



THE CORPORATION OF THE TOWN OF LASALLE  
POLICY MANUAL

<b>POLICY MANUAL SECTION:</b>  <i>[Section will be assigned by Council Services]</i>	<b>POLICY NUMBER:</b>  <i>[Policy number will be assigned by Council Services]</i>
<b>POLICY NAME:</b>  Active Transportation Facility Policy Statement and Plan of Action for Town Constructed Facilities	<b>AUTHORITY:</b>  <i>[Will be Assigned at Council]</i>
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## 1. Purpose

This policy and plan of action is for use by the Town of LaSalle (Town) to:

- a) Understand the background, context, need and benefit for Active Transportation (AT) facilities in the Town;
- b) Establish priority groups for the expansion of AT facilities; and,
- c) Establish high level cost estimates for AT facilities, as well as other associated infrastructure costs.

The terminology of Pedestrian and Bicycle facility has evolved into the more updated phrase "Active Transportation" or "AT". AT facilities are inclusive for sidewalks, off-road multi-use pathways, off-road bike lane, and on-road bike lanes.

## 2. Background

### **2.1 "Pedestrian and Bicycle Facility Policy Statement and Plan of Action" - 1999**

In May of 1999, Council adopted the "Pedestrian and Bicycle Facility Policy Statement and Plan of Action". This document was the foundation for establishing the need for pedestrian and bicycling facilities, and the plan for which to implement them. This document built upon the policies and objectives that were set out in the 1997 Official Plan, which included:

- a) *Council supports the creation of a new bikeway/linear trail system for the town. As funding becomes available, the town will implement a staged network of bikeways, recreational trails and walkways which will be developed and managed as part of the Town of LaSalle "greenway system". The design of bikeways within the town will encourage the separation of bicyclists and pedestrians whenever possible, or facilitate the mixture of pedestrians with slow-moving recreational bicyclists when such separation is not possible.*
- b) *Council supports and will take a leadership role in the coordination, design and implementation of a comprehensive "greenway system" for the Town of LaSalle. The "greenway system" is a cornerstone of this Plan and represents a major new land use planning and resource management approach for the town, to be implemented over a 10 to 20 year planning horizon. All new developments town-wide will be required to incorporate the "greenway system" elements within their*



*respective development plans to the greatest degree possible. Council will establish partnerships with private and public sector corporations, agencies and volunteer groups and service clubs to obtain the necessary financial resources for the community to fully implement and maintain the town's "greenway system".*

- c) Council will encourage the development of pedestrian routes to link all major open space areas, commercial districts and schools and other public institutions located within the town. This pedestrian network will be integrated with and designed to function as part of the town's overall transportation network, providing a safe and convenient alternative to automobile forms of transportation.*
- d) In areas of the town where new residential development is being phased, the town will consider the temporary or up-front permanent development of walkways, bikeways and trails at the early phase of the development to ensure continuous and early pedestrian/cyclist linkages to schools, parks and future transit stops.*
- e) Sidewalks on one or both sides of the street, or at other required locations, will be required to be constructed to serve new development and to provide pedestrian access to schools, parks and commercial districts town-wide. In certain instances, sidewalks may not be required on short residential crescent and cul-de-sac streets, depending on pavement length, anticipated volumes of pedestrian traffic, distance to existing pedestrian routes and the overall nature and type of adjacent land use.*
- f) The use of cul-de-sacs is discouraged within the town and, wherever possible, crescents and a modified grid system should be used when designing and constructing new roads in order to promote and facilitate walking within neighbourhoods and the use of a future transit system.*
- g) Alternative design standards will be favourably considered by Council in those instances where such innovation is required to protect important natural heritage features and/or to implement part of the proposed new "greenway system".*
- h) Sidewalks, walkways and bikeways shall be considered as integral parts of all new residential developments, to facilitate cycling and pedestrian modes of transportation within and between residential neighbourhoods, recreational and community facilities.*
- i) Functional design studies should be carried out in advance of any new recreationway/bikeway system being constructed to ensure that a safe and efficient*



*facility is put in place to meet the needs of existing and future LaSalle residents. In the interim period, Council should continue to acquire the necessary corridors as part of all development and redevelopment applications town-wide.*

- j) To maintain a safe and efficient road system in the town, it shall be the policy of Council to pursue a program of improving road alignments, surfaces and pavement widths, and to establish adequate road allowances and standards for new development. Priority will generally be given to any repairs on arterial and collector roads.*

The policies above are the foundation on which our existing AT network was built, and are extremely important to uphold and reflect in this updated policy. This policy has been updated in 2012 and 2015 review work completed, and to refine priorities for upcoming years. Both were Council adopted reports.

## **2.2 “Active Transportation and Transportation Master Plan” - 2018**

In 2018, Council adopted the “Active Transportation and Transportation Master Plan” (ATTMP). The ATTMP vision statement is:

*“The Town of LaSalle envisions an accessible, well-connected, age-friendly transportation network that supports sustainable and multimodal travel for pedestrians, cyclists, transit users and motorists. Planning, designing, constructing and maintaining the network acknowledges the mobility needs of numerous users of all ages and abilities, meeting the needs of today and tomorrow.”*

The ATTMP identified and developed:

- a) Existing network facilities and conditions;
- b) Proposed expansion;
- c) Proposed right-of-way and AT facility standards;
- d) High-level implementation plan.

In addition to use as a guide for standards and future expansion, this document was used in establishing the Town’s transportation system in the 2018 “Official Plan”.



