



The Corporation of the Town of LaSalle

Date: May 6, 2019 **Report No:** DS-14-2019

Directed To: Mayor and Members of Council **Attachments:** Figures 1 to 8

Department: Development & Strategic Initiatives

Prepared By: L. Silani, M.Pl., MCIP, RPP
Director of Planning & Development Services
P. Marra, P. Eng.
Director of Public Works

Policy References: Approved Official Plans and Provincial Policy Statement

Subject: Application: Draft Plan of Subdivision & Rezoning Applications
Our File Nos.: T-01-2019 & Z-01-2019
County of Essex File No: 37-T-19001
Applicant & Registered Owner: Sterling Lakes LP (Laura Fanelli)
Agent/Planner: Dillon Consulting Limited (Karl Tanner)
Location: The lands affected by these applications comprise approximately 120 hectares (292 acres) of land located between the 6th Concession Road and the 7th Concession Road, west of Howard Avenue

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 recommend to the County of Essex's Manager of Planning Services, that they grant draft approval to a Draft plan of Subdivision (prepared by Roy Simone, O.L.S., dated January 11, 2019) for the subject lands, with revisions as depicted on Figure 8 for

that portion of the Applicant's lands located on the southeast corner of D'Amore Drive and the 6th Concession Road, and that the County of Essex be requested to attach the following conditions to the subject draft plan of subdivision approval:

- a) that the required storm water management plan be prepared by the Applicant and approved by the Town Engineer and ERCA Staff;
 - b) that all identified road allowances be conveyed to the Town;
 - c) that a subdivision agreement be entered into with the Town to ensure that all required municipal infrastructure and services are designed and built by the Applicant to the satisfaction of the Town, and that all required financial contributions be made and/or secured to the Town, including all required letters of credit, cash securities and insurances;
 - d) that Blocks 78, 31, 32, 33 be conveyed to the Town for parkland purposes, in accordance with the Planning Act requirements;
 - e) that Block 77 be conveyed to the Town for storm water management purposes;
 - f) that Blocks 40 and 41 be conveyed to the Town for natural heritage protection purposes;
 - g) that Blocks 80, 81, 82, 83 and 84 be conveyed to the Town for municipal drainage purposes;
 - h) that Blocks 30, 35, 36, 37, 38 and 42 be conveyed to the Town for linear open space/trail purposes;
 - i) that 1foot reserves be created and conveyed to the Town at the end of all dead-end streets (which streets are intended to provide future road interconnections with adjacent lands not owned by the Applicant);
 - j) that Block 76 be kept as a future development block, and zoned in a corresponding holding zone category.
- Once the County of Essex has granted draft approval to the Applicant's Draft Plan of Subdivision:
 - a) that the required subdivision agreement be prepared and executed to Council's satisfaction;
 - b) that the required zoning by-law amendment, rezoning the subject lands in accordance with the corresponding land uses recommended in this Staff Report, be prepared by Town Staff and brought to Council for adoption purposes.

REPORT:

INTRODUCTION AND NATURE OF THE SUBJECT APPLICATIONS:

This report is intended to provide members of Council with comments and recommendations regarding applications that have been submitted to the Town requesting approval for a Draft Plan of Subdivision, and a corresponding rezoning for approximately 120 hectares (292 acres) of land located between the 6th Concession Road and the 7th Concession Road, west of Howard Avenue.

Figure 1 depicts the location of the subject lands, and Figures 2 and 3 identify the existing Official Plan designations and Zoning By-law zone categories that apply to the Applicant's land holdings.

Figure 4 is the Applicant's Draft Plan of Subdivision, prepared by Roy Simone, O.L.S, dated January 11, 2019.

If approved, this Draft Plan of Subdivision would allow the construction/development of:

- approximately 950 new single detached, semi-detached, townhouse and apartment style dwelling units on 55 hectares (136 acres) of land;
- new commercial buildings and/or mid-rise apartment style buildings on a total of approximately 9 hectares (22 acres) of land situated along the south side of Laurier Parkway;
- new business park uses on a total of approximately 7 hectares (17 acres) of land located along the west side of Howard Avenue;
- a new school on approximately 3 hectares (7 acres) of land; and
- new parkland, trails, storm water management facilities, and natural restoration areas.

The Applicant has requested that the Zoning By-law Amendment rezone the subject lands from a Light Industrial (M1) Zone and a Light Industrial Holding (M1(h)) Zone to:

- Traditional Neighbourhood Design Residential 1-2 (TND– R1-2) Zone;
- Traditional Neighbourhood Design Residential 1-2 Holding (TND-R1-2(h)) Zone;
- Traditional Neighborhood Design Residential 3-1 (TND-R3-1) Zone;
- Traditional Neighbourhood Design Mixed Use Corridor (TND-MU1) Zone;
- Traditional Neighbourhood Design Business Park, Howard (TND-BP1) Zone;

- Recreational (RE) Zone;
- Institutional (I) Zone; and
- Natural Environment Zone (NE) Zone.

On May 2, 2019, the Applicant requested that the draft plan and the corresponding zoning by-law amendment be revised to subdivide and rezone the lands located on the southeast corner of D'Amore Drive and the 6th Concession Road to Neighbourhood Commercial and Institutional zone categories.

Figure 5 illustrates the Applicant's requested zoning by-law changes for the subject draft plan of subdivision application.

PROVINCIAL POLICY STATEMENT AND OFFICIAL PLAN CONSIDERATIONS

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

The Planning Act also requires that:

- I. these decisions be made in a manner that are consistent with the policies that are contained within the 2014 Provincial Policy Statement; and
- II. all public works conform with the policies contained within the approved municipal Official Plan

The **2014 Cabinet adopted Provincial Policy Statement** includes a number of inter-related policies that provide direction to all Planning Authorities, including policies that require municipalities to:

- promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and creates an appropriate range and mix of housing units that are affordable and capable of meeting the evolving needs of all household types;
- promote land use patterns that support compact/walkable communities, the use of active transportation, and transit in areas where it exists or is to be developed;
- promote cost-effective development and standards to minimize land consumption and servicing costs and to sustain the financial well-being of the municipality over the long-term;
- maintain at all times the ability to accommodate residential growth for a minimum of 10 years, and maintain land with servicing capacity sufficient to provide at least a 3 year supply of draft approved and suitably zoned residential land;

- encourage compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, and provide opportunities for a diversified economic base, taking into account the needs of existing and future businesses;
- plan for healthy and active communities by creating public streets, spaces and facilities to be safe, to meet the needs of pedestrians, and to foster social interaction and facilitate active transportation and community connectivity;
- promote compact built form and a structure of nodes and corridors, and focus commercial, employment and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- improve the mix of housing and employment/commercial uses to shorten commute journeys and to decrease transportation congestion;
- promote opportunities for economic development and community investment-readiness.

In Essex County, authority for land use planning matters is a shared responsibility, with:

- the Upper-Tier (the County of Essex) performing the delegated provincial authority of approving all local Official Plans and all Plans of Subdivision;
- the Lower-Tier (the Town of LaSalle, and all other six Lower-Tier municipalities) being responsible for adopting detailed land use plans (Official Plans), comprehensive zoning by-laws, community improvement plans, etc. --- and for delivering day-to-day land use planning and development control services to the ratepayers/landowners located within each of their local jurisdictions.

The County of Essex is also responsible for adopting a county-wide Official Plan that contains more general planning policies related to growth management, natural heritage, etc., and is responsible for preparing population, employment and housing projections for the county as a whole and for each of the seven local municipalities.

When dealing with draft plan of subdivision applications each local municipality holds the required statutory public meeting, and the local Council is responsible for making recommendations to the Manager of County Planning (the provincially delegated approval authority in Essex County, that has been assigned by County Council to make decisions on their behalf).

LaSalle Council is also responsible for setting out the detailed development obligations for all plans of subdivision (to be included as part of the corresponding subdivision agreement), and for preparing and adopting the implementing zoning by-law amendment.

The subject lands are located within a "Prime Settlement Area" as identified on Schedules "A1" and "A2" in the **approved 2014 County of Essex Official Plan**. The Prime Settlement Area corresponds to the limits of Town of LaSalle's urban area boundary.

Subsection 3.2.4.1 of the County Official Plan states that:

"Primary Settlement Areas shall be the focus of growth and public/private investment in each municipality;

Primary Settlement Areas shall have full municipal sewage services and municipal water services and stormwater management services, a range of land uses and densities, a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups, and be designed to be walkable communities with public transit options (or long-term plans for same).

Local municipal Official Plans shall establish appropriate land uses in accordance with the policies of this Plan.

All types of land uses are permitted within the Settlement Areas designation subject to the specific land use policies of the local Official Plans.

Cost effective development patterns and those which minimize land consumption and reduce servicing costs are encouraged. Land use patterns which may cause environmental, heritage preservation or public health and safety concerns shall be avoided."

Subsection 2.8.1 of the approved County of Essex Official Plan contains policies pertaining to how roads are to be managed, including the following:

"When considering matters of land use planning, the County shall:

- Strive to minimize conflict between local and non-local traffic by protecting the County Road system depicted on Schedule "D1". The County shall discourage new development that would adversely impact traffic movement along the County Road system unless road improvements can be undertaken to eliminate the adverse impact. New development proposing access onto County Roads outside of "Settlement Areas" shall be managed according to the County access policies;*
- Encourage safe, convenient and visually appealing pedestrian facilities , where appropriate, along the Provincial and County Road systems;*
- Ensure that development proposals that are likely to generate significant traffic, are accompanied by a traffic impact study addressing the potential impact on the Provincial and County Road systems and the surrounding land uses, and how to minimize any identified negative impact."*

Subsection 2.8.1 of the approved County of Essex Official Plan also contains policies pertaining to the status of the 2004 draft Essex-Windsor Regional Transportation Master Plan, which reads as follows:

"In December 2004, the draft Essex-Windsor Regional Transportation Master Plan was completed. The Plan was prepared using the Master Planning Process from the Municipal Class Environmental Assessment Process, and was intended to provide a comprehensive regional transportation master plan with policies and implementation strategies that would serve the needs

of the region for 20 years. The Plan identified roadway capacity enhancements, evaluated the levels of service, and recommended a new roadway classification system. Unfortunately, the Plan was prepared based on population projections that have not been achieved. As a result, the recommendations contained in the Plan require review and the County intends on updating the Transportation Master Plan, and implementing it by way of a future amendment to this Plan"

The 2004 draft regional transportation plan has no status, given the fact that Windsor City Council never adopted this document, and that considerable changes have taken place in the region's highway network/inter-urban travel patterns during the last 15 year time period. The County approved Official Plan acknowledges these realities and includes the above noted policy indicating that the County intends to undertake a comprehensive review of this draft plan. To date no such review has commenced. Both the city and county would need to be involved in such a future update, should the goal be to have an up to date regional transportation master plan prepared and adopted in accordance with the provisions as set out in the Class Environmental Assessment Act..

For the foreseeable future all municipalities in Essex County continue to move forward on the basis of the transportation, land use and growth management policies as set out in the approved County Official Plan, and in accordance with the more detailed policies as articulated in each of the approved Lower-Tier Official Plan documents.

For the subject draft plan of subdivision and rezoning applications, the lands affected are designated "Residential District", "Mixed Use Corridor", and "Business Park District" in the **October 2018 Town of LaSalle approved Official Plan**.

These lands are also situated within the "Settlement Area" designation as shown on Schedule "A1" in the 2014 Approved Upper-Tier (County of Essex) Official Plan document.

Section 2 of the LaSalle Official Plan contains the Town's Growth Management Policies, including the following:

"2.2 c) *Development phasing, and the corresponding approval of development applications will be considered on the basis of the ability of the Town, the County, land developers, and development charge related revenue to pay for infrastructure development costs, as required, and through the application of the following criteria:*

i) Growth shall occur in a comprehensive, logical, efficient and fiscally responsible manner. Primary factors to consider through the review of applications for new development include:

- The integration of new development within the planned community structure, resulting in a highly inter-connected, compact and walkable/bikeable urban form;*
- The provision of adequate municipal infrastructure, parks and other community facilities and services to accommodate the proposed growth in a cost efficient manner;*

- *The provision of appropriate transportation facilities (including active transportation infrastructure), and the availability of adequate capacity on the existing and planned road network; and,*
- *The appropriate protection of the Natural Heritage System.*

ii) If one or more of these criteria cannot be addressed to the satisfaction of the Town, the processing and/or approval of development applications may be held in abeyance, or deferred, until such time as all of the criteria have been addressed."

Section 3.1 of the LaSalle Official Plan contains a number of fundamental principles that are intended to provide guidance and assistance to Council and to all affected landowners, community stakeholders, and to LaSalle residents and businesses, to ensure that the Town remains a healthy, vibrant and successful community, including the following:

- *"A **complete community** meets people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, including affordable housing, public services and community infrastructure, including educational and recreational facilities, and a robust open space system. Convenient access to public transportation and a linked network of active transportation facilities are crucial elements of a complete community;*
- *A **viable community** has a strong economy that is market responsive, efficient and cost effective;*
- *A **high quality and ultimately a beautiful community** includes well-designed neighbourhoods, Centres and Corridors, buildings, streetscapes, parks and open spaces. A beautiful community protects natural heritage features and includes an accessible and well-designed system of public parks and open spaces that celebrate the site, and provide opportunities for enjoyment by the entire population. A high quality community includes destinations, landmarks and gateways that distinguish it within its context and establish a sense of place. Crucial to a high quality community is the attention to the interplay among built form, the public realm and the natural environment. A high quality community should engender a sense of pride as a place to live and a sense of stewardship in its long-term care and maintenance;*
- *A **healthy community** consciously seeks to improve the health of its citizens by putting public health high on the social and political agenda. Physical, social and mental wellbeing are the necessary components of public health, including access to healthy food, clean air and water, and opportunities for physical activity. The built environment should be designed to create opportunities to encourage residents to be physically active and socially engaged. A fundamental element of a healthy community is the inclusion of active transportation. Active transportation refers to any form of human-powered transportation - walking, cycling, using a wheelchair, scooters, inline skating or skateboarding;*
- *A **sustainable community** is environmentally and socially healthy and resilient. It meets the challenges of climate change, and other environmental issues through integrated solutions, rather than through fragmented, incremental approaches that meet one objective at the expense of the*

others. A sustainable community manages its human, natural and financial resources equitably and takes a long-term view - one that is focused on both present and future generations. Sustainability success relies upon having specific and measurable targets for indicators related to energy, water, carbon and waste.

