0%	(411,953.46)
Other Revenues	(10,390,700)	(5,588,575.60)	4,802,124.40	53.8%	(10,198,300)	(5,342,350.51)	52.4%	(9,963,568.77)
Public Works Summary	8,177,600	4,612,843.42	(3,564,756.58)	56.4%	7,644,600	4,261,641.25	55.8%	7,516,220.56
<u>Public Works Corporate</u>								
Wages/Benefits	1,149,100	810,849.39	(338,250.61)	70.6%	1,141,300	770,164.03	67.5%	1,040,052.09
Administrative Expenses	366,800	336,139.94	(30,660.06)	91.6%	358,500	325,785.62	90.9%	343,819.21
Personnel Expenses	128,000	94,961.55	(33,038.45)	74.2%	120,000	80,539.26	67.1%	118,467.20
Expenditures	1,643,900	1,241,950.88	(401,949.12)	45.1%	1,619,800	1,176,488.91	97.3%	1,502,338.50
Other Revenues	(1,013,200)	(754,732.40)	258,467.60	74.5%	(994,200)	(738,508.26)	74.3%	(985,034.96)
Public Works Corporate	630,700	487,218.48	(143,481.52)	77.3%	625,600	437,980.65	70.0%	517,303.54
<u>Roads/Drainage</u>								
Wages/Benefits	644,600	568,053.23	(76,546.77)	88.1%	630,600	537,696.46	85.3%	712,035.72
Vehicle/Equipment Expenses	34,000	12,907.54	(21,092.46)	38.0%	34,000	13,286.91	39.1%	19,754.21
Program Services	611,800	263,172.87	(348,627.13)	43.0%	501,100	286,384.24	57.2%	384,924.36
Expenditures	1,290,400	844,133.64	(446,266.36)	65.4%	1,165,700	837,367.61	71.8%	1,116,714.29
Other Revenues	0	(5,979.46)	(5,979.46)	100.0%	0	(4,436.04)	0.0%	(17,810.65)
Roads/Drainage	1,290,400	838,154.18	(452,245.82)	65.0%	1,165,700	832,931.57	71.5%	1,098,903.64

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
Drainage								
Wages/Benefits	434,100	289,675.80	(144,424.20)	66.7%	426,800	305,378.46	71.6%	409,840.17
Expenditures	434,100	289,675.80	(144,424.20)	63.0%	426,800	305,378.46	63.3%	409,840.17
Drainage	434,100	289,675.80	(144,424.20)	4.5%	426,800	305,378.46	7.5%	409,840.17
Storm Sewers								
Wages/Benefits	118,000	76,904.15	(41,095.85)	65.2%	115,900	73,955.38	63.8%	100,903.78
Program Services	20,000	14,027.42	(5,972.58)	70.1%	0	0.00	100.0%	0.00
Expenditures	138,000	90,931.57	(47,068.43)	65.9%	115,900	73,955.38	63.8%	100,903.78
Storm Sewers	138,000	90,931.57	(47,068.43)	101.0%	115,900	73,955.38	95.1%	100,903.78
Facilities & Fleet								
Wages/Benefits	1,647,900	1,123,516.67	(524,383.33)	68.2%	1,491,000	1,085,401.77	72.8%	1,529,886.10
Facility Expenses	1,935,900	1,097,053.28	(838,846.72)	56.7%	1,931,700	1,160,402.92	60.1%	1,790,885.44
Vehicle/Equipment Expenses	575,400	480,802.33	(94,597.67)	83.6%	533,500	546,252.07	102.4%	811,204.93
Transfer to Own Funds	223,700	240,456.34	16,756.34	107.5%	219,300	216,037.95	98.5%	220,404.02
Expenditures	4,382,900	2,941,828.62	(1,441,071.38)	67.1%	4,175,500	3,008,094.71	72.0%	4,352,380.49
Other Revenues	(50,000)	(33,544.39)	16,455.61	67.1%	(47,300)	(34,743.99)	73.5%	(55,568.35)
Facilities & Fleet	4,332,900	2,908,284.23	(1,424,615.77)	67.1%	4,128,200	2,973,350.72	72.0%	4,296,812.14
Parks								
Wages/Benefits	914,300	576,585.81	(337,714.19)	63.1%	806,900	550,635.21	68.2%	783,726.42
Vehicle/Equipment Expenses	15,500	4,580.69	(10,919.31)	29.6%	15,500	7,967.94	51.4%	10,959.58
Program Services	459,700	215,590.01	(244,109.99)	46.9%	395,000	240,412.76	60.9%	355,412.81
Expenditures	1,389,500	796,756.51	(592,743.49)	57.3%	1,217,400	799,015.91	65.6%	1,150,098.81
Other Revenues	(38,000)	(44,485.14)	(6,485.14)	117.1%	(35,000)	(45,469.57)	129.9%	(53,155.73)
Parks	1,351,500	752,271.37	(599,228.63)	55.7%	1,182,400	753,546.34	63.7%	1,096,943.08
Water								
Wages/Benefits	1,009,300	633,529.87	(375,770.13)	62.8%	984,600	588,580.97	59.8%	821,549.18
Vehicle/Equipment Expenses	20,000	7,738.64	(12,261.36)	38.7%	20,000	10,584.51	52.9%	12,345.58
Program Services	2,952,900	1,736,995.87	(1,215,904.13)	58.8%	3,353,500	1,202,068.61	35.9%	2,740,435.18
Transfers to Own Funds	1,574,800	0.00	(1,574,800.00)	0.0%	1,157,900	0.00	0.0%	1,790,000.00
Expenditures	5,557,000	2,378,264.38	(3,178,735.62)	42.8%	5,516,000	1,801,234.09	32.7%	5,364,329.94
Consumption/Base Rate Revenues	(5,441,000)	(2,673,896.24)	2,767,103.76	49.1%	(5,417,000)	(2,553,520.44)	47.1%	(5,160,200.24)
Other Revenues	(116,000)	(110,067.26)	5,932.74	94.9%	(99,000)	(139,533.96)	140.9%	(206,022.25)
Water	0	(405,699.12)	(405,699.12)	100.0%	0	(891,820.31)	100.0%	(1,892.55)
Wastewater								
Wages/Benefits	290,200	216,676.50	(73,523.50)	74.7%	286,300	199,775.15	69.8%	274,255.94
Long Term Debt Charges	412,000	205,976.73	(206,023.27)	50.0%	412,000	205,976.73	50.0%	411,953.46
Vehicle/Equipment Expenses	8,000	5,847.71	(2,152.29)	73.1%	8,000	6,157.57	77.0%	6,157.57
Program Services	2,115,900	1,395,353.41	(720,546.59)	66.0%	2,127,600	1,396,523.97	65.6%	2,107,769.84
Transfers to Own Funds	1,318,400	0.00	(1,318,400.00)	0.0%	1,183,900	0.00	0.0%	1,095,000.00
Expenditures	4,144,500	1,823,854.35	(2,320,645.65)	44.0%	4,017,800	1,808,433.42	45.0%	3,895,136.81
Contributions from Own Funds	(412,000)	(205,976.73)	206,023.27	50.0%	(412,000)	(205,976.73)	50.0%	(411,953.46)
Consumption/Base Rate Revenues	(3,713,000)	(1,944,122.02)	1,768,877.98	52.4%	(3,592,800)	(1,803,213.85)	50.2%	(3,454,822.52)
Other Revenues	(19,500)	(21,748.69)	(2,248.69)	111.5%	(13,000)	(22,924.40)	176.3%	(30,954.07)
Wastewater	0	(347,993.09)	(347,993.09)	100.0%	0	(223,681.56)	100.0%	(2,593.24)
Winter Control								
Program Services	200,000	316,207.01	116,207.01	158.1%	200,000	294,359.94	147.2%	198,007.04
Traffic Control								
Program Services	72,000	55,114.85	(16,885.15)	76.6%	82,000	51,035.40	62.2%	95,803.59
Handi-Transit								
Program Services	55,000	28,031.30	(26,968.70)	51.0%	61,000	27,264.60	44.7%	43,309.20
LaSalle Transit								
Program Services	480,200	279,540.87	(200,659.13)	58.2%	225,000	292,353.42	129.9%	489,268.00
Transfers to Own Funds	0	0.00	0.00	100.0%	0	225,000.00	100.0%	49,063.77
Expenditures	480,200	279,540.87	(200,659.13)	58.2%	225,000	517,353.42	229.9%	538,331.77
Contributions from Own Funds	(251,000)	0.00	251,000.00	100.0%	0	(253,128.51)	100.0%	(253,128.51)
Other Revenues	(64,500)	(34,309.35)	30,190.65	53.2%	0	(39,224.91)	100.0%	(60,203.26)
LaSalle Transit	164,700	245,231.52	80,531.52	148.9%	225,000	225,000.00	100.0%	225,000.00