### **2.3 “Town of LaSalle Official Plan” - 2018**

The Town’s Official Plan uses many of the policies in the above noted documents and summarizes the following policies for AT:

- a) *This Plan shall provide for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling. To promote active, healthy living, the Town shall require that all development within the Urban Area contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents. The Town will support walking and cycling as attractive modes of transportation by:*
  - i) *Using a complete streets approach to the design of new streets, as well as the reconstruction, repair and maintenance of any right-of-way in the Town;*
  - ii) *Requiring the development of high quality bicycle and pedestrian facilities on public right-of-ways in new developments, and ensuring those facilities create linkages to key destinations, as well as the sidewalk and trail systems;*
  - iii) *Ensuring all developments are planned, designed and developed to ensure the safety and efficient movement of cyclists and pedestrians, with a highly inter-connected street network;*
  - iv) *Prioritizing safety considerations for pedestrians and cyclists when designing new or upgraded intersections;*
  - v) *Minimizing vehicle crossings of multiuse trails, and implementing the highest safety standards for crossings that cannot be avoided; and,*
  - vi) *Including supportive infrastructure for active transportation such as bicycle activated street lights, enhanced street crossings, pedestrian rest areas, and bicycle parking in the design of new and reconstructed streets.*
- b) *Off-road multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.*
- c) *Pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and shall be separated from the road by a landscaped boulevard. Exceptions may be considered where other design considerations (i.e. an urban commercial main street) warrant an exception or where insufficient right-of-way widths exist, or other terrain constraints exist.*





- d) *Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian and cyclist comfort and safety and are designed to enhance accessibility for all residents and will comply with the AODA. Such streetscape elements include, but are not limited to, benches, waste receptacles, bicycle racks, crosswalks, pedestrian-scaled lighting, and street trees.*
- e) *The planning, design and development of bicycle facilities shall utilize the design standards outlined in the Ontario Traffic Manual (OTM) Book 18. Bicycle circulation will generally be provided on bicycle lanes, cycle tracks, or multi-use paths.*
- f) *To protect the safety of pedestrian and cyclists, the Town will endeavour to utilize traffic calming initiatives such as:*
  - i) *Street design that discourages vehicle speeding through ROW design, complimentary streetscape design, building proximity to the street and boulevard street tree planting.*
  - ii) *Maximum traffic lane widths;*
  - iii) *Maximum number of traffic lanes in the roadway;*
  - iv) *On-street parking.*
- g) *The Town will work with Essex County towards the implementation of the County Wide Active Transportation System (CWATS) and will ensure that the development of new active transportation infrastructure contributes to the achievement of CWATS goals.*

In addition to the aforementioned policies, as part of the Mobility and Active Transportation section of the Official Plan, 6.5.3 Policies for Roads, there is an expectation that:

*In design, building and maintain roads within the Town, the following policies shall be applied to new and existing roads:*

*Sidewalks, walkways and bikeways shall be considered as integral parts of all new developments, to facilitate cycling and pedestrian modes of transportation within and between residential neighbourhoods, recreational and community facilities.*

*Sidewalks shall be provided along both sides of all new streets built in the Town of LaSalle;*

**As part of section XXIV of the Planning act all public works must conform to the Town of LaSalle Official Plan as adopted by Council May 22 of the year 2018.**



### **3. Active Transportation Goals**

#### ***3.1 Users and the Importance of Active Transportation***

Walking is the most basic form of active transportation. Everyone is a pedestrian, including persons using wheelchairs and other forms of mobility assistance. Walking is often the quickest way to accomplish short trips in urban areas. Bicycles are found in most Canadian homes. Conversely, the number of cyclists sharing roads with motorists is rising in communities throughout the country as a result of healthier lifestyle choices and the desire to pursue new recreational opportunities.

The aging population will have lasting impacts on the transportation needs on rapidly urbanizing municipalities within the Town of LaSalle. Many of today's adults will live longer and due to mobility restrictions will require fully accessible pedestrian facilities. The largest component of the population increase in the next 20 year period will be the elderly, as the baby- boom generation ages. Children, young adults and the elderly will increasingly utilize existing pedestrian and cyclist facilities. Thus, they will require new facilities to be provided and maintained to accommodate an increased demand for safe and convenient places to walk and bike town-wide.

While walking and bicycling cannot replace all trips, these methods of transportations can be practical for many local trips, including but not limited to: visiting friends and roundtrip travel to and from schools and parks within residential neighbourhoods. Walking and cycling are often the only modes of transportation available to a large segment of the population that do not have access to an automobile. A pedestrian and bicycle friendly environment can create new opportunities for these individuals to more fully participate in the social, economic and cultural life of the community.

Active Transportation enables school children to walk and bike safely conveniently to school and after-school activities, thereby reducing the need for bus and automobile trips. Increased cycling and walking within urban areas will help reduce traffic congestion, air and noise pollution, and may reduce or delay the need for additional roads and for road widening. Where there are sidewalks and street crossing opportunities, a person can park an automobile once to access several businesses and destinations. This reduces the need for additional parking spaces, circling the block to find parking spaces or driving from one shopping plaza to the next.





The number of people who feel comfortable walking or riding bicycles is a measure of the quality of life of a village, town or city. The presence of pedestrians and bicyclists in a municipality indicates that the sense of community is strong, people feel safe being outdoors, and social interactions can occur openly.

### **3.2 Goals**

The goal of this policy is for the Council of the Town of LaSalle to have an Active Transportation Plan that will allow the continued expansion and connection of the Active Transportation network in order to provide:

- a) residents of all ages and abilities safe, useable, and functional AT facilities throughout the Town;
- b) a system with a high degree of connectivity between and within residential neighbourhoods, community facilities, commercial districts, and neighbouring regional AT facilities;
- c) an implementation system to be used by Council and Administration that aligns with other capital and infrastructure needs;

### **3.3 Criteria for Prioritization for Town Constructed Projects**

The following set of criteria were utilized:

1. Identify critical gaps in the existing network with an emphasis on connecting existing neighbourhoods, commercial districts, and existing Town amenities.
2. Identify critical routes of the overall transportation network where collector and arterial roadways will require future improvement.
3. Review all infrastructure requirements for the individual segments over the entire proposed network. Part of this review includes high level look of potential funding mechanisms for infrastructure/services provided for those segments.
4. Review estimated capital costs for the AT facility installation and associated costs, as well as the cost of the AT component in addition to the other infrastructure costs.