- *A **resilient community** can effectively respond to emergencies because it has a plan in place, responsibilities assigned and facilities available. Natural or human made disasters are considered and the necessities of life are provided, particularly for those who are most at risk. Access to power, food, water and health care is ensured, while emergency services are equipped to operate and provide assistance in all conditions."*

Section 3.2.2 of the LaSalle Official Plan articulates applicable Urban Design Policies that are intended to provide direction with respect how individual developments and redevelopments are to be designed and built, including the following:

"Compatible Development

- a) *The principle of compatible development will be applied to all applications for development to ensure the appropriate integration of new development with existing built forms and landscapes in a way that enhances the image and character of the Town.*
- b) *To ensure development is compatible, when considering any application for development within the Town of LaSalle, particular attention shall be paid to the following:*
 - i) *Adverse impacts are to be minimized on adjacent properties in the vicinity;*
 - ii) *Significant natural heritage features and their associated ecological and hydrological functions are appropriately protected;*
 - iii) *The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;*
 - iv) *On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity;*
 - v) *Streetscape patterns, including block lengths, setbacks and building separations; and,*

- vi) *Utility, infrastructure and transportation system capacity exists and/or will be made available to serve the proposed development and there are no undue adverse impacts on the Town's sewer, water, storm water management and transportation systems.*
- c) *It is important to note that there are areas of the Town where the prevailing quality of existing development detracts from the unique character and attractiveness of the Town. In these circumstances, new development may deviate (is not compatible development) from the prevailing quality/character of design, where doing so will make a positive contribution to the unique quality of place and character of the Town."*

Mix of Uses

- c) *A mixed-use community that is walkable/bikeable, with connected trail/greenway facilities and public gathering places, where opportunities for social and recreational interaction are increased and where commercial and community services can be provided within easy walking and cycling distances, is a requirement of this Plan.*
- e) *This Plan will accommodate a range and mix of housing types to allow for a range of choice and opportunity for residents to remain in the community for their entire lifecycle.*
- f) *Higher density house forms will provide opportunities for housing that is more affordable, will contribute to the affordable housing requirements of the Town and will be incorporated into the housing stock. In addition, senior's housing, long-term care facilities, affordable supportive and affordable accessible housing, and assisted living units will be incorporated into the Town's housing stock.*
- g) *Community infrastructure and institutional uses, recreational facilities, public buildings, and arts and cultural facilities shall be in locations that are accessible by the active transportation network and by public transit to meet the needs of people of all ages, backgrounds, and capabilities throughout the various stages of their lives.*

Street Network

- h) *The design of the street network, as well as the configuration of lots and the siting of buildings adjacent to streets, is an essential part of a community's character. The Town and all stakeholders involved in plan review and*

approval processes shall have regard for streetscape design, as well as transportation planning considerations, in reviewing proposals for new roads and modifications to the existing street network.

- i) New development shall be based on a modified grid system of streets which facilitates connectivity within the community and with adjacent areas.*
- j) The layout of streets, configuration of lots and the siting of buildings and parking areas shall ensure that:
 - i) Buildings and structures are oriented to the street, and at intersections are massed toward the intersection;*
 - ii) Reverse lotting is prohibited;*
 - iii) There are significant areas of unobstructed road frontage adjacent to the greenway system, particularly for schools, parks and natural heritage features, to allow for views into such sites and for public access and neighbourhood safety and enjoyment;*
 - iv) In residential areas, garages are designed so that they are not the dominant feature;*
 - v) Lighting provides suitable illumination for vehicles, pedestrians and cyclists;*
 - vi) Parking areas for large-scale uses are designed to reduce their impact on the adjoining streetscape by such features as screening with low walls and landscaping; minimizing parking between the building and the street; subdivision into smaller areas using landscaping and a location on the lot which reduces impact on the street;*
 - vii) Street trees are planted along all public roadways, which over time will result in a creation of tree-lined canopies along all public thoroughfares; and,*
 - viii) New roads shall be designed and built to have shorter block lengths that are generally less than 250 metres in length to encourage walking and cycling.**

Parks and Open Spaces

- k) All residents in the Town's Urban Area should be able to safely and conveniently walk/cycle to one or more*

component of the parks and open space system and/or the Natural Heritage System.

- l) All parks and open spaces shall be accessible and visible from the street system. Public parks shall include substantial street frontage, generally greater than 50 percent of the total perimeter distance, to create safe and inviting public spaces.*
- m) Parks are an integral component of the Town's open space system, and for recreational, natural heritage and stormwater management purposes, should be located along/near existing and planned LaSalle greenway features.*
- n) All parks and open spaces shall be developed with native, water efficient, drought resistant planting materials. Hard surface materials shall be permeable, whenever possible.*
- o) Where a park or open space abuts the Natural Heritage System, native, non-invasive plantings should be utilized.*

The Greenway System

- p) The Town supports and will take a leadership role in the coordination, design and implementation of a comprehensive Greenway System. The Town's Greenway System is indicated on Schedule A: Community Structure and includes the following:*
 - i) Natural corridors;*
 - ii) Core natural heritage sites;*
 - iii) Community/neighbourhood parks and other public open spaces; and,*
 - iv) Linkages (natural or human-made).*
- q) The intent of the Greenway System is to:*
 - i) Facilitate and support the preservation, protection and enhancement of remaining natural heritage areas, including provincially significant wetlands, provincially and regionally significant Carolinian forests and prairie communities, and locally significant natural areas;*
 - ii) Encourage and support landowners who wish to maintain or improve the natural character of their land and surrounding properties;*

- iii) *Direct intensive urban development away from the natural heritage areas to the greatest degree possible;*
 - iv) *Create and protect important linkages and corridors, as part of a linked open space Greenway System and a comprehensive natural heritage policy framework; and,*
 - v) *Encourage and support the utilization of naturalized corridors for stormwater conveyance purposes, climate change resiliency, outdoor recreation, and to facilitate active transportation between and within LaSalle neighbourhoods and Districts.*
- r) *All new development will be required to incorporate the Greenway System elements within their respective development plans to the greatest degree possible, including the provision of natural and/or active transportation linkages. Natural heritage features should not be viewed as remnant areas in the landscape, but instead considered as integral parts of a healthy and vibrant community.*
- s) *Utility corridors and inland watercourses should be utilized as physical linkages between remaining natural heritage sites, and should be enhanced and maintained as wildlife habitat areas, recreational trails, bikeways and walkways, and stormwater conveyance facilities.*
- t) *The Town is committed to the establishment of on-going partnerships with ERCA, local school boards, service clubs, business organizations and volunteer groups from the community, and any other interested agency or association, to secure, maintain and implement the natural environment, Greenway System, conservation and passive recreational policy objectives of this Plan.*

The Urban Forest

- u) *The urban forest, which includes trees and shrubs on public and private lands, provides ecological services that support natural area functions and assists in mitigating the urban heat island effect. Trees or other plantings shall be located throughout the community to provide shading for sidewalks, parks and open spaces and other publicly accessible areas. In addition, this community shall strive to achieve a mature forest cover of 10% to 20% of the total land area. To this end, the Town shall:*

- i) *Implement street tree and naturalization programs to increase the urban canopy cover in existing developed areas;*
- ii) *Require street trees to be planted along all new streets built in the Town of LaSalle, to create an urban canopy within all new developments Town-wide; and,*
- iii) *Require the planting of trees in all public works projects.*
- v) *The urban forest shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant and low maintenance. All trees shall be of a species native to this region and that will provide a large canopy and shade over sidewalks, parks and open spaces."*

Section 3.2.4 of the LaSalle Official Plan contains Housing Policies that provide guidance and direction to affected stakeholders to ensure that a broad and affordable range of housing stock is built and maintained to meet the evolving needs of this community, including the following

"Housing Mix

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

Accessible Housing Forms

- b) *The Town shall work with appropriate agencies to encourage the creation and maintenance of an adequate supply of appropriately scaled, accessible housing forms, including assisted living; special needs housing; nursing homes and other forms of housing for seniors; and innovative housing models such as co-housing.*
- c) *Appropriately scaled, accessible housing forms shall be integrated within the LaSalle Town Centre, the Waterfront District and the Residential Neighbourhoods where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in a non-institutional setting. Special needs and emergency housing shall be permitted in any designation that permits residential uses.*

Social and Affordable Housing

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

Three land use designations apply to the subject draft plan of subdivision ---- the “Residential District”, “Mixed Use Corridor”, and “Business Park District” designations, for lands as depicted on Figure 2.

Chapter 4 of the LaSalle Official Plan articulates the applicable Land Use Policies, including the following:

“Subsection 4.7 Residential District Designation

Intent

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

Permitted Uses

- b) *Lands within the Residential District Designation may include a full range of residential dwelling types, as well as supporting land uses intended to serve local residents. The following uses may be permitted on lands within the Residential District Designation, as shown on Schedule B: Land Use Plan, subject to the policies of this Section:*
 - i) *Dwelling units in low-rise, mid-rise and high-rise built forms;*
 - ii) *Second units;*
 - iii) *Communal housing, including special needs housing and housing for seniors;*
 - iv) *Live-work units;*
 - v) *Home occupations;*
 - vi) *Bed and breakfast establishments;*
 - vii) *Non-residential, neighbourhood supporting uses, as set out in subsection 5.2 of this Plan;*
 - viii) *Elementary and secondary schools;*
 - ix) *Community facilities, parks and open spaces;*
 - x) *Parking facilities at-grade and/or in structure; and,*
 - xi) *Public uses and public and private utilities.*
- c) *Generally, the range of permitted residential and non-residential supporting uses and building types shall be distributed throughout the Residential District Designation. The*

range of permitted land uses within the Residential District Designation shall be further refined through the implementing Zoning By-law.

Development Policies

- d) *Reverse frontage (back-lotting) along public streets shall not be permitted.*
- e) *The character of the Town's established neighbourhoods within the Residential District Designation shall be maintained. When considering an application for a development within this Designation, the policies in Chapter 3 of this Plan shall be applied. In addition, land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.*

4.5 Mixed Use Corridor Designation

Intent

- a) *The Mixed Use Corridor Designation functions as the connective spine of the Town as well as destinations for the surrounding neighbourhoods. The Mixed Use Corridor Designation provides a significant opportunity for creating vibrant, pedestrian and transit oriented places through investment in infrastructure, with particular attention to urban design and the creation of safe and inviting places for people.*
- b) *Areas that are designated Mixed Use Corridor Designation will typically include an array of compatible land uses including retail and service commercial uses, mid-rise and high-rise residential uses, as well as institutional and community uses. These Mixed Use Corridors are expected to provide people-oriented employment and to accommodate higher density/intensity development, while maintaining a broad mix of land uses that support investment in transit and the achievement of complete communities.*

Permitted Uses

- c) *Buildings and sites throughout the Mixed Use Corridor Designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. Uses in stand-alone buildings are also permitted, unless specified otherwise within the policies of this Plan or the implementing Zoning By-law. Permitted uses on lands designated as Mixed Use Corridor Designation may include:*

- i) *Retail, service commercial uses and restaurants of all types and scales, including auto-focused uses such as auto dealerships, service centres and repair shops;*
 - ii) *Hotels, including convention/conference facilities and other ancillary uses;*
 - iii) *Commercial, medical, social service, administrative and institutional office uses, medical clinics, labs and other similar uses;*
 - iv) *Apartment style Mid-Rise and High-Rise residential uses, including communal housing, which may include special needs housing, housing for seniors, and residential care facilities;*
 - v) *Institutional uses, cultural, recreational and entertainment facilities, community facilities, parks and green spaces;*
 - vi) *Parking facilities at-grade and/or in structure; and,*
 - vii) *Public uses and public and private utilities.*
- d) *The range of permitted land uses within the Mixed Use Corridor Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the Mixed Use Corridor Designation, not permit all of the uses listed herein.*

Development Policies

- e) *Development in the Mixed Use Corridor Designation shall generally be part of a comprehensively planned site, where a grouping of permitted uses function with some common parking and/or loading facilities and shared ingress and egress. Freestanding buildings are also permitted on individual sites, provided they do not adversely affect access or traffic circulation within the broader Mixed Use Corridor Designation.*
- f) *Apartment style residential uses shall be in stand-alone buildings, or in upper storeys of a mixed-use building/development. They may be located on individual sites, or form part of a larger, comprehensively planned site.*
- g) *In consideration of the low density residential character that exists along Disputed Road at the Laurier Parkway intersection, lands fronting onto Laurier Parkway near this intersection may also be used for low density residential purposes, provided that they are integrated with planned new residential developments to the north and/ or south of Laurier Parkway and that they do not back onto or derive their access from Laurier Parkway. The exact limits of the lands that may be used in this manner will be determined as part of future draft plan of subdivision applications.*

- h) Within the Mixed Use Corridor Designation, the implementing Zoning By-law will confirm a minimum lot depth that is appropriate to accommodate the scale and mix of uses proposed, including the functional elements of the development, such as parking, loading and garbage collection/storage requirements based on a Conceptual Site Plan. The minimum depth of a development site within the Mixed Use Corridor Designation, prior to the development of a Conceptual Site Plan, shall be approximately 45 metres.*
- i) When considering an application for a development within the Mixed Use Corridor Designation, the following shall be considered:*

 - i) Adverse impacts are minimized on adjacent properties in the vicinity;*
 - ii) Significant natural heritage features and their associated ecological and hydrological functions are appropriately protected;*
 - iii The height and massing of nearby buildings is appropriately considered and buffering and/or transitions in height and density to adjacent properties are implemented, where necessary;*
 - iv) At-grade uses may change over time. As a result, the floor-to-ceiling height of ground floors for all buildings should generally be sufficient to adapt to a range of permitted uses;*
 - v) On-site amenity space is provided in keeping with the intended use of the site;*
 - vi) Streetscape patterns, including block lengths, setbacks and building separations are designed to support and encourage walking, cycling and other forms of active transportation; and,*
 - vii) Utility, infrastructure and transportation system capacity exists or will be made available to serve the proposed development and there are no undue adverse impacts on the Town's sewer, water, stormwater management and transportation systems.*
- j) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. Front yard parking will generally not be permitted. Parking and servicing areas shall be located at the rear or side of the building.*
- k) When considering an application for a development within the Mixed Use Corridor Designation, the policies in Chapter 3 of this Plan shall be applied. In addition, land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.*

