



## The Corporation of the Town of LaSalle

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<b>Date:</b>	June 20, 2017	<b>Report No:</b>	DS-38-2017
<b>Directed To:</b>	Mayor and Members of Council	<b>Attachments:</b>	Figures 1 to 4
<b>Department:</b>	Development & Strategic Initiatives		
<b>Prepared By:</b>	L. Silani, M.Pl., MCIP, RPP Director of Planning & Development Services	<b>Policy References:</b>	Approved Official Plan
<b>Subject:</b>	<u>Application:</u> Rezoning Application  <u>Our File No.:</u> Z-03-2017  <u>Registered Owners:</u> 2350778 Ontario Limited, 2154161 Ontario Limited, Malden Square Inc., Ranmic Saccucci Holdings Inc., Luciana Coletti  <u>Applicant:</u> 2561936 Ontario Limited, c/o Valente Development Corporation (Peter Valente)  <u>Agent:</u> Dillon Consulting Limited, Karl Tanner  <u>Location:</u> 2.1 hectares of land located along Newman Boulevard, between Sprucewood Avenue and Orford Street (Malden Planning District)		

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### RECOMMENDATION:

Based on the information provided within this report, and subject to further input from Council and the public, it is recommended that:

- Council grant approval in principle to the Applicant's rezoning application for the subject lands;

- a zoning by-law amendment, together with a development agreement, be prepared by Town Staff and brought back to Council for adoption and execution purposes, in accordance with direction received from Council.

## **REPORT:**

### **PURPOSE AND NATURE OF THE SUBJECT APPLICATION:**

An Application has been received, requesting the rezoning of approximately 2.1 hectares of property located along Newman Boulevard, between Sprucewood Avenue and Orford Street (see Figure 1), from a Residential One Zone – “R1” and a Residential One Holding Zone – “R1(h)” to a site-specific Residential Five Zone, that will permit a maximum of 139 new townhouse and apartment style dwelling units to be built at this location.

The Applicant's revised conceptual site plan (prepared by Dillon Consulting, dated May 24, 2017) is attached as Figure 2.

A new site-specific “R5” zone category will establish all required lot and yard standards for this site. Site Plan Control will also apply to these properties, and individual site plan control applications (with corresponding site plan control agreements) will be used to address site details such as on-site parking, fencing, landscaping, lighting and all other site details.

## **COMMENTS**

Following the May 9<sup>th</sup>, 2017 Statutory Public Meeting, Council passed a resolution deferring making a decision with respect to this rezoning application until such time that: (i) the reports, plans and documents as set out in the May 3<sup>rd</sup>, 2017 Staff Report are submitted by the Applicant; (ii) a subsequent Staff Report is prepared and brought back to Council with Staff recommendations; and (iii) further public notice is given. It should be noted that notice for this 2<sup>nd</sup> public meeting (to be held on June 27<sup>th</sup>) was given on May 31<sup>st</sup>, 2017.

For Information Purposes, we have attached a copy of our May 3<sup>rd</sup> Staff Report, as Figure 3.

On May 25<sup>th</sup>, we received correspondence from the Applicant's Planning and Engineering Consultant, responding to the information that was requested as part of the initial Staff Report, and to respond to questions that were asked at the Public Information Meeting and the Statutory Public Meeting. This additional information (including reports, plans and drawings), as prepared by Dillon Consulting, is attached as Figure 4.

Town Staff are now satisfied that based on the Applicant's revised site plan and the contents of the information that has now been submitted, that the subject rezoning application is able to conform with the applicable Official Plan policies and the corresponding provisions of the Provincial Policy Statement.

It will be necessary for the Applicant to enter into a development agreement with the Town to ensure that all required municipal infrastructure is built by the Applicant, to full urban cross-sections (with provisions for safe and convenient access for motorists, cyclists, pedestrians and transit riders) to the satisfaction of the Town Engineer. Details related to the requested partial closing and acquisition of various alleys and road allowances will be addressed as part of this development agreement.

Subsequent individual site plan control applications will be required to be submitted for each block of land, once the Applicant finalizes site plan details for each building site, before final municipal approvals are obtained to construct new buildings on the subject lands.

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

Respectfully,



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

*Attachments*

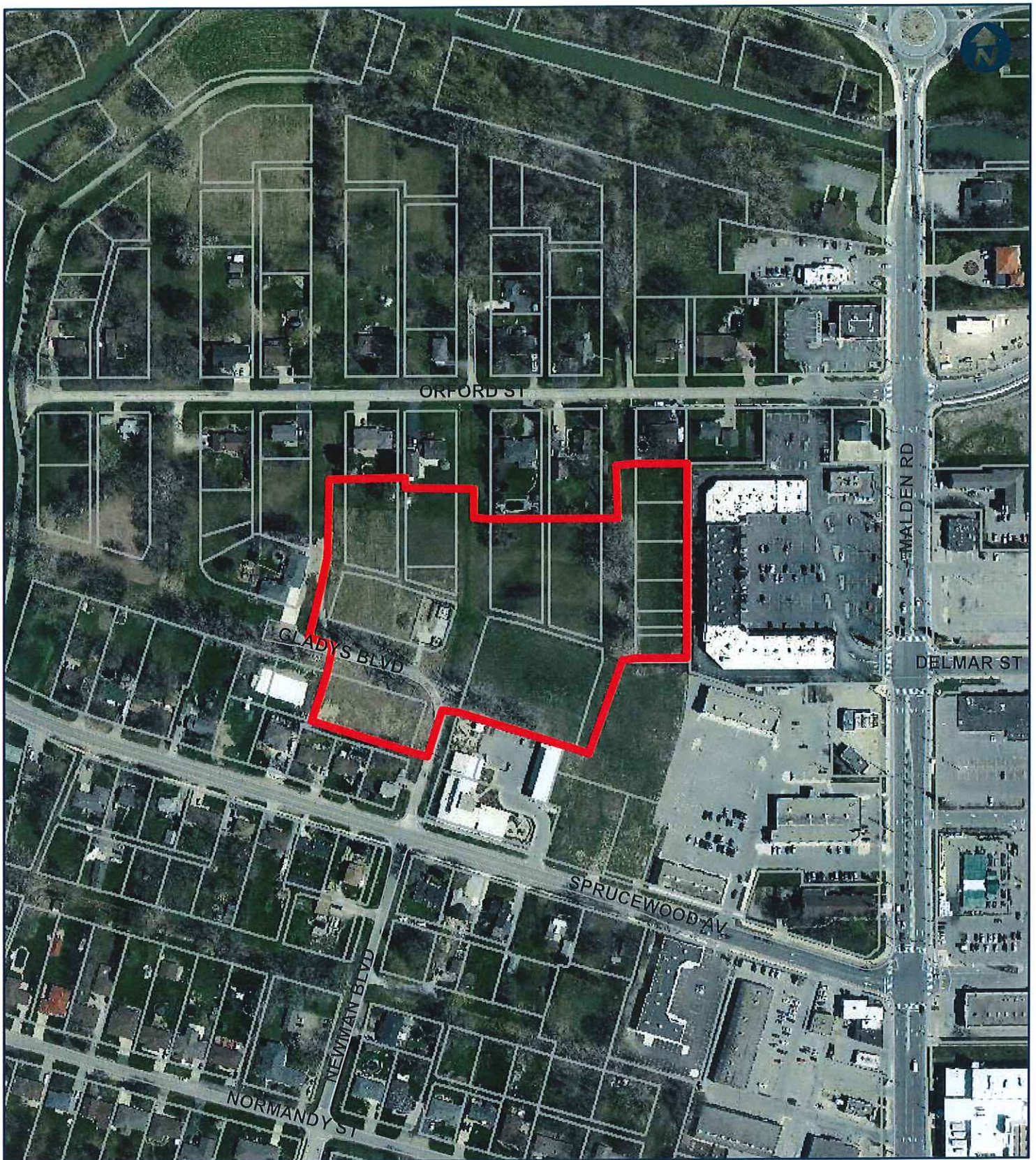
*Reviewed by:*

CAO	Finance	Clerk	Environmental Services	Development & Strategic Initiatives	Culture & Recreation	Fire
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**Figure 1 ---- for DS-38-2017 Staff Report**





Legend:



Subject Lands

Title:

## FIGURE 1 - SUBJECT LANDS



Scale: 1:3100

File No: Z-03/2017

Prepared For: Planning Dept.

Applicant: Valente Development Corp.

Prepared By: Finance Department  
GIS Services

Date: May 2, 2017

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



**Figure 2 ---- for DS-38-2017 Staff Report**



**Figure 3 ---- for DS-38-2017 Staff Report**



## The Corporation of the Town of LaSalle

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**Date:** May 3, 2017 **Report No:** DS-18-2017

**Directed To:** Mayor and Members of Council **Attachments:** Figures 1 to 4

**Department:** Development & Strategic Initiatives

**Prepared By:** L. Silani, M.Pl., MCIP, RPP  
Director of Planning & Development Services

**Policy References:** Approved Official Plan

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

**Subject:** Application: Rezoning Application

Our File No.: Z-03-2017

Registered Owners: 2350778 Ontario Limited, 2154161 Ontario Limited,  
Malden Square Inc., Ranmic Saccucci Holdings Inc.,  
Luciana Coletti

Applicant: 2561936 Ontario Limited, c/o Valente Development Corporation (Peter Valente)

Agent: Dillon Consulting Limited, Karl Tanner

Location: 2.1 hectares of land located along Newman Boulevard,  
between Sprucewood Avenue and Orford Street (Malden Planning District)

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### RECOMMENDATION:

Based on the information provided within this Staff Report, and subject to further input from Council and the public, it is recommended that Council defer making a decision with respect to this rezoning application until such time that:



- the reports, plans and documents as set out in this Staff Report are submitted by the Applicant;
- a subsequent Staff Report is prepared and brought back to Council with Staff recommendations; and
- further public notice is given once that subsequent Staff Report is available.

## REPORT:

### PURPOSE AND NATURE OF THE SUBJECT APPLICATION:

An Application has been received, requesting the rezoning of approximately 2.1 hectares of property located along Newman Boulevard, between Sprucewood Avenue and Orford Street (see Figure 1), from a Residential One Zone – “R1” and a Residential One Holding Zone – “R1(h)” to a site-specific Residential Five Zone, that will permit a maximum of 139 new townhouse and apartment style dwelling units to be built at this location.

Figure 2 depicts the existing zoning on the subject lands and on surrounding properties.

A conceptual site plan and site servicing plan was submitted by the Applicant's Engineering/Planning Consultant (Dillon Consulting, dated April 6, 2017), and is attached as Figure 3.

A new site-specific “R5” zone category will establish all required lot and yard standards for this site. Site Plan Control will also apply to these properties, and will be used to address site details such as on-site parking, fencing, landscaping, lighting and all other site details.

### OFFICIAL PLAN AND PROVINCIAL POLICY STATEMENT CONSIDERATIONS

The Planning Act requires that all zoning by-laws and all zoning by-law amendments adopted by Council conform with the land use designations and policies contained within the municipal approved Official Plan documents (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 all Planning Authorities make decisions that are consistent with the 2014 Cabinet Approved Provincial Policy Statement.

In this particular instance, the subject property is designated “Residential Area” in the Town of LaSalle's approved Official Plan.

This property is also situated within the “Settlement Area” designation as defined on Schedule “A1” in the 2014 Approved Upper-Tier (County of Essex) Official Plan document.

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

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

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

A broad range of residential dwelling unit types are permitted within the "Residential" land use designation, including single-unit detached, semi-detached, townhouse and apartment type dwelling units.

Section 3.3.2 of the Town's Official Plan provides the policy basis for establishing:

- (i) what is considered to be low, medium and high density zones;
- (ii) building types and maximum densities which are allowed within each zone;
- (iii) the criteria that applies to medium and high density residential zones town-wide.