5. Identify recent and current Master Plans or Environmental Assessments that have an impact on the AT network.

Applying this criteria, administration has created three groups for the AT action plan that the Town is responsible for constructing.

### ***3.4 Town Funded Projects***

Projects that are to be funded by the Town, have been categorized into three groups. These projects will include projects that run through Town owned land and Rights-of-Ways that abut residents' property. Construction will include the disruption of driveways, landscaping, lawns, etc. Although this is a challenging aspect of these works, it is important to keep in mind the Goals established within this policy, as well as the requirement to conform with the policies within the Official Plan.

#### ***3.4.1 Group A***

This group consists of projects where there is a gap in the networks, and the AT facility can be installed with minimal disruption to the existing infrastructure and where the existing infrastructure is in place. The existing environmental conditions would require permitting on a number of cases, and would form part of the overall costs.

#### ***3.4.2 Group B***

This group consists of projects that are key segments in the overall transportation plan, and would require additional infrastructure work. The component of AT is generally small in scope compared to the other works required. The installation of these segments would likely be triggered by the need for other works through the capital works plan.

#### ***3.4.3 Long Term implications for Group A and B***

Once Group A and Group B AT facilities are installed, significant gaps in the overall AT network of the Township will be completed and the Town will have a more complete network. This allows residents and visitors to safely utilize AT facilities by biking or walking to major destinations such as schools, parks, and Town of LaSalle Facilities such as Small Coast Waterfront Experience, Town Hall or the Vollmer Centre.



#### **3.4.4 Group C**

This group consists of projects that are part of the overall AT network, and also require additional infrastructure work. Consistent with Group B projects, these facilities would be constructed as part of a larger capital work project. For many of the listed, additional funding mechanism may be required, the form of grants, local improvement charge, Part XII charges, development charges, etc.

#### **3.5 Estimated Costs**

With each segment listed, an estimated cost has been shown for the AT facility, and any and all other infrastructure work costs. It should be noted that these are high level estimates only based on 2020 prices, and are listed primarily for comparative use only. A more detailed cost will be estimated as part of the annual budgeting process, as AT capital projects are undertaken by the Town.



## 4. Action Plan

With the criteria and the groups, priority lists and cost estimates have been generated. The overall network plan can be seen as Figure 1 in Appendix A.

### 4.1 Group A Priority List

AT FACILITY LOCATION	FROM	TO	ESTIMATED COST OF AT FACILITY	ESTIMATED COSTS OF OTHER WORKS	TOTAL
ELLIS ST	WYOMING	SERENITY	50,000	-	50,000
CAHILL DRAIN	MALDEN	NAPLES	50,000	30,000	80,000
NORTH BRANCH NANTIS DRAIN EXTENSION	ELLIS	HYDRO CORRIDOR	120,000	-	120,000
FIRST	LAURIER	BOUFFARD	160,000	120,000	180,000
FRONT RD PILOT PROJECT	MORTON	GARY	-	630,000	630,000
HYDRO CORRIDOR	TODD	LASALLE WOODS	650,000	250,000	900,000

Table 1

The goal for this group is to begin with the engineering and permitting applications in 2021, and have the work completed by 2026. The total value will be approximately \$2,500,000, which aligns well with the annual \$500,000 allocation in the budget for Town constructed AT facility initiatives.

See Figure 2 in Appendix A for map representation.



#### 4.2 Group B Priority List

AT FACILITY LOCATION	FROM	TO	ESTIMATED COST OF AT FACILITY	ESTIMATED COSTS OF OTHER WORKS	TOTAL
SIXTH CONCESSION RD	ALLIANCE	HOWARD	310,000	2,910,000	3,220,000
MORTON DR	FRONT	MATCHETTE RD	300,000	5,430,000	5,730,000
MALDEN	CAHILL DRAIN	MEAGAN	590,000	17,890,000	18,480,000

Table 2

The projects listed above are ones that would complete important linkages within the network, and are also in need or will soon be in need of major infrastructure work. In the case of Malden Rd, there is an active Environmental Assessment process underway, and AT is an important part of that review. The need for improved AT facility exists, but the timeline is dependent on Council direction for the larger capital work project.

For the case of Morton, there are infrastructure needs that will trigger the installation of the AT facility. The Town has applied for various grants for this work, and will likely continue to do so.

See Figure 2 in Appendix A for map representation.

#### 4.3 Group C Priority List

The list of projects in this group are segments that are part of the overall network, but are not considered critical gaps. There are also other infrastructure requirements to be done that will likely trigger the timing for the AT installation. Many of the commonly requested projects that Council and Administration are aware of, lie within this list. In many cases, there are services that do not exist (ie. sanitary or storm sewers and connections), that would require an appropriate funding mechanism to move forward with the project (see Section 5. Financial Implications for further explanation).

Given the length of this list, please refer to Appendix B.

See Figure 3 in Appendix A for map representation, and Table 3 in Appendix B for the list of projects.



#### ***4.4 Developer Responsible AT Projects***

It should be noted that AT segments that lie within any proposed development will be constructed by the developer at the time of their construction. This includes further requirements for AT facilities to link phases of the same development or the new development to existing facilities. This list represents AT facilities that will be constructed by developers, above and beyond the standard Town requirement that sidewalks are to be constructed along both sides of all streets in all new developments.

In most cases, the developer is responsible for the entire cost of the installation. In some cases where the segment is identified in the development charges by-law, there is some contribution from development charges. The timelines of these segments are subject to the individual development timelines.