- j) *All development within the Mixed Use Corridor Designation shall be subject to Site Plan Approval.*

4.8 Business Park District Designation

Intent

- a) *The Business Park District Designation is intended to provide employment and economic development opportunities in locations which have appropriate access and servicing for light manufacturing, warehousing, and other complimentary non-residential uses. It is intended that development within the Business Park District Designation will exhibit a high standard of building design and landscaping.*

Permitted Uses

- b) *Permitted uses within the Business Park District Designation, as identified on Schedule B: Land Use Plan, may include:*
- i) *Manufacturing in wholly enclosed buildings;*
 - ii) *Warehousing and distribution centres;*
 - iii) *Research and development facilities, including data processing businesses;*
 - iv) *Business and professional offices;*
 - v) *Limited retail sales of products manufactured, processed or assembled on the premises;*
 - vi) *Recreational facilities and health clubs;*
 - vii) *Automobile service/repair stations, automobile and truck rental operations, automobile depots, auto and truck repair/body shops and used and/or recycled automobile dealerships;*
 - viii) *Contractor and construction facilities and yards;*
 - ix) *Recycling operations;*
 - x) *Public uses and public and private utilities; and,*
 - xi) *Ancillary uses that specifically support the Business Park District Designation uses such as financial institutions, restaurants, hotels, personal service establishments, gas bars and convenience retail.*
- c) *Notwithstanding the list of permitted uses, nothing in this Plan requires that every permitted use shall be permitted on every site. The*

implementing Zoning By-law shall establish the appropriate range of permitted uses on a site-specific or area wide basis. Further, the full range of permitted uses may not be permitted in instances where the location is subject to area specific policies contained in this Plan.

- d) *The following uses are specifically prohibited from the Business Park District Designation:*
 - i) *Major retail uses and major institutional uses; and,*
 - ii) *Any permitted employment uses which are considered noxious due to methods or processes employed or material used or produced.*

Development Policies

- e) *Business operations within the Business Park District Designation are to be protected from intrusions of sensitive land uses that may restrict the operations of existing or planned industrial land users.*
- f) *Development on lands designated Business Park District Designation shall be subject to the following:*
 - i) *Development adjacent to any Arterial Road or Collector Road shall be designed so that the proposed buildings face the Road and exemplify high-quality design features including built form, landscaping and signage; and,*
 - ii) *Adequate parking, loading and garbage collection/storage facilities shall be provided on the site. Shared access and parking among various properties is encouraged.*
- g) *Outside storage shall be properly screened from public view, and shall be subject to the following:*
 - i) *All storage areas shall be located away from any adjacent existing residential uses and/or the Residential District Designation, or have adequate buffers that will visually screen the storage area from adjacent lands;*
 - ii) *All buffers, fencing and screening shall visually enhance the site, and shall be permanent in construction; and,*
 - iii) *Where natural landscaping is utilized it shall be of adequate size to appropriately screen the storage area when it is installed.*
- h) *Adequate parking, loading and garbage collection/storage facilities shall be provided on the site. Shared access and parking among various properties is encouraged.*

- i) *When considering an application for a development within within the Business Park District Designation, the policies in Chapter 3 of this Plan shall be applied, In addition, land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.*
- j) *Notwithstanding the list of permitted uses, a large format retail use, with a minimum floor area of 4,800 square metres, may be permitted on those lands situated along the west side of Howard Avenue, south of Laurier Parkway, within the Business Park District Designation."*

Chapter 5 of the LaSalle Official Plan articulates applicable Urban Area Use Specific Policies, which are intended to provide further detail and direction, when assessing development applications for lands located within the Town's Urban Area boundary, including the following:

5.2 Urban Area Use Specific Policies

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

- *Notwithstanding the above noted uses, the Town may permit additional building forms that support the intent of the low-rise residential category; and,*
- *Where permitted by the implementing Zoning By-law, low-rise residential uses that are located adjacent to highways will be required, wherever possible, to develop in a manner that will minimize direct access to such highways.*

iii) ***Policies for Mid-Rise Residential Development*** - *The following criteria apply to all mid-rise residential development:*

- *Mid-rise residential uses shall generally be located on collector and arterial roads, unless located within the LaSalle Town Centre District and the Waterfront District where such buildings can also be located on a local street;*
- *Mid-rise residential buildings shall generally be between 3 and 6 storeys, or up to a maximum of 21 metres, whichever is less;*
- *Residential built-forms that are considered mid-rise include:*
 - *Stacked townhouses;*
 - *Apartment buildings; and,*
 - *Other multiple unit dwellings;*
- *Notwithstanding the above noted uses/building types, the Town may permit additional building forms that support the intent of the mid-rise residential category;*
- *New mid-rise residential uses shall be located on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, and buffering; and,*
- *New mid-rise residential uses shall be subject to Site Plan Approval.*

iv) ***Policies for High-Rise Residential Development*** - *The following criteria apply to all high-rise residential development:*

- *High-rise residential uses shall generally be located on collector and arterial roads;*
- *High-rise residential uses shall be greater than 6 storeys in height. Built-forms that are considered high-rise residential include:*

- Apartment buildings; and,
 - Other multiple unit dwellings;
 - Notwithstanding the above noted uses, the Town may permit additional building forms that support the intent of the high-rise residential category;
 - New high-rise residential shall be located on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking and buffering; and,
 - New high-rise residential uses shall be subject to Site Plan Approval.
- v) ***Policies for Communal Housing, including Special Needs Housing and Housing for Seniors*** - Communal housing, including special needs housing and housing for seniors, offers services which may include shared kitchen and dining facilities, sanitary facilities, laundry facilities and amenity facilities, to residents living in shared and/or private suites. For the purposes of this Plan, this form of housing may include Special Needs Housing, Nursing Homes, Long-Term Care Facilities, Retirement Homes, Group Homes, Boarding Houses, Student Residences, Continuum of Care Developments, Seniors Accommodations and similar forms of service-oriented residences.

This form of housing may be developed in conjunction with the on-site provision of related services, facilities, and amenities including, but not limited to, a cafeteria, medical office and/or pharmacy. Communal housing may also be considered as an institutional use. Hotels and motels are not forms of communal housing. The following criteria apply to all Communal housing, including special needs housing and housing for seniors development:

- Communal housing, including special needs housing and housing for seniors, may be located in the Residential District Designation subject to specific regulations in the implementing Zoning By-law, and provided that:
 - Adequate buffering, parking, and amenity areas can be provided; and,
 - The proposed site is in proximity to community facilities and commercial facilities;
- A decrease in on-site parking standards may be considered for this form of housing within the Residential District Designation; and,

- Communal housing, including special needs housing and housing for seniors, shall be subject to Site Plan Approval.

vi) **Policies for Live-Work Units** - Live-work units have the potential to integrate small-scale commercial or retail uses at-grade. Live-work units are typically in a townhouse form. Live-work units may be permitted subject to:

- A site specific Zoning By-law Amendment;
- Compliance with all of the criteria for low-rise residential units;
- In addition, live-work units shall provide:
 - Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and,
 - Adequate parking and drop-off/pick-up facilities, and parking should not be located in the front yard of any building; and,
- Live-work units shall be subject to Site Plan Approval.

vii) **Policies for Secondary and Elementary Schools** - Secondary and elementary schools and other uses pursuant to the Education Act may be permitted in accordance with the following criteria:

- Secondary and elementary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
- The development of secondary or elementary schools in conjunction with municipal parkland and other community facilities/services shall be encouraged, so that a complementary integration of lands and facilities may be achieved;
- The coordinated use of recreational facilities located within secondary or elementary schools, or on school properties will be encouraged;
- Adequate parking and other required facilities shall be provided on site; and,
- Direct pedestrian access shall be provided to schools from all parts of the surrounding residential area.

Further, where any secondary or elementary school site is determined to be surplus to the Board of Education's requirements under the provisions of the Education Act, the lands may be developed in accordance with the Residential District Designation without an amendment to this Plan. Private education resource centres and private schools may also be permitted on surplus school sites without an amendment to this Plan.

- viii) **Policies for Home Occupations** - Home occupations are permitted throughout the Residential District Designation provided the use is of an accessory and subordinate nature, and does not substantially alter the residential nature of the property. The implementing Zoning By-law will contain specific regulations pertaining to the size, number of employees, parking, signage and other matters associated with a home occupation use.
- ix) **Policies for Bed and Breakfast Establishments** - Bed and breakfast establishments are permitted within any detached dwelling unit in the Residential District Designation, subject to a site specific Zoning By-law. The implementing Zoning By-law shall ensure that:
- The use shall not have a negative impact on the privacy of neighbouring properties;
 - Adequate parking facilities are available on the lot for the proposed use and parking should not be located in the front yard of any buildings; and,
 - Bed and breakfast establishments shall be subject to Site Plan Approval.
- x) **Policies for Non-Residential, Neighbourhood Supporting Uses** - The Town will support the integration of non-residential supporting uses, which are complementary and serve the needs of residents, at appropriate locations in the Residential District Designation that support the development of a walkable and complete community, subject to the following:
- Individual properties will be zoned site specifically to achieve an appropriate mix of uses, building types, scale and density, that are compatible with the surrounding residential uses. Non-residential supporting uses shall be permitted as stand-alone buildings or integrated with residential uses in a mixed-use development;
 - Within the Residential District Designation the following non-residential supporting uses may be permitted through a site specific rezoning:

- *Artisan establishments and studios;*
- *Recreational and/or cultural facilities;*
- *Places of worship;*
- *Child and adult day care facilities; and,*
- *Small-scale convenience retail facilities;*
- *In addition, the Town will have regard for the following when evaluating an application to permit non-residential supporting uses in the Residential Neighbourhoods Designation:*
 - *Whether the non-residential use will contribute to a walkable and complete community;*
 - *Whether the site is more suited to the development of non-residential land uses due to matters such as noise, vibration, and other incompatibilities and adverse effects;*
 - *Whether the design, location and massing of the existing building or any new building, including lighting and signage, will be compatible with the surrounding residential buildings and the area; and,*
 - *Depending on the size and scale of a non-residential supporting use, front yard parking may not be permitted. Where it has been determined that front yard parking will negatively impact the streetscape, parking and servicing areas shall be located at the side or rear of the building;*
- *Any proposed new non-residential development will have regard for residential uses, with respect to existing built form, building mass, scale, height, setbacks, orientation, landscaping, and visual impact. As such, where a proposed non-residential development abuts a residential use, the Town shall require that impacts be mitigated through site design including appropriate screening and landscape treatments;*
- *Non-residential supporting uses, such as neighbourhood commercial uses, community facilities/services, parks and open space, should be clustered to create a focal point for the neighbourhood and to facilitate access by all forms of transportation. Non-residential supporting uses should generally be located at an intersection of Collector/Collector, Collector/Arterial or Arterial/Arterial Roads, and shall be*

provided with appropriate access to those roads, in accordance with the requirements of the Town; and,

- To help establish neighbourhood focal points, the Town will encourage non-residential supporting uses to locate together and to be integrated with residential uses in mixed use developments or in mixed use buildings, where appropriate and desirable. In mixed-use buildings, non-residential supporting uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor.*

*xi) **Policies for Parks and Open Spaces** - Parks and open spaces are a valuable resource to the community and contribute to the quality of life in LaSalle. Parks and open spaces are to provide for a comprehensive and connected open space system of parks and trails, a buffer between land uses, and increase the opportunities for recreation and general enjoyment of an area while having regard for the Town's natural areas that are not designated as part of the Natural Heritage System. Parks and open spaces:*

- Are permitted in any land use designation within the Town of LaSalle, and may include:*
 - Public parks;*
 - Agricultural uses including community gardens, garden plots, nursery gardening;*
 - Community centres;*
 - Conservation areas;*
 - Utility corridors, abandoned railway lines, wildlife passages, or stormwater management facilities;*
 - Flood and erosion hazard control/management facilities; and,*
 - Public infrastructure;*
- In addition to their primary recreational function may incorporate accessory buildings and structures, and limited commercial uses which serve the primary recreational function, such as concession stands, and restaurants;*
- Parkland dedication or cash-in-lieu of parkland will occur in accordance with the provisions of the Planning Act, and in accordance with the policies of this Plan; and,*

- *When considering the siting of a new park facility or the expansion of an existing park, the policies in Chapter 3 of this Plan shall be applied."*

Chapter 6 of the LaSalle Official Plan articulates applicable Infrastructure Policies, which are intended to provide policy direction to ensure that all required municipal infrastructure and services are properly designed and built as part of all new developments, including the following:

"6.2.3 Policies for the Urban Area

- a) *Municipal sewage services and municipal water services are the preferred form of servicing for new growth opportunities within the Urban Area. Intensification and redevelopment within the Urban Area shall be on existing municipal sewage services and municipal water services.*
- b) *In order to promote ongoing growth within the Town, the existing water treatment and sewage treatment plants and their associated distribution/collection systems serving the Urban Area will be maintained, upgraded and replaced when required.*
- c) *New development is permitted within the Urban Area only if there is confirmation, to the satisfaction of the Town, of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services. Further:*
 - i) *The Town shall only approve new development within the Urban Area that can be allocated Town sewage and water capacity or servicing allocation, in conformity with Town policies, procedures and by-laws;*
 - ii) *The assignment of servicing allocation to any specific development proposal is at the sole discretion of the Town and furthermore, depending on the amount of servicing allocation and infrastructure available, not all development proposals may be able to proceed and/or be approved;*
 - iii) *The Town may assign preliminary Town water and sewer servicing allocation for Draft Plans of Subdivision within the Urban Area at the time of Draft Plan Approval by the Town;*
 - iv) *If a Draft Plan of Subdivision or Condominium is not registered within three years from the date of Draft Plan Approval, or the Draft Plan has not proceeded to the satisfaction of the Town within the term of Draft Plan Approval, the Town, at the time of considering extension of the Draft Plan Approval, may revoke the preliminary*

assignment of municipal servicing allocation, in whole or in part;

