



The Corporation of the Town of LaSalle

Date	January 31, 2019	Report No:	PW-01-19
Directed To:	Mayor and Members of Council	Attachments:	~ petition ~ 2010 Conditions ~ 2017 Conditions
Department:	Public Works	Policy References:	
Prepared By:	Peter Marra, P.Eng. – Director of Public Works		
Subject:	Montgomery Drive Closure Petition		

RECOMMENDATION:

That Council receive the petition submitted regarding closure of Montgomery Drive.

That Council authorize administration to reach out to the Ontario Ministry of Transportation (MTO) to coordinate a meeting to discuss safety concerns of the Montgomery Drive and Hwy 3 intersection and further request that the MTO review the safety concerns and provide a response relative to safety of this intersection.

REPORT:

This report is being prepared to address a petition received through the clerk's office regarding installing a "cul-de-sac at the north end of Montgomery Drive due to high traffic speed and serious safety concerns entering and exiting the road". A copy of the petition is enclosed as an attachment to this report.

Background Information

Montgomery Drive is located in the northeast corner of the Town of LaSalle in the neighborhood known as Oliver Farms. The neighborhood of Oliver Farms consist generally of the following streets.

- Montgomery Drive, Eastbourne Avenue, Croydon Drive, Surrey Drive, Grosvenor Drive and Chelsea Drive

The area was developed as part of the Veteran Land Act after the Second World War. The neighborhood was developed with primarily five overall access/egress points at the time of development and remained relatively unchanged until about 2011. Enclosed is a sketch of what the neighborhood looked like in 2010. The Oliver Farms neighborhood contains approximately 119 single family homes.

Commencing in approximately 2004 and receiving final approval in approx. mid 2009, the government of Ontario undertook an Environmental Assessment (EA) for a new border crossing and highway connection route to the 401. This study involved extensive community outreach and public consultation. During the final approved plan, two of the existing five connection points into this neighborhood were removed those being Surrey Drive and Grosvenor Drive. Surrey was turned into a cul-de-sac with an approx. length of 250m and Grosvenor's connection was eliminated at, and now terminates at Chelsea. Enclosed is a sketch of the condition in 2017 of what this looks like.

It should be noted that the closure of the two roads (Surrey & Grosvenor) noted above was a result of the government of Ontario and was not completed by, or paid for, by the Town of LaSalle. Therefore, the Town and residents were on the receiving end of the finalized EA and the elimination of the two connections was primarily due to the Ontario government trying to create a sub-terrain highway 401 with tunnels along its route. Construction of the Herb Gray Parkway occurred between 2011 and 2015.

The Town of LaSalle no longer supports the installation of cul-de-sac in new developments where other practical alternatives exist to complete road and pedestrian connectivity. Furthermore, best practices for maximum cul-de-sac length should be strictly limited to a range of 180m to 300m. In the past, when the Town did accept cul-de-sac's the maximum length of the cul-de-sac was restricted to 230m as a maximum length.

As shown on the 2017 condition sketch, Surrey drive is currently a 250m long cul-de-sac. If the closure of Montgomery were to occur at Hwy 3, this would create Surrey and Montgomery as 410m and 560m long cul-de-sac's respectively.

Furthermore, with a closure of Montgomery Dr. this would only allow for two access/egress points, in relative close proximity to each other, into a neighborhood containing approx. 119 homes.

Montgomery Dr is also part of the Town of LaSalle transit route. Any closure of Montgomery Dr will need to be implemented and coordinated into changes with the transit service.

From an engineering, maintenance, development, planning and emergency services standpoint, closing Montgomery would create a very unrealistic cul-de-sac length's and a more potentially unsafe situation with access and egress for emergency response. .

Past Studies for the Area

It was noted earlier that the Ontario government from 2004 to 2009, involving public consultation, conducted an EA. It should also be noted that the Town also conducted two additional studies indirectly and directly involving this area.

Indirect - Transit Study started mid-2015, phase 1 completed early 2016 and phase 2 completed late 2016 with transit start-up/implementation Sept 2017.

Direct - Heritage Estates/Oliver Farms Flooding and Preliminary Design EA, started mid-2015 and completed and approved mid-2017.

Both of these studies involved extensive public consultation with the Heritage Estates/Oliver Farms Flooding and Preliminary Design (Heritage Study) EA following the environmental assessment act. The Heritage Study involved direct mailings to all affected residents in this neighborhood. The Heritage Study also looked at solutions to address storm drainage concerns of the area, and addressed the reconstruction of the Oliver Farms neighborhood.

The report was finalized and approved by council in late 2017. During the studies three public meetings, plans were developed and displayed. Comments were sought through comments sheets and the public was requested to submit them to form the public record.

The final report is available on the Town's web site. The final report contains all the information that was presented to the public and contains all formal submission of public comments. The online report also contains depictions of what the reconstructed Oliver Farms will look like when completed in order to solve drainage concerns and rebuild the local streets. During this process, there were no comments or discussion brought forward from the public about closing Montgomery.