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>Street Lighting</u>								
Program Services	260,000	144,038.60	(115,961.40)	55.4%	260,000	150,827.20	58.0%	257,578.02
<u>Crossing Guards</u>								
Wages/Benefits	87,800	49,969.04	(37,830.96)	56.9%	87,200	48,710.13	55.9%	80,039.41
Administrative Expenses	700	750.60	50.60	107.2%	800	750.60	93.8%	750.60
Program Services	1,000	1,271.37	271.37	127.1%	1,000	0.00	0.0%	17.29
Crossing Guards	89,500	51,991.01	(37,508.99)	58.1%	89,000	49,460.73	55.6%	80,807.30
<u>Garbage Collection</u>								
Program Services	646,000	426,763.75	(219,236.25)	66.1%	625,000	460,924.90	73.8%	630,031.36
<u>Garbage Disposal</u>								
Program Services	970,000	645,305.05	(324,694.95)	66.5%	915,000	532,792.21	58.2%	928,753.10
<u>Culture & Recreation Summary</u>								
Wages/Benefits	2,190,700	1,493,452.88	(697,247.12)	68.2%	1,975,400	1,497,110.81	75.8%	1,919,763.89
Administrative Expenses	51,700	50,398.31	(1,301.69)	97.5%	51,500	44,465.12	86.3%	52,333.92
Personnel Expenses	36,100	24,007.43	(12,092.57)	66.5%	33,800	26,811.83	79.3%	37,762.78
Vehicle/Equipment Expenses	7,500	3,067.89	(4,432.11)	40.9%	7,500	1,717.47	22.9%	7,193.44
Program Services	296,100	323,498.28	27,398.28	109.3%	284,600	205,218.55	72.1%	300,397.16
Transfers to Own Funds	215,000	192,091.25	(22,908.75)	89.3%	215,000	203,387.00	94.6%	212,417.00
Expenditures	2,797,100	2,086,516.04	(710,583.96)	74.6%	2,567,800	1,978,710.78	77.1%	2,529,868.19
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(2,545,800)	(1,912,643.75)	633,156.25	75.1%	(2,499,500)	(1,831,182.34)	73.3%	(2,518,998.43)
Culture & Recreation Summary	251,300	173,872.29	(77,427.71)	69.2%	68,300	147,528.44	216.0%	10,869.76
<u>Culture & Recreation Corporate</u>								
Wages/Benefits	1,082,200	649,260.72	(432,939.28)	60.0%	907,200	631,097.93	69.6%	835,038.02
Administrative Expenses	51,700	50,398.31	(1,301.69)	97.5%	51,500	44,465.12	86.3%	52,333.92
Personnel Expenses	36,100	24,007.43	(12,092.57)	66.5%	33,800	26,811.83	79.3%	37,762.78
Vehicle/Program Expenses	7,500	1,725.44	(5,774.56)	23.0%	7,500	335.78	4.5%	5,811.75
Program Services	64,200	51,827.14	(12,372.86)	80.7%	57,200	59,120.56	103.4%	75,313.19
Transfers to Own Funds	175,000	152,091.25	(22,908.75)	86.9%	175,000	163,387.00	93.4%	172,417.00
Expenditures	1,416,700	929,310.29	(487,389.71)	65.6%	1,232,200	925,218.22	75.1%	1,178,676.66
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(84,900)	(62,226.24)	22,673.76	73.3%	(81,400)	(53,364.42)	65.6%	(82,871.17)
Culture & Recreation Corporate	1,331,800	867,084.05	(464,715.95)	65.1%	1,150,800	871,853.80	75.8%	1,095,805.49
<u>Culture & Recreation Community Programs</u>								
Wages/Benefits	308,100	263,976.61	(44,123.39)	85.7%	272,900	283,102.12	103.7%	288,534.29
Program Services	33,400	41,530.80	8,130.80	124.3%	30,400	27,793.08	91.4%	36,525.31
Expenditures	341,500	305,507.41	(35,992.59)	89.5%	303,300	310,895.20	102.5%	325,059.60
Other Revenues	(422,500)	(384,926.69)	37,573.31	91.1%	(363,000)	(406,606.30)	112.0%	(426,703.72)
Culture & Recreation Community Programs	(81,000)	(79,419.28)	1,580.72	98.1%	(59,700)	(95,711.10)	160.3%	(101,644.12)
<u>Culture & Recreation Cultural Programs</u>								
Program Services	50,000	157,397.62	107,397.62	314.8%	48,500	24,655.84	50.8%	38,493.33
Other Revenues	(15,000)	(75,971.81)	(60,971.81)	506.5%	(5,000)	(4,991.58)	99.8%	(14,791.33)
Culture & Recreation Cultural Programs	35,000	81,425.81	46,425.81	232.7%	43,500	19,664.26	45.2%	23,702.00
<u>Culture & Recreation Hospitality</u>								
Wages/Benefits	101,700	54,861.14	(46,838.86)	53.9%	98,200	63,065.82	64.2%	91,658.15
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	93,500	49,384.42	(44,115.58)	52.8%	93,500	59,860.00	64.0%	101,987.49
Expenditures	195,200	104,245.56	(90,954.44)	53.4%	191,700	122,925.82	64.1%	193,645.64
Other Revenues	(244,000)	(148,796.51)	95,203.49	61.0%	(241,400)	(154,978.04)	64.2%	(223,410.75)
Culture & Recreation Hospitality	(48,800)	(44,550.95)	4,249.05	91.3%	(49,700)	(32,052.22)	64.5%	(29,765.11)
<u>VRC Arenas</u>								
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(810,800)	(565,414.17)	245,385.83	69.7%	(815,800)	(511,526.16)	62.7%	(817,310.57)
VRC Arenas	(810,800)	(565,414.17)	245,385.83	69.7%	(815,800)	(511,526.16)	62.7%	(817,310.57)

	2019 Budget	2019 YTD Actual September	\$ VARIANCE Budget to Actual	2019 % Budget to Actual	2018 Budget	2018 YTD Actual September	2018 % Budget to Actual	2018 YTD Actual December
<u>VRC Aquatic Centre</u>								
Wages/Benefits	471,600	339,620.95	(131,979.05)	72.0%	479,500	338,999.09	70.7%	463,820.33
Vehicle/Equipment Expenses	0	1,342.45	1,342.45	100.0%	0	1,381.69	100.0%	1,381.69
Program Services	50,000	17,685.09	(32,314.91)	35.4%	50,000	31,492.97	63.0%	44,250.31
Expenditures	521,600	358,648.49	(162,951.51)	68.8%	529,500	371,873.75	70.2%	509,452.33
Other Revenues	(585,000)	(388,057.81)	196,942.19	66.3%	(611,200)	(401,014.59)	65.6%	(572,248.87)
VRC Aquatic Centre	(63,400)	(29,409.32)	33,990.68	46.4%	(81,700)	(29,140.84)	35.7%	(62,796.54)
<u>VRC Fitness Centre</u>								
Wages/Benefits	189,700	143,136.50	(46,563.50)	75.5%	187,500	141,456.26	75.4%	199,653.43
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	5,000	5,673.21	673.21	113.5%	5,000	2,296.10	45.9%	3,827.53
Transfers to Own Funds	40,000	40,000.00	0.00	100.0%	40,000	40,000.00	100.0%	40,000.00
Expenditures	234,700	188,809.71	(45,890.29)	80.5%	232,500	183,752.36	79.0%	243,480.96
Grants	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Other Revenues	(343,400)	(260,194.90)	83,205.10	75.8%	(342,000)	(267,094.69)	78.1%	(349,936.00)
VRC Fitness Centre	(108,700)	(71,385.19)	37,314.81	65.7%	(109,500)	(83,342.33)	76.1%	(106,455.04)
<u>LaSalle Outdoor Pool</u>								
Wages/Benefits	37,400	42,596.96	5,196.96	113.9%	30,100	39,389.59	130.9%	41,059.67
Vehicle/Equipment Expenses	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Program Services	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Expenditures	37,400	42,596.96	5,196.96	113.9%	30,100	39,389.59	130.9%	41,059.67
Other Revenues	(40,200)	(27,055.62)	13,144.38	67.3%	(39,700)	(31,606.56)	79.6%	(31,726.02)
LaSalle Outdoor Pool	(2,800)	15,541.34	18,341.34	-555.1%	(9,600)	7,783.03	-81.1%	9,333.65
<u>Development & Strategic Initiatives</u>								
Wages/Benefits	564,600	417,935.51	(146,664.49)	74.0%	547,200	411,720.01	75.2%	553,642.87
Administrative Expenses	20,300	11,241.87	(9,058.13)	55.4%	20,200	10,600.00	52.5%	20,524.60
Personnel Expenses	9,200	8,970.23	(229.77)	97.5%	9,200	8,881.42	96.5%	9,436.86
Program Services	23,400	2,673.59	(20,726.41)	11.4%	23,400	5,344.19	22.8%	16,882.44
Transfers to Own Funds	38,000	38,000.00	0.00	100.0%	38,000	38,000.00	100.0%	38,000.00
Expenditures	655,500	478,821.20	(176,678.80)	73.1%	638,000	474,545.62	74.4%	638,486.77
Grants	0	0.00	0.00	100.0%	0	(2,230.63)	100.0%	(2,230.63)
Other Revenues	(50,500)	(72,200.00)	(21,700.00)	143.0%	(42,500)	(67,900.00)	159.8%	(111,250.00)
Development & Strategic Initiatives	605,000	406,621.20	(198,378.80)	67.2%	595,500	404,414.99	67.9%	525,006.14
<u>Building Division</u>								
Wages/Benefits	452,300	167,250.65	(285,049.35)	37.0%	443,000	287,555.35	64.9%	349,756.29
Administrative Expenses	4,600	2,392.62	(2,207.38)	52.0%	4,600	3,782.22	82.2%	4,806.08
Personnel Expenses	10,700	6,617.87	(4,082.13)	61.9%	10,700	4,623.66	43.2%	5,722.05
Program Services	180,000	261,412.15	81,412.15	145.2%	176,700	190,504.47	107.8%	292,586.49
Transfers to Own Funds	0	306,219.86	306,219.86	100.0%	8,900	9,284.43	104.3%	77,132.61
Expenditures	647,600	743,893.15	96,293.15	114.9%	643,900	495,750.13	77.0%	730,003.52
Contributions from Own Funds	(80,600)	0.00	80,600.00	0.0%	0	0.00	100.0%	0.00
Other Revenues	(567,000)	(743,893.15)	(176,893.15)	131.2%	(643,900)	(495,750.13)	77.0%	(730,003.52)
Building Division	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
<u>Agriculture / Reforestation</u>								
Program Services	0	0.00	0.00	100.0%	25,000	0.00	0.0%	0.00
Other Revenues	0	0.00	0.00	100.0%	(25,000)	0.00	0.0%	0.00
Agriculture / Reforestation	0	0.00	0.00	100.0%	0	0.00	100.0%	0.00
Expenditures	38,434,900	27,132,409.97	(11,302,490.03)	70.6%	35,277,400	24,147,461.28	68.5%	36,693,248.80
T o t a l	0	(12,504,365.69)	(12,504,365.69)	100.0%	0	(11,268,965.44)	100.0%	(106,287.76)
General Fund	0	(11,750,673.48)	(11,750,673.48)	100.0%	0	(10,153,463.57)	100.0%	(101,801.97)
Water Fund	0	(405,699.12)	(405,699.12)	100.0%	0	(891,820.31)	100.0%	(1,892.55)
Wastewater Fund	0	(347,993.09)	(347,993.09)	100.0%	0	(223,681.56)	100.0%	(2,593.24)