- v) Prior to revoking allocation, the Town shall afford the developer an opportunity to address the Town on the matter. Servicing allocation shall be formally assigned at the time of the execution of the subdivision agreement and/or condominium agreement.*
- d) Development within the Urban Area shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional Servicing Plan shall be prepared in accordance with criteria established by the Town and shall be submitted prior to, or concurrently with development applications. These Plans shall be prepared to provide for the continuous, orderly extension of services in a cost-effective manner, to the satisfaction of the Town.*
- e) The cost of providing full municipal services to facilitate the development of lands within the Urban Area shall be paid for by the benefitting landowners/developers and shall not impose a financial burden on existing taxpayers. Accordingly, such costs shall be recovered through development charges, as identified in the Development Charges By-Law. In some circumstances, the Town may consider costs the responsibility of the developer(s), and may arrange cost-sharing agreements, or front ending opportunities with future benefitting land parties.*

6.3.3 Storm Water Management Policies for the Urban Area

- a) Stormwater Management Plans shall be required for any new development consisting of more than four lots and/or units, or for commercial or industrial developments with large amounts of impervious area. Stormwater management will be undertaken in accordance with the Province's Stormwater Management Plan and Design Manual. A Stormwater Management Plan shall:*
 - i) Incorporate an integrated treatment approach to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales, where appropriate;*
 - ii) Identify the specific location of permanent end of pipe facilities, the areas they will service, and considerations for their size, shape and design criteria;*
 - iii) Evaluate, at appropriate geographic scales, predicted changes in the water balance between pre-development and*

post-development conditions, and evaluate how such changes will be minimized;

- iv) Evaluate, at appropriate geographic scales, anticipated changes in phosphorus loadings between pre-development and post-development, and evaluate how phosphorus loading will be minimized;*
 - v) Offer specific direction on how end of pipe stormwater management works shall be designed to satisfy, at a minimum, the enhanced protection level specified by the Town; and,*
 - vi) Identify criteria and circumstances upon which interim stormwater facilities may be considered or precluded.*
- b) Stormwater management facilities, including stormwater management ponds and inland drains/corridors, may be permitted in all designations subject to the satisfaction of the Town and Essex Region Conservation Authority and confirmation that there are no impacts on adjacent natural heritage features and their associated functions.*

6.3.5 Storm Water Management Design Policies

- a) Stormwater management facilities will be key features within the community, contributing to the appearance and ambience, while achieving functional objectives related to flow moderation and water quality.*
- b) Stormwater management facilities will be designed to be naturalized, constructed with gentle slopes and in accordance with the following policies:*
 - i) Native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation, shall be planted to stabilize the banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility;*
 - ii) Ponds are envisioned to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone;*
 - iii) Where there is a need to discourage public access to areas around the perimeter of the ponds, living fences and*

barrier plantings will be utilized in place of fencing. Barrier plantings will be installed along the crest of steep slopes, adjacent to deep-water areas and around inlet and outlet structures; and,

- iv) Ponds will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the parks, open space and trails network.*
- c) The Town will encourage the implementation of Low Impact Development Standards that emphasize the use of bio-swales, innovative stormwater practices, at-source infiltration and greywater re-use system. Other innovative design approaches include:*
 - i) Retain stormwater on-site through rainwater harvesting, on-site infiltration, and evapotranspiration;*
 - ii) Inclusion of third pipe greywater systems and rain water harvesting for watering lawns and gardening, to reduce demand on potable water use;*
 - iii) Direct flow to landscaped areas and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;*
 - iv) Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,*
 - v) Use infiltration trenches, dry swales and naturalized bioswales to improve on-site infiltration.*

6.7 Utilities

- a) The Town shall ensure that utility services are readily available to all development at levels necessary to ensure the safety and convenience of the residents and businesses of the Town.*
- b) The Town shall promote utilities to be planned for and installed in common trenches, where feasible, and in a coordinated and integrated manner in order to be more efficient, cost effective and to minimize disruption.*
- c) Utility services shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible.*
- d) Every effort will be made to ensure that utilities and services are provided in suitable locations to minimize land use conflicts as well*

as to efficiently and safely serve the residents and businesses of the Town.

- e) *Where public and/or private utility infrastructure is permitted and deemed necessary by the Town, it shall be provided in advance of, or concurrent with, any new development, to the satisfaction of the Town.*
- f) *Public and/or private utilities are generally permitted in all land use designations as required to service and promote new development in appropriate locations.*

Chapter 6 of the LaSalle Official Plan articulates applicable Mobility (Transportation) and Active Transportation Policies, that provide policy direction and guidance to ensure that a comprehensive range of transportation-related infrastructure is designed and built as part of all new developments and redevelopments. These policies are intended to support and encourage safe and convenient cycling, walking, transit and auto-related trips to occur within and between LaSalle neighbourhoods and the various districts located throughout this growing community, and include the following:

“6.5 Mobility and Active Transportation

6.5.1 Intent

- a) *The Town's transportation system, depicted on Schedule D: Transportation Plan, moves people and goods via roads, the transit system, bicycle routes, multi-use trails, and via marinas. It is the intent of this Plan to develop a multi-modal transportation system that is safe, efficient, economical, convenient and comfortable for all users, while respecting the heritage assets, natural features and character of the Town. The objectives of this Plan related to transportation, include:*
 - i) *Develop and maintain multi-modal transportation routes throughout the Town, with linkages to external transportation systems, to facilitate community development and to ensure access to goods, services, and amenities for the residents, visitors and businesses of the Town;*
 - ii) *Ensure the transportation system is interconnected, efficient, safe, and supportive of all modes of travel, with dedicated facilities for vehicles, pedestrians and cyclists;*
 - iii) *Enhance active transportation facilities with streetscape elements such as benches, waste receptacles, bicycle racks, crosswalks, pedestrian-scaled lighting, and shade;*

- iv) *Integrate the multi-modal transportation system with existing and planned land use patterns.*
- b) *It is the intent of the Town to update Schedule D: Transportation Plan and the policies of this Section to reflect the recommendations of the upcoming Transportation Master Plan, which will include an Age-Friendly Active Transportation Plan component.*

6.5.2 General Policies

- a) *New facilities or major improvements to the existing transportation system will only occur where such improvements are consistent with the planned character of the community. Major capacity improvements to the existing road system will only occur when the need exists and all reasonable transportation demand management options, including smart transportation technologies, have been previously considered and/or implemented.*
- b) *Enhanced mobility options for all residents and visitors will be achieved by adopting a complete streets approach to the design of new streets, as well as the reconstruction, repair and maintenance of any right-of-way in the Town. Complete streets are designed to support the safe and comfortable movement of all modes of travel, and people of all ages and mobility. Within the Town, the context of the roadway and the surrounding community shall dictate which complete streets elements can be accommodated, such as, but not limited to cycling facilities and sidewalks. To support the implementation of the transportation policies in this Plan, the Town may develop a Complete Streets Policy, and supporting design guidelines.*
- c) *The Town will prepare a Transportation Master Plan to implement and to further refine or expand upon the policies of this Plan, and will include an Active Transportation Plan for walking and cycling facilities as part of the overall Transportation Master Plan.*
- d) *The Town will work in partnership with private developers, adjacent municipalities, the County and the Province to provide a transportation system that integrates a range of travel modes to move people and goods.*

6.5.3 Policies for Roads

- a) *The road network, for purposes of right-of-way protection, is shown on Schedule D: Transportation Plan. The road network is intended to provide for the efficient and safe passage of pedestrians and cyclists, the operation of an efficient public transit system and provide for the balanced usage of motor vehicles.*
- b) *All road improvements and new road projects shall be undertaken*

in accordance with the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Municipal Class EA).

- c) All proposed development located adjacent to and in the vicinity of a Provincial highway within the Ministry of Transportation's Permit Control Area under the Public Transportation and Highway Improvement Act will also be subject to the approval of the Ministry of Transportation. Early consultation with the Ministry of Transportation is encouraged to ensure the integration of municipal planning initiatives with Provincial transportation planning.*
- d) Schedule D: Transportation Plan of this Plan depicts the Town's existing road network, and identifies the type of road by the function it is expected to perform. New arterial and collector roads are also shown on this schedule, together with the location of the main corridors for a new bikeway/trail system. The following policies shall apply to the management and development of the transportation network within the Town:*
 - i) The Town's road network will be based on a hierarchical system which distinguishes between the relative importance of providing for traffic movement and/or property access for each roadway. This roadway classification includes Arterial Roads, Collector Roads and Local Roads;*
 - ii) Arterial Roads provide for high volumes of both passenger and commercial traffic for inter-urban travel at moderate speeds, while at the same time providing access to individual properties. The right-of-way width for all Arterial Roads shall be within 26.2 to 30.5 metres;*
 - iii) Collector Roads are intended to provide for the movement of moderate volumes of traffic between local roads and the arterial roads at low to moderate speeds, while at the same time providing access to individual properties. The right-of-way width for all Collector Roads shall be within 22.0 to 26.1 metres; and,*
 - iv) All other roads in the Town are expected to function as Local Roads during the planning period, providing direct access to various abutting land uses. By their very nature they are designed and intended to accommodate a much lower volume of traffic at low speeds. The right-of-way width for all Local Roads shall be a maximum of 20.1 metres.*

A reduced right-of-way of 15.2 meters may be permitted by Council where 2.5 metre easements are provided on both sides of the road, and a 20.1 meter right-of-way is not

deemed to be required for engineering or planning reasons.

- e) *To maintain a safe and efficient road system in the Town, it shall be the policy of Council to pursue a program of improving road alignments, surfaces and pavement widths, and to establish adequate road allowances and standards for new development.*

Priority will generally be given to any repairs on Arterial and Collector Roads so that the flow of traffic may be maintained. The Roads Need Study of the Town and the capital works budget will be used to establish priorities for the upgrading of the existing municipal road system that is under the control and jurisdiction of the Town.

- f) *In designing, building and maintaining roads within the Town, the following policies shall be applied to new and existing roads:*

- i) *Alignment, boulevard, and centre median development should be an aesthetic consideration during the design of all roadways;*
- ii) *Landscaping and planting should be used to establish a uniform and coordinated street image along arterial and collector roads;*
- iii) *The roadway function (Arterial, Collector or Local Road) should be used as a guide to determine the number, frequency and location of permitted driveway and street intersections, in accordance with sound traffic engineering principles that maximize safety and protect the capacity and operational characteristics of the overall road network;*
- iv) *Sidewalks, walkways, and bikeways shall be considered as integral parts of all new developments, to facilitate cycling and pedestrian modes of transportation within and between residential neighbourhoods, recreational and community facilities. Sidewalks shall be provided along both sides of all new streets built in the Town of LaSalle;*
- v) *Provisions for bus bays should also be considered as part of new subdivision designs to accommodate an expanded public transit service;*
- vi) *The use of cul-de-sacs is discouraged within the Town and, wherever possible, crescents and modified grid systems should be used when designing and constructing new roads in order to promote and facilitate walking within neighbourhoods and the efficiency of the public 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 meters in length;

- vii) Alternative design standards will be favourably considered by Council in those instances where such innovation is required to protect important natural heritage features.*
- g) Council will require that all developments incorporate sufficient off-street parking spaces to meet the anticipated needs of the proposed land use, in order to maintain safe and convenient transportation corridors Town-wide. The Town's Comprehensive Zoning By-law will establish the minimum number of spaces required for each type of land use.*

Design standards for the location, layout, construction, lighting and landscaping of off-street parking areas will be applied through the site plan control review and approval process. The intent of such standards will be to achieve safe access, efficient usage, improved aesthetics and reduced impacts on adjacent land uses and transportation corridors. Key design elements that will be considered by the Town include:

- i. Appropriate building orientation, including building entrance locations;*
 - ii. Clearly defined pedestrian access, connectivity and circulation routes; and,*
 - iii. Tree planting and other landscaping elements, including landscaped islands.*
- h) The Town's Comprehensive Zoning By-law shall establish the minimum number of bicycle parking spaces required for each type of land use within the Urban Area. All development within the Urban Area shall include parking for bicycles, as follows*
 - i. Provide bicycle parking at institutional, retail, commercial and employment areas, as well as at other destinations to promote purposeful cycling;*
 - ii. Provide bike storage sheltered from weather for 15% of total building occupants for all multiple and apartment form residential developments;*
 - iii. For non-residential development, place accessible and secure bike racks at the front of buildings; and,*
 - iv. Provide bicycle racks in all public parks.*

6.5.4 Policies for Public Transit

- a) It is a policy of this Plan to promote a successful public transit*

system to appropriately service the Town. The transit system should be planned and coordinated to provide links to, between and through major destinations within LaSalle and to interconnect with routes and major destinations/transit hubs located in adjacent municipalities.