Medium density residential land uses, including duplex dwellings, triplex dwellings, townhouse dwellings and low-rise apartment type dwellings (up to 3 stories in height) are permitted to be built in the Town of LaSalle at a maximum density of 30 units per net hectare, provided the criteria set out in subsection 3.3.2 (iii) and (iv) can be satisfied.

High density residential land uses, such as low-rise and mid-rise apartment buildings (up to 10 stories in height) are permitted to be built in the Town of LaSalle at a maximum density of 75 units per net hectare, provided the criteria set out in subsection 3.3.2 (iii) and (iv) can be satisfied.

Subsection 3.3.2 (iii) and (iv) read as follows:

*"Council will utilize the following criteria in the creation and application of medium and high density residential zone categories in the Town of LaSalle:*

- a) medium and high density residential uses should have frontage and/or access driveways onto a public roadway which has been designed to accommodate additional volumes of pedestrian and vehicular traffic;*
- b) proposals will not be approved which would result in substantial traffic flow increases on local streets serving single-unit detached and semi-detached residential development;*
- c) apartment buildings of more than 3 stories should be separated from adjacent dwellings by a distance sufficient to maintain the privacy, amenity and value of surrounding residential properties.*

*In considering applications to amend the town's comprehensive zoning by-law to establish a new medium or high density residential zone category and/or to rezone a parcel of land to permit a medium or high density residential use, Council must be satisfied that the following criteria have been met:*

- a) there is a demonstrated need for the proposed residential development, as identified through an analysis of housing supply and demand;*
- b) the density and form of the proposed new development should not adversely impact adjacent development;*
- c) the town's water supply, sanitary sewers (and associated treatment plant capacity), storm drainage, and roads must have sufficient capacity to accommodate the proposed medium or high density residential use being proposed;*
- d) there should be adequate school, park, and other required community facilities to serve the proposed development;*
- e) off-street parking facilities proposed to serve the new residential development should be capable of meeting the needs of the site without adversely impacting on the available on-street parking in the surrounding neighbourhood; and*
- f) adequate buffering and on-site landscaping, fencing and other site design elements are utilized to protect the residential amenities of adjacent land uses."*

The Town's existing approved Official Plan also includes policies that provide direction regarding how affordable housing and residential intensification is to be addressed in the Town of LaSalle.



These policies are set out in subsection 3.3.2(xi) and (xii), and they read as follows:

*"The town will encourage the production of a wide range of housing types and tenures (including assisted housing) that will meet the future needs of all households and are affordable to households of all income levels, in accordance with the objectives and policies of the Provincial Policy Statement.*

*Council will work with both private and public sector developers, builders and agencies so that sufficient market-oriented and assisted housing is produced to meet the existing and anticipated future needs of family, senior and non-family households.*

*The forms of shelter and housing types that the town recognizes as being affordable, in accordance with the provincial definition of affordable housing, include:*

- a) *Low Density Single-Unit Detached and Attached Dwellings*
  - *on conventional lots with 18 metres (60 feet) of frontage, and a total floor area not exceeding 130 square metres (1,400 square feet);*
  - *on small lots with 15 to 16.7 metres (50 to 55 feet) of frontage and a total floor area not exceeding 130 square metres (1,400 square feet).*
  - *single-unit attached dwelling units;*
- b) *Medium Density Multi-Unit Dwellings*
  - *individual dwelling units in a duplex/triplex dwelling.*
  - *low-rise, ground-oriented townhouse and/or apartment buildings (1 to 2 stories in height);*
- c) *High Density Multi-Unit Dwellings*
  - *low-rise and mid-rise apartment buildings (3 to 10 stories in height);*
  - *apartment units located as part of a mixed-use residential/commercial building.*

*Affordable housing will be permitted in all areas designated for residential purposes in accordance with the specific land use policies as set out in this plan.*

*Council does not consider the provision of affordable housing to be a requirement for each and every new residential development. Instead, the town will, through individual plan review/approval and the monitoring of residential development activity, encourage that a wide range of housing options are available within the town to satisfy the applicable provincial guidelines;*

*In the Town of LaSalle, Council will encourage both public and private sector landowners, developers and builders to undertake small-scale, infilling-type, residential intensification activities that make the most efficient and cost-effective use of existing municipal infrastructure and services. Infilling means the residential development of a similar scale, density and use on vacant lots or undeveloped lands in the built-up area of the municipality, to create additional dwelling units.*

*Council will also encourage owners of existing commercial buildings located in the Front Road commercial area of the town to add second storey apartment units, in order to increase the supply of affordable rental accommodations for existing and future residents of the community.*

*When reviewing individual requests for residential intensification initiatives, Council will have regard to the following:*

- the height, size, and density of the new dwelling unit(s), and the compatibility of such unit(s) with the surrounding neighbourhood;*
- the physical suitability of the site;*
- the proximity of the site to public transit and commercial retail areas;*
- access to and from the site;*
- availability and proximity of community services such as community and day care centres, schools, parks, leisure activities, and health care services;*
- adequacy of municipal infrastructure to service the new unit(s)."*

Section 6.5 of the LaSalle Official Plan articulates transportation policies that apply to all new development and redevelopment in the Town, and include the following:

*"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."*

*"The use of cul-de-sacs is discouraged within the town, and wherever possible, crescents and 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. Where cul-de-sacs are required to be used within new developments, they should be designed in such a manner as to not exceed 300 metres in length."*



*"The design of bikeways within the Town will encourage the separation of bicyclists and pedestrians wherever possible, or facilitate the mixture of pedestrians with slow-moving recreational bicyclists when such separation is not possible."*

*"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."*

*"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."*

The "Settlement Area" policies of the new 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:

The subject application was circulated to the Essex Region Conservation Authority (ERCA), the County of Essex, the local school boards, and to a number of utility companies.

To date, only one agency response was received --- from ERCA, stating that they had no concerns with this development proposal.

### PUBLIC COMMENTS RECEIVED TO DATE:

The Planning Advisory Committee held an Information Meeting on April 13, 2017, 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 planning review and approval process.

A representative of the Applicant was in attendance, and provided an explanation of this rezoning request --- utilizing the conceptual site plan as shown on Figure 3.

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

- concerned about "cut thru traffic", and how Orford and Newman would become a "rat run" used by motorists who would want to use this route to avoid the traffic lights and the traffic on Malden Road --- access to Orford Street for this new development should be removed;
- residents want to know how the developer intends to slow down traffic, and make Orford and Newman safe for pedestrians, motorists and cyclists;
- concerned that there is no traffic light on Sprucewood at Newman, and how can people cross this road safely with the increased amount of traffic and turning movements that would take place after this development is built;
- concerned that there are too many dwelling units, and not enough parking;
- concerned about loss of privacy;
- concerned about lighting from new apartment blocks coming onto their properties;
- concerned about flooding in existing back yards;
- concerned about the location of outdoor refuse bins -- and being woken up in the morning when trucks arrive at the site to empty these bins;
- residents asked where fencing and landscaping was being proposed -- for privacy and air quality reasons;



- residents wanted to know where park space and green areas were being proposed within this development.

### PRELIMINARY COMMENTS

Following the April 13<sup>th</sup> Public Information Session, the Applicant prepared and submitted a revised conceptual development plan --- see Figure 4 attached --- to address concerns that were expressed by residents who attended this information session.

Town Planning and Engineering Staff are pleased to see that steps have been taken by the Applicant to direct the majority of vehicular traffic that is going to/from this new multi-unit residential development to the existing arterial road (Sprucewood Avenue), which is located to the south of the subject lands. It is important that inter-connections for cyclists, pedestrians and all other forms of non-motorized transportation (sidewalks and trails) be provided within this development and along sections of Orford and Newman where gaps exist. These active transportation interconnections are needed to provide a complete and safe network of interconnected trails and sidewalks --- to/from Sprucewood Avenue, to/from the existing trail network located to the north of Orford, to/from the south of Sprucewood Avenue, and also to interconnect with trails and sidewalks located along Malden Road and to the east of Malden Road leading to/from nearby elementary schools and parks. It is also important that proper road access be provided for emergency vehicles, snowplows, school buses and for residents and visitors travelling by car to/from this new residential development. The Applicant's Consultant will need to carefully examine all of these requirements and to take these needs, together with the concerns expressed by the residents, into consideration --- and to make further revisions to their proposed development plans for this site.

We have recently communicated to the Applicant's agent that the following information is needed for Town Staff to be in a position to undertake and complete a final review of this rezoning application:

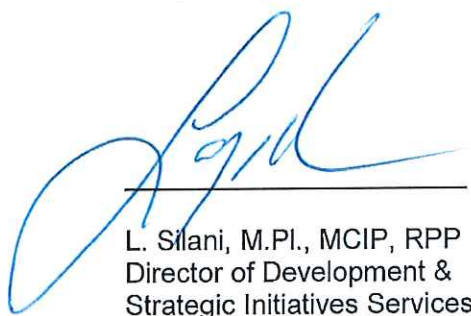
- A complete traffic study, based on the Applicant's revised conceptual site plan (Figure 4);
- A revised lotting plan, identifying the proposed new lot lines, lot frontage and lot area for each legally conveyable lot to be created at this location -- for both apartment buildings and townhouse dwellings;
- A revised site plan, with sufficient detail to demonstrate compliance with the Applicant's requested site specific zone regulations --- including how each individual building would comply in terms of density, setback, building height, yard, parking standards, etc;
- A revised conceptual servicing plan, based on Figure 4, to demonstrate the extent of roadwork, trail and sidewalk construction to be built within the subject lands, and on roads leading to/from this proposed new development (including the construction of Newman, upgrades to the Sprucewood intersection, and upgrades to Orford Street);
- An overall trail/sidewalk (active transportation) plan, to demonstrate how residents from this new development will be able to walk and ride their bikes to/from nearby schools, libraries, parks, shopping areas, and transit stops;

- A legal plan to identify the sections of alleys, and unopened road allowances to be closed and acquired from the Town;
- A written response from the Applicant's Engineering/Planning Consultant, identifying how their revised development plan for the subject property conforms to the applicable Official Plan policies, and how it addresses the concerns raised by residents.

Once we receive this additional information, we will in turn review same and prepare a subsequent Staff Report with recommendations for Council. We will also undertake to send out further public notification in advance of this matter coming back to Council with Staff recommendations.