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
SEPTEMBER 30, 2019

07/10/2019

PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
TECHNOLOGY	0.00	34,699.75	12,720.00	141.58		(47,561.33)				0.00
Desktops/laptops	0.00	6,123.97				(6,123.97)				0.00
Network equipment	0.00	15,702.64		26.40		(15,729.04)				0.00
Server equipment & upgrades	0.00	3,588.06		53.38		(3,641.44)				0.00
Website	0.00		12,720.00	18.15		(12,738.15)				0.00
Access Control	0.00	6,786.36		43.65		(6,830.01)				0.00
Telephone System	0.00	2,498.72				(2,498.72)				0.00
STRATEGIC INITIATIVES	0.00	24,003.15	1,382.16	239.86		(25,625.17)				0.00
VC Wayfinding Signage	0.00	8,673.47		129.04		(8,802.51)				0.00
Highway 401 Gateway Sign	0.00	14,935.65		109.92		(15,045.57)				0.00
Population Sign	0.00	394.03		0.90		(394.93)				0.00
Strategic Plan	0.00		1,382.16			(1,382.16)				0.00
HYDRO GENERATOR	8,210.32			33.13					(8,243.45)	0.00
CAPITAL-ADMIN/FINANCIAL SERVICES	(51,550.28)									(51,550.28)
Over financed activities	(51,550.28)									(51,550.28)
CAPITAL-COUNCIL SERVICES	0.00		16,485.12	34.22		(16,519.34)				0.00
Compensation Review	0.00		16,485.12	34.22		(16,519.34)				0.00
CAPITAL-FIRE	0.00	7,213.13	108,022.31	695.84		(115,931.28)				0.00
Respirator Fit Tester Machine	0.00	7,213.13		72.34		(7,285.47)				0.00
Electronic Tracking System	0.00		2,814.68	28.22		(2,842.90)				0.00
Fire Master Plan	0.00		65,676.26	291.12		(65,967.38)				0.00
A/C Watch Office	0.00		4,304.45	43.16		(4,347.61)				0.00
Radio Study/Training	0.00		35,226.92	261.00		(35,487.92)				0.00
CAPITAL-POLICE	0.00	70,106.92		346.82	(70,453.74)					0.00
Vehicles	0.00	70,106.92		346.82	(70,453.74)					0.00
CAPITAL-ROADS	89,288.62	132,124.58	35,890.68	3,540.41		(4,704.59)				256,139.70
Transportation Master Plan	89,288.62		32,593.66	2,195.50						124,077.78
Oakdale Trails Development	0.00	1,373.76		17.28		(1,391.04)				0.00
Signal Assessment	0.00		3,297.02	16.53		(3,313.55)				0.00
Upgrade Judy Recker Cres	0.00	130,750.82		1,311.10						132,061.92
TRANSIT	(32,832.24)		128,016.13	1,609.86		(69,388.12)	(60,237.87)			(32,832.24)
Bus Shelters	(32,832.24)									(32,832.24)
Buses (2)	0.00		128,016.13	1,609.86		(69,388.12)	(60,237.87)			0.00
SIDEWALK CONSTRUCTION	0.00	16,088.89	48,981.98			(65,070.87)				0.00
Sidewalk Construction-Various	0.00	16,088.89				(16,088.89)				0.00
Sidewalk Ramps	0.00		48,981.98			(48,981.98)				0.00
DRAINS	0.00	67,879.74	69,563.80	738.99		(82,441.78)			(55,740.75)	0.00
Herb Gray Parkway Drainage Reports	0.00		55,740.75						(55,740.75)	0.00
Culvert-Lepain Pond	0.00	67,879.74		680.64		(68,560.38)				0.00
Front Road Park Drainage	0.00		13,823.05	58.35		(13,881.40)				0.00

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
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PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
CAPITAL-FACILITIES & FLEET	0.00	634,920.93	16,377.66	5,744.47		(657,043.06)				0.00
Roads-Paint Machine	0.00	15,242.84		226.78		(15,469.62)				0.00
Roads-Sign Machine	0.00	5,693.47		84.71		(5,778.18)				0.00
Corp-Pickup-VIN#593325	0.00	34,309.17		509.24		(34,818.41)				0.00
Parks-Pickup-VIN#426094	0.00	42,296.16		608.25		(42,904.41)				0.00
Corp-Pickup-VIN#602042	0.00	32,601.75		409.84		(33,011.59)				0.00
Roads-Road Closure Trailers	0.00	9,152.29		115.10		(9,267.39)				0.00
Vollmer-Renovations	0.00	112,403.25		1,000.29		(113,403.54)				0.00
DSI-BL-Pickup-VIN#308801	0.00	21,778.95		269.81		(22,048.76)				0.00
PW-Barn Eaves Troughs	0.00	16,281.60		143.18		(16,424.78)				0.00
Roads-Pickup-VIN#556727 (2018)	0.00	1,139.72		11.42		(1,151.14)				0.00
VC-Arena Lighting	0.00	135,462.91		1,086.66		(136,549.57)				0.00
VC-Carpet	0.00	8,395.20		84.18		(8,479.38)				0.00
Parks-Dump Truck	0.00	92,611.78		921.22		(93,533.00)				0.00
VC-Scrubber	0.00	7,632.00		76.54		(7,708.54)				0.00
PW-Barn Floor	0.00	55,149.50		126.42		(55,275.92)				0.00
Fleet-GPS	0.00	12,181.69		31.04		(12,212.73)				0.00
VC-Concession Building Repairs	0.00		1,857.12	4.73		(1,861.85)				0.00
Outdoor Pool Heater	0.00	5,623.52		14.33		(5,637.85)				0.00
VC-Arena Sprinkler Head Cages	0.00		8,135.71	20.73		(8,156.44)				0.00
VC-Sound System	0.00	24,980.81				(24,980.81)				0.00
VC-Access Control	0.00	1,984.32				(1,984.32)				0.00
VC-Shower Tile	0.00		6,384.83			(6,384.83)				0.00
CAPITAL-CULTURE & RECREATION	0.00		5,309.91	48.40		(5,358.31)				0.00
Planters	0.00		5,309.91	48.40		(5,358.31)				0.00
CAPITAL-PARKS	0.00	54,796.04	21,167.74	613.77		(74,180.58)		(100,000.00)		(97,603.03)
Accessible Playground-Marcotte Park	0.00	24,117.12		358.79		(24,475.91)				0.00
Vollmer Master Plan	0.00		17,707.90	91.31		(17,799.21)				0.00
Floating Dock Installation	0.00		3,052.80	30.62		(3,083.42)				0.00
Soccer Field Maintenance Equipment	0.00	28,281.95		131.01		(28,412.96)				0.00
Replace Signs	0.00		407.04	2.04		(409.08)				0.00
Accessible Playgrounds	0.00							(100,000.00)		(100,000.00)
Accessible Playground-Ojibway	0.00	1,198.49								1,198.49
Accessible Playground-Chappus	0.00	1,198.48								1,198.48
CAPITAL-PLANNING & DEVELOPMENT	0.00		18,222.22	192.68		(18,414.90)				0.00
Official Plan Review	0.00		2,513.47	37.38		(2,550.85)				0.00
Comprehensive Zoning Bylaw	0.00		15,708.75	155.30		(15,864.05)				0.00
CAPITAL-WATER	0.00	94,929.07					(94,929.07)			0.00
Disputed Watermain Upgrade	0.00	94,929.07					(94,929.07)			0.00
CAPITAL-SEWER	0.00	44,490.50	19,179.62	328.41		(63,998.53)				0.00
PS-Other Maintenance	0.00		10,705.44	41.21		(10,746.65)				0.00
Zoom Camera	0.00	23,120.90		156.72		(23,277.62)				0.00
Manhole Rain Catchers	0.00	21,369.60		130.48		(21,500.08)				0.00
Sewage Capacity Review	0.00		8,474.18			(8,474.18)				0.00