See Figure 4 in Appendix B for map representation, and Table 4 in Appendix B for the list of projects. Table 4 represents the overall big picture of AT facility planning and doesn't account for possible phasing of developments, needs for local roads, and mandatory installation of sidewalks.

#### ***4.5 Internal Sidewalks on Existing Residential Streets***

Not listed or shown on any figures are residential streets that do not currently have a sidewalk. For the purpose of this policy, all residential streets with no sidewalk would be prioritized after Groups A thru C are completed. These streets can be reviewed on a case by case basis at Council's discretion, with the understanding that the priority is on Groups A, B, and C.

Council should consider establishing a separate capital resource to fund the installation of new sidewalks within older neighbourhoods that do not currently have sidewalks. Alternatively, Council could utilize Section XII of the Municipal Act for this purpose.





## 5. Financial Implications

As can be seen by the cost breakdown in the attached figures, most of the projects are extremely costly due to the cost of “other works” that must be completed as part of the various projects. The cost of the actual sidewalks and pathways are a relatively low portion of the total project cost. Annually, the Town allocates \$500,000 to pedestrian safety, which can be used to fund the sidewalk and trail components of the projects noted in the attached figures. Currently, the built up balance for pedestrian safety is approximately \$2,500,000. The Township has allocated enough funds to complete the Group A projects with no further charges required.

There are financial challenges with the Group B and Group C projects, due to the amount required for the “other works”. The estimated costs of “other works” included in the attached figures will be funded from various sources, depending on what they consist of. For example, if a full road reconstruction will occur as part of the project, a large portion of the project cost may be funded from the roads reserve. The Town will continue to apply for grants to fund some of the larger projects as they become available. If other project costs such as a road reconstruction must be completed as part of the project, the Town takes the financially responsible approach of waiting until the road has reached the end of it’s useful life and needs to be replaced to add a sidewalk or path, rather than prioritizing the project based on the want for a sidewalk or path when the road has not yet reached the end of it’s useful life.

In the instances where services do not exist, whether it be sanitary sewers, storm sewers, street lighting, etc., the projects would require a mechanism to fund these additional services. It has been the practice of the Town to not use the tax base to provide new individual services to existing properties. In these circumstances, options would include Part XII or Local Improvement of the Municipal Act, to initiate and complete the project. Generally, these mechanisms directly allocate the costs of the additional services to the benefitting properties. If residents are not satisfied with timing and would like projects completed faster before funding is available, the opportunities under PART XII or Local Improvement exist. of the Municipal act to complete the project and directly allocate the cost of the project to the residents benefitting from the project on a weighted average formula.



## **6. Policy Review**

This policy will be periodically reviewed and updated as Town projects and developments progress. The intention is to review the policy on a five year basis.

## **7. References and Related Documents**

1999 Pedestrian and Bicycle Facility Policy Statement and Plan of Action  
2012 Update and Addendum to the 1999 Council Adopted Pedestrian and Bicycle Facility Policy Statement and Plan of Action  
2015 Update to the 1999 Council Adopted Pedestrian and Bicycle Facility Policy Statement and Plan of Action  
2016 Town of LaSalle Roads Needs Study  
2018 Town of LaSalle Active Transportation and Transportation Master Plan  
2018 Town of LaSalle Official Plan



## 8. Appendix A – Figures

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**Figure 1**  
Overall Proposed AT Network,  
Regional Facilities and  
Existing AT

LaSalle

★ Town of LaSalle Facility  
★ School  
★ Park  
— Group A Projects (2021-2025)  
— Group B Projects  
— Group C Projects  
— Developer Driven Projects  
— Existing In Boulevard/Off Road Multi-Use  
— Asphalt Trail & On-Road Paved Shoulders/Bike Lanes  
- - - Proposed County/MTO  
— Existing MTO/County