- b) *Development within the Urban Area of the Town must contribute to the creation of sufficient densities to make transit feasible and efficient in the long-term. As such, this Plan promotes higher densities and compact development along both Arterial and Collector Roads to support transit service, reducing the need for automobile use and greenhouse gas emissions.*
- c) *Transit supportive design requires the following:*
 - i) *Locate stops within a maximum 5-minute walk of a destination. The walking distance for residents is generally 200 to 400 metres (3 to 5-minute walk);*
 - ii) *A system design which allows for safe pedestrian access to as many residential, employment and retail locations as possible;*
 - iii) *Ensure the coordination of the transit network with the multi-use trails and path system to further the accessibility of transit; and,*
 - iv) *Provide a range of transit facility amenities including but not limited to: bicycle parking, weather protection, seating, waste receptacles, lighting and route information.*

6.5.5 Policies for Active Transportation

- a) *This Plan shall provide for a balanced transportation system that promotes active transportation facilities to encourage walking and cycling. To promote active, healthy living, the Town shall require that all development within the Urban Area contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents. The Town will support walking and cycling as attractive modes of transportation by:*
 - i) *Using a complete streets approach to the design of new streets, as well as the reconstruction, repair and maintenance of any right-of-way in the Town;*
 - ii) *Requiring the development of high-quality bicycle and pedestrian facilities on public right-of-ways in new developments, and ensuring those facilities create linkages to key destinations, as well as the sidewalk and trail systems;*

- iii) *Ensuring all developments are planned, designed and developed to ensure the safety and efficient movement of cyclists and pedestrians, within a highly inter-connected street network;*
 - iv) *Prioritizing safety considerations for pedestrians and cyclists when designing new or upgraded intersections;*
 - v) *Minimizing vehicle crossings of multi-use trails, and implementing the highest safety standards for crossings that cannot be avoided; and,*
 - vi) *Including supportive infrastructure for active transportation such as bicycle-activated street lights, enhanced street crossings, pedestrian rest areas, and bicycle parking in the design of new and reconstructed streets.*
- b) *Off-road multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support active transportation.*
- c) *Pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and shall be separated from the road by a landscaped boulevard. Exceptions may be considered where other design considerations (i.e. an urban commercial main street) warrant an exception or where insufficient right-of-way widths exist, or other terrain constraints exist.*
- d) *Active transportation routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian and cyclist comfort and safety and are designed to enhance accessibility for all residents and will comply with the AODA. Such streetscape elements include, but are not limited to, benches, waste receptacles, bicycle racks, crosswalks, pedestrian-scaled lighting, and street trees.*
- e) *The planning, design and development of bicycle facilities shall utilize the design standards outlined in the Ontario Traffic Manual (OTM) Book 18. Bicycle circulation will generally be provided on bicycle lanes, cycle tracks, or multi-use paths.*
- f) *To protect the safety of pedestrian and cyclists, the Town will endeavour to utilize traffic calming initiatives such as:*
 - i) *Street design that discourages vehicle speeding through ROW design, complimentary streetscape design, building proximity to the street and boulevard street tree planting.*
 - ii) *Maximum traffic lane widths;*
 - iii) *Maximum number of traffic lanes in the roadway; and/or,*

- iv) *On-street parking.*
- g) *The Town will work with Essex County towards the implementation of the County Wide Active Transportation System (CWATS) and will ensure that the development of new active transportation infrastructure contributes to the achievement of CWATS goals."*

LaSalle's approved Transportation Plan (Schedule "D") is an integral part of the Town's approved Official Plan --- see Figure 6 attached.

It should be noted that:

- The 6th Concession and the 7th Concession Roads are both located entirely in the urban area boundary, and are designated as Collector Roads;
- Laurier Parkway is also located entirely within the urban area boundary, and is designated as an Arterial Road;
- D'Amore Drive (as shown on the Applicant's Draft Plan of Subdivision) is located entirely within the Town's urban area boundary, and is designated as a new (planned) Collector Road;
- The sections of Huron Church Line Road (County Road 7) and Howard Avenue (County Road 9) located north of the 7th Concession Road are situated within the Town's urban area boundary (which is also the limits of the Settlement Area boundary of the County of Essex Official Plan), and are both designated as Arterial Roads;
- All other streets depicted on the Applicant's Draft Plan of Subdivision are designated as Local Roads;
- With the exception of County Road 7 and County Road 9, all existing and planned roads situated within Applicant's Draft Plan of Subdivision are owned and under the jurisdiction of the Town of LaSalle.

AGENCY COMMENTS:

The County of Essex is the delegated approval authority (delegated by the Province of Ontario) for all Draft Plan of Subdivision applications for the seven (7) Lower-Tier municipalities that collectively comprise the Corporation of the County of Essex.

As the approval authority, the County of Essex has circulated this draft plan of subdivision application to various agencies, utility companies, school boards, etc.

To date, the Manager of County Planning has provided Town Staff and the Applicant with comments they have received from:

- Canada Post (dated April 2, 2019);
- MTO (dated April 17 and April 25, 2019);
- County of Essex, Infrastructure Services (Roads) Department (dated April 12, 2019)

The Canada Post comments state that they will provide mail delivery to this new subdivision by way of centralized community mail boxes, and that the developer will have to satisfy their requirements for the location and installation of all new community mail boxes.

MTO has provided preliminary comments indicating that they are not opposed to the subject draft plan of subdivision and rezoning applications in principle. They have requested additional information from the Applicant's Engineering Consultant pertaining to the Traffic Impact Study that Dillon Consulting has prepared and submitted. They have stated that the developer will be required to assume financial responsibility and enter into an agreement with MTO to complete any necessary road improvements that may be required prior to occupancy/completion of the subdivision. They also state that the developer should be aware that the Province is currently working through detail design for a southbound right hand turn lane and associated signal re-design at the existing Howard Diversion/Laurier Parkway intersection – and that the Applicant's detailed engineering design as it relates to lands near that intersection will need to take that re-design into account.

The County Roads Department have provided a number of written comments, including:

- That they do not support the intersection of Howard Avenue (County Road 9) and the existing Howard Business Parkway (Street 'J') intersection, and that other alternatives should be evaluated;
- That they will require land dedications, as set out in the Dillon Traffic Impact Study, and that all costs for works identified in the Dillon Traffic Impact Study, including future signalization, should be obtained from the developer;
- That due to the potential future transfer of Laurier Parkway to the County of Essex, they (i) do not want to allow any direct access to Laurier for the proposed new mixed use lands in this draft plan of subdivision; and (ii) any access to Laurier, near the existing Howard Avenue intersection is to be set back a minimum distance of 200 metres from the existing intersection.

It should be noted that as part of the Applicant's submission to the County of Essex and to the Town of LaSalle, correspondence from the MNRF and from other agencies as it relates to Endangered Species, Archaeological, Natural Heritage and Storm Water Management matters has been provided.

PUBLIC COMMENTS RECEIVED TO DATE:

The Planning Committee held an Information Meeting on April 16, 2019, in the Council Chambers at the Town Hall: (i) to provide an opportunity for residents/landowners from the surrounding neighbourhood to obtain additional information; (ii) to provide a forum for questions to be asked of the Applicant; and (iii) to receive public comments at the "front-end" of the development review/approval process.

Representatives of the Applicant (Dillon Consulting) were in attendance, and provided a description of the subject Draft Plan of Subdivision and Rezoning applications.

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

- Concerns were raised regarding the speed that cars are currently travelling along the 6th Concession Road. They were concerned that new residents moving into this development would make the existing speeding problem worse;
- Questions were asked as to what land uses were being proposed on the south side of the 6th Concession Road;
- Questions were asked about the land uses that were going to be permitted along Laurier Parkway;
- The owner of the existing building located on Howard Business Parkway submitted a letter (see copy of April 16, 2019 letter attached, Figure 7), expressing concerns with any change in zoning from the existing M1 zoning *"that impact areas already designated as M1 and M1(h)"*.

Karl Tanner (Dillon Consulting, the Applicant's Planning Consultant) prepared and submitted a letter report dated May 2, 2019, responding to the questions and concerns raised to date by agency representatives and from interested residents/landowners. (see attached, Figure 8).

COMMENTS AND DISCUSSION

In assessing the merits of this Draft Plan of Subdivision and Rezoning applications, the following comments are offered for Council's consideration:

- a) The Applicant's Draft Plan of Subdivision and Rezoning applications represent a large new greenfield development, which is intended to be serviced and fully built out over a 10 to 20 year planning horizon. When fully built there will be:
 - i) approximately 950 new single detached, semi-detached, townhouse and apartment style dwelling units on 55 hectares (136 acres) of land;
 - ii) new commercial buildings and/or mid-rise apartment style buildings on a total of approximately 9 hectares (22 acres) of land situated along the south side of Laurier Parkway;
 - iii) new business park uses on a total of approximately 7 hectares (17 acres) of land located along the west side of Howard Avenue;

- iv) a new school on approximately 3 hectares (7 acres) of land; and
- v) new parkland, trails, storm water management facilities, and natural restoration areas.

A broad range of housing types will be created within this new urban neighbourhood, to meet the needs of a diverse and evolving mix of households (including a growing elderly population and households with special needs) that will be looking for more affordable housing choices located in close proximity to where existing and planned shopping, recreational, and employment opportunities are located.

This draft plan incorporates progressive and sound land use/transportation planning principles and urban design features that will result in:

- i) highly walkable, compact, inter-connected urban streets, which foster healthy and active lifestyles, and promote social interaction;
 - ii) new economic development and employment opportunities as part of new commercial businesses, institutional uses, and residential care facilities that will be built along the new Laurier mixed-use corridor;
 - iii) a safe and inviting higher density walkable public and private realm, built form and streetscape along Laurier to support and promote active transportation and the expansion of public transit usage within the Town of LaSalle's growing urban neighbourhoods, nodes and corridors;
 - iv) new economic development and employment opportunities for businesses specializing in logistics and other sectors that can take advantage of a Howard Avenue location at an existing Highway 401/Highway 3 inter-change, on sites that will have full urban services;
 - v) new parks, school, trails and other public amenities that will serve the needs of young families, empty nesters, single person households, and persons of all ages and abilities.
- b) Arterial and Collector Roads are being designed, built and improved in keeping with the applicable transportation and infrastructure policies as set out in the Town's approved Official Plan.

Laurier Parkway is designated as an urban arterial road, and from an economic development and growth management point of view is a vital mixed use corridor for the Town of LaSalle, that is intended to provide "people-oriented" employment opportunities and a broad range of goods and services to thousands of residents living along this corridor and/or living on the surrounding residential streets.

Laurier will be urbanized and developed with sidewalks, cycling/trail facilities, street trees, curbs, urban driveways, and street intersections, all designed and built with features that make this corridor highly walkable, supportive of transit, and capable of carrying moderate volumes of vehicular traffic, cyclists, pedestrians and transit riders at slower speeds. It is not a highway, nor is it intended to be managed as a public

thoroughfare with the type of restricted access and intersection corridor control policies that are applied to highways, where the primary objective is to move large volumes of cars and trucks at high rates of speed.

Town Staff have been consistent in their communication with respect to how this new Laurier mixed-use corridor is to be developed and managed.

The Manager of County Planning Services supported and agreed with this mixed use corridor policy approach for both Laurier Parkway and for Malden Road, and approved LaSalle's new Official Plan on that basis.

It should be noted that the foundation for the Laurier mixed use corridor is set out in the Local Comprehensive Review that was prepared by Dillon Consulting and submitted to the County of Essex and to the Province of Ontario. This report contained the supporting documentation to justify changes in land use that were recently approved by the County of Essex (i.e. removing large tracts of Business Park lands adjacent to the Vollmer Centre and to the south of the Heritage Estates residential neighbourhood, and replacing these potential new employment lands with a smaller Business Park along the west side of Howard Avenue and new "people-oriented" employment along the Laurier Parkway and Malden Road Mixed Use Corridors).

Howard Avenue and Huron Church Line Road are also both designated as urban arterial roads within LaSalle's approved settlement area boundary. Section 2.8.1 of the approved County of Essex Official Plan recognizes that these roads can have direct access, provided steps are taken to make the necessary road improvements to eliminate adverse impacts. The County Official Plan states that new development proposing access onto County Roads outside of settlement areas can do so (with appropriate mitigation), and are not subject to the County's access policies.

For all of these reasons, Town Planning and Engineering Staff respectfully disagree with the statements contained in the County Road's April 12th memorandum. Steps will be taken by the Town to ensure that the Applicant makes the necessary improvements along Laurier Parkway, Howard Avenue, and Huron Line Road so that safe and appropriate driveway access and intersections can be provided. The engineering and design details will be further refined and included as part of the required subdivision agreement for the subject lands.

Intersection and pedestrian/cycling improvements will also be made on all other affected arterial and collector roads, the details of which will be set out in the subdivision agreement.

All local streets within this plan of subdivision will have sidewalks on both sides of the road, and will have street trees in the landscaped boulevards to create safe, inviting and highly walkable streetscape for all users.

- c) Preliminary engineering plans have been prepared and submitted to the Town by the Applicant's Engineering Consultant for this Draft Plan of Subdivision.

A new storm water management pond and pumping station will be built as part of the initial phase of servicing for this development. It is being designed to accommodate all of the flows for the entire development, including flows for the undeveloped land that will be directed to the new pond.

Sanitary sewage trunk infrastructure is available at the northerly boundary of the subject lands, and will be extended to service all of the affected lands --- including the construction of a new sanitary sewage pumping station as part of the initial phase of development.

Existing trunk watermains are available for this development, and the developer will be designing and building the watermain distribution system within this plan of subdivision in keeping with standards and design specifications to be approved by the Town Engineer. Watermains and appurtenances including fire hydrants shall be installed by the developer, and such mains will need to be "looped" to the satisfaction of the Town Engineer in order to comply with current provincial water regulations.;

As already noted, there will be a number of road improvements that are required for this new plan of subdivision --- including the addition of a 3rd lane (for turning purposes), and the urbanizing of the road platform along the new Laurier Parkway mixed use corridor. The timing and engineering details associated with these planned road, intersection, trail/sidewalk improvements will need to be approved by the Town Engineer and included as part of the subdivision agreement. Further coordination and detailed engineering design review/approval will need to take place for those portions of the existing urban arterial roadways that are owned by the Province and the County of Essex.

Details regarding the work that needs to be undertaken by the Applicant with respect to the proposed new parkland dedication and trail construction will be set out in the subdivision agreement.

It should be noted that there is sufficient sanitary sewerage and water treatment plant capacity available to service the subject lands. In addition, recent engineering studies have confirmed that these lands are situated outside of the flood inundation zone and have an adequate outlet to accept the storm water runoff from this development.

Prior to final approval being granted to this plan of subdivision, the Applicant's engineering plans will need to be finalized and approved to the satisfaction of Town Engineering Staff and ERCA (as it relates to storm water management). These final approved engineering plans will be incorporated as part of the corresponding subdivision agreement;

- d) With respect to the land uses being proposed immediately adjacent to 5000 Howard Business Parkway, the Applicant's Planning Consultant has re-visited their proposed plan for this area and have removed sensitive land uses from the abutting lands. They are now proposing to rezone and subdivide these two parcels of land from what was previously proposed to be a residential zone category to what would now be restricted to neighbourhood commercial and institutional land uses (i.e. small-scale retail stores, professional or general offices and services, places of worship, etc.).