Process Required to Close Montgomery Drive

Unfortunately, in order to address the closure and installation of a cul-de-sac on Montgomery, it is not a simple process that can be implemented without conducting an EA. With closing Montgomery, this will ultimately push traffic elsewhere and all surrounding areas will need to be evaluated and adjacent residents informed of what is occurring involving a public process. In addition, the Town would not support creating a cul-de-sac, therefore, an alternative connection point would need to be explored and that would result in acquisition of private property in order to loop Montgomery to Surrey and/or into the Heritage Estates. This EA could take about 12 months to complete and cost about \$100,000.00 (currently not in the 2019 budget).

Furthermore, the intersection of Montgomery and Hwy 3 is under the ownership and jurisdiction of the MTO. Any possible EA may need to be lead and or co-proponents with the MTO to evaluate closure options and any possible changes to the intersection.

Plan Implementation from 2017 Heritage Study EA

The detail design, implementation and construction of the proposed improvements to solve drainage concerns as identified in the 2017 Heritage Study EA are underway.

In early 2018, the Town was successful in receiving grant money through the National Disaster Management Program (NDMP) to carry out the first phase of the proposed improvements. Phase 1 work relates to work within Heritage Estates/Heritage Park.

In late 2018, the Town submitted for the next intake of the NDMP grant to implement phase 2 of the proposed improvements. Phase 2 relates to Montgomery Drive. The announcement of success on the late 2018 submission should be made soon. Should there be any direction to vary from what is currently approved and/or to change direction and review the closure of Montgomery; the Town should advise the NDMP grant that we are no longer interested in funding. The reason to decline the grant is based on timeline to complete construction and spending of the grant.

Resident Concerns

There appears to be concerns from the resident about the intersection of Hwy 3 and Montgomery Drive while accessing and egressing the neighborhood. This intersection is under the control and jurisdiction of the Ontario Ministry of Transportation (MTO). The design, operation, maintenance and overall responsibility of the intersection lies with the MTO.

Closure




Administration has reviewed the road closure request through the various departments, from public works, planning and fire services. Given the extent and length of what a proposed cul-de-sac would be and the process in order to close Montgomery Drive, it is recommended that Council receive the petition from the residents at this time and no further action occur relative to a closure process of Montgomery Drive.

Furthermore, administration is aware of the safety concerns brought forward relative to the Hwy 3 and Montgomery Drive intersection. Because this intersection is under the jurisdiction of the MTO, it is recommended that Council authorize administration to have discussions with MTO relative to concerns brought forward herein.

Respectfully submitted,



Peter Marra, P.Eng.
Director of Public Works

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

We are requesting that the North end of Montgomery Drive be turned into a cul-de-sac due to high speed traffic, and serious safety concerns when entering and exiting the road.

Name (print)	Address (print)	Signature
Maria Warner	Montgomery	Maria Warner
Mike Warner	Montgomery	Mike Warner
TIM MENNIEA	Montgomery	Tim Menniea
Andrea Stehle	Montgomery	Andrea Stehle
MARC STEHLE	Montgomery	Marc Stehle
AMANDA DUDNT	MONTGOMERY	Amanda Dudnt
Rob Mennies	Montgomery	Rob Mennies
HOMER KAKEN	Montgomery	Homer Kaken
JACOB CHRISTIAN	MONTGOMERY	Jacob Christian
Jillie Patry	"	Jillie Patry
Bar Beaton	Montgomery	Bar Beaton
Harry Beaton	"	Harry Beaton
Tim Noellon	Montgomery	Tim Noellon
Melissa Alliet	MONTGOMERY	Melissa Alliet
Stuart Smith	Montgomery	Stuart Smith
GARRY SELBY	MONTGOMERY	Garry Selby
James Livingston	Surrey	James Livingston
G. FORSTER	MONTGOMERY	G. Forster
Rob Mayville	Montgomery	Rob Mayville
TOM VROZ	PROSEVOR	Tom Vroz
Jesse Homenuik	Montgomery Dr	Jesse Homenuik
A. KIOURY	MONTGOMERY	A. Kioury
CAROL MAYVILLE	MONTGOMERY DR.	Carol Mayville
Gina Smith	Montgomery	Gina Smith



We are requesting that the North end of Montgomery Drive be turned into a cul-de-sac due to high speed traffic, and serious safety concerns when entering and exiting the road.

[illegible]

In 2010, the area had 5 connections into the neighbourhood



Legend

-  Essex Terminal Railway
-  Water Features
-  Parcels



Scale: 1: 5,000.00



0 67.47

134.94 Meters

THIS MAP IS NOT A LEGAL SURVEY

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

Printed: 1/8/2019 11:35 AM

Notes



Legend

- Essex Terminal Railway
- Water Features
- Parcels

Scale: 1: 5,000.00



0	67.47
---	-------

134.94 Meters

THIS MAP IS NOT A LEGAL SURVEY

Printed: 1/8/2019 11:36 AM

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

Notes