Note: No sidewalks are shown on this drawing



Figure 2 – Group A, Group B, and Existing AT

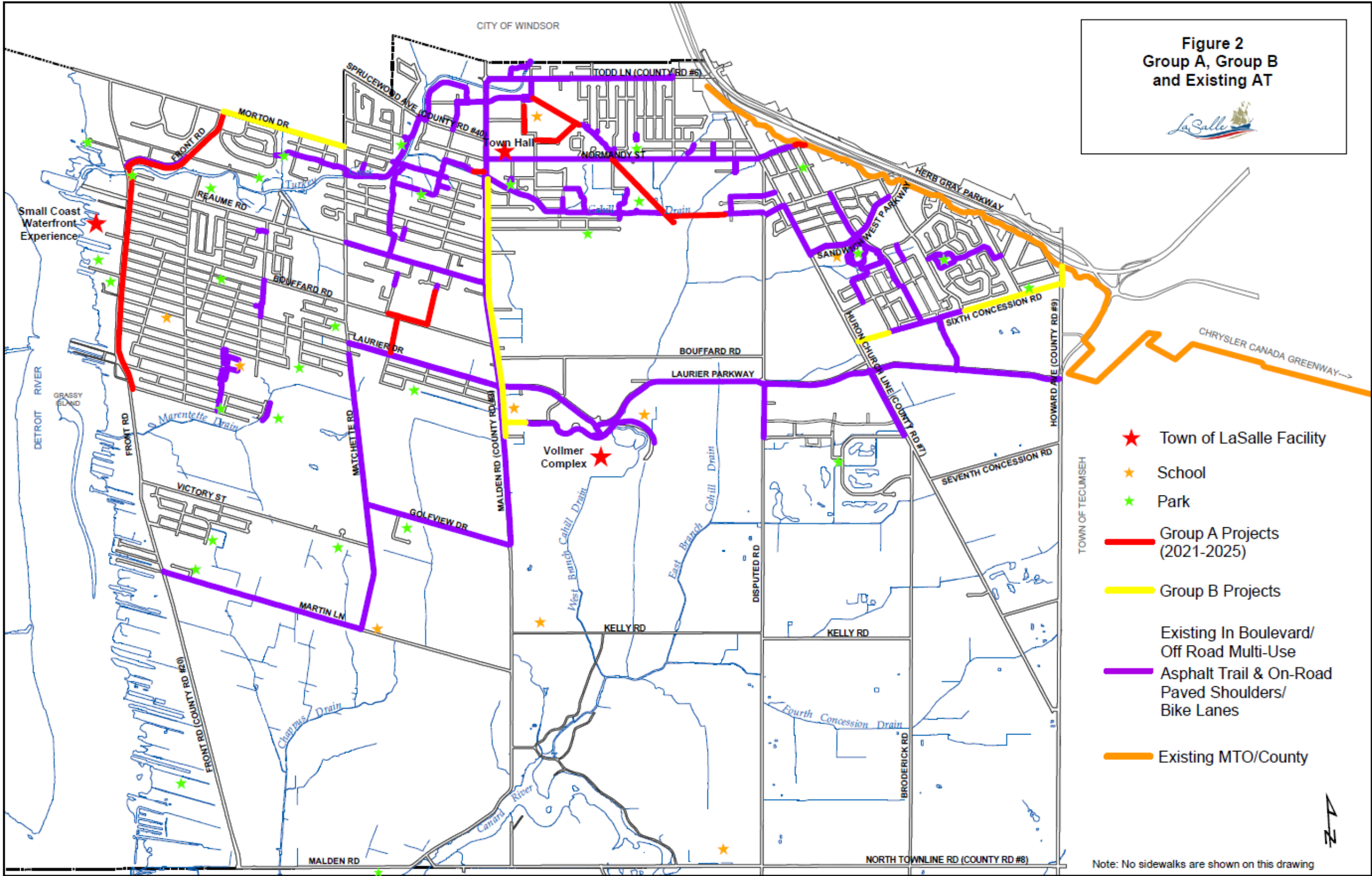


Figure 3 - Group C, Regional AT Facilities, and Existing AT

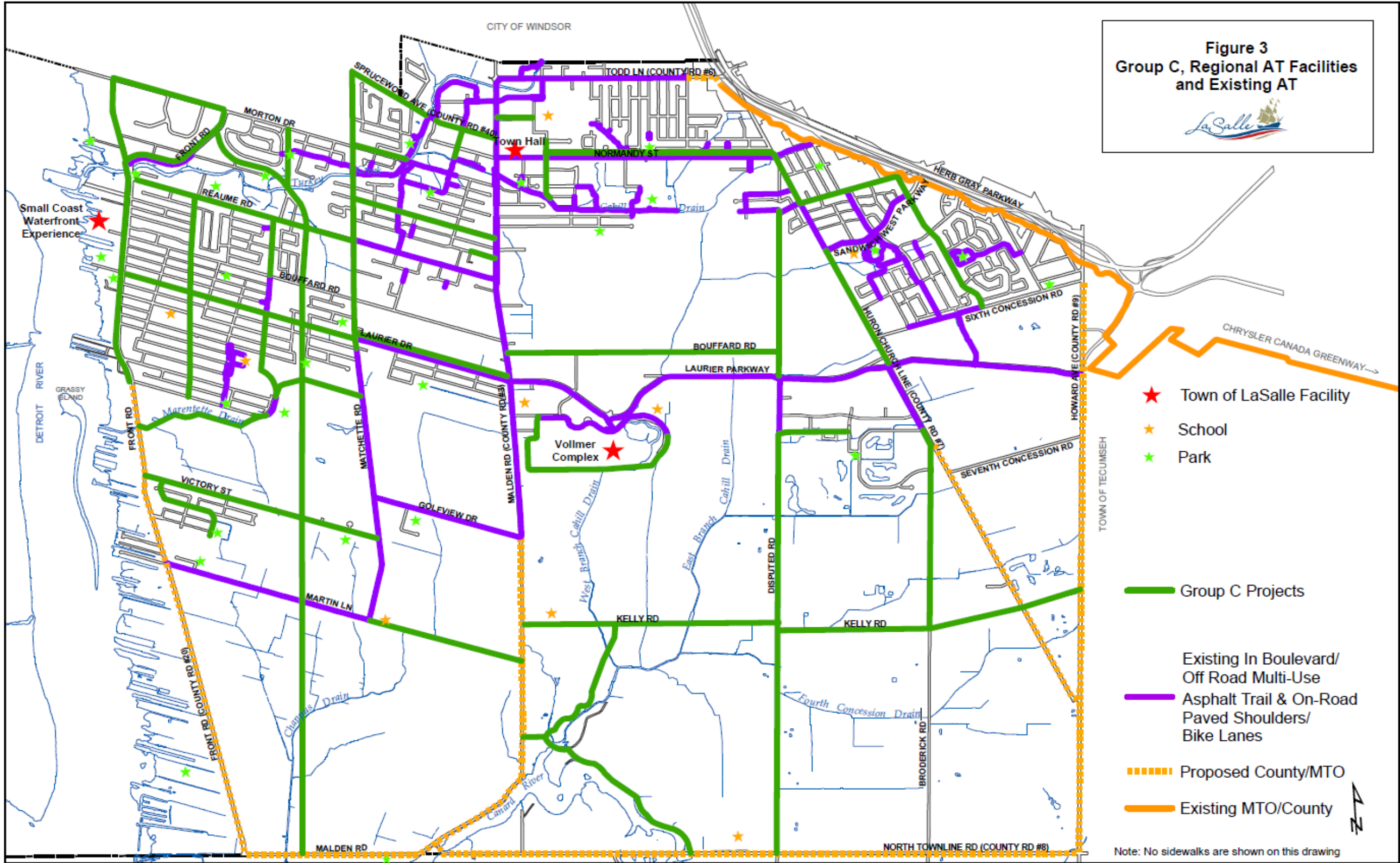
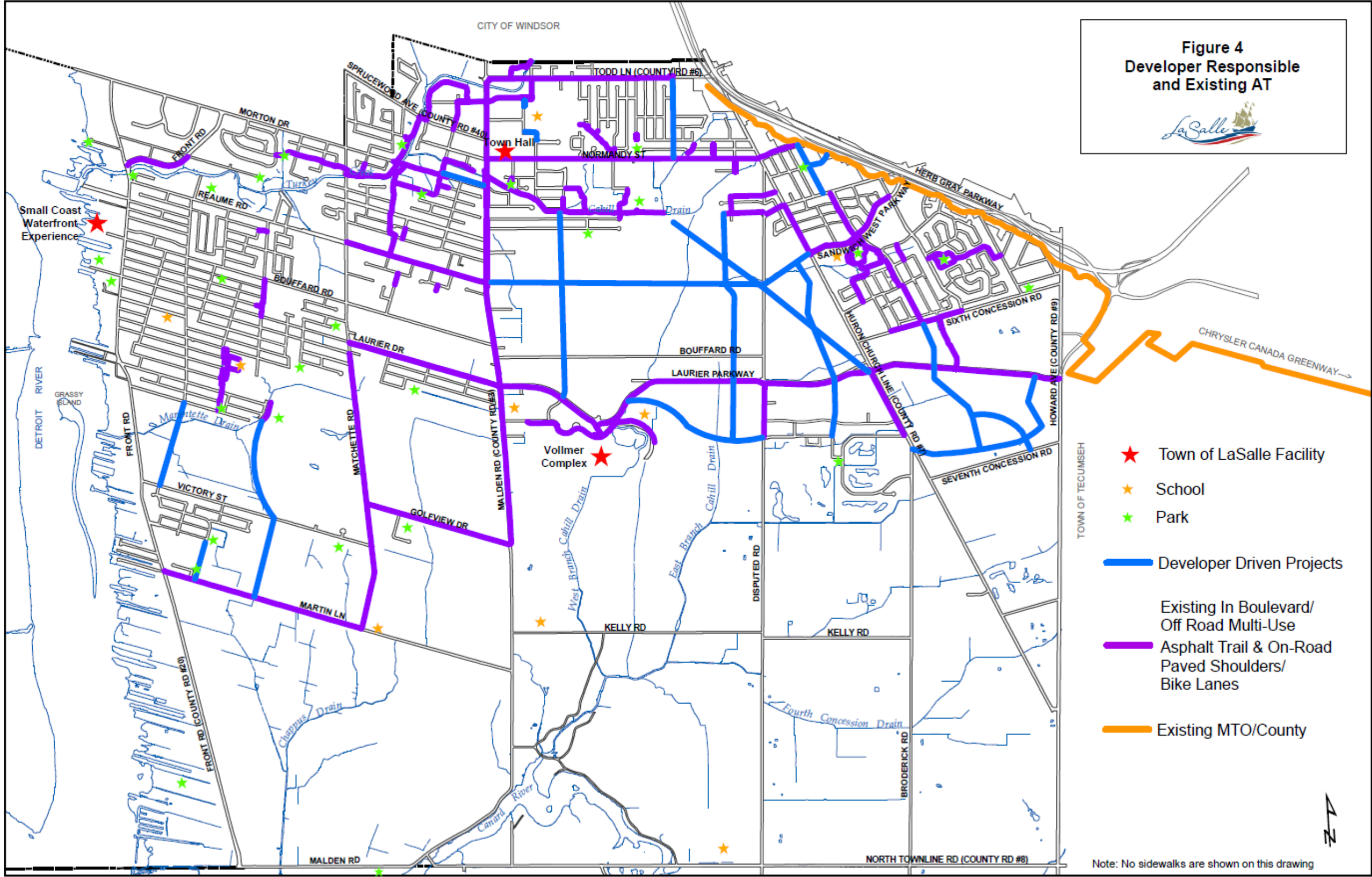




Figure 4 – Developer Responsible, and Existing AT





## **9. Appendix B – Tables**

Table 1 – Group A Projects

ROAD NAME	ROAD FROM	ROAD TO	TYPE OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	ESTIMATED COST OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	OTHER WORKS REQUIRED:	ESTIMATED COSTS RELATED TO OTHER WORK REQUIRED	TOTAL ESTIMATED COSTS
ELLIS ST	WYOMING AV	SERENITY CIRCLE	MULTI-USE PATH	\$ 50,000.00		\$ -	\$ 50,000.00
CAHILL DRAIN	MALDEN	NAPLES	MULTI-USE PATH	\$ 50,000.00	PROPERTY AQUSITION	\$ 30,000.00	\$ 80,000.00
NORTH BRANCH OF NANTIS DRAIN EXTENSION	ELLIS	HYDRO CORRIDOR	MULTI-USE PATH	\$ 120,000.00	ESA	\$ -	\$ 120,000.00
FRONT RD	MORTON DR	GARY AV	SIDEWALK + BUFFERED BIKE LANES	\$ -	PILOT PROJECT	\$ 630,000.00	\$ 630,000.00
FIRST	LAURIER	TUSCANY OAKS	MULTI-USE PATH	\$ 160,000.00	ESA	\$ 630,000.00	\$ 790,000.00
HYDRO CORRIDOR	TODD	LASALLE WOODS BLVD	MULTI-USE PATH	\$ 700,000.00	ESA	\$ 200,000.00	\$ 900,000.00