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

Respectfully,



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

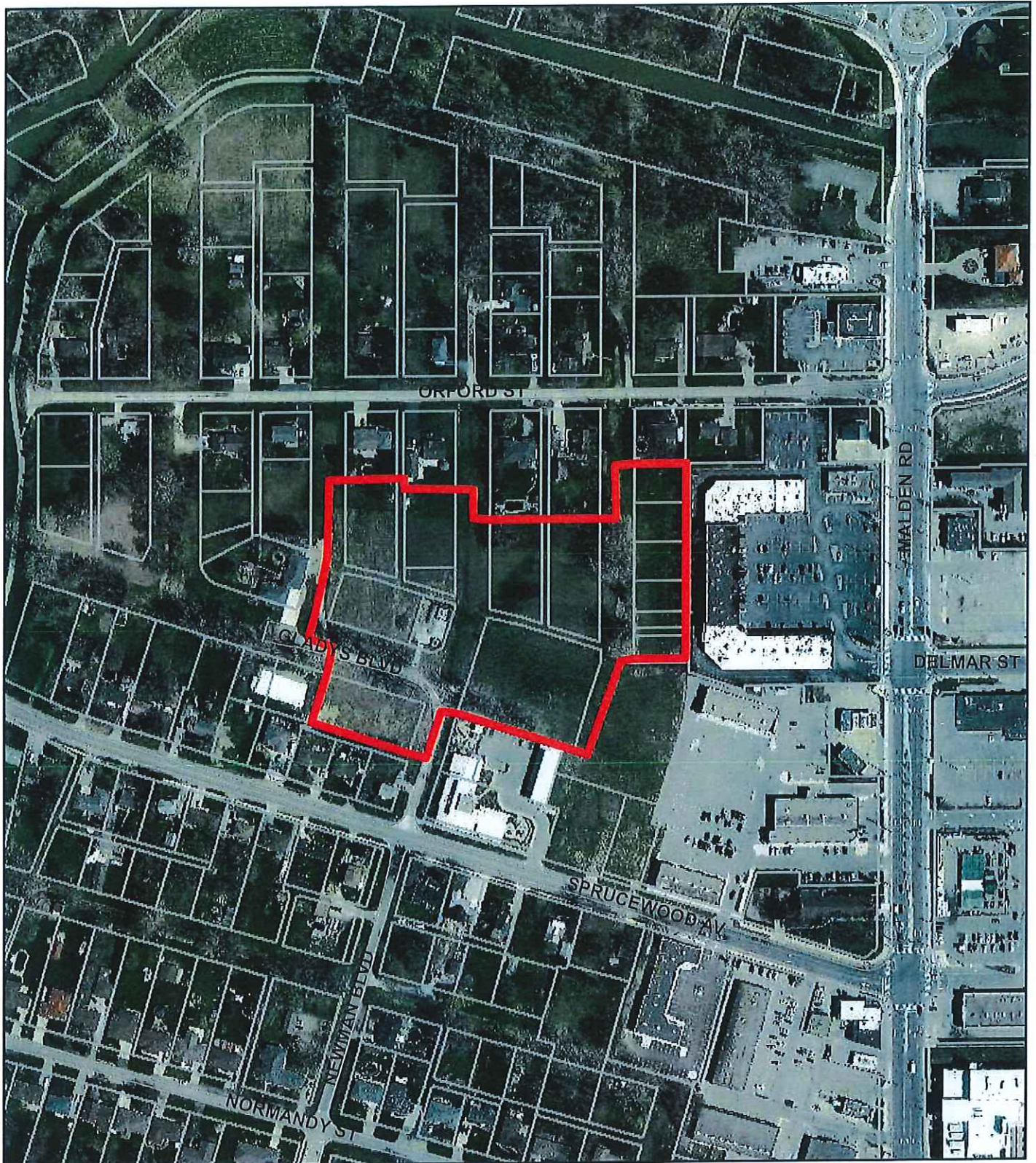


A. Burgess, MCIP, RPP  
Supervisor of Planning &  
Development Services

*Attachments*

<i>Reviewed by:</i>						
CAO	Finance	Clerk	Environmental Services	Development & Strategic Initiatives	Culture & Recreation	Fire





Legend:



Subject Lands

Title:

## FIGURE 1 - SUBJECT LANDS



Scale: 1:3100

File No: Z-03/2017

Prepared For: Planning Dept.

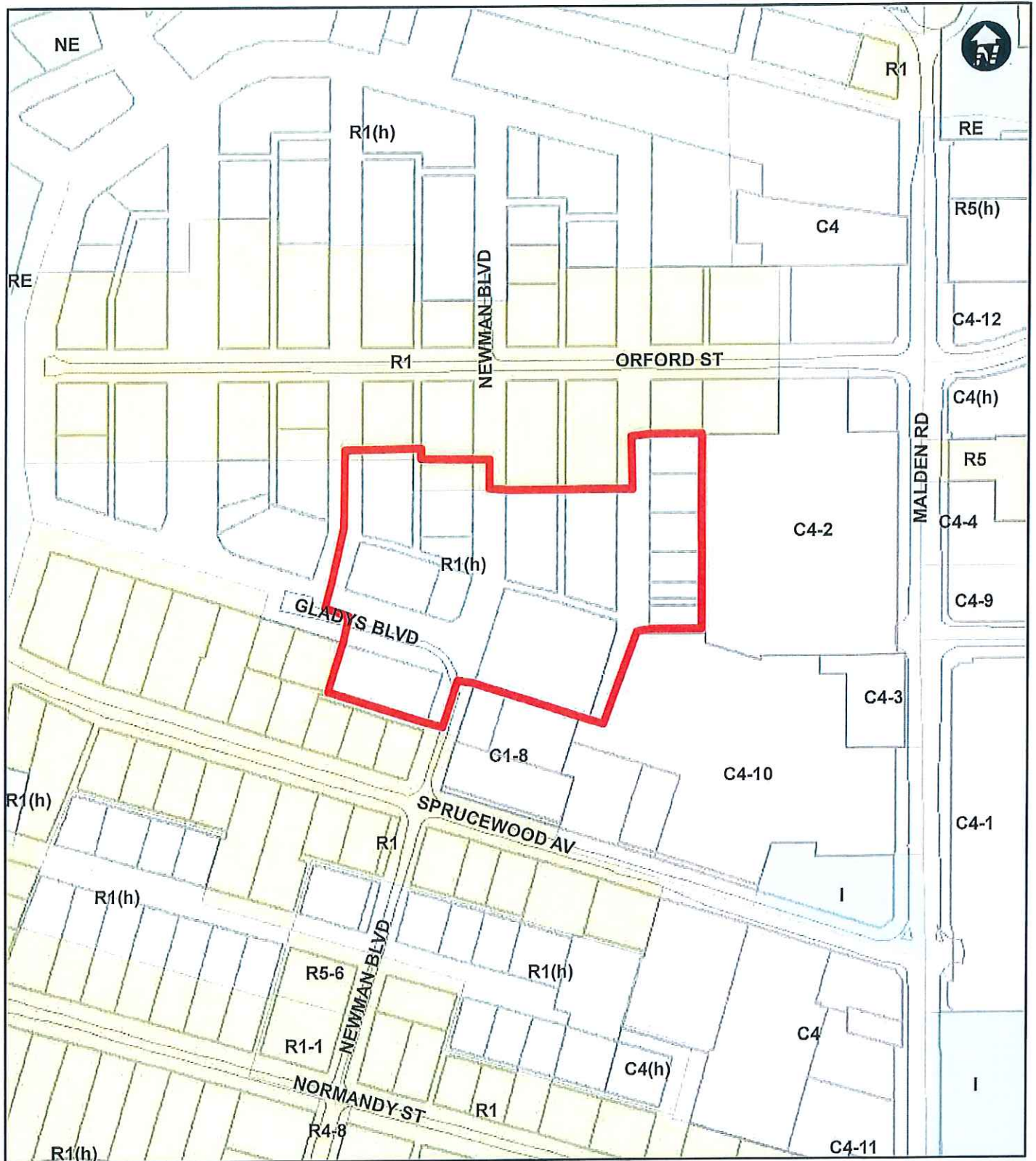
Applicant: Valente Development Corp.

Prepared By: Finance Department  
GIS Services

Date: May 2, 2017

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





Legend:



Subject Lands

Title:

## FIGURE 2 - ZONING



Scale: 1:3100

File No: Z-03-2017

Prepared For: Planning Dept.

Applicant: Valente Development Corp.

Prepared By: Finance Department  
GIS Services

Date: May 2, 2017

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









**Figure 4 ---- for DS-38-2017 Staff Report**

EMAIL & PAPER COPIES  
DELIVERED TO TOWN

②



File No.: 16-4809

May 25, 2017

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

Attention: Mr. Larry Silani, MCIP, RPP

**Zoning By-law Amendment Application**  
**Lands North of 1700 Sprucewood Ave**  
**(Applicant – 2561936 Ontario Limited, c/o Valente Development Corporation)**  
**Response to Town**

Dear Mr. Silani:

On behalf of our client, Valent Development Corporation, please find enclosed the following documents as part of a re-submission for a Rezoning Application for the development of Newman Street, originally submitted on February 27, 2017.

We have attached the following documents to satisfy comments from the Public Meeting held by the Town of LaSalle on May 3, 2017, and detailed in your Staff Report, dated May 3, 2017:

- Zoning By-law Amendment Application;
- Traffic Impact Study (Prepared by Dillon);
- Revised Lot Area and Frontage Plan (Prepared by Dillon);
- Revised Site Plan (Prepared by Dillon);
- Revised Conceptual Servicing Plan (Prepared by Dillon);
- Active Transportation Plan (Prepared by Dillon);
- Proposed Alley and ROW Acquisitions; and
- CD with PDF files of the above documents.

In support of these documents, we offer the following responses to individual items of your letter report:

...continued

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

Dillon Consulting  
Limited



Item #1 **Traffic Impact Study**

- A complete traffic study, based on the Applicant's revised conceptual plan (Figure 4);

*Response: The Traffic Impact Study is attached. The recommendations can be found on Page 16. In summary, there are no required improvements to the Sprucewood Ave/ Newman Blvd Intersection*

Item #2 **Revised Lot Area and Frontage Plan**

- A revised lotting plan, identifying the proposed new lot lines, lot frontage and lot area for each legally conveyable lot to be created at this location – for both apartment buildings and townhouse dwellings;

*Response: To create the condominium/apartment sites, we trust the Town will pass a Deeming By-law to consolidate the property and remove the old lot lines. We would prefer to utilize a Part Lot Control Exemption By-law to create the semi-detached and townhome dwellings. Refer to Figure 2.0 for the revised plan.*

Item #3 **Revised Site Plan**

- A revised site plan, with sufficient detail to demonstrate compliance with the Applicant's requested site specific zone regulations – including how each individual building would comply in terms of density, setback, building height, yard, parking standards, etc.

*Response: A Site Specific Residential 5 (R5) zone is requested for the proposed condominium development. The site plan has been updated to reflect the requested site specific zone regulations. This will include a reduction in required setbacks, however; distances have been maximized to maintain as great a distance as possible between existing residential uses and proposed dwellings. The density does not exceed that which is permitted by a high-density residential area (72 units/ha proposed). The proposed residential development and the site specific amendment to the R5 zone are consistent with the intent of the Town of LaSalle Zoning By-law;*

*The proposed site specific zoning provisions are as follows:*

- Minimum Front Yard Depth – 4.5 metres;
- Minimum Rear Yard Depth – 4.5 metres;

...continued

- Minimum Interior Side Yard Width – 4.5 metres;

*A Zoning By-law Amendment will also be required to permit the development of the proposed townhouses. The client would be supportive of utilizing an appropriate Residential 4 (R4) zone as the basis, with setbacks and lot coverage appropriately tailored to the development proposal.*

Item #4 **Revised Conceptual Servicing Plan**

- A revised conceptual servicing plan, based on Figure 4, to demonstrate the extent of roadwork, trail and sidewalk construction to be built within the subject lands, and on road leading to/from this proposed new development (including the construction of Newman Avenue, upgrades to the Sprucewood intersection, and upgrades to Orford Street)

*Response: See attached revised plan.*

Item #5 **Active Transportation Plan**

- An overall trail/sidewalk (active transportation) plan, to demonstrate how residents from this new development will be able to walk and ride their bikes to/from nearby schools, libraries, parks, shopping areas, and transit stops

*Response: As indicated in Figure 3.0, the proposed development includes connections to existing sidewalk and multi-use trail facilities for access to nearby Sandwich West Public School and other amenities. Further, the proposed multi-use trail intersecting with Orford Street has been extended to accommodate emergency services.*

Item #6 **Alley and Right of Way Acquisitions**

- A legal plan to identify the sections of alleys, and unopened road allowances to be closed and acquired from the Town;

*Response: The drawing has been updated to reflect modifications to lot lines (Figure 4.0).*



Item #7 Official Plan Policies

- A written response from Applicant's Engineering/Planning Consultant, identifying how their revised development plan for the subject property conforms to the applicable Official Plan policies, and how it addresses the concerns raised by residents.