TOWN OF LASALLE
CAPITAL FUND ANALYSIS
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PROJECTS	ENDING BALANCE DEC 31,2018	CAPITAL EXPENSES	OPERATING EXPENSES	INTEREST	CONTR- GENERAL	CONTR- RESERVES/ RESERVE FUND	CONTR- DEFERRED REVENUE	CONTR- GRANT/DEBT	CONTR- OTHER	ENDING BALANCE SEPT 30, 2019
WORK IN PROGRESS										
CELL TOWER BUILDING	0.00	86,283.70		1,174.54		(87,458.24)				0.00
PARKING LOT SIGNS	0.00	8,646.14		73.66		(8,719.80)				0.00
TIME & ATTENDANCE SYSTEM	0.00	26,238.01		108.69		(26,346.70)				0.00
MILL & PAVE PROGRAM-2018	0.00	176,424.31		2,195.50		(178,619.81)				0.00
MILL & PAVE	0.00	308,468.89		785.96		(309,254.85)				0.00
BRIDGES (Front Road/Turkey Creek Bridge)	107,608.21	1,091,640.27		9,694.57						1,208,943.05
PEDESTRIAN BRIDGE-OJIBWAY OAKS	0.00	76,506.22		797.42		(77,303.64)				0.00
PEDESTRIAN BRIDGE-BRUNET	0.00	67,841.36		172.86		(68,014.22)				0.00
PEDESTRIAN BRIDGE-NEWMAN	0.00	8,323.96		21.21		(8,345.17)				0.00
CHAPPUS DRAIN	29,297.21			(636.85)						28,660.36
BESSETTE DRAIN	34,134.17			(648.86)						33,485.31
LEPAIN DRAIN	68,765.63			(1,209.88)						67,555.75
WEST BRANCH CAHILL DRAIN	19,042.63			(511.80)						18,530.83
ST MICHAELS DRAIN	520.81	34,831.43		(2.60)						35,349.64
VC ICE PLANT	0.00	432,363.65		124.82			(432,488.47)			0.00
HOWARD INDUST PARK (INT)	32,288.87			603.92						32,892.79
WATERMAIN-Canard Watermain	0.00	16,205.94		140.86			(16,346.80)			0.00
WATERMAIN-Front Road Watermain	0.00	122,483.42		848.01			(123,331.43)			0.00
DRINKING WATER SYSTEM INITIATIVE	0.00		46,271.06	196.83			(46,467.89)			0.00
WATER MODEL UPDATE	0.00		14,648.52	12.95			(14,661.47)			0.00
CAPITAL-SEWER (Sewage Capacity)	2,307,418.00									2,307,418.00
PS 1 STRUCTURE REPAIRS (CWWF)	0.00	862,919.23		5,772.00						868,691.23
FOURTH CONCESSION DRAIN	21,901.30		23,031.85	(88.63)						44,844.52
BURKE DRAIN	6,487.94		11,810.33	(25.76)						18,272.51
HOWARD AVENUE DRAIN	804.01		406.63	(4.01)						1,206.63
FOURTH CONC BRANCH DRAIN-GARLATTI	0.00		457.92							457.92
THIRD CONCESSION DRAIN	0.00		1,877.06							1,877.06
HOWARD/BOUFFARD MASTER DRAINAGE PLA	94,323.58		56,688.33	2,713.93						153,725.84
HOWARD/BOUFFARD LAND ACQUISITION	0.00	528,564.54		2,662.42						531,226.96
RIVERDANCE PROPERTY	(42,972.48)	36,348.06							(564,160.00)	(570,784.42)
HERITAGE STORM IMPROVEMENT	115,291.59	1,889,744.55		10,980.00						2,016,016.14
OLIVER FARMS STORM IMPROVEMENT	0.00	133,003.61		743.90		(133,747.51)				0.00
WATERFRONT	1,869,157.74	247,158.81								2,116,316.55
	4,677,185.63	7,335,248.80	656,511.03	51,004.10	(70,453.74)	(2,080,049.27)	(852,461.53)	(100,000.00)	(628,144.20)	8,988,840.82

TOWN OF LASALLE
RESERVES & RESERVE FUNDS SCHEDULE
SEPTEMBER 30, 2019

07/10/2019

	BALANCE DEC 31, 2018	CONTR- GENERAL FUND	CONTR- RESERVES/ RES FUND	CONTR- DEFERRED REVENUE	CONTR- OTHER/ DEVELOPERS	INTEREST	TRANSFER- GENERAL FUND	TRANSFER- CAPITAL FUND	TRANSFER- RESERVES/ RES FUND	TRANSFER- OTHER	BALANCE SEPT 30, 2019
RESERVES											
GREEN SPACE/WOODLOT	431,905.19				2,763.75					(8,685.05)	425,983.89
VEHICLE & EQUIPMENT	4,604,779.08	1,740,056.34			15,774.56			(583,735.27)			5,776,874.71
INFRASTRUCTURE	12,284,190.05	3,131,800.00			20,600.00			(1,084,348.80)			14,352,241.25
SPECIAL PROJECTS	1,179,440.27	152,400.00			569,344.00			(95,625.91)		(118,669.70)	1,686,888.66
TAX STABILIZATION	4,012,558.95	208,100.00									4,220,658.95
WORKING CAPITAL	453,467.33				52,448.00					(27,000.00)	478,915.33
RECREATION COMPLEX	1,553,670.70	28,491.25						(316,339.29)			1,265,822.66
RESERVES	24,520,011.57	5,260,847.59			660,930.31			(2,080,049.27)		(154,354.75)	28,207,385.45
RESERVE FUNDS											
BUILDING ACTIVITY	(176,818.95)	306,219.86			1,500.00						130,900.91
ESSEX POWER EQUITY	12,139,225.00										12,139,225.00
RESERVE FUNDS	11,962,406.05	306,219.86			1,500.00						12,270,125.91
RESERVES/RESERVE FUNDS	36,482,417.62	5,567,067.45			662,430.31			(2,080,049.27)		(154,354.75)	40,477,511.36

TOWN OF LASALLE
DEFERRED REVENUE FUND SCHEDULE
SEPTEMBER 30, 2019

07/10/2019

	BALANCE DEC 31, 2018	CONTR- GENERAL FUND	CONTR- DEFERRED REVENUE	CONTR- OTHER/ DEVELOPERS	INTEREST	TRANSFER- GENERAL FUND	TRANSFER- CAPITAL FUND	TRANSFER- RESERVES/ RES FUND	TRANSFER- OTHER	BALANCE SEPT 30, 2019
DEFERRED REVENUE										
SEWER PROJECTS	2,125,459.33				39,195.48		(63,998.53)			2,100,656.28
WATER PROJECTS	5,337,095.10				138,501.97		(295,736.66)			5,179,860.41
WATER EMERGENCY	1,500,000.00									1,500,000.00
LAND DEVELOPMENT CHARGES	11,199,531.66			1,693,109.00	266,705.30	(205,976.73)				12,953,369.23
DC PROJECTS (NON-GROWTH RELATED)	14,592,982.42	530,400.00			332,450.62					15,455,833.04
FEDERAL GAS TAX	3,347,625.54	2,192,129.68			85,333.29		(432,488.47)			5,192,600.04
PROVINCIAL GAS TAX/TRANSIT	45,567.15	13,876.00			814.51		(60,237.87)			19.79
OCIF-FORMULA BASED	477,982.65	616,311.00			14,681.67	(40,000.00)				1,068,975.32
DEPOSITS FROM DEVELOPERS	2,545,363.46			564,000.00	59,755.32				(515,697.20)	2,653,421.58
CONTRIBUTIONS FROM DEVELOPERS	889,405.10			369,713.05	17,662.15					1,276,780.30
PARKLAND DEDICATION	387,486.26			34,500.00	9,317.09					431,303.35
DEFERRED REVENUE	42,448,498.67	3,352,716.68		2,661,322.05	964,417.40	(245,976.73)	(852,461.53)		(515,697.20)	47,812,819.34

Town of LaSalle

2019 3rd Quarter Report

Analysis and Comments:

Corporate Results:

Revenue	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Operating Fund	38,434,900	39,636,776	103.1%	35,277,400	35,416,427	100.4%	36,799,537
Water Fund	5,557,000	2,783,964	50.1%	5,516,000	2,693,054	48.8%	5,366,222
Wastewater Fund	4,144,500	2,171,847	52.4%	4,017,800	2,032,115	50.6%	3,897,730
Corporate Total	48,136,400	44,592,587	92.6%	44,811,200	40,141,596	89.6%	46,063,489

Expenditures	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Operating Fund	38,434,900	27,886,102	72.6%	35,277,400	25,262,963	71.6%	36,697,735
Water Fund	5,557,000	2,378,264	42.8%	5,516,000	1,801,234	32.7%	5,364,330
Wastewater Fund	4,144,500	1,823,854	44.0%	4,017,800	1,808,433	45.0%	3,895,137
Corporate Total	48,136,400	32,088,221	66.7%	44,811,200	28,872,631	64.4%	45,957,201

Overall Summary:

All funds are tracking fairly consistent with the budgets and with the prior year period. Special federal gas tax funding in the amount of \$1,459,691 was received in the 3rd quarter.

