



The Corporation of the Town of LaSalle

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

RECOMMENDATION:

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

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

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

REPORT:

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

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

OFFICIAL PLAN:

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

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

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

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

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

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

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

ZONING:

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

COMMENTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

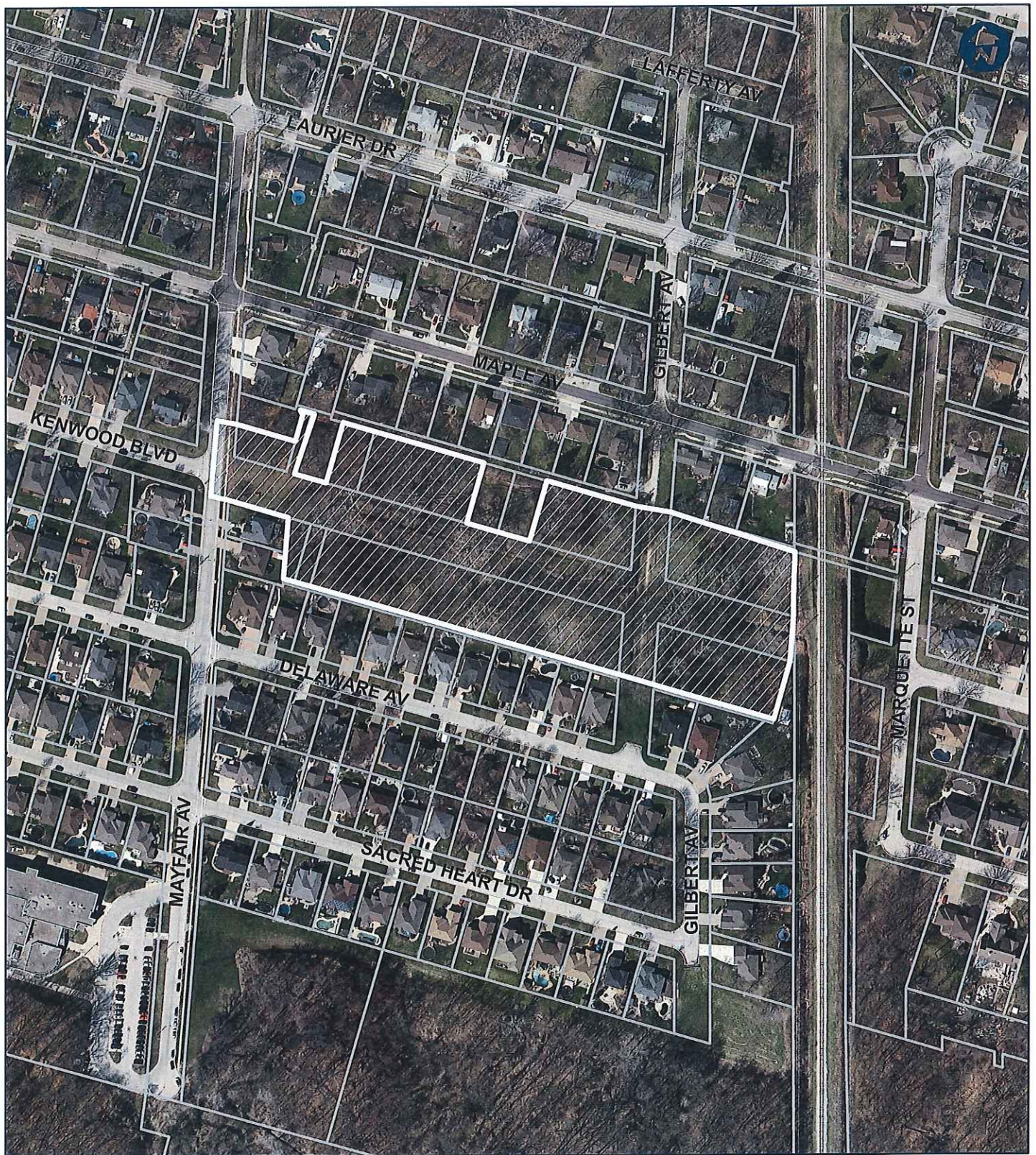
Yours truly,



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

Attachments

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



Legend:



Subject Lands

Title:

FIGURE 1 - KEY PLAN



Scale: 1:1500

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

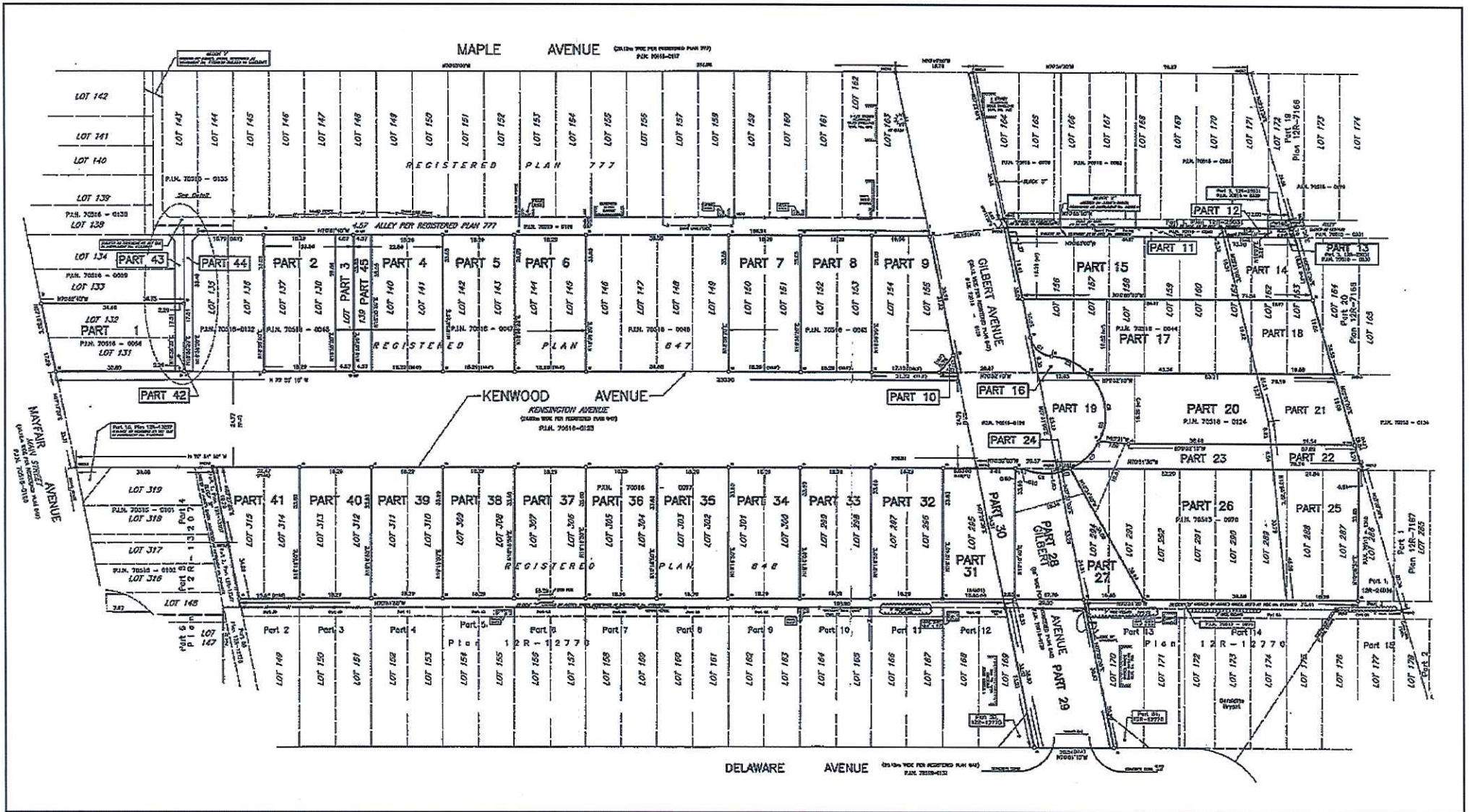
Prepared For: Planning Dept.