*Response: The subject site is currently designated Residential Area in the Town of LaSalle Official Plan which provides for a broad range of residential land uses. The Official Plan policies provide specific direction on broadening the range of housing options and promoting growth within the existing urban area of the Town of LaSalle.*

The proposal is feasible for the following reasons;

- The proposed residential development is supportive of the Town's requirements to meet housing demand over the next 20 years;
- It promotes a variety of housing stock, beyond the existing single detached residential dwellings that are synonymous with the immediate area;
- Promotion of a development configuration that efficiently uses land and existing built infrastructure to minimize servicing costs;
- The development configuration aims to integrate sites where possible and minimize the impact of the higher density development on existing residents;
- The site makes use of an existing under-developed area and promotes residential intensification in an area where full municipal services and transport connections are available;
- Specific densities will be determined and controlled under Site Plan Control approval and Draft Plan of Subdivision and/or Condominium, or where directed by Council;
- The proposed residential development can be completed in such a fashion as to be in harmony with and minimize impacts on the surrounding area;
- The site is in close proximity(walking/biking distance) to a number of retail, service and municipal/civic institutions that are linked by sidewalks, walkways and multi-use trails/bikeways and are an integral part of the proposed residential; and
- The proposed multi-use trails will encourage the separation of bicyclists and pedestrians.

Should you have further questions, please feel free to call the undersigned. We trust that you will inform us of any outstanding application fees and proceed to schedule these applications for meetings of Council and Committee of Adjustment at your earliest convenience.

...continued

*Town of LaSalle*  
*Page 5*  
*May 25, 2017*

Sincerely yours,

**DILLON CONSULTING LIMITED**  


Karl Tanner, MCIP RPP  
AMF: dt

cc + Encl.:



BUILDING 'A' UNITS  
25 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)  
25 UNITS TOTALS

AREAS	Sq.ft. (Sq.m)	%
SITE 'A' AREA	=40,550 sq.ft (3767sq.m)	
BUILDING 'A'	=10,807 sq.ft (1004 sq.m)	27%
LANDSCAPE	=12,335 sq.ft (1146sq.m)	31%
PAVEMENT AREA	=16,641sq.ft (1546 sq.m)	42%
DENSITY = 27 UNITS PER ACRE (65 UNITS PER HECTARE)		TOTAL 100%

BUILDING 'B' UNITS  
25 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)  
25 UNITS TOTALS

BUILDING 'C' UNITS  
37 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)  
3 (ONE BEDROOM) UNIT OF 790sq.ft EACH (including balconies)  
40 UNITS TOTAL

BUILDING 'D' UNITS  
37 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)  
3 (ONE BEDROOM) UNIT OF 790sq.ft EACH (including balconies)  
40 UNITS TOTAL

AREAS	Sq.ft. (Sq.m)	%
SITE 'B/C/D' AREA	=155,700 sq.ft (14,465 sq.m)	
BUILDING 'B'	=11,088 sq.ft (1030 sq.m)	7%
BUILDING 'C'	=15,694 sq.ft (1458 sq.m)	10%
BUILDING 'D'	=15,317 sq.ft (1423 sq.m)	11%
GARAGE 1	=3,183 sq.ft (295 sq.m)	2%
GARAGE 2	=2,295 sq.ft (213 sq.m)	1.5%
TOTAL BUILDING AREA	=47,577 sq.ft (4419 sq.m)	
LANDSCAPE	=49,385 sq.ft (4632sq.m)	31.5%
PAVEMENT AREA	=57,436sq.ft (5336 sq.m)	37%
DENSITY = 30 UNITS PER ACRE (72 UNITS PER HECTARE)		TOTAL 100%

BUILDING 'A' PARKING
PARKING REQUIRED:
TOTAL 25 UNITS X 1.5
SPACES REQUIRED = 38
TOTAL PARKING PROVIDED = 38
INCLUDE 2 H.C. SPACES
+ 4 BICYCLE SPACES

BUILDING 'B', 'C' & 'D' PARKING
PARKING REQUIRED
TOTAL UNITS 105 X 1.5 SPACES REQUIRED = 158
TOTAL PARKING PROVIDED = 182
INCLUDE 8 H.C. SPACES & 8 BICYCLE SPACES

AREA OF LOTS FOR BUILDING E & F = 15,525 sq.ft (1442 sq.m)

AREA OF LOTS FOR BUILDING 1 & 2 = 20,010 sq.ft (1859 sq.m)

**VALENTE DEVELOPMENT CORPORATION**  
SPRUCEWOOD RESIDENTIAL DEVELOPMENT

**PROPOSED SITE PLAN**  
FIGURE 1.0

SOURCE: AERIAL PHOTOGRAPH - TOWN OF LASALLE INTERACTIVE MAPPING (2015)

File Location:  
c:\projects\working directory\active\32am\5043885\104809- revised site plan -  
may 24, 2017 .dwg  
May, 25, 2017 3:42 PM

MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL  
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE  
VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.  
CREATED BY: AMF/MAM  
CHECKED BY: KOT  
DESIGNED BY: MAM

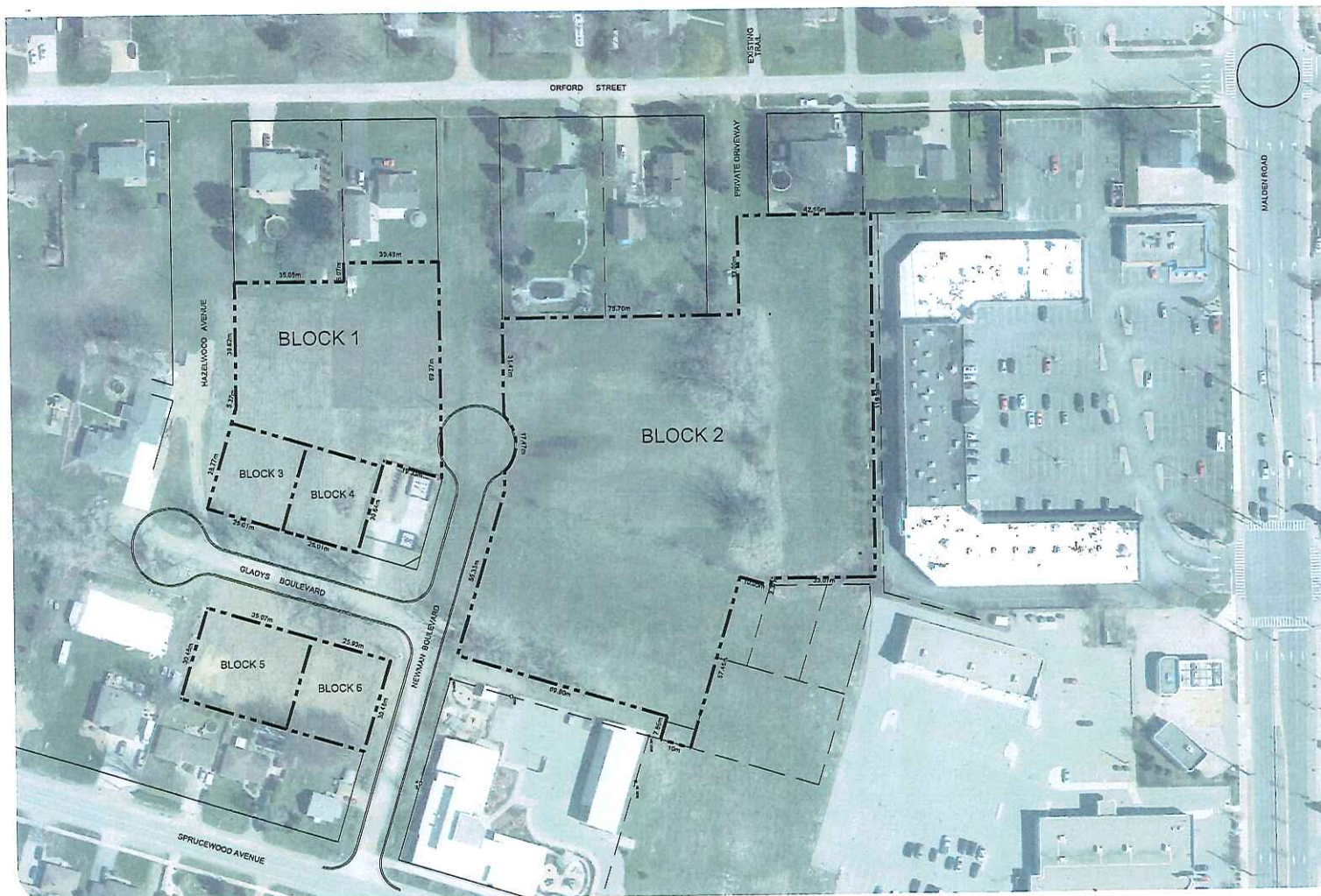
SCALE : NTS



PROJECT: 10\_4809  
STATUS: FINAL  
DATE: 05/24/17



STATISTICS		
	LOT AREA	FRONTAGE
BLOCK 1	0.38 ha (0.93 a)	45.0 m
BLOCK 2	1.45 ha (3.57 a)	73.0 m
BLOCK 3	0.07 ha (0.18 a)	25.01 m
BLOCK 4	0.07 ha (0.18 a)	25.01 m
BLOCK 5	0.11 ha (0.26 a)	35.07 m
BLOCK 6	0.08 ha (0.20 a)	25.93 m



**VALENTE DEVELOPMENT CORPORATION**  
SPRUCEWOOD RESIDENTIAL DEVELOPMENT

**LOT AREA AND FRONTAGE**  
FIGURE 2.0

SOURCE: AERIAL PHOTOGRAPH - TOWN OF LASALLE INTERACTIVE MAPPING (2015)

File Location:  
c:\projects\working directory\active\32mfd\0443885\164809 - lot area and  
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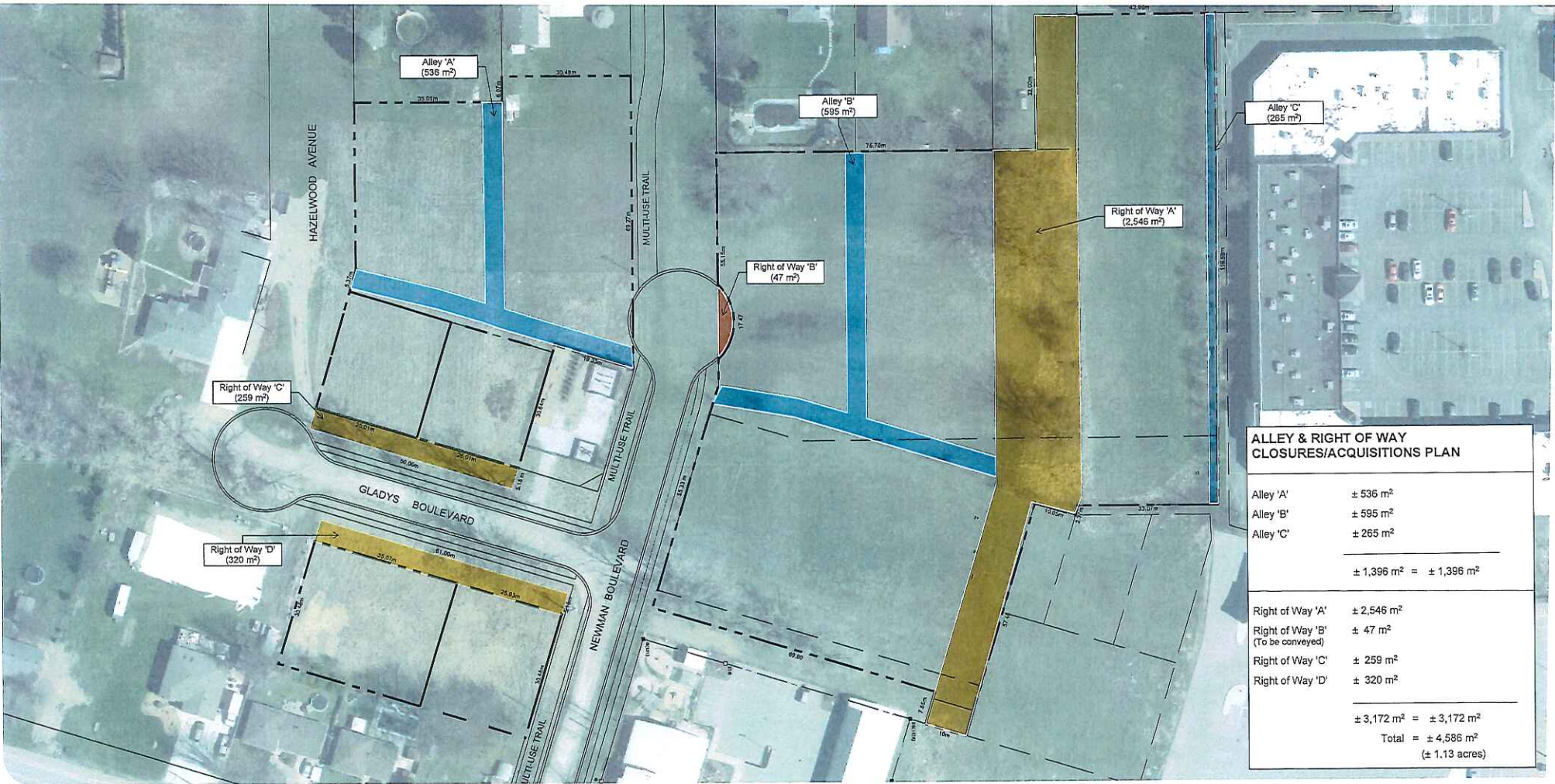
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CREATED BY: AMFMAM  
CHECKED BY: KDT  
DESIGNED BY: WAM