Departmental Results:

Revenue	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Departmental Total	38,434,900	39,636,776	103.1%	35,277,400	35,416,427	100.4%	36,799,537
General Levy	34,404,200	34,550,670	100.4%	31,706,300	31,841,529	100.4%	31,841,529
Supplementary Levy	195,000	503,686	258.3%	195,000	915,655	469.6%	1,035,028

Comments:

Supplementary taxes are billed in the 2nd, 3rd and 4th quarters. While the supplementary activity is better than budgeted, as of the 3rd quarter supplementary taxes have decreased from the previous year.

Interest/Penalties-Taxes	275,000	240,826	87.6%	275,000	223,130	81.1%	297,655
Interest Income	500,000	683,944	136.8%	300,000	509,307	169.8%	717,883
EPC Income	560,000	578,556	103.3%	545,000	561,593	103.0%	561,593

Comments:

The Essex Power dividend is slightly higher than expected. Interest income is higher than the prior year period due to higher bank account balances and higher interest rates than the prior year period.

Mayor & Council	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	0	546	100.0%	0	921	100.0%	921
Labour Costs	299,200	250,588	83.8%	267,400	201,592	75.4%	241,166
Operating Costs	105,200	42,667	40.6%	104,200	35,660	34.2%	86,980
Departmental Total	404,400	292,710	72.4%	371,600	236,331	63.6%	327,225

Comments:

This department is tracking fairly consistent with the budget and with the prior year.

Town of LaSalle

2019 3rd Quarter Report

Finance & Administration	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	897,500	684,553	76.3%	842,700	623,448	74.0%	856,032
Labour Costs	1,961,700	1,514,262	77.2%	1,633,300	1,309,742	80.2%	1,776,485
Operating Costs	527,800	396,822	75.2%	530,100	381,173	71.9%	497,705
Departmental Total	1,592,000	1,226,531	77.0%	1,320,700	1,067,466	80.8%	1,418,159

Comments:

The Finance & Administration department is tracking fairly consistent with the budget and with the prior year.

Council Services	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	23,500	20,919	89.0%	24,800	24,247	97.8%	44,055
Labour Costs	983,400	692,586	70.4%	980,900	708,521	72.2%	922,024
Operating Costs	148,500	91,083	61.3%	143,600	83,893	58.4%	107,979
Departmental Total	1,108,400	762,751	68.8%	1,099,700	768,167	69.9%	985,948

Comments:

Overall, the department is tracking consistent with the budget and the prior year.

Financial Services	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	147,600	0	0.0%	261,200	0	0.0%	0
Operating Costs	11,977,400	8,964,853	74.8%	10,408,200	7,110,145	68.3%	12,362,274
Departmental Total	12,125,000	8,964,853	73.9%	10,669,400	7,110,145	66.6%	12,362,274

Comments:

The financing of capital projects and the transfers to reserves and deferred revenue funds are completed in the 3rd and 4th quarters.

Alley Closing Program	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Operating Costs	0	6,321	100.0%	0	0	100.0%	0

Comments:

This new division has been created to track costs related to the new alley closing program.

Division of IT	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	484,400	348,980	72.0%	476,100	340,664	71.6%	460,100
Operating Costs	468,600	390,023	83.2%	439,100	376,772	85.8%	425,472
Departmental Total	953,000	739,004	77.5%	915,200	717,436	78.4%	885,572

Comments:

The IT division is tracking fairly consistent with the budget and with the prior year period.

Town of LaSalle

2019 3rd Quarter Report

Fire	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	10,000	5,729	57.3%	10,000	6,187	61.9%	9,840
Labour Costs	2,145,500	1,452,361	67.7%	2,053,800	1,500,393	73.1%	2,149,961
Operating Costs	946,900	828,923	87.5%	627,700	565,352	90.1%	644,955
Departmental Total	3,082,400	2,275,555	73.8%	2,671,500	2,059,559	77.1%	2,785,075

Comments:

Operating costs including clothing and equipment are less than the prior year period. Overall, the Fire Service is tracking less than budget.

Police / Dispatch	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	6,837,200	5,090,042	74.5%	6,711,000	5,076,734	75.7%	6,688,598
Departmental Total	7,296,900	5,441,365	74.6%	7,100,900	5,310,427	74.8%	7,066,165

Comments:

Referred to the Police Services Board.

Police Services Board	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	26,000	19,295	74.2%	40,500	32,906	81.3%	38,044
Departmental Total	54,300	26,749	49.3%	64,600	48,397	74.9%	43,105

Comments:

Referred to the Police Services Board.

Public Works Summary	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	10,802,700	5,794,552	53.6%	10,610,300	5,548,327	52.3%	10,375,522
Labour Costs	6,207,500	4,295,791	69.2%	5,883,400	4,111,587	69.9%	5,672,249
Operating Costs	12,772,800	6,111,604	47.8%	12,371,500	5,698,381	46.1%	12,219,493
Total Expenditures	18,980,300	10,407,396	54.8%	18,254,900	9,809,968	53.7%	17,891,743
Net Department Activity	8,177,600	4,612,843	56.4%	7,644,600	4,261,641	55.8%	7,516,221

Comments:

Refer to Appendix A for comments.

Culture & Recreation Summary	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	2,545,800	1,912,644	75.1%	2,499,500	1,831,182	73.3%	2,518,998
Labour Costs	2,190,700	1,493,453	68.2%	1,975,400	1,497,111	75.8%	1,919,764
Operating Costs	606,400	593,063	97.8%	592,400	481,600	81.3%	610,104
Total Expenditures	2,797,100	2,086,516	74.6%	2,567,800	1,978,711	77.1%	2,529,868
Net Department Activity	251,300	173,872	69.2%	68,300	147,528	216.0%	10,870

Comments:

Refer to Appendix B for comments.

Town of LaSalle

2019 3rd Quarter Report

Development & Strategic Initiatives	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	50,500	72,200	143.0%	42,500	70,131	165.0%	113,481
Labour Costs	564,600	417,936	74.0%	547,200	411,720	75.2%	553,643
Operating Costs	90,900	60,886	67.0%	90,800	62,826	69.2%	84,844
Departmental Total	605,000	406,621	67.2%	595,500	404,415	67.9%	525,006

Comments:

This division is tracking consistent with the budget and with the prior year period.

Building Division	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Construction Revenue	560,500	736,030	131.3%	636,100	486,117	76.4%	718,437
Other Revenue	6,500	7,864	121.0%	7,800	9,633	123.5%	11,566
Shortfall Covered by Revenue Fund	80,600	0	0.0%	0	(0)	100.0%	(0)
Transfer to Reserve Fund	0	306,220	100.0%	8,900	9,284	104.3%	77,133
Labour Costs	452,300	167,251	37.0%	443,000	287,555	64.9%	349,756
Operating Costs	195,300	270,423	138.5%	192,000	198,910	103.6%	303,115
Departmental Total	0	0	100.0%	0	0	100.0%	0

Comments:

Revenue, specifically building permits revenue, is significantly higher than the prior year period. Charges related to Bill 124 are recorded monthly. Any surplus is transferred to the building reserve fund and any deficit is funded from the building reserve fund per Bill 124 requirements. To date, the transfer to the Building Activity Reserve Fund totals \$306,220.

Non Departmental	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Conservation Authority	275,000	205,600	74.8%	246,000	195,613	79.5%	260,817

Comments:

The activity is consistent with the budget.

Protective Inspection & Control							
Larvicide Program	5,000	1,479	29.6%	5,000	2,817	56.4%	7,864
Dog Pound Facilities	15,000	23,699	158.0%	15,000	0	0.0%	8,000
Animal Control Expenses	19,400	14,139	72.9%	19,400	14,011	72.2%	18,565
Spay/Neuter Vouchers	2,000	1,675	83.8%	2,000	195	9.8%	895
Dog Licences Revenue	20,000	21,341	106.7%	20,000	18,937	94.7%	19,601

Comments:

Additional larvicide program invoices are expected in the 4th quarter. The dog pound facility invoice from Lakeshore for 2019 and reconciliation for 2018 and 2017 was received in the 3rd quarter and is higher than budgeted.

Emergency Measures	31,000	65,302	210.7%	31,000	30,584	98.7%	31,799
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Comments:

Expenses are higher than the prior year period due to the purchase of sandbags and other flood prevention measure activities.

Winter Control	200,000	316,207	158.1%	200,000	294,360	147.2%	198,007
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Comments:

This account captures the sole cost of salt with respect to winter control. Unused salt from 2018 (\$164,724) was transferred to 2019.

Town of LaSalle

2019 3rd Quarter Report

Non Departmental	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Traffic Control	72,000	55,115	76.6%	82,000	51,035	62.2%	95,804

Comments:

Traffic light maintenance is higher than the prior year period. No other variances to report.