This is being done to eliminate potential land use conflicts, and to create further opportunities for neighbourhood type goods and services to be made available to a growing residential population at the intersection of two collector roads (i.e. the southeast corner of the 6th Concession Road and D'Amore Drive);

- e) With the changes to the draft plan of subdivision and the corresponding zoning by-law amendment as noted herein, Town Staff are satisfied that these Planning Act applications are consistent with the applicable policies as set out in the Provincial Policy Statement, and conform to the applicable policies as articulated in the approved County of Essex and the approved Town of LaSalle Official Plans.

For all of the above noted reasons, Town Planning and Engineering Staff recommend that Council pass a resolution recommending to the County of Essex (Manager of Planning Services) that they grant draft approval to a Draft plan of Subdivision (prepared by Roy Simone, O.L.S., dated January 11, 2019) for the subject lands, with revisions as depicted on Figure 8 for that portion of the Applicant's lands located on the southeast corner of the 6th Concession Road and D'Amore Drive, and that the County of Essex be requested to attach the following conditions to the subject draft plan of subdivision approval:

- a) that the required storm water management plan be prepared by the Applicant and approved by the Town Engineer and ERCA Staff;
- b) that all identified road allowances be conveyed to the Town;
- c) that a subdivision agreement be entered into with the Town to ensure that all required municipal infrastructure and services are designed and built by the Applicant to the satisfaction of the Town, and that all required financial contributions be made and/or secured to the Town, including all required letters of credit, cash securities and insurances;
- d) that Blocks 78, 31, 32, 33 be conveyed to the Town for parkland purposes, in accordance with the Planning Act requirements;
- e) that Block 77 be conveyed to the Town for storm water management purposes;
- f) that Blocks 40 and 41 be conveyed to the Town for natural heritage protection purposes;
- g) that Blocks 80, 81, 82, 83 and 84 be conveyed to the Town for municipal drainage purposes;
- h) that Blocks 30, 35, 36, 37, 38 and 42 be conveyed to the Town for linear open space/trail purposes;
- i) that 1foot reserves be created and conveyed to the Town at the end of all dead-end streets (which streets are intended to provide future road interconnections with adjacent lands not owned by the Applicant);
- j) that Block 76 be kept as a future development block, and zoned in a corresponding holding zone category.

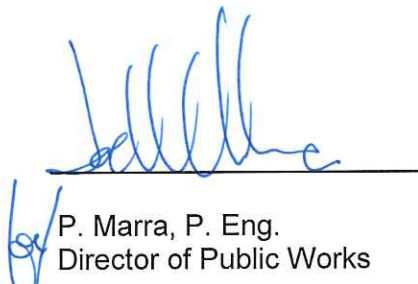
Once the County of Essex's Manager of Planning Services has granted draft approval to the Applicant's Draft Plan of Subdivision, Town Staff will:

- a) prepare the required subdivision agreement, and will bring this agreement to Council for execution purposes;
- b) prepare the required zoning by-law amendment, rezoning the subject lands in accordance with the corresponding land use zone categories as recommended in this Staff Report, and will bring the draft zoning by-law amendment to Council for adoption purposes.

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


Respectfully,

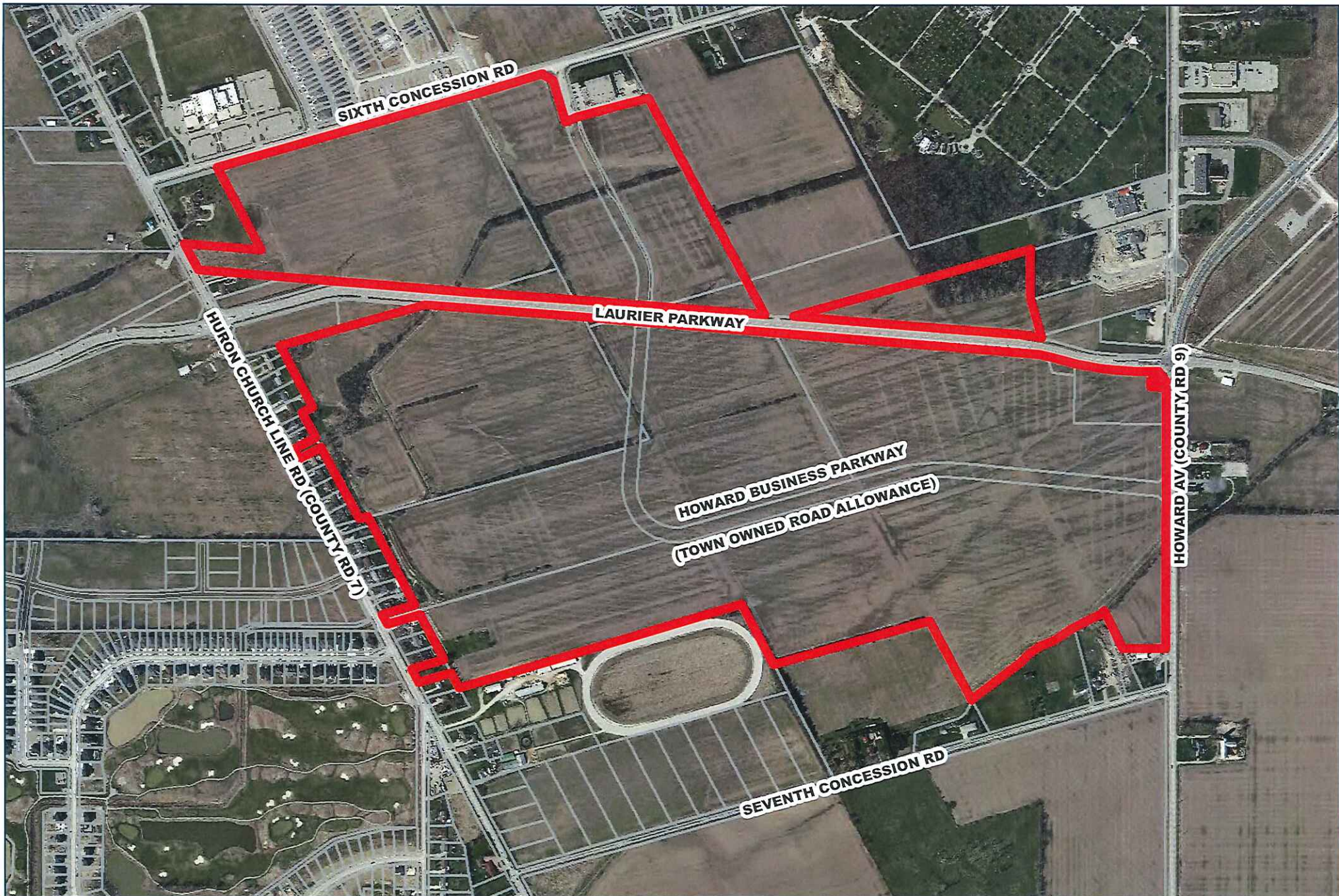


L. Silani, M.Pl., MCIP, RPP
Director of Development &
Strategic Initiatives Services

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

Attachments

Reviewed by:						
CAO 	Finance	Clerk	Public Works	Development & Strategic Initiatives	Culture & Recreation	Fire



Legend:



Subject Lands

LaSalle File No:

T-01/19 & Z-02/19

County of Essex File No:

37-T-19001

Date:

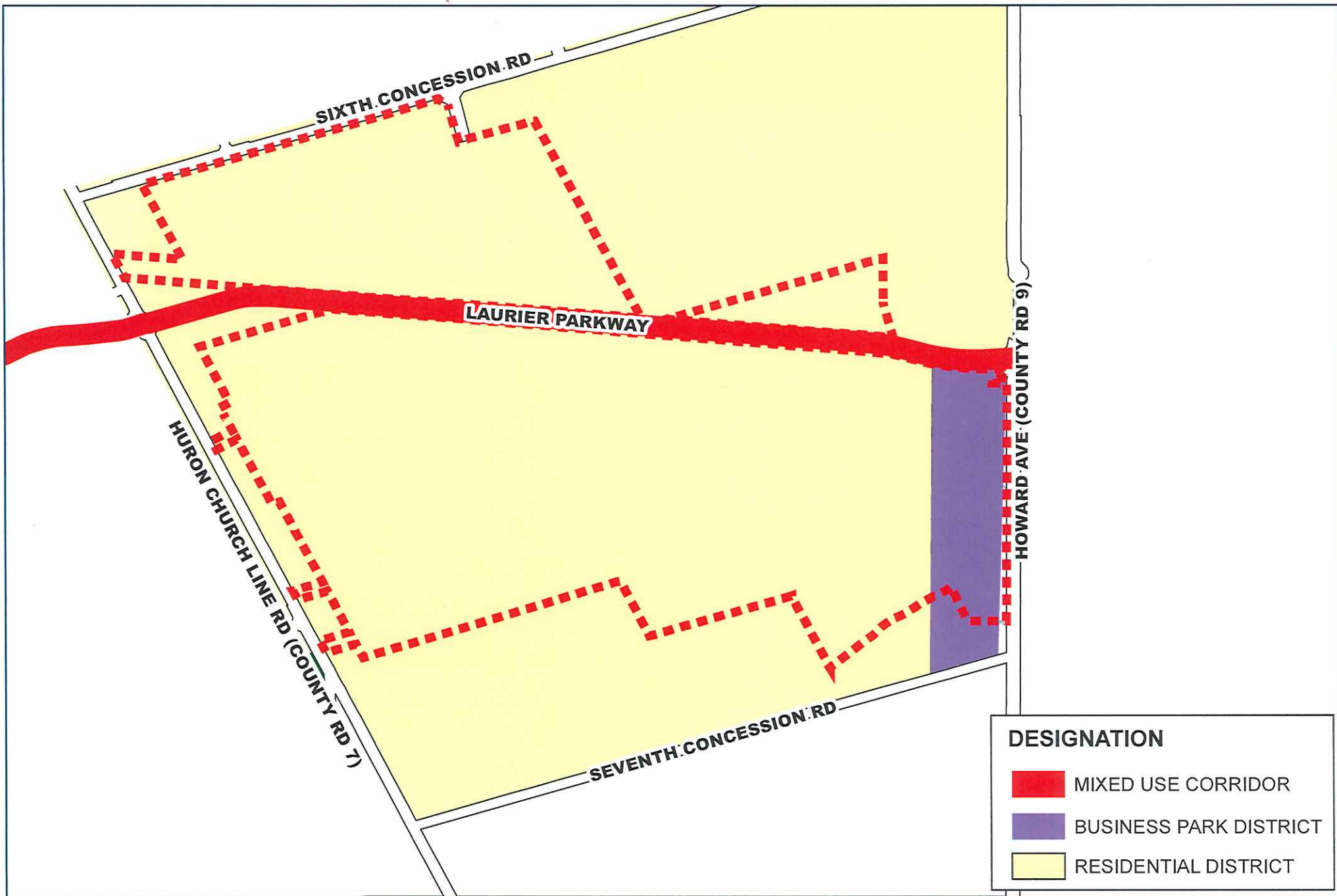
May 1, 2019

Title:

FIGURE 1 - STERLING LAKES (FANELLI) DRAFT PLAN OF SUBDIVISION & REZONING APPLICATIONS

Notes:

This document is not a Legal Plan of Survey.



Legend:



Subject Lands

LaSalle File No:

T-01/19 & Z-02/19

County of Essex File No:

37-T-19001

Date:

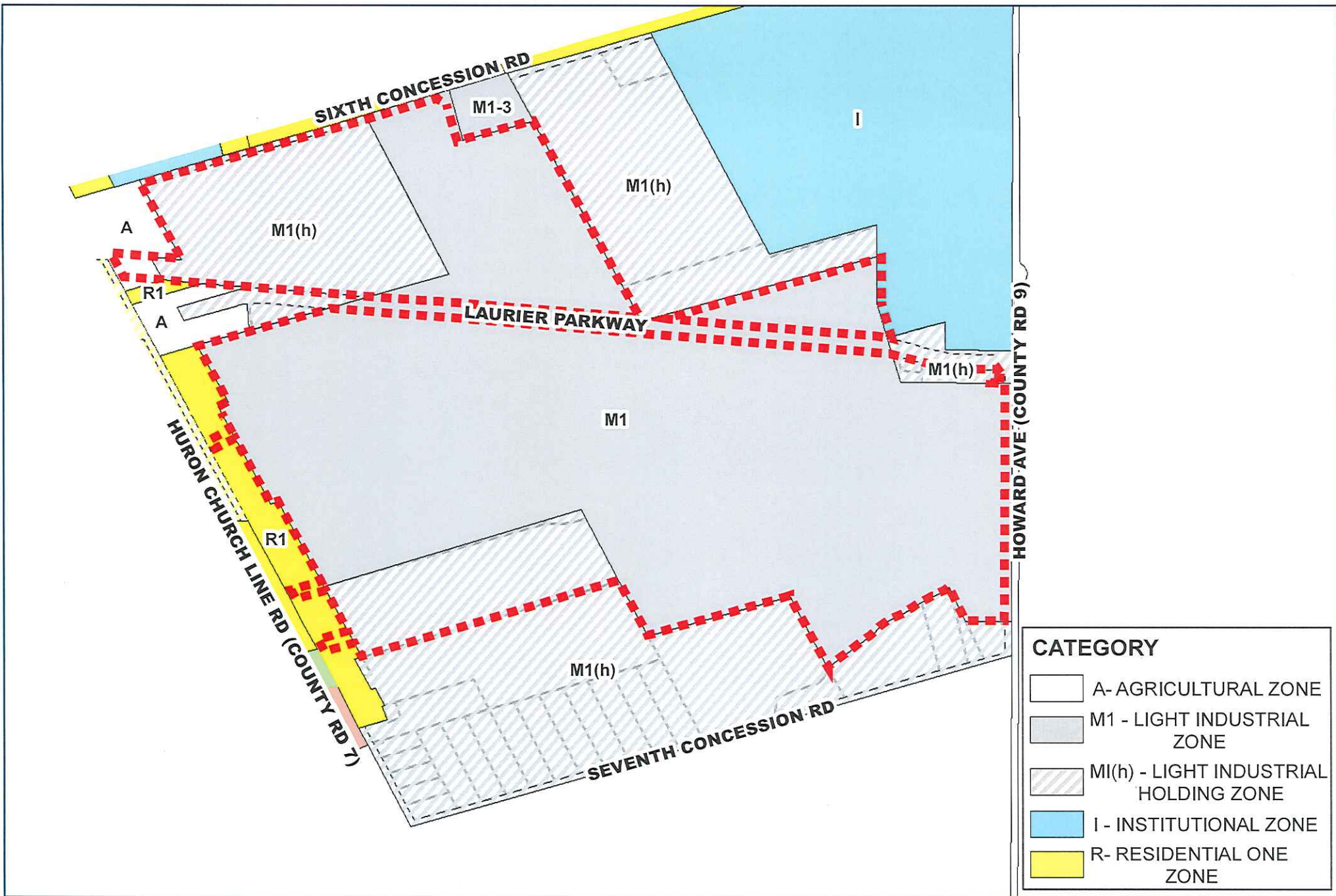
May 1, 2019

Title:

FIGURE 2 - EXISTING OFFICIAL PLAN DESIGNATIONS

Notes:

This document is not a Legal Plan of Survey.