SCALE : NTS



PROJECT: 164809  
STATUS: FINAL  
DATE: 05/24/17





ALLEY & RIGHT OF WAY CLOSURES/ACQUISITIONS PLAN	
Alley 'A'	± 536 m <sup>2</sup>
Alley 'B'	± 595 m <sup>2</sup>
Alley 'C'	± 265 m <sup>2</sup>
± 1,396 m <sup>2</sup> = ± 1,396 m <sup>2</sup>	
Right of Way 'A'	± 2,546 m <sup>2</sup>
Right of Way 'B' (To be conveyed)	± 47 m <sup>2</sup>
Right of Way 'C'	± 259 m <sup>2</sup>
Right of Way 'D'	± 320 m <sup>2</sup>
± 3,172 m <sup>2</sup> = ± 3,172 m <sup>2</sup>	
Total = ± 4,586 m <sup>2</sup> (± 1.13 acres)	

**VALENTE DEVELOPMENT CORPORATION**  
SPRUCEWOOD RESIDENTIAL DEVELOPMENT



SUBJECT LANDS



REQUIRED ALLEY ACQUISITIONS



REQUIRED RIGHT OF WAY ACQUISITIONS



CONVEYED TO TOWN

SOURCE: AERIAL PHOTOGRAPH - TOWN OF LASALLE INTERACTIVE MAPPING (2015)

**PROPOSED RIGHT OF WAY AND ALLEY ACQUISITIONS**  
FIGURE 4.0

File Location:  
c:\projects\working directory\active\322mld\0443885\164809-proposed row and alley acquisitions2 - may 24, 2017.dwg  
June, 01, 2017 1:00 PM

MAP/DRAWING INFORMATION  
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CHECKED BY: KDT  
DESIGNED BY: MAM

SCALE : NTS



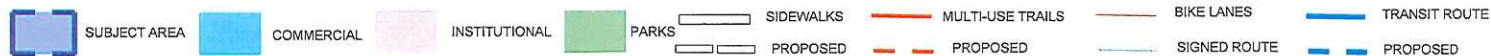
PROJECT: 16 4809  
STATUS: FINAL  
DATE: 06/01/17





**VALENTE DEVELOPMENT CORPORATION**  
SPRUCEWOOD RESIDENTIAL DEVELOPMENT

**ACTIVE TRANSPORTATION PLAN**  
FIGURE 3.0



SOURCE: AERIAL PHOTOGRAPH - TOWN OF LASALLE INTERACTIVE MAPPING (2015)

File Location:  
c:\project\working directory\active\22amf\0443855\104809-active  
transportation plan\_may 24 2017\_1.dwg  
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DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE  
VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.  
CREATED BY: AMP  
CHECKED BY: KOT  
DESIGNED BY: MAM

SCALE : NTS



PROJECT: 16 4809  
STATUS: FINAL  
DATE: 06/01/17





**VALENTE DEVELOPMENT CORPORATION**

**Malden Road & Sprucewood Avenue,  
LaSalle, Ontario**

**Traffic Impact Study**

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**Appendices**

A	South Windsor 7 Bus Route Map
B	Traffic Survey Data
C	Synchro Analysis Worksheets



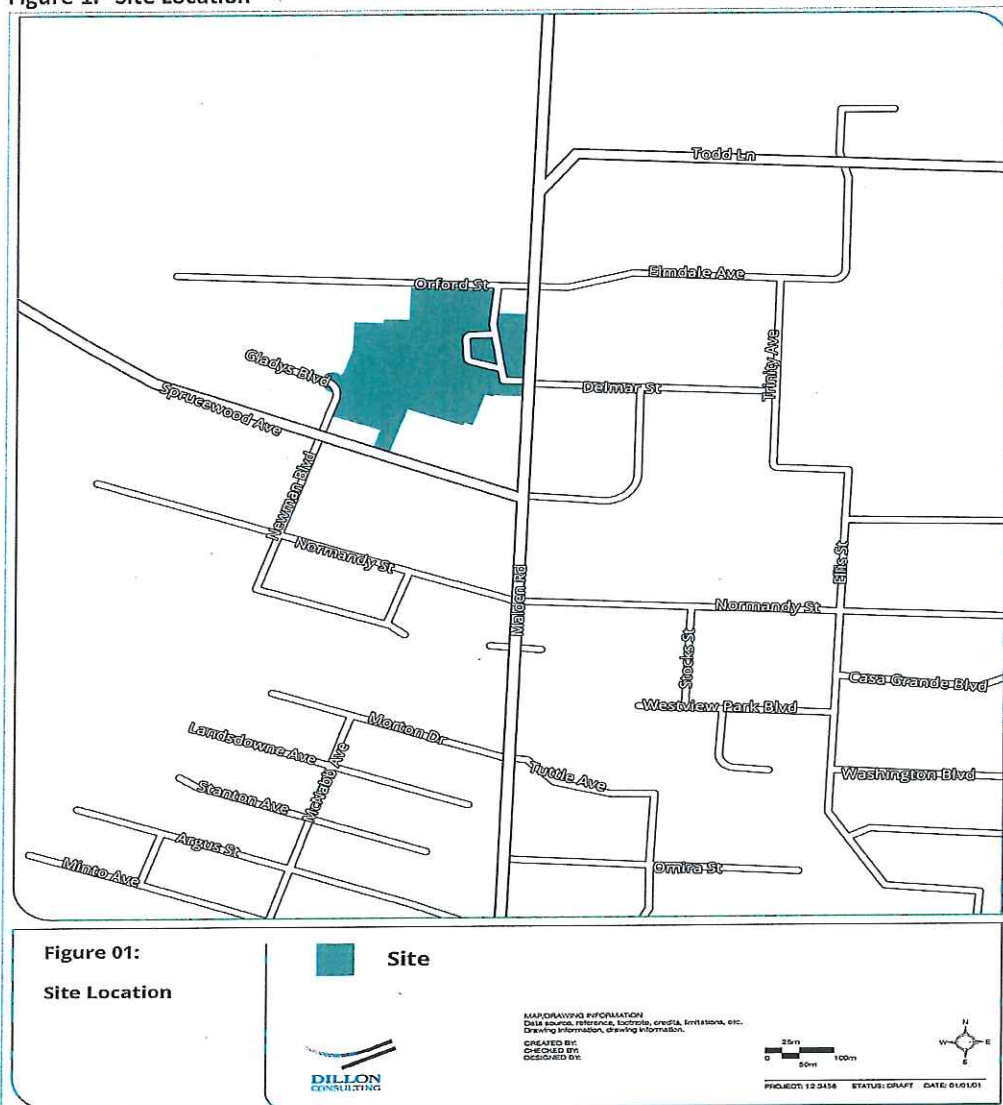
## 1.0

# Introduction

Dillon Consulting Limited ("Dillon") has been retained by Valente Development Corporation ("the client") to undertake a traffic impact study in support of a rezoning application to the Town of LaSalle for a proposed residential development located on a Greenfield parcel of land to the west of Malden Road in between Orford Street to the north and Sprucewood Avenue to the south ("the site"). The site is bound by private residential properties to the north and west, retail/commercial properties to the east and Sprucewood Avenue and the Olivia DiMaio Early Childhood Education Centre to the south.

The site location is illustrated in **Figure 1**.

**Figure 1: Site Location**





## 1.1 Development Proposal

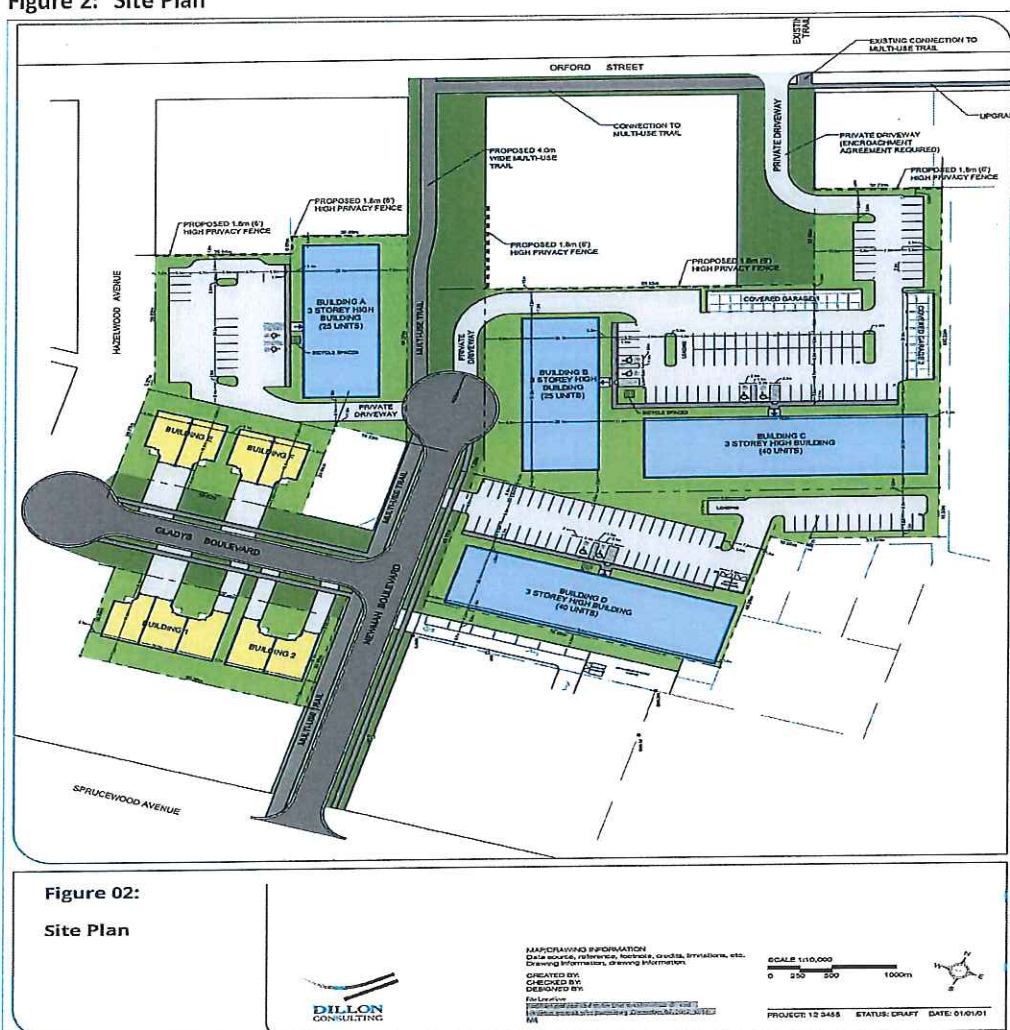
The development proposal involves the construction of four (4) mid-rise residential buildings providing a total of 130 apartment dwelling units, five (5) townhouse dwelling units and four (4) semi-detached houses. Vehicle access will be via the existing Sprucewood Avenue and Newman Boulevard intersection.