Handi Transit	55,000	28,031	51.0%	61,000	27,265	44.7%	43,309
LaSalle Transit	164,700	245,232	148.9%	225,000	225,000	100.0%	225,000

Comments:

The service agreement expense for the LaSalle Transit was \$270,341 at the end of the 3rd quarter. Fare Revenue generated is less than the prior year period. The LaSalle Transit activity will be funded by the Provincial Gas Tax and at year end appropriate transfers to the transit reserve completed.

Street Lighting	260,000	144,039	55.4%	260,000	150,827	58.0%	257,578
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Comments:

Street light maintenance is less than the prior year period.

Crossing Guards	89,500	51,991	58.1%	89,000	49,461	55.6%	80,807
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Comments:

The activity is fairly consistent with the budget and with the prior year period.

Garbage Collection	646,000	426,764	66.1%	625,000	460,925	73.8%	630,031
Garbage Disposal	970,000	645,305	66.5%	915,000	532,792	58.2%	928,753

Comments:

The invoice for garbage collection is one month behind compared to the prior year. The invoice for garbage disposal is one month ahead compared to the prior year.

Weed Cutting Expense	0	0	100.0%	25,000	0	0.0%	0
Weed Cutting Revenue	0	0	100.0%	25,000	0	0.0%	0

Comments:

The approved weed cutting program has been implemented on a full cost recovery basis.

Town of LaSalle
2019 3rd Quarter Report

Appendix A
Public Works – Divisional Activity

Public Works Summary	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	10,802,700	5,794,552	53.6%	10,610,300	5,548,327	52.3%	10,375,522
Labour Costs	6,207,500	4,295,791	69.2%	5,883,400	4,111,587	69.9%	5,672,249
Operating Costs	12,772,800	6,111,604	47.8%	12,371,500	5,698,381	46.1%	12,219,493
Total Expenditures	18,980,300	10,407,396	54.8%	18,254,900	9,809,968	53.7%	17,891,743
Net Department Activity	8,177,600	4,612,843	56.4%	7,644,600	4,261,641	55.8%	7,516,221

Comments:

Division specifics are noted below.

Public Works Corporate	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	1,013,200	754,732	74.5%	994,200	738,508	74.3%	985,035
Labour Costs	1,149,100	810,849	70.6%	1,141,300	770,164	67.5%	1,040,052
Operating Costs	494,800	431,101	87.1%	478,500	406,325	84.9%	462,286
Departmental Total	630,700	487,218	77.3%	625,600	437,981	70.0%	517,304

Comments:

Conferences/training is higher than the prior year period. The activity of the Public Works Corporate division is fairly consistent with the budget.

Roads / Drainage	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	0	5,979	100.0%	0	4,436	0.0%	17,811
Labour Costs	644,600	568,053	88.1%	630,600	537,696	85.3%	712,036
Operating Costs	645,800	276,080	42.8%	535,100	299,671	56.0%	404,679
Departmental Total	1,290,400	838,154	65.0%	1,165,700	832,932	71.5%	1,098,904

Comments:

Overall, the division is tracking slightly less than the budget and the prior year period.

Drainage	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	434,100	289,676	66.7%	426,800	305,378	71.6%	409,840
Departmental Total	434,100	289,676	66.7%	426,800	305,378	71.6%	409,840

Comments:

The activity in this division is fairly consistent with the budget and with the prior year period.

Storm Sewers	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Labour Costs	118,000	90,932	65.2%	115,900	73,955	63.8%	100,904
Operating Costs	20,000	14,027	70.1%	0	0	#DIV/0!	0
Departmental Total	138,000	90,932	65.9%	115,900	73,955	63.8%	100,904

Comments:

Operating costs related to storm sewer maintenance are now recorded here (previously in the Roads division). The activity in this division is consistent with the budget and with the prior year period.

Town of LaSalle
2019 3rd Quarter Report

Appendix A
Public Works – Divisional Activity

Facilities & Fleet	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	(50,000)	(33,544)	67.1%	(47,300)	(34,744)	73.5%	(55,568)
Labour Costs	1,647,900	1,123,517	68.2%	1,491,000	1,085,402	72.8%	1,529,886
Operating Costs	2,735,000	1,818,312	66.5%	2,684,500	1,922,693	71.6%	2,822,494
Departmental Total	4,332,900	2,908,284	67.1%	4,128,200	2,973,351	72.0%	4,296,812

Comments:

The Fleet and Facilities division is tracking less than the prior year period particularly in the areas of hydro, natural gas, equipment and vehicle maintenance. Overall the division is fairly consistent with the budget.

Parks	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	38,000	44,485	117.1%	35,000	45,470	129.9%	53,156
Labour Costs	914,300	576,586	63.1%	806,900	550,635	68.2%	783,726
Operating Costs	475,200	220,171	46.3%	410,500	248,381	60.5%	366,372
Departmental Total	1,351,500	752,271	55.7%	1,182,400	753,546	63.7%	1,096,943

Comments:

Boat ramp revenue activity is tracking slightly less than budget even though refunds were issued due to the overland flooding situation. Park maintenance and tree maintenance costs are less than the prior year period.

Water	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	5,557,000	2,783,964	50.1%	5,516,000	2,693,054	48.8%	5,366,222
Labour Costs	1,009,300	633,530	62.8%	984,600	588,581	59.8%	821,549
Operating Costs	4,547,700	1,744,735	38.4%	4,531,400	1,212,653	26.8%	4,542,781
Departmental Total	0	(405,699)	100.0%	0	(891,820)	100.0%	(1,893)

Comments:

Labour and operating costs are higher than the prior year period, however tracking in accordance with budget. Invoices for water purchased were several months behind in 2018. Any surpluses at the end of the year are transferred to the water reserve fund for future water related capital projects.

Wastewater	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	4,144,500	2,171,847	52.4%	4,017,800	2,032,115	50.6%	3,897,730
Labour Costs	290,200	216,677	74.7%	286,300	199,775	69.8%	274,256
Operating Costs	3,854,300	1,607,178	41.7%	3,731,500	1,608,658	43.1%	3,620,881
Departmental Total	0	(347,993)	100.0%	0	(223,682)	100.0%	(2,593)

Comments:

Wastewater labour and operating costs are higher than the prior period, however tracking in accordance with budget. Invoices for sewage treatment are one month behind compared to the prior year. Any surpluses at the end of the year are transferred to the wastewater reserve fund for future wastewater related capital projects.

Town of LaSalle
2019 3rd Quarter Report

Appendix B
Culture and Recreation – Divisional Activity

Culture & Recreation Summary	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	2,545,800	1,912,644	75.1%	2,499,500	1,831,182	73.3%	2,518,998
Labour Costs	2,190,700	1,493,453	68.2%	1,975,400	1,497,111	75.8%	1,919,764
Operating Costs	606,400	593,063	97.8%	592,400	481,600	81.3%	610,104
Total Expenditures	2,797,100	2,086,516	74.6%	2,567,800	1,978,711	77.1%	2,529,868
Net Department Activity	251,300	173,872	69.2%	68,300	147,528	216.0%	10,870

Comments:

Division specifics are noted below.

C & R Corporate	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	84,900	62,226	73.3%	81,400	53,364	65.6%	82,871
Labour Costs	1,082,200	649,261	60.0%	907,200	631,098	69.6%	835,038
Operating Costs	334,500	280,050	83.7%	325,000	294,120	90.5%	343,639
Departmental Total	1,331,800	867,084	65.1%	1,150,800	871,854	75.8%	1,095,805

Comments:

The division is tracking less than the budget and the prior year period.

C & R Community Programs	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	422,500	384,927	91.1%	363,000	406,606	112.0%	426,704
Labour Costs	308,100	263,977	85.7%	272,900	283,102	103.7%	288,534
Operating Costs	33,400	41,531	124.3%	30,400	27,793	91.4%	36,525
Departmental Total	(81,000)	(79,419)	98.1%	(59,700)	(95,711)	160.3%	(101,644)

Comments:

Community programming revenue is less than the prior year period which is offset by reduced labour costs.

C & R Culture & Events	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	15,000	75,972	506.5%	5,000	4,992	99.8%	14,791
Operating Costs	50,000	157,398	314.8%	48,500	24,656	50.8%	38,493
Departmental Total	35,000	81,426	232.7%	43,500	19,664	45.2%	23,702

Comments:

Activity for Rendezvous Voyageur is included in this division. A few other events take place later in the year.

C & R Hospitality	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	244,000	148,797	61.0%	241,400	154,978	64.2%	223,411
Labour Costs	101,700	54,861	53.9%	98,200	63,066	64.2%	91,658
Operating Costs	93,500	49,384	52.8%	93,500	59,860	64.0%	101,987
Departmental Total	(48,800)	(44,551)	91.3%	(49,700)	(32,052)	64.5%	(29,765)

Comments:

Revenue is tracking less than the prior year period, which is offset by reduced labour costs and concession purchases.

Town of LaSalle
2019 3rd Quarter Report

Appendix B
Culture and Recreation – Divisional Activity

Vollmer Centre Arenas	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	810,800	565,414	69.7%	815,800	511,526	62.7%	817,311
Departmental Total	(810,800)	(565,414)	69.7%	(815,800)	(511,526)	62.7%	(817,311)

Comments:

At the end of the 3rd quarter, revenue for Session A (Jan-Mar) is better than budget by 8% or \$21,568, Session B (Apr-June) is better than budget by 16% or \$11,134 and Session C (July-Aug) is better than budget by 4% or \$3,042. Session D (Sept-Dec) is at 25% of budget.