Legend:



Subject Lands

LaSalle File No:

T-01/19 & Z-02/19

County of Essex File No:

37-T-19001

Date:

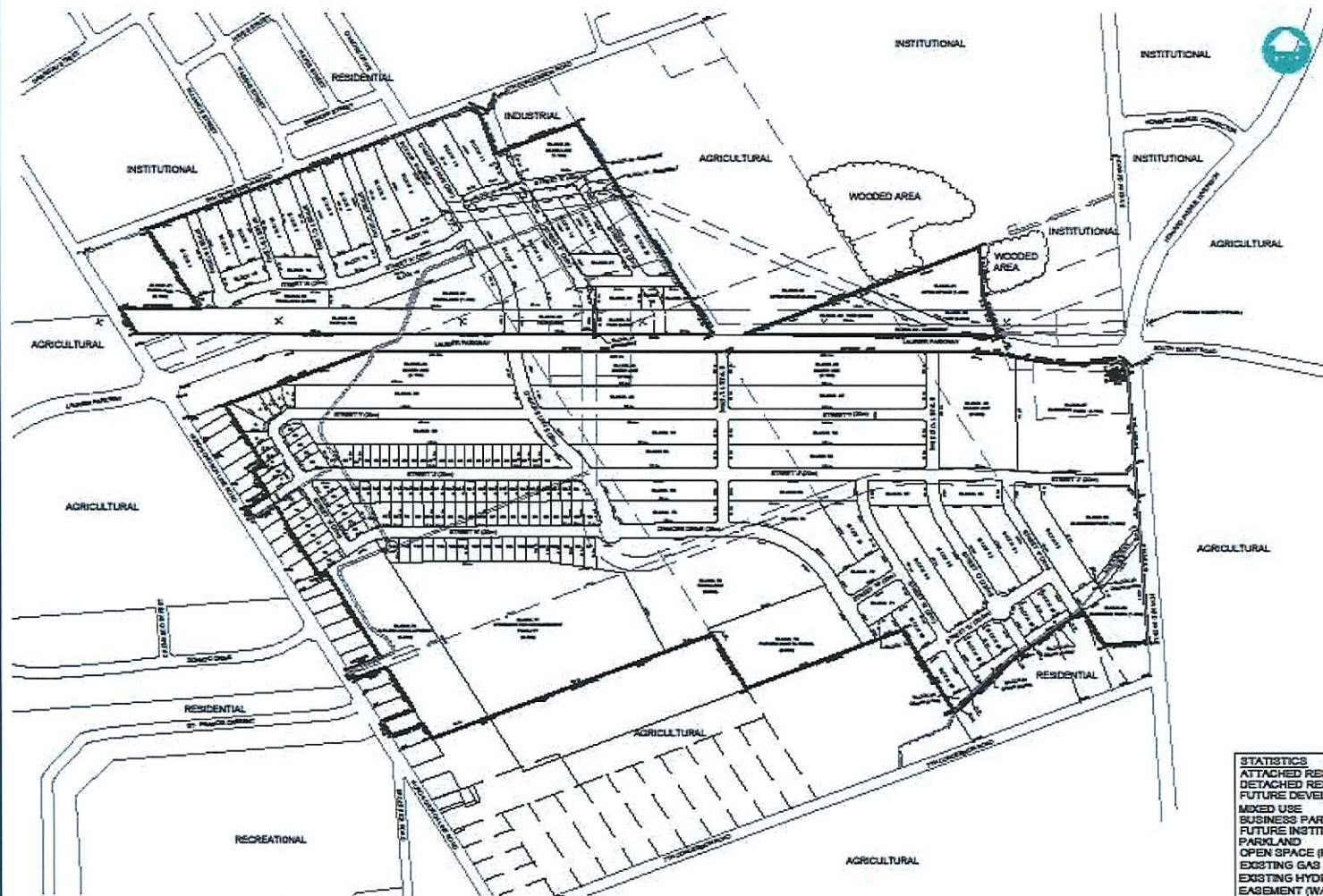
May 1, 2019

Title:

FIGURE 3 - EXISTING ZONING REGULATIONS

Notes:

This document is not a Legal Plan of Survey.



KEY PLAN
N.T.S.

SOURCE: TOWN OF LASALLE, COASTAL COMMUNITY DEVELOPMENT (2010)

Draft Plan of Subdivision

Part Lots 1 to 3 (incl.), Concession 6; Parts 2 & 4, 12R-20851; Parts 1 to 6 (incl.), 8 & 9, 12R-6479; Parts 9 to 11 (incl.), 12R-24164; Part of Part 6, 12R-186; and Lots 1 to 4 (incl.), RP 264

FORMERLY IN THE GEOGRAPHIC TOWNSHIP OF SANDWICH WEST
NOW IN THE TOWN OF LASALLE

Scale: 1:4,000

DRAWER'S CERTIFICATE

I CERTIFY THAT:

1. I AM A MEMBER OF THE TOWN OF LASALLE AND OF THE TOWN OF SANDWICH WEST.
2. I AM A MEMBER OF THE TOWN OF LASALLE AND OF THE TOWN OF SANDWICH WEST.
3. I AM A MEMBER OF THE TOWN OF LASALLE AND OF THE TOWN OF SANDWICH WEST.

SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly qualified and licensed Surveyor, do hereby certify that the above is a true and correct copy of the original plan as filed in my office.

DATE: JANUARY 11, 2019

SIGNED:

Roy Simone
Surveyor

ADDITIONAL INFORMATION REQUIRED UNDER S. 51(17) OF THE PLANNING ACT

- (a) SHOWN ON PLAN
- (b) SHOWN ON PLAN
- (c) SHOWN ON PLAN
- (d) RESIDENTIAL
- (e) SHOWN ON PLAN
- (f) SHOWN ON PLAN
- (g) SHOWN ON PLAN
- (h) PIPED WATER TO BE INSTALLED BY DEVELOPER
- (i) BROOKSTON CLAY
- (j) SHOWN ON PLAN
- (k) SANITARY & STORM SEWERS TO BE INSTALLED BY DEVELOPER
- (l) SHOWN ON PLAN

STATISTICS

- ATTACHED RESIDENTIAL
- DETACHED RESIDENTIAL
- FUTURE DEVELOPMENT
- MIXED USE
- BUSINESS PARK
- FUTURE INSTITUTIONAL
- PARKLAND
- OPEN SPACE (RESTORATION AREA)
- EXISTING GAS EASEMENT
- EXISTING HYDRO CORRIDOR (HCR)
- EASEMENT (WATERMAIN)
- STORMWATER MANAGEMENT FACILITY
- DRAINS
- BLOCKS 1 TO 25 (INCL.), 47 TO 73 (INCL.)
- BLOCKS 74, 75, LOTS 1 TO 114 (INCL.)
- BLOCK 76
- BLOCKS 26, 43 TO 46 (INCL.)
- BLOCKS 65 TO 67 (INCL.)
- BLOCK 79
- BLOCKS 31 TO 33 (INCL.), 78
- BLOCKS 40, 41
- BLOCKS 27 TO 30 (INCL.), 42
- BLOCKS 35 TO 39 (INCL.)
- BLOCK 34
- BLOCK 77
- BLOCKS 80 TO 84 (INCL.)

AREAS

ATTACHED RESIDENTIAL	36.1 ha (89.1 acres)	32.1%
DETACHED RESIDENTIAL	11.7 ha (29.0 acres)	9.5%
FUTURE DEVELOPMENT	4.3 ha (10.6 acres)	3.6%
MIXED USE	10.3 ha (25.4 acres)	8.7%
BUSINESS PARK	7.3 ha (18.0 acres)	6.2%
FUTURE INSTITUTIONAL	2.8 ha (6.9 acres)	2.4%
PARKLAND	6.8 ha (16.8 acres)	5.7%
RESTORATION AREA	1.5 ha (3.8 acres)	1.3%
EXISTING GAS EASEMENT	1.8 ha (4.4 acres)	1.5%
EXISTING HYDRO CORRIDOR	5.4 ha (13.4 acres)	4.5%
EASEMENT (WATERMAIN)	0.1 ha (0.2 acres)	0.1%
STORMWATER MANAGEMENT	3.7 ha (9.1 acres)	3.1%
DRAIN	0.9 ha (2.2 acres)	0.8%
RIGHT OF WAY	18.8 ha (46.5 acres)	15.8%
TOTAL AREA	119.5 ha (293.0 acres)	100%

NUMBER OF UNITS



JANUARY 11, 2019
Project No. 15-3567

37-T-XXXXX



Legend:

LaSalle File No:
T-01/19 & Z-02/19

County of Essex File No:
37-T-19001

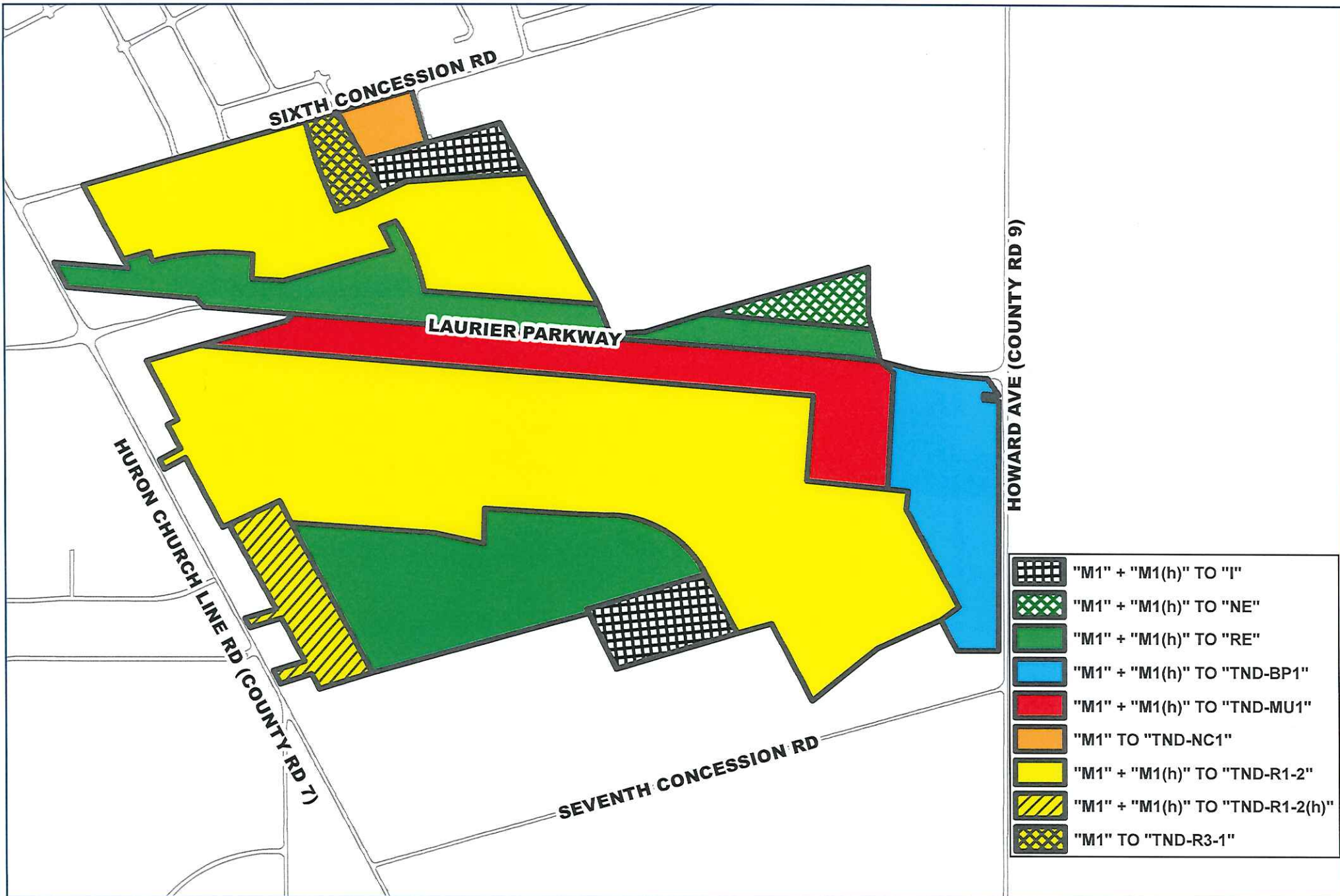
Date:
May 1, 2019

Title:

FIGURE 4 - STERLING LAKES (FANELLI) DRAFT PLAN OF SUBDIVISION

Notes:

Prepared by Roy Simone, OLS, January 11, 2019



LaSalle File No:
T-01/19 & Z-02/19
County of Essex File No:
37-T-19001
Date:
May 1, 2019