Table 2 – Group B Projects

ROAD NAME	ROAD FROM	ROAD TO	TYPE OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	ESTIMATED COST OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	OTHER WORKS REQUIRED:	ESTIMATED COSTS RELATED TO OTHER WORK REQUIRED	TOTAL ESTIMATED COSTS
SIXTH CONCESSION RD	HURON CHURCH LINE	HOWARD	SIDEWALK + MULTI-USE PATH	\$ 340,000.00	OPEN DITCHES	\$ 3,000,000.00	\$ 3,340,000.00
MORTON DR	HIGHWAY 18	MATCHETTE RD	SIDEWALK + MULTI-USE PATH	\$ 300,000.00	RECONSTRUCTION REQUIRED	\$ 5,430,000.00	\$ 5,730,000.00
MALDEN	CAHILL DRAIN	MEAGAN	SIDEWALK + BUFFERED BIKE LANES	\$ 600,000.00	RECONSTRUCTION REQUIRED	\$ 17,800,000.00	\$ 18,400,000.00

**Table 3 – Group C Projects**

ROAD NAME	ROAD FROM	ROAD TO	TYPE OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	ESTIMATED COST OF ACTIVE TRANSPORTATION/PEDESTRAIN SAFETY FACILITY	OTHER WORKS REQUIRED:	ESTIMATED COSTS RELATED TO OTHER WORK REQUIRED	TOTAL ESTIMATED COSTS
MONTY	JAMIE	MALDEN		\$ 60,000.00		\$ -	\$ 60,000.00
MAYFAIR AV	END-INTERNATIONAL	END - DUNN		\$ 60,000.00		\$ -	\$ 60,000.00
MORTON DR.	MATCHETTE RD.	POPE ST - END		\$ 110,000.00		\$ -	\$ 110,000.00
EIGHTH CONCESSION	BRODERICK	CABOTO		\$ 130,000.00		\$ -	\$ 130,000.00
EIGHTH CONCESSION	HOWARD AV	HURON CHURCH LINE RD		\$ 140,000.00		\$ -	\$ 140,000.00
MORTON BRANCH OF TURKEY CREEK	MORTON RD	ESSEX RAILWAY/ TURKEY CREEK		\$ 140,000.00		\$ -	\$ 140,000.00
MALDEN	MARTIN LN	CANARD DR		\$ 140,000.00		\$ -	\$ 140,000.00
SEVEN LAKES DR	MEO BLVD	DISPUTED RD		\$ 160,000.00		\$ -	\$ 160,000.00
ELLIS ST	SERENITY CIRCLE	CAHILL DRAIN	MULTI-USE PATH	\$ 210,000.00		\$ -	\$ 210,000.00
RUNSTEDLER	VICTORY AV	JEWEL ST-END		\$ 220,000.00		\$ -	\$ 220,000.00
MICHIGAN AV	BOISMIER	GARY AV	SIDEWALK + MULTI-USE PATH	\$ 100,000.00	RECONSTRUCTION REQUIRED	\$ 140,000.00	\$ 240,000.00
MICHIGAN AV	REAUME RD	MAPLE AV		\$ 240,000.00		\$ -	\$ 240,000.00
INTERNATIONAL AV	FRONT RD	END-MAYFAIR		\$ 340,000.00		\$ -	\$ 340,000.00
VICTORY	FRONT RD	MATCHETTE RD		\$ 370,000.00		\$ -	\$ 370,000.00
HERITAGE DR	COUSINEAU RD	SIXTH CONCESSION RD		\$ 370,000.00		\$ -	\$ 370,000.00
DELMAR AV	ELLIS ST	MALDEN RD		\$ 80,000.00		\$ 310,000.00	\$ 390,000.00
MAYFAIR AV	LAURIER DR	SACRED HEART/END	SIDEWALK + MULTI-USE PATH	\$ 140,000.00	SECTION DITCH INFILL	\$ 330,000.00	\$ 470,000.00
BRODERICK RD	HURON CHURCH LINE	ST. FRANICS		\$ 50,000.00	OPEN DITCH	\$ 540,000.00	\$ 590,000.00
MARENTETTE DRAIN	FRONT	MATCHETTE		\$ 620,000.00		\$ -	\$ 620,000.00
COUSINEAU RD	HURON CHUCH LINE	HERITAGE DR		\$ 220,000.00		\$ 450,000.00	\$ 670,000.00
MARTIN LN	MALDEN RD	MATCHETTE RD		\$ 360,000.00		\$ 370,000.00	\$ 730,000.00
NEWMAN	SPRUCEWOOD	NAPLES	MULTI-USE PATH	\$ 100,000.00		\$ 750,000.00	\$ 850,000.00
CANARD DR	MALDEN RD	NORTH TOWNLINE		\$ 500,000.00	NARROW R.O.W	\$ 630,000.00	\$ 1,130,000.00
MORTON DR	OLD FRONT RD	HIGHWAY 18		\$ 260,000.00	RECONSTRUCTION REQUIRED	\$ 860,000.00	\$ 1,120,000.00
KELLY RD.	MALDEN RD.	SNAKE LANE		\$ 220,000.00		\$ 930,000.00	\$ 1,150,000.00
OLD FRONT RD	MORTON DR	FRONT ROAD/HIGHWAY 18		\$ 190,000.00	OPEN DITCH	\$ 1,050,000.00	\$ 1,240,000.00
SPRUCEWOOD	MATCHETTE	LASALLE	SIDEWALK + BUFFERED BIKE LANES	\$ 130,000.00		\$ 1,200,000.00	\$ 1,330,000.00
MAYFAIR AV	END - FIELD	END - INTERNATIONAL	SIDEWALK + MULTI-USE PATH	\$ 60,000.00	ESA/PROPERTY/ROAD NEEDED	\$ 1,420,000.00	\$ 1,480,000.00
MAYFAIR AV	REAUME RD	BOUFFARD RD		\$ 140,000.00		\$ 1,550,000.00	\$ 1,690,000.00
FRONT RD	MORTON DR	TURKEY CREEK	SIDEWALK + BUFFERED BIKE LANES	\$ 280,000.00	ROAD DIET/PERMANENT SOLUTION	\$ 1,490,000.00	\$ 1,770,000.00
ESSEX RAILWAY	FRONT RD	NORTH TOWNLINE RD		\$ 1,850,000.00	CORRIDOR OWNERSHIP	\$ -	\$ 1,850,000.00
MALDEN*	GOLFVIEW	MARTIN LANE	MULTI-USE PATH	\$ 290,000.00	DITCH INFILL	\$ 1,600,000.00	\$ 1,890,000.00
SPRUCEWOOD	ABBOTT ST	MALDEN RD	SIDEWALK + BUFFERED BIKE LANES	\$ 200,000.00		\$ 1,900,000.00	\$ 2,100,000.00
MICHIGAN AV	MAPLE AV	BOISMIER	SIDEWALK + MULTI-USE PATH	\$ 120,000.00	RECONSTRUCTION REQUIRED	\$ 2,110,000.00	\$ 2,230,000.00
SPRUCEWOOD	LASALLE	ABBOTT ST	SIDEWALK + BUFFERED BIKE LANES	\$ 30,000.00		\$ 2,750,000.00	\$ 2,780,000.00
FRONT RD	TURKEY CREEK	GARY AV	SIDEWALK + BUFFERED BIKE LANES	\$ 520,000.00	ROAD DIET/PERMANENT SOLUTION	\$ 2,750,000.00	\$ 3,270,000.00
MATCHETTE RD	SPRUCEWOOD AVE	MORTON DR	MULTI-USE PATH	\$ 180,000.00	RECONSTRUCTION REQUIRED	\$ 3,250,000.00	\$ 3,430,000.00
MATCHETTE RD	REAUME RD	LAURIER DR	MULTI-USE PATH	\$ 230,000.00	RECONSTRUCTION REQUIRED	\$ 4,210,000.00	\$ 4,440,000.00
HURON CHURCH LINE*	SANDWHICH WEST PKWY	LAURIER PKWY	SIDEWALK + BUFFERED BIKE LANES	\$ 290,000.00	RECONSTRUCTION REQUIRED	\$ 4,370,000.00	\$ 4,660,000.00
LAURIER DR	MATCHETTE RD	MALDEN RD		\$ 360,000.00	ESA/RECONSTRUCTION REQUIRED	\$ 4,590,000.00	\$ 4,950,000.00
STUART BLVD	MATCHETTE RD	MALDEN RD		\$ 330,000.00	RECONSTRUCTION REQUIRED	\$ 5,010,000.00	\$ 5,340,000.00
MATCHETTE RD	MORTON DR	REAUME RD	MULTI-USE PATH	\$ 170,000.00	RECONSTRUCTION REQUIRED	\$ 5,690,000.00	\$ 5,860,000.00
REAUME RD	FRONT RD	MATCHETTE RD	SIDEWALK + MULTI-USE PATH	\$ 520,000.00	RECONSTRUCTION REQUIRED	\$ 6,890,000.00	\$ 7,410,000.00
LAURIER DR	FRONT RD	MATCHETTE RD		\$ 550,000.00	ESA/RECONSTRUCTION REQUIRED	\$ 6,960,000.00	\$ 7,510,000.00