The proposal also involves the extension of Newman Boulevard northwards through the proposed site culminating in a turning circle or "cul-de-sac" and a private driveway access off Orford Street approximately 170 metres west of the Malden Road, Orford Street and Wyoming Avenue intersection.

It is proposed to supply 218 vehicle spaces, including 8 barrier-free spaces, 12 bicycle spaces and 2 loading spaces.

The site plan is illustrated in *Figure 2*.

Figure 2: Site Plan



## 1.2 Study Scope

This study provides an overview of Dillon's review of the transportation related aspects of this development proposal and includes the following:

- a review of the existing site transportation context including an overview of current area travel characteristics and traffic volume activity;
- a review of the key vehicular elements of the proposed site plan including parking, loading, access and on-site circulation provisions;
- an assessment of existing area road network morning and afternoon peak hour traffic volumes;
- an assessment of peak hour traffic volume changes related to future growth;
- development of transportation forecasts for the proposed development plan including volume changes on the area road system and at public street intersections;
- an assessment of traffic operations on the surrounding public street network under existing conditions and in the future; and,
- identification of any area road network improvements required (if any) to appropriately accommodate new site related traffic activity.



## 2.0

## Transportation Context

## 2.1

### Area Road Network

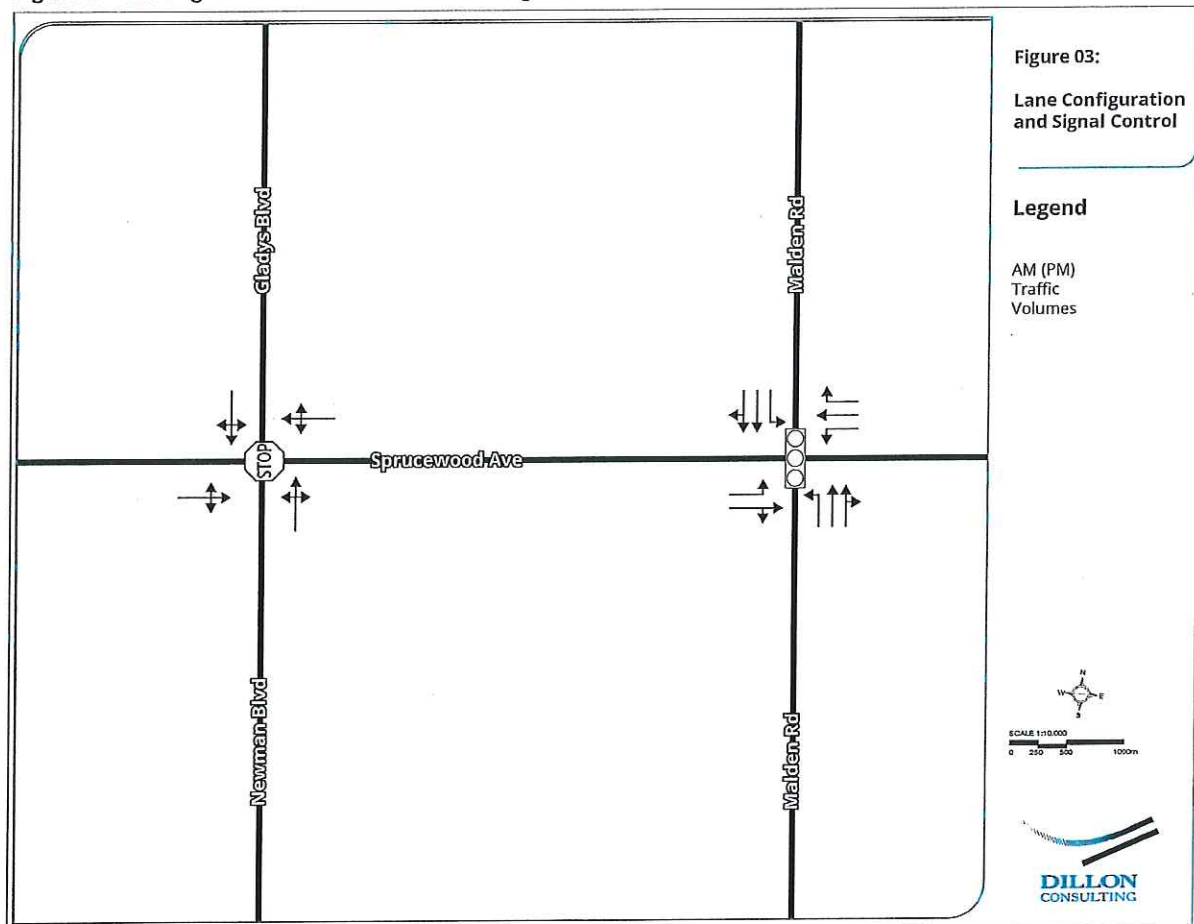
**Malden Road** (Essex County Road 3) is a north-south major arterial road between Front Road (Highway 20) and Daytona Avenue with a total length of approximately 13 kilometres. In the vicinity of the site, Malden Road has a four-lane cross-section with dedicated left turn lanes at the intersection with Sprucewood Road and Malden Village Plaza and a speed limit of 60 km/h. Parking is prohibited at all times along Malden Road in the vicinity of the site.

**Sprucewood Avenue** (Essex County Road 40) is an east-west major collector road between Malden Road and Maplewood Drive with a total length of approximately 3.6 kilometres. In the vicinity of the site, Sprucewood Avenue has a two-lane cross-section with a dedicated eastbound left turn lane at the intersection with Malden Road and Malden Village Plaza and a speed limit of 50 km/h. Parking is prohibited at all times along the northern edge of Sprucewood Avenue in the vicinity of the site.

**Newman Boulevard** is a north-south local road between Sprucewood Avenue and Normandy Street with a total length of 170 m. Newman Boulevard has a two-lane cross-section and a speed limit of 40 km/h.

Figure 3 illustrates the existing traffic control and lane configuration for the study area network.

Figure 3: Existing Traffic Control and Lane Configuration



## 2.2

### Area Transit Facilities

The closest bus stops to the site are located on Sprucewood Avenue approximately 130 metres west of the Sprucewood Avenue and Newman Boulevard intersection. These stops are served by bus route 7 (South Windsor) which is operated by Transit Windsor between the College Avenue Community Centre and Legacy Park / Silver City at a peak period frequency of every 50 minutes.

A route map for route South Windsor 7 is located in **Appendix A**.



## 3.0

## Development Plan

## 3.1

### Proposed Development Plan

The proposed development plan involves the construction of 139 residential dwelling units comprising 130 rental apartment units across four (4) 3-storey buildings, five (5) 2-storey townhouse dwelling units and four (4) 2-storey semi-detached houses.

Details of the dwelling units proposed within the building are summarized in *Table 1* below.

**Table 1: Proposed Dwelling Unit Composition**

<i>Building</i>	<i>Storeys</i>	<i>Suite Type</i>	<i>Units</i>
A	3	2 bedroom	25
B	3	2 bedroom	25
C	3	1 bedroom	3
		2 bedroom	37
D	3	1 bedroom	3
		2 bedroom	37
E	2	3 bedroom	2
F	2	3 bedroom	2
1	2	3 bedroom	3
2	2	3 bedroom	2
Total			139

## 3.2

### Vehicle Access

Vehicle access to the site is proposed to be via the existing Sprucewood Avenue and Newman Boulevard intersection. A new public road through the site is proposed. This road will be a northerly extension of Newman Boulevard culminating in a turning circle or "cul-de-sac" just south of Orford Street. This road extension will also form a new leg of the existing Two Way Stop Control (TWSC) intersection at Sprucewood Avenue and Newman Boulevard. At approximately the halfway point of the Newman Boulevard extension, a T-intersection with Gladys Boulevard is proposed. This road will also culminate with a cul-de-sac and will provide access to the nine (9) proposed townhouse dwelling units.

To the north, a full-movement private driveway off Orford Street is proposed which will serve the parking lot for buildings 'A' and 'B'. This driveway will be located approximately 170 metres west of the Malden Road intersection with Orford Street and Wyoming Avenue.

## 3.3

**Parking and Loading**

It is proposed to supply 218 vehicle, 12 bicycle and 2 loading spaces for the site. *Table 2* sets out the proposed parking.

**Table 2: Proposed Parking Supply**

<i>Building</i>	<i>Vehicle Spaces</i>	<i>Barrier-Free</i>	<i>Total</i>	<i>Bicycle Spaces</i>	<i>Loading Spaces</i>
A	36	2	38	4	0
B & C	98	4	102	4	1
D	58	2	60	4	1
E	4	0	4	0	0
F	4	0	4	0	0
1	6	0	6	0	0
2	4	0	4	0	0
<b>Total</b>	<b>210</b>	<b>8</b>	<b>218</b>	<b>12</b>	<b>2</b>



## 4.0 Parking

### 4.1 Municipal Zoning By-law Requirements

For vehicle parking, the site is subject to the Town of LaSalle Zoning By-law No. 5050 (December 2014). The parking space requirements for new developments or redevelopments are set out in the table under section 5.27 of the By-law. For multiple-unit dwellings, the parking standard is 1.5 spaces per unit and 2 spaces per unit for townhouses and semi-detached houses.

If these standards were applied to the site, the minimum supply would be 213 vehicle parking spaces comprising 195 spaces for the apartment buildings and 18 spaces for the townhouses.

By-law 5050 does not contain any standards for visitor vehicle parking.

### 4.2 Proposed Supply

It is proposed to provide 218 spaces comprising 200 apartment spaces, including 8 barrier-free spaces, and 18 townhouse spaces. This supply exceeds the minimum requirement set out in By-law 5050.

## 5.0

# Traffic Volumes

## 5.1

## Existing Volumes

The study area network includes the following intersections:

- Malden Road at Sprucewood Avenue / Malden Village Plaza (Signalized); and,
- Sprucewood Avenue at Newman Boulevard / Gladys Boulevard (TWSC).