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

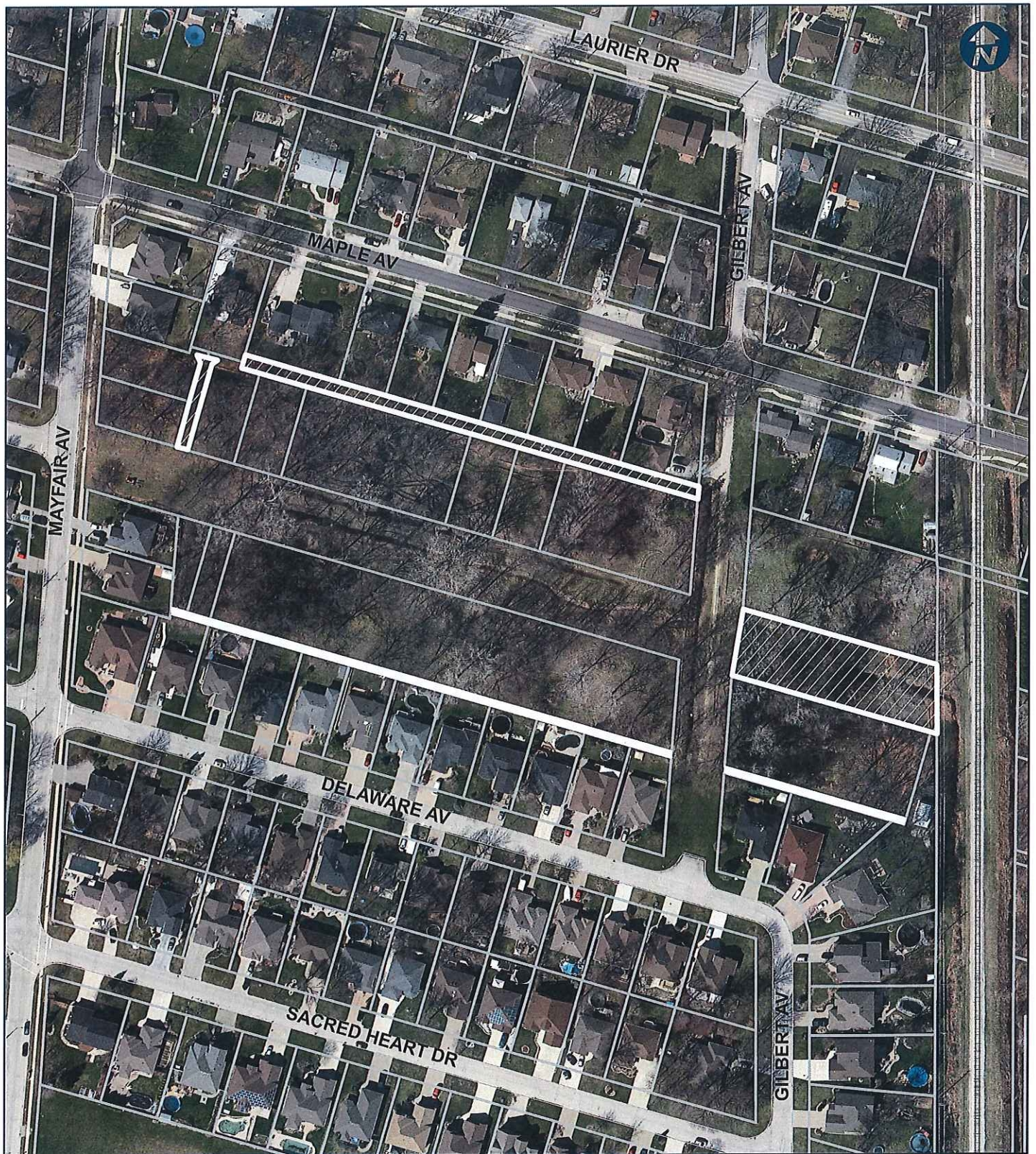
Prepared By: DSI

Date: February 14, 2018

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



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



Legend:



Subject Lands

Title:

FIGURE 3: ALLEYS AND ROAD TO BE CLOSED



Scale: 1:1000

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

Prepared For: Planning Dept.

Applicant: 957478 Ont Ltd
1433262 Ont Ltd

Prepared By: DSI

Date: March 7, 2018

Notes:

This document is not a Legal Plan of Survey.



This document is not a Legal Plan of Survey.

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

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



June 30, 2017

AYL-L-043-17

Joe Papia

Dear Mr. Papia:

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

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

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

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

Project Activities & Timing:

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

Species Incidental Encounters:

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

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

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

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

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

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'C. Jong'.

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



regs@erca.org

P.519.776.5209

F.519.776.8688

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

March 01, 2018

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

Dear Mr. Ryan Tufts :

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

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

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

NATURAL HAZARD POLICIES OF THE PPS, 2014

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

WATER RESOURCES MANAGEMENT

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

Mr. Ryan Tufts
March 01, 2018

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

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

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

NATURAL HERITAGE POLICIES OF THE PPS, 2014

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

FINAL RECOMMENDATION

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

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

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

Sincerely,



Mike Nelson
Watershed Planner
/mn



Ryan Tufts

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

Mr. Tufts

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

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

An open pathway would also serve to connect our neighborhood.

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

Thank you

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

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

Ryan Tufts

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

Good Morning Ryan

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

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

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

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

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

Thank You
Mike and Fran Mayer
[REDACTED]

File # Z-01/18 T-01/18

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

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

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

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

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

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

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

I appreciate your consideration on this matter.

Aaron Pillon

[REDACTED] Mayfair Ave.

LaSalle, Ontario

[REDACTED]

Ryan Tufts

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

Good Afternoon Ryan,

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

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

Regards,

Craig Otto



Scale: N.T.S.

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

Prepared For: Planning Dept.

Applicant:
957478 Ont Ltd & 1433262 Ont Ltd

Prepared By: DSI

Date: March 7, 2018

Title:

FIGURE 7: ROAD ALLOWANCE

Notes:

This document is not a Legal Plan of Survey.