DISPUTED RD	LASALLE WOODS	LAURIER PKWAY		\$ 420,000.00	RECONSTRUCTION REQUIRED	\$ 7,770,000.00	\$ 8,190,000.00
BOUFFARD	MALDEN RD	DISPUTED RD		\$ 620,000.00	RECONSTRUCTION REQUIRED	\$ 8,600,000.00	\$ 9,220,000.00
BRODERICK RD	KELLY RD	HURON CHURCH LINE RD		\$ 970,000.00	OPEN DITCH	\$ 8,520,000.00	\$ 9,490,000.00
DISPUTED RD	SEVEN LAKES DR	NORTH TOWNLINE RD		\$ 990,000.00	OPEN DITCH	\$ 8,700,000.00	\$ 9,690,000.00
MALDEN*	CANARD DR	FRONT ROAD	CWATS				
NORTH TOWNLINE RD*	FRONT RD	HOWARD RD	CWATS				
HURON CHRUCH LINE*	LAURIER PKWAY	HOWARD	CWATS				
FRONT RD*	GARY	NORTH TOWNLINE RD	CWATS				

**Table 4 – Developers Responsibility List**

ROAD NAME	ROAD FROM	ROAD TO
D'AMORE	SIXTH CONCESSION	SEVENTH CONCESSION
D'AMORE	COUSINEAU	VILLA MARIA
DIOTTE DR	BOUFFARD RD	LAURIER PKWY
DIOTTE EXTENSION	SUZANNE	BOUFFARD
ELLIS ST	DELMAR ST	SERENITY CIRCLE
FOREST TRAILS EXTENSION	LASALLE WOODS	HYDRO CORRIDOR
GERAEDTS EXTENSION	WESTBROOK	HIGHWAY 3
HYDRO CORRIDOR	LASALLE WOODS BLVD	LAURIER
LASALLE WOODS	LASALLE WOODS	SEVEN LAKES
LEPTIS MAGNA	DISPUTED	LEGACY OAKS SCHOOL
MAYFAIR AV	INTERNATIONAL	MARTIN
MCINTOSH HORSE FARM	LAURIER PARKWAY	BRODERICK & HURON CHURCH LINE
MEO BLVD	SANDWHICH WEST	SEVEN LAKES
MICHIGAN	GARY	VICTORY
MORTON DR	MCNABB AV - END	MALDEN RD
RUNSTEDLER	JEWEL	DOSEENBACH
SANDWHICH WEST	DISPUTED	MALDEN
SANDWHICH WEST EXTENSION	HURON CHURCH LINE	DISPUTED
TENTH	TODD LN	LOMBARDI
TENTH	LOMBARDI	NORMANDY