Vollmer Centre Aquatic Centre	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	585,000	388,058	66.3%	611,200	401,015	65.6%	572,249
Labour Costs	471,600	339,621	72.0%	479,500	338,999	70.7%	463,820
Operating Costs	50,000	19,028	38.1%	50,000	32,875	65.7%	45,632
Departmental Total	(63,400)	(29,409)	46.4%	(81,700)	(29,141)	35.7%	(62,797)

Comments:

The aquatic centre revenue is slightly below the prior year level, while materials/supplies/service costs are significantly lower than the prior year period as of the end of the 3rd quarter. The aquatic centre was closed in September for scheduled repairs and maintenance.

Vollmer Centre Fitness Centre	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	343,400	260,195	75.8%	342,000	267,095	78.1%	349,936
Labour Costs	189,700	143,137	75.5%	187,500	141,456	75.4%	199,653
Operating Costs	45,000	45,673	101.5%	45,000	42,296	94.0%	43,828
Departmental Total	(108,700)	(71,385)	65.7%	(109,500)	(83,342)	76.1%	(106,455)

Comments:

The fitness centre membership revenue is less than the prior year period. Labour costs and materials/supplies/service costs are slightly higher than the prior year period.

LaSalle Outdoor Pool	2019 Budget	Actual to Sept30,2019	Percentage of Budget	2018 Budget	Actual to Sept30,2018	Percentage of Budget	Actual to Dec31,2018
Revenue	40,200	27,056	67.3%	39,700	31,607	79.6%	31,726
Labour Costs	37,400	42,597	113.9%	30,100	39,390	130.9%	41,060
Departmental Total	(2,800)	15,541	-555.1%	(9,600)	7,783	-81.1%	9,334

Comments:

The outdoor pool was open June through September. The outdoor pool remained open in September as the aquatic centre was closed for the month for repairs and maintenance. Labour costs are higher and revenue is lower than the prior year period, and the overall activity of this division is over budget.



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Agatha Robertson, Director of Council Services/Clerk

Department: Council Services

Date of Report: September 24, 2019

Report Number: CL-20-19

Subject: Council Members Attendance at Meetings - Q3 - July 2019 to September 2019

Recommendation

That the report of the Director of Council Services/Clerk dated September 24, 2019 (CL-20-19) regarding Council members attendance at Council and Committee meetings for the 3rd quarter BE RECEIVED.

Report

Attached for informational purposes are Council member meeting attendance records from July to September 2019 (Quarter 3).

Consultations

N/A

Financial Implications

N/A

Prepared By:

A handwritten signature in black ink, appearing to read "A. Robertson".

Director, Council Services/Clerk

Agatha Robertson

Link to Strategic Priorities

	Expanding and diversifying our assessment base
Yes	Effectively communicating the activities and interests of the Town
	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
	Promote a healthy and environmentally conscious community

Communications

Yes	Not applicable
	Website
	Social Media
	News Release
	Local Newspaper
	Bids & Tenders
	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	CL-20-19 - Council Meeting Attendance Q3.docx
Attachments:	- 2019 Q3 Council Attendance .pdf
Final Approval Date:	Oct 15, 2019

This report and all of its attachments were approved and signed as outlined below:


Director, Council Services/Clerk

Agatha Robertson


Chief Administrative Officer

Joe Milicia

2019 QUARTER 3 COUNCIL ATTENDANCE RECORD

STRATEGIC PLANING - PROMOTION & COMMUNICATION COMMITTEE

MEETING DATE	MIKE AKPATA	SUE DESJARLAIS	JEFF RENAUD
July 4	No meeting		

STRATEGIC PLANING - ENVIRONMENTAL COMMITTEE

MEETING DATE	SUE DESJARLAIS	MARK CARRICK	ANITA RICCIO-SPAGNUOLO
August 6	No meeting		

STRATEGIC PLANING - EXPANDING ASSESSMENT COMMITTEE

MEETING DATE	CRYSTAL MELOCHE	MIKE AKPATA	ANITA RICCIO-SPAGNUOLO
August 20	No meeting		

STRATEGIC PLANING - HR & FINANCIAL COMMITTEE

MEETING DATE	MARC BONDY	CRYSTAL MELOCHE	JEFF RENAUD
July 9	Yes	Yes	Yes
September 10	No meeting		

2019 QUARTER 3 COUNCIL ATTENDANCE RECORD

REGULAR COUNCIL MEETING

MEETING DATE	MARC BONDY	CRYSTAL MELOCHE	MIKE AKPATA	MARK CARRICK	SUE DESJARLAIS	JEFF RENAUD	ANITA RICCIO-SPAGNUOLO
July 9	Yes	Yes	Yes	Yes	Yes	Yes	Yes
July 23	Yes	Yes	Yes	Yes	Yes	Yes	Yes
August 13	Yes	Yes	No	Yes	Yes	Yes	Yes
August 27	Yes	Yes	Yes	Yes	Yes	Yes	Yes
September 10	Yes	Yes	Yes	Yes	Yes	Yes	Yes
September 24	Yes	Yes	No	No	Yes	Yes	Yes

WATER & WASTEWATER COMMITTEE

MEETING DATE	MARC BONDY	CRYSTAL MELOCHE	MIKE AKPATA	MARK CARRICK	SUE DESJARLAIS	JEFF RENAUD	ANITA RICCIO-SPAGNUOLO
September 24	Yes	Yes	No	No	Yes	Yes	Yes

PERSONNEL COMMITTEE

MEETING DATE	MARC BONDY	CRYSTAL MELOCHE	JEFF RENAUD
No meeting			

2019 QUARTER 3 COUNCIL ATTENDANCE RECORD

ACCESSIBILITY COMMITTEE

MEETING DATE	SUE DESJARLAIS	MARK CARRICK	ANITA RICCIO - SPAGNUOLO
July 30	No meeting		

FESTIVAL, EVENTS & RECREATION COMMITTEE

MEETING DATE	MIKE AKPATA	SUE DESJARLAIS	JEFF RENAUD
July 18, 2019	No meeting		
August 15, 2019	No	Yes	Yes
September 19, 2019	No meeting		

FIRE COMMITTEE

MEETING DATE	MARC BONDY	MARK CARRICK	JEFF RENAUD
July 25	Yes	Yes	Yes
September 19	Yes	Yes	No

POLICE SERVICES BOARD COMMITTEE

MEETING DATE	MARC BONDY	CRYSTAL MELOCHE
July	No meeting	
August	No meeting	
September 16	Yes	Yes

2019 QUARTER 3

COUNCIL ATTENDANCE RECORD

PLANNING ADVISORY COMMITTEE

MEETING DATE	CRYSTAL MELOCHE	MIKE AKPATA	ANITA RICCIO-SPAGNUOLO
August 20	No meeting		
September 25	Yes	No	No

BY-LAW COMPLIANCE COMMITTEE

MEETING DATE	CRYSTAL MELOCHE	MIKE AKPATA	ANITA RICCIO-SPAGNUOLO
August 20	No meeting		

Schedule of Reports for Council October 22, 2019

Council Resolution or Member Question	Subject	Department	Report to Council	Comments
Councillor Carrick	Review of capital reinvestment fees	Culture & Recreation	Referred to 2020 Budget	Requested at the January 9, 2019 Budget Meeting of Council "Councillor Carrick requests an Administrative report be prepared reviewing capital reinvestment fees."
Councillor Desjarlais	Dog Park	Culture & Recreation	Referred to 2020 Budget	Requested at the July 23, 2019 Regular Meeting of Council "Councillor Desjarlais requests that Administration prepare a report regarding the cost of a modest dog park excluding any extra amenities. As this will be included in the Parks Master Plan, deliberation will take place during the 2020 budget session."
68/19	Discharge of Firearms on/near waterways	Police	Public Meeting	Requested at the February 26, 2019 Regular Meeting of Council "That correspondence received from Deputy Chief Kevin Beaudoin, LaSalle Police Service, dated February 8, 2019 regarding the discharge of firearms within the Town of LaSalle BE RECEIVED for information and that a Public Meeting BE SCHEDULED to address this matter, and that affected parties BE NOTIFIED in advance of the Public Meeting."
149/19	Validity of a Town By-Law restricting e-cigarette advertising in public places	Administration	November, 2019	Requested at the May 14, 2019 Regular Meeting of Council "That the report of Legal Counsel dated May 14, 2019 (AD-03-19) regarding the validity of a Town By-Law restricting e-cigarette advertising in public places BE DEFERRED; and that Legal Counsel contact the Ministry of Health and Long Term Care to seek further information regarding Section 18 of the Smoke Free Ontario Act; and that an updated Administrative Report BE PREPARED to include these findings."
231/19	Vollmer Property Additional Entrance from Malden Road	Public Works	October, 2019	Requested at the July 09, 2019 Regular Meeting of Council "That the report of the Director of Public Works dated July 2, 2019 (PW-21-19) regarding the existing entrance to the Vollmer property from Malden Road BE DEFERRED and that an Administrative Report BE PREPARED to provide Council with further details outlining possible