**Table 3** summarizes the existing traffic data procured for the study area intersections.

**Table 3: Existing Traffic Data**

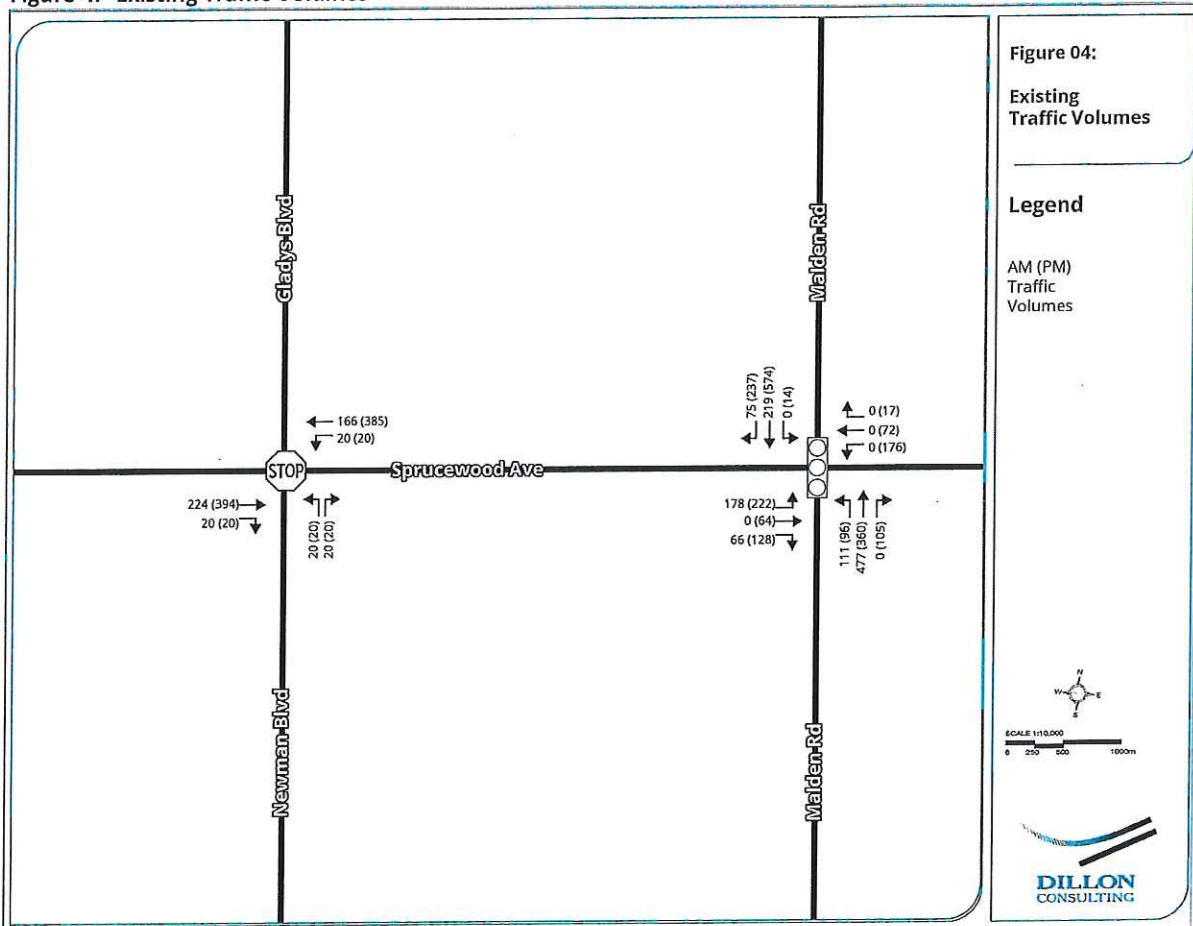
<i>Intersection</i>	<i>Date</i>	<i>Survey Period</i>	<i>Source</i>
Malden Road at Sprucewood Avenue / Malden Village Plaza	Thursday, June 23, 2016	6:00 AM–10:00 AM	Dillon Consulting
	Wednesday, December 7, 2016	2:00PM – 6:00PM	

As a result of watermain construction on Sprucewood Avenue between Malden Road and Matchette Road, which began on February 27, 2017 for a period of two months, an accurate peak period traffic survey of the Sprucewood Avenue intersection with Newman Boulevard and Gladys Boulevard could not be procured. Given that only one residential property is currently served by Gladys Boulevard, traffic volumes on the southbound approach are negligible. However, to estimate the likely traffic volumes in and out of Newman Boulevard, a conservative approach was adopted whereby the number of residential properties on Newman Boulevard, Normandy Street and Naples Crescent that were likely to use Newman Boulevard via Sprucewood Avenue was counted. Each likely property was then estimated to generate one vehicle trip in and out during the peak hours. As a result, a total of 80 two-way trips (40 inbound, 40 outbound) was estimated to use Newman Boulevard during both peak hours.



Figure 4 illustrates the existing traffic volumes on the study area network. Appendix B contains the existing traffic survey data.

Figure 4: Existing Traffic Volumes

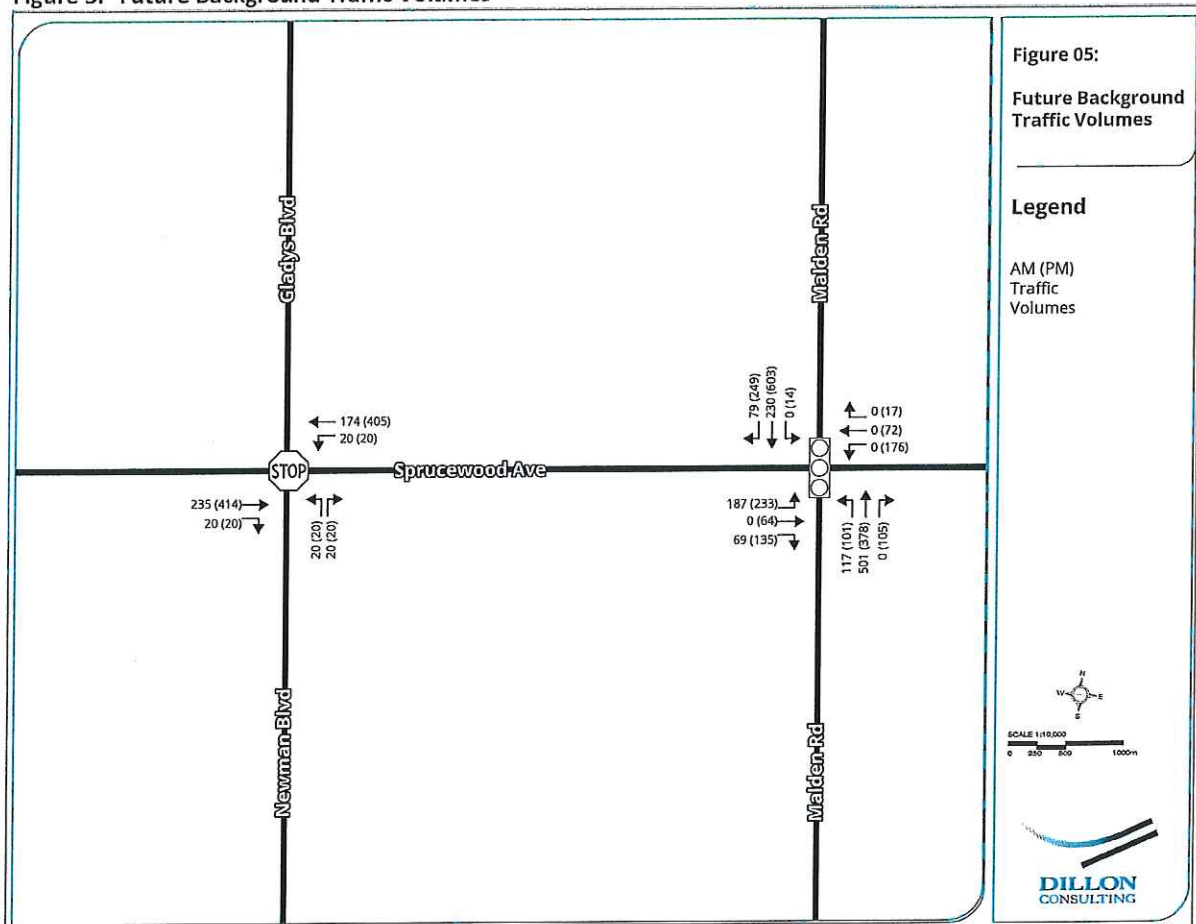


## 5.2 Future Background Volumes

In order to adopt a robust and conservative approach to the traffic operations analysis (please see **Section 6.0**), a compounded growth rate of 1% per annum was applied to the through volumes on Malden Road to take account of traffic growth as a result of future development in the Town of LaSalle.

Figure 5 illustrates the resultant future background traffic volumes on the study area network.

Figure 5: Future Background Traffic Volumes



## 5.3 Site Volumes

Site trip generation was calculated using the 9<sup>th</sup> edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE) using Land Use Code (LUC) 223 ("Mid-Rise Apartment") for the proposed apartment buildings, LUC 230 ("Townhouse/Condominium") for the proposed townhouses and LUC 210 ("Single-Family Detached Housing") for the proposed semi-detached houses. The resultant site traffic volumes are summarized in **Table 4**.



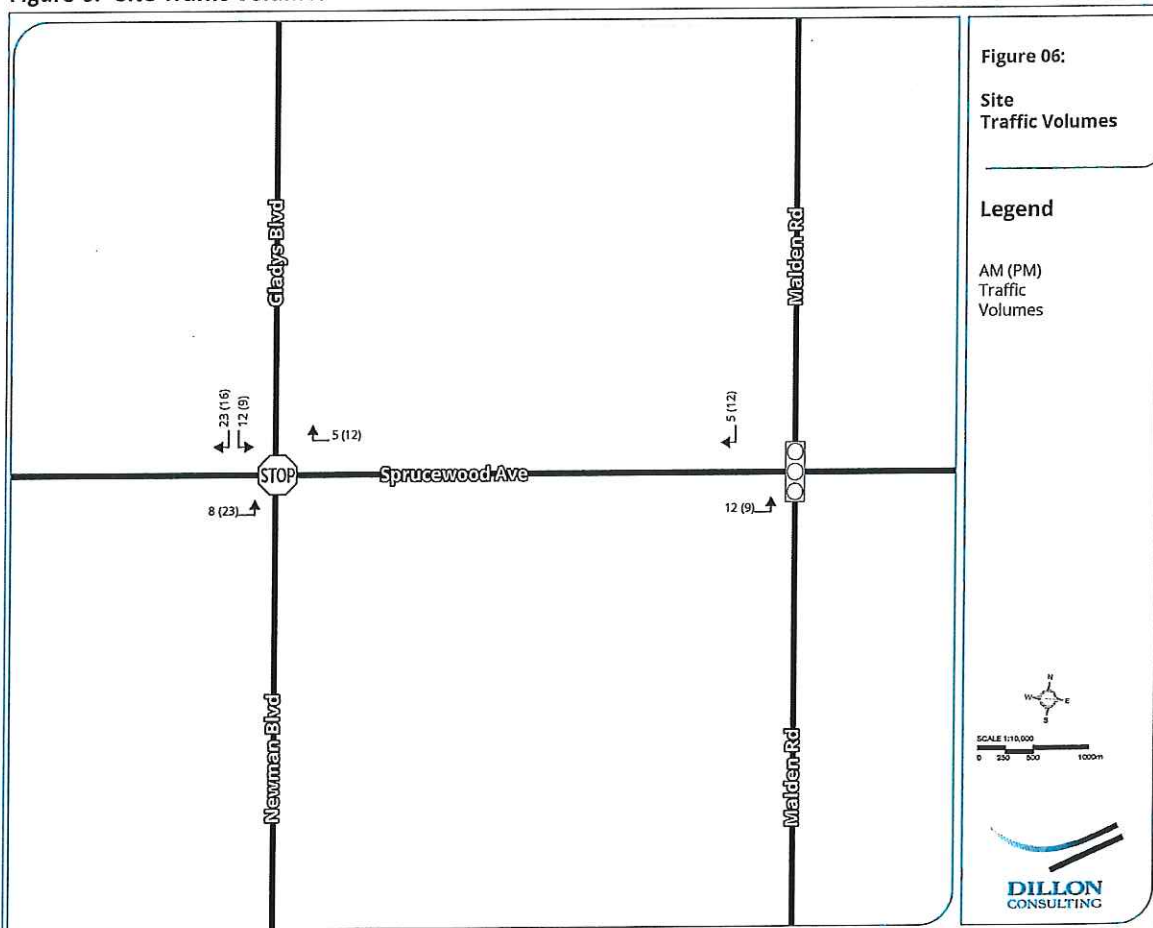
Table 4: Site Trip Generation (LUC Codes 223, 230 &amp; 210)

	AM peak hour			PM peak hour		
	Inbound	Outbound	2-Way	Inbound	Outbound	2-Way
Apartment Trip Rates Per Unit	0.09	0.22	0.31	0.23	0.17	0.40
Apartment Trip Generation (130 units)	11	29	40	30	22	52
Townhouse Trip Rates Per Unit	0.20	0.80	1.00	0.60	0.40	1.00
Townhouse Trip Generation (5 units)	1	4	5	3	2	5
Semi-detached Trip Rates Per Unit	0.00	0.75	0.75	0.50	0.25	0.75
Semi-detached Trip Generation (4 units)	0	3	3	2	1	3
<b>Total Site Trips</b>	<b>12</b>	<b>36</b>	<b>48</b>	<b>35</b>	<b>25</b>	<b>60</b>

The site is expected to generate approximately 48 and 60 two-way trips during the morning and afternoon peak hours, respectively.