Title: **FIGURE 5 - PROPOSED STERLING LAKES
DRAFT PLAN OF SUBDIVISION ZONING CHANGES**

Notes:

Schedule "D"
Town of LaSalle
Official Plan
TRANSPORTATION PLAN

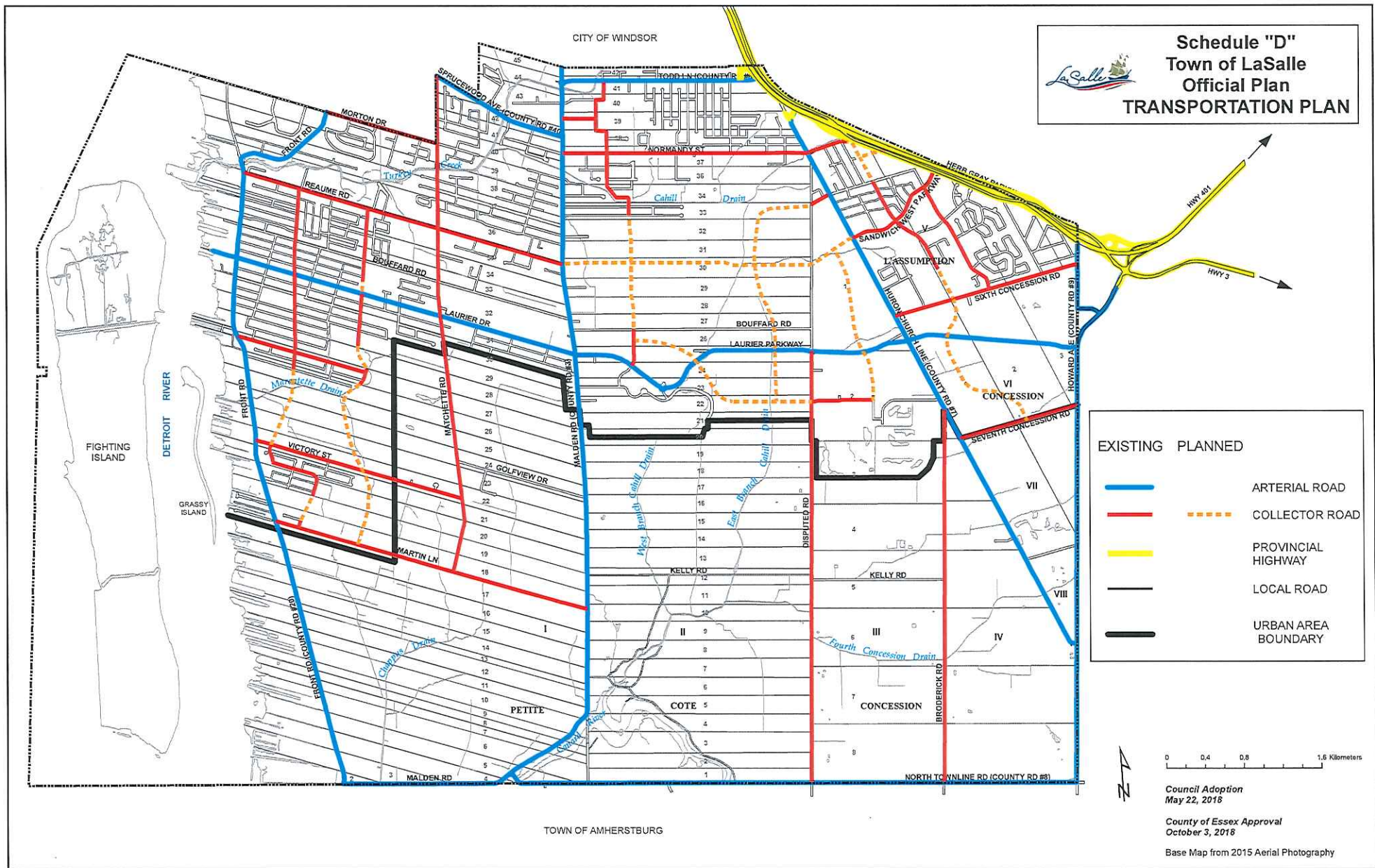


Figure 10



PROPOWER MFG. INC.
5000 Howard Business Parkway
LaSalle, ON, N9H 2K8

Town of LaSalle Planning Advisory Committee Information Meeting

April 16, 2019

RE: Zoning By-law Amendment Number Z-02/19 and T-01/19
County of Essex, County File No:37-T-19001

Good evening, my name is John Coulthard and I am the President of 2442760 Ontario Ltd. and Propower Mfg. Inc. located and operating from our building at 5000 Howard Business Parkway in the Town of LaSalle. I come here tonight to stand in opposition to the zoning change proposal as set forth and to give a voice to the immediate and future impact of these variances to the dozens of hard-working Canadian families whom we represent.

2442760 Ontario Ltd. is our real estate holding company and the registered owner of the building and land legally designated as PL-12M-353 LT11, located at 5000 Howard Business Parkway south off the Sixth Concession. Propower Mfg. Inc. has been in business since 1995, starting on Crawford street in Windsor, then moved its operations to the North Service Road in Windsor and then to O'Neil Drive in Oldcastle. We moved from O'Neil during the summer of 2015 after taking possession of our building in LaSalle in April of 2015. Propower Mfg. Inc. conducts business from this location manufacturing diesel fuel tanks and hydraulic reservoirs for the trucking industry. We also recently added electrical enclosures to our product mix and all of our products ship daily using LTL carriers to destinations all over North America. Since moving in we have increased the number of people we employ from 22 in 2015 to 37 in 2019 and plan more hiring over the next 12 months as demand for our products grow.

We purchased our building at 5000 Howard Business Parkway in April of 2015 primarily because it is a well-constructed and professional industrial building with 27,000 sq. ft. of manufacturing and storage space, 1 grade loading dock and two below grade loading docks, 600V with up to 1600 Amps of power available, 23 foot ceilings with crane rails having 10 Tons of capacity, 6000 sq. ft. of office space, ample parking, close to all major highways and zoned M1. A review of the Town of LaSalle webpage Zoning By-Law Schedule "C" map 25 and adjacent Map 26 before we bought (and still today), shows that Howard Business Parkway is planned to intersect Laurier Parkway and connect to Howard south of Laurier Parkway, a development we were pleased to see. We saw Industrial Lots, 1 to 6 acres, advertised for sale on Laurier Parkway for our area in December of 2014, although these signs have since been removed. We do not want to be in a situation where our manufacturing plant is in a residential subdivision. The name of the street would clearly suggest that it is a street for business and we fully expect to have industrial neighbors.

We have the following Concerns with regards to the changing of zoning from Light Industrial (M1) and Light Industrial Holding (M1(h)) to the various zoning designations proposed in the zoning by-law amendments. [For Reference Specifically (TND-R1-2), (TND-R1-2(h)), (TND-R3-1), (TND-MU1), (TND-BP1), (RE), (I) and (NE)]



PROPOWER MFG. INC.
5000 Howard Business Parkway
LaSalle, ON, N9H 2K8

Being zoned industrial and manufacturing metal products means that we have large tractor trailers entering and exiting our property many times per day, this is not the type of traffic that should be rolling through a residential subdivision. This type of traffic should be able to travel directly to Laurier Parkway via Howard Business Parkway and not down a future residential street to the sixth concession, a route that trucks must currently travel.

A look at the Dillon Consulting January 11, 2019 Draft Plan of Subdivision clearly shows that we will be an island of industry in a sea of residential buildings. I've seen first-hand what happens when an industrial area is re-zoned residential all around it. The town of Tecumseh made this mistake with the original Green Giant facility and that company was dragged again and again to town council meetings to meet with angry residents to address noise and smell complaints. Green Giant with all its onsite processes and its agricultural areas was a fixture in the town long before Tecumseh Council decided to allow subdivisions all around them.

I have expressed our concerns three times in the past to the Town of LaSalle and twice to Dillon Consulting regarding zoning changes to this area. The first time was via email to Larry Silani and Karl Tanner in August of 2016 and then in person with Larry Silani on March 29, 2018 and again at the LaSalle Planning Advisory Committee meeting in November of 2018. At the November meeting I brought forward that we had concerns about future noise complaints when the zoning to the north-west of us was changed from R3(h) to R3. We have always known that this land would be residential (R3) as it was shown as such on Zoning By-Law Schedule "C" map 16, but I requested that Dillon Consulting apply to the town for a 'class 4 designation' to notify potential buyers that we are an approved and established stationary source of noise. I was told by Melanie Muir of Dillon Consulting via a phone call after the advisory meeting, which she also attended, that there would be disclosure of our presence to potential buyers and I would receive a copy of the wording. We have not received this to date. We have however received one phone call from a potential home buyer and an 'in person visit' from a home buyer both of whom were wondering 'what we do at our factory' and 'how much noise we make'.

At my meeting with Larry Silani and Allen Burgess in March, 2018 we discussed several topics including, what we did on site, Propower's eyesore of accumulated pallets outside, the unfinished transition of the road from Howard Business Parkway to the Sixth Concession, my zoning concerns and the then recent changes made by Canada Post to our address from Windsor to match our physical location in LaSalle. I had floated the idea of changing our street name to something less confusing as we get mail for 5000 Howard and 5000 Howard gets our mail too. As the city was changing names and we had that inconvenience to deal with, why not change the street name as well? A comment that was made then by (Larry or Allen?) was that the street name, Howard Business Parkway, didn't seem to fit with the long term plan of the town as the expected industrial development never occurred in the area. I now realize the importance of that comment, although at the time it didn't cause me too much alarm. A look at the



PROPOWER MFG. INC.
5000 Howard Business Parkway
LaSalle, ON, N9H 2K8

Dillon Consulting January 11, 2019 Draft Plan of Subdivision clearly shows that our street has the designation of 'Street F' not Howard Business Parkway.

As I found out from Ryan Tufts on April 8, 2019, we missed the opportunity to again voice our concerns regarding the Official Plan Review for the Town of LaSalle held in May of 2018 where the ground work for the zoning changes being discussed today were first brought forward. We were not specifically notified about this meeting as it was posted in the LaSalle Post as is apparently required. The only problem is that we don't get the LaSalle post as we are not a 'resident' of LaSalle and don't receive 'home delivery' of the paper. This Plan was approved without our input. As we have made it known several times now that we have concerns and want a say in what happens to zoning in our area, we should have been notified directly by the town, as we were for the November 2018 and this Planning Advisory meeting.

Within the next two years we plan on adding a roughly 10,000 sq. ft. addition on the north side of our building as our business has grown to a point where we have reached our manufacturing capacity in our current building. Industrial neighbors don't mind this sort of expansion, residential neighbors tend to worry and complain.

New information was disclosed regarding some of the finer details of the proposed subdivision development by Karl Tanner of Dillon Consulting to me this afternoon that we are still considering, some of which are significant issues to us and include:

- The complete closing of Howard Business Parkway and adding that municipal road to our property. A road that was never completed with its final layer of asphalt.
- What is our street address if this happens?
- Our future sewer connection, which after more than 20 years, has yet to be completed and must now extend to a road significantly farther to the west of us than we originally thought.
- Our internet is provided via a line-of-site tower to our south that now may be blocked by construction of a multi-story-multi-use residence. There is no adequate internet service to our location.
- Are we still zoned M1?
- Will we be able to add on to our building and add the jobs we were hoping to add to meet the demands for our products?
- The land to our south is zoned M1 and so our south facing roof top welding smoke ventilation systems and spray paint both stack on the south side of our building meet Ministry of Environment requirements. If homes are built to the south of us, we are concerned about maintaining our compliance and are extremely concerned about the impact these known sources of emissions will have on those new homes.
- This is not a complete list as we are still considering further possible impacts to our business.



PROPOWER MFG. INC.
5000 Howard Business Parkway
LaSalle, ON, N9H 2K8

In closing, we are seeking legal counsel on this matter in preparation of the meeting scheduled on May 14, 2019. We do not support any amendments to zoning by-laws that impact areas already designated as M1 and M1(h) and urge you to postpone any vote on this matter while it is given further consideration.

Regards,


John Coulthard President

Our File: 16-3967



EMAIL ONLY

May 2, 2019

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

Attention: Larry Silani, MCIP RPP
Director, Development & Strategic Initiatives

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

**37-T-19001 – Sterling Lakes Subdivision
Response to Comments**

On behalf of our client, Sterling Lakes LP, we are responding to various agency and resident / rate payer comments supplied prior to the Planning Advisory Committee (PAC) Meeting on April 16, 2019 and those received after the meeting.

We have attached a matrix and figure to provide clarity around the comments received, they are:

- The development has a build out of approximately 20 years and there will be many additional points of contact with approval agencies as the site progresses;
- We have agreed to complete updated Transportation Impact Statements (TIS) with each new phase of construction to identify timely traffic improvements;
- We understand that improvements to Laurier Parkway, Huron Church Line (CR 7) and Howard Avenue (CR 9) will be required. The Laurier Parkway improvements (i.e. continuous centre left turn lane on Laurier Parkway) are best addressed when development is imminent. We do acknowledge the need for 3 lanes on Laurier Parkway, the urbanization of the south side of the roadway, replacement of the trail with a concrete sidewalk on the south side of the roadway, and installation of a new trail on the semi-urban north side of Laurier Parkway;
- Site Plan Control approval will be required for Mixed Use and Business Park lands to ensure development agreements, servicing drawings, etc., are granted before development can occur;

**Dillon Consulting
Limited**

The Corporation of the Town of LaSalle

Page 2

May 2, 2019



- We have recommended amendments to the Draft Plan of Subdivision where we see the potential for land use conflicts with neighbourhood commercial as proposed. This is primarily adjacent to 5000 Sixth Concession Road where there may be issues between the existing industrial and the proposed land uses.

We trust this information is helpful to the Town of LaSalle and Council in their consideration of approval.

Should you have any questions, please feel free to contact the undersigned.

Yours sincerely,

DILLON CONSULTING LIMITED

Karl Tanner, MCIP RPP

KDT:dt

Encl.

cc: Ms. S. Fanelli - Sterling Lakes LP
Ms. L. Fanelli - Sterling Lakes LP
Mr. B. Salzer - Sterling Lakes LP