Schedule of Reports for Council October 22, 2019

				options; and further that all affected property owners BE NOTIFIED when this matter appears before Council.”
263/19	Implementation Plan for the Proposed Fire Protection Services Master Plan	Fire Services	November, 2019	<p>Requested at the August 13, 2019 Regular Meeting of Council</p> <p>“That the report of the Fire Chief dated July 31, 2019 (FIRE 19-13) regarding the Fire Protection Services Master Plan BE RECEIVED; and that the proposed Fire Protection Services Master Fire Plan which provides the planning framework for the delivery of fire protection services within the Town of LaSalle for the next tenyear community planning horizon BE ADOPTED; and that the Fire Chief BE DIRECTED to develop a detailed implementation plan for the proposed Fire Protection Services Master Plan to be presented to Council for consideration, subject to annual budget allocation.”</p>
264/19	Coyote Activity in LaSalle	Administration	October 17, 2019 Open House	<p>Requested at the August 13, 2019 Regular Meeting of Council</p> <p>“ That the report provided from the Chief Administrative Officer dated July 18, 2019 (CAO-07-2019) regarding the activities of coyotes in LaSalle BE RECEIVED and that administration BE DIRECTED to organize a community informational meeting with representatives from the Ministry of Natural Resources and Forestry and LaSalle Police and that public notice BE GIVEN.”</p>

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8357

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 Council of the Corporation of the Town of LaSalle hereby enacts as follows:

1. Schedule "C", Map 5, of By-law 5050, as amended, is hereby further amended by the removal of the holding zone symbol for those lands as indicated on Schedule "A" attached hereto and forming part of this by-law.
2. This by-law shall take effect from the date of passing by Council and shall come into force in accordance with Section 36 of the Planning Act, R.S.O. 1990.

Read a first and second time and finally passed this 22nd day of October, 2019.

1st Reading – October 22, 2019

Mayor

2nd Reading – October 22, 2019

3rd Reading –October 22, 2019

Clerk

BY-LAW NO. 8357

SCHEDULE “A”

Plan 635 lot 82

Town of LaSalle



THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8358

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 Council of the Corporation of the Town of LaSalle hereby enacts as follows:

1. Schedule "C", Map 2, 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 Town Centre Commercial (C4) Holding Zone - "C4(h)" to a Residential Five Holding Zone – "R5-9(h)";
2. Section 10, Residential Five (R5) Zone Regulations, of By-law No. 5050, as amended, is hereby further amended by adding a new subsection 10.3.8 to read as follows:

"10.3.8 - DEFINED AREA R5-9 as shown on map 2, Schedule "C" of this By-law:

a) Permitted Uses

- i. Apartment buildings;
- ii. One home occupation per dwelling unit in accordance with subsection 5.39 of this by-law;
- iii. Uses accessory to the forgoing uses in accordance with subsection 5.20 of this by-law.

b) Zone Provisions

- i. Minimum Lot Area 113 square metres per dwelling unit
- ii. Minimum Lot Frontage 70 metres
- iii. Maximum Lot Coverage 40 percent
- iv. Minimum Landscaped Open Space 30 percent

v. Maximum Height of Main Buildings 12.2 metres for building located closest to easterly lot line, and 18.3 metres for all other buildings

vi. Minimum Yard Dimensions for Main Buildings

- a) Minimum Front Yard Depth 15.5 metres
- b) Minimum Rear Yard Depth 6.7 metres
- c) Minimum Interior Side Yard Depth 3.0 metres
- d) Minimum Exterior Side Yard Depth 5.0 metres

vii. Notwithstanding any other provisions of this by-law to the contrary, exterior parking structures shall not be built closer than 0.9 metres to any side lot line. These accessory structures shall not be built in any front yard or exterior side yard”

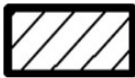
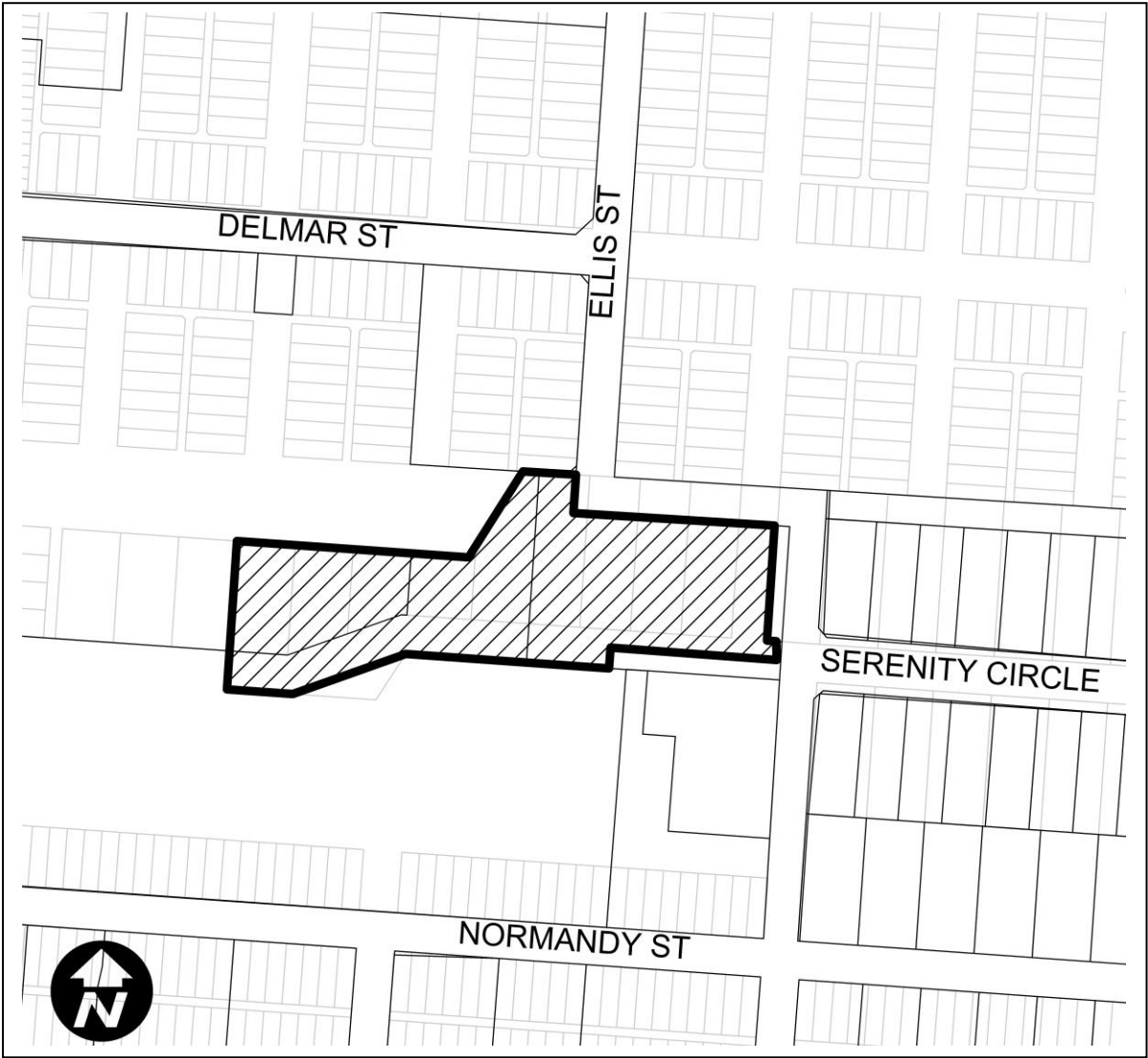
This by-law shall take effect from the date of passing by Council and shall come into force in accordance with Section 34 of the Planning Act, R.S.O. 1990.

Read a first and second time and finally passed this 22nd day of October, 2019.

1st Reading – October 22 nd , 2019	_____
	Mayor
2nd Reading –October 22 nd , 2019	
3rd Reading – October 22 nd , 2019	_____
	Clerk

BY-LAW NO. 8358

SCHEDULE A



Town Centre Commercial Holding Zone- “C4-h” to a Residential Five Holding Zone – “R5-9(h)”

THE CORPORATION OF THE TOWN OF LASALLE

BY-LAW NO. 8359

A By-Law to authorize the execution of a Release and Abandonment of Easement in favour of The Corporation of the Town of LaSalle.

WHEREAS the Corporation has received a request from Scott D'Amore and Scott D'Amore – Estate Trustee for the Estate of Patrick D'Amore, to release certain easements held by the Corporation on certain lands owned by the Applicants;

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

NOW THEREFORE the Council of the Corporation of the Town of LaSalle hereby enacts the following:

1. That the Corporation hereby releases, abandons, surrenders and forever discharges any and all rights it may have with regard to an easement granted in favour of the Corporation over the lands designated as Blocks 3-5, both inclusive, Registered Plan 12M-662, in the Town of LaSalle, in the County of Essex, on the condition that the Applicants reimburse the Corporation for any and all legal expenses incurred by the Corporation with regard to this matter.
2. That the Mayor and the Clerk of the Corporation be and they are hereby authorized to execute a Release and Abandonment of Easement in the form as attached hereto, which forms part of this By-law.
3. This By-law shall come into force on the final passing thereof.

Read a first and second time, and finally passed this 22nd day of October, 2019.

1st Reading – October 22, 2019

Mayor – M. Bondy

2nd Reading – October 22, 2019

3rd Reading – October 22, 2019

Clerk – A. Robertson