Figure 6 illustrates the site traffic volumes on the study area network.

Figure 6: Site Traffic Volumes

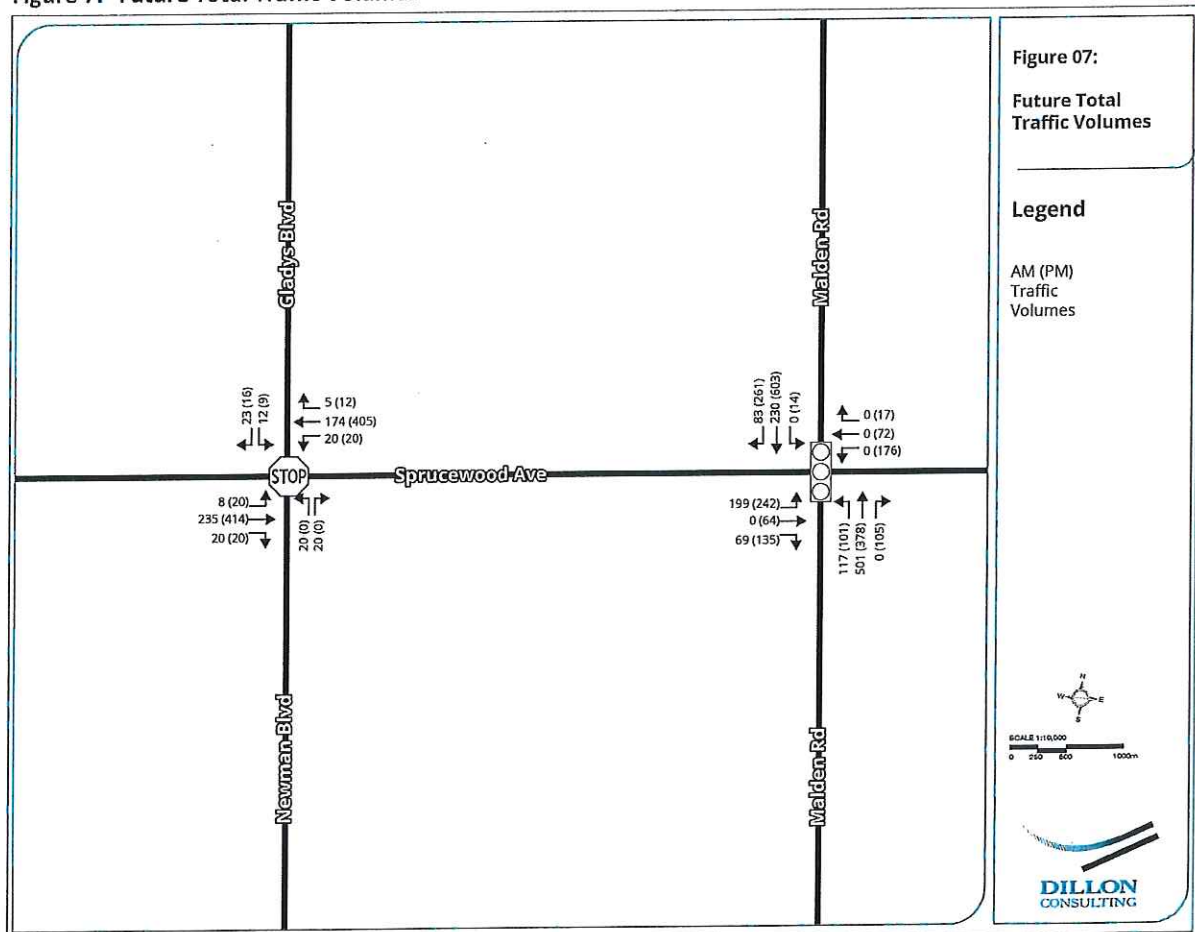


Although there is a private driveway proposed off Orford Street, site traffic using this driveway will be negligible with approximately 5 to 6 vehicles using it during both peak hours. Therefore, for the purposes of this study, all site traffic has been assigned to use the Sprucewood Avenue and Newman Avenue intersection as Sprucewood Avenue is connected to both Ojibway Parkway and Matchette Road. These two roads are considered to be key north-south routes between the Town of LaSalle and the City of Windsor.

#### 5.4 Future Total Volumes

Future total traffic volumes, which are a combination of future background and site volumes, are illustrated in *Figure 7*.

Figure 7: Future Total Traffic Volumes





## 6.0

## Traffic Operations Analysis

Traffic operations at the two study area intersections were analyzed based upon the methodology outlined in the Highway Capacity Manual (HCM), 2010 edition, using the Synchro (version 9) software package. Existing and future volume-to-capacity (v/c) ratios, control delay and levels of service (LOS) were reported. Synchro analysis worksheets are provided in *Appendix C*.

## 6.1

### Malden Road at Sprucewood Avenue and Malden Village Plaza

Synchro analysis results for the Malden Road and Sprucewood Avenue / Malden Village Plaza intersection are summarized in *Table 5*.

**Table 5: Synchro Analysis Results Summary - Malden Road at Sprucewood Avenue / Malden Village Plaza**

Scenario	Movement	AM peak hour <sup>1</sup>			PM peak hour		
		v/c	Delay (s/veh)	LOS	v/c	Delay (s/veh)	LOS
Existing (2017)	EBL	0.53	24.4	C	0.66	31.7	C
	EBTR	0.05	20.5	C	0.40	33.2	C
	WBL	-	-	-	0.63	31.8	C
	WBT	-	-	-	0.33	33.1	C
	WBR	-	-	-	0.01	31.0	C
	NBL	0.23	8.7	A	0.28	9.3	A
	NBTR	0.28	9.6	A	0.26	11.5	B
	SBL	-	-	-	0.03	11.7	B
	SBTR	0.22	15.1	B	0.53	17.4	B
	Overall	0.41	13.9	B	0.55	20.5	C
Future Background (2022)	EBL	0.56	25.0	C	0.71	33.9	C
	EBTR	0.06	20.5	C	0.39	33.0	C
	WBL	-	-	-	0.66	33.4	C
	WBT	-	-	-	0.33	33.0	C
	WBR	-	-	-	0.01	31.0	C
	NBL	0.24	8.8	A	0.31	9.5	A
	NBTR	0.30	9.7	A	0.27	11.5	B
	SBL	-	-	-	0.04	11.7	B
	SBTR	0.24	16.2	B	0.55	11.7	B
	Overall	0.43	14.3	B	0.58	21.0	C
Future Total (2022)	EBL	0.58	25.3	C	0.73	35.6	D
	EBTR	0.05	20.3	C	0.39	33.0	C
	WBL	-	-	-	0.66	33.3	C
	WBT	-	-	-	0.32	32.9	C
	WBR	-	-	-	0.01	30.9	C
	NBL	0.24	9.0	A	0.31	9.6	A
	NBTR	0.30	9.9	A	0.27	11.5	B
	SBL	-	-	-	0.04	11.7	B
	SBTR	0.24	16.5	B	0.56	17.8	B
	Overall	0.44	14.7	B	0.59	21.2	C

Notes:

1. Malden Village Plaza not open until 9:00am

Under existing conditions, the Malden Road and Sprucewood Avenue / Malden Village Plaza intersection operates acceptably with an overall v/c ratio of 0.41 (or LOS B) and 0.55 (or LOS C) during the morning and afternoon peak hour, respectively.

Under future background conditions, this intersection continues to operate acceptably with an overall v/c ratio of 0.43 (or LOS B) and 0.58 (or LOS C) during the morning and afternoon peak hour, respectively.

Under future total conditions, including site related traffic, this intersection continues to operate acceptably with an overall v/c ratio of 0.44 (or LOS B) and 0.59 (or LOS C) during the morning and afternoon peak hour, respectively.

There are no critical movements at this intersection during either peak hour in any of the study horizon years assessed.

## 6.2

### Sprucewood Avenue at Newman Boulevard and Gladys Boulevard

Synchro analysis results for the Sprucewood Avenue and Newman Boulevard / Gladys Boulevard intersection are summarized in *Table 6*.

**Table 6: Synchro Analysis Results Summary - Sprucewood Avenue at Newman Boulevard / Gladys Boulevard**

Scenario	Movement	AM peak hour		PM peak hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
Existing (2017)	NB	11.8	B	16.6	C
Future Background (2022)	NB	12.0	B	17.4	C
Future Total (2022)	NB	12.6	B	19.3	C
	SB	11.3	B	16.3	C

Under existing conditions, the Sprucewood Avenue intersection with Newman Boulevard and Gladys Boulevard operates acceptably with an LOS of C or better during both peak hours. This LOS performance maintained through to future total conditions including site-related traffic. Given these forecasted operating conditions, there is no requirement for this intersection to be subject to an All-Way Stop Control as a result of the development proposal.

Overall, the study area intersections operate acceptably under future total conditions. Site traffic can be adequately accommodated without the need for any physical infrastructure improvements or change in traffic control to either study intersection.



## 7.0

## Summary and Conclusions

1. Dillon has been retained by the client to undertake a traffic impact study in support of a proposed residential development situated on land located to the west of Malden Road in between Orford Street and Sprucewood Avenue in the Town of LaSalle, Ontario.
2. The development proposal consists of 4 mid-rise residential apartment buildings with 130 dwelling units, 5 townhouse dwelling units and 4 semi-detached houses. Vehicle access would be via the existing Sprucewood Avenue and Newman Boulevard intersection, which would involve the extension of Newman Boulevard northwards through the proposed site culminating in a turning circle or "cul-de-sac", and a private driveway access off Orford Street approximately 170 metres west of Malden Road. It is also proposed to supply 218 vehicle spaces, 12 bicycle spaces and 2 loading spaces.
3. Traffic volumes surveyed on Thursday, June 23, 2016 and Wednesday, December 7, 2016 for the study area signalized intersection was used for existing volumes.
4. To estimate the likely traffic volumes in and out of Newman Boulevard at Sprucewood Avenue, each likely property to the south of Sprucewood Avenue and accessible via Newman Boulevard was estimated to generate one vehicle trip in and out during the peak hours. As a result, a total of 80 two-way was estimated to use Newman Boulevard during both peak hours.
5. Site trip generation was estimated using the 9<sup>th</sup> edition ITE Trip Generation Manual. As a result, 48 and 60 two-way trips during the morning and afternoon peak hours, respectively, are expected to be generated by the site.
6. Under future total conditions, the Malden Road and Sprucewood Avenue intersection is expected to operate acceptably with an overall v/c ratio of 0.44 (or LOS B) and 0.59 (or LOS C) during the morning and afternoon peak hour, respectively. The Sprucewood Avenue intersection with Newman Boulevard and Gladys Boulevard is expected to operate acceptably at LOS C or better during both peak hours under future total conditions.
7. Overall, the study area intersections operate acceptably under future total conditions. Site traffic can be adequately accommodated without the need for any physical infrastructure improvements or change in traffic control to either study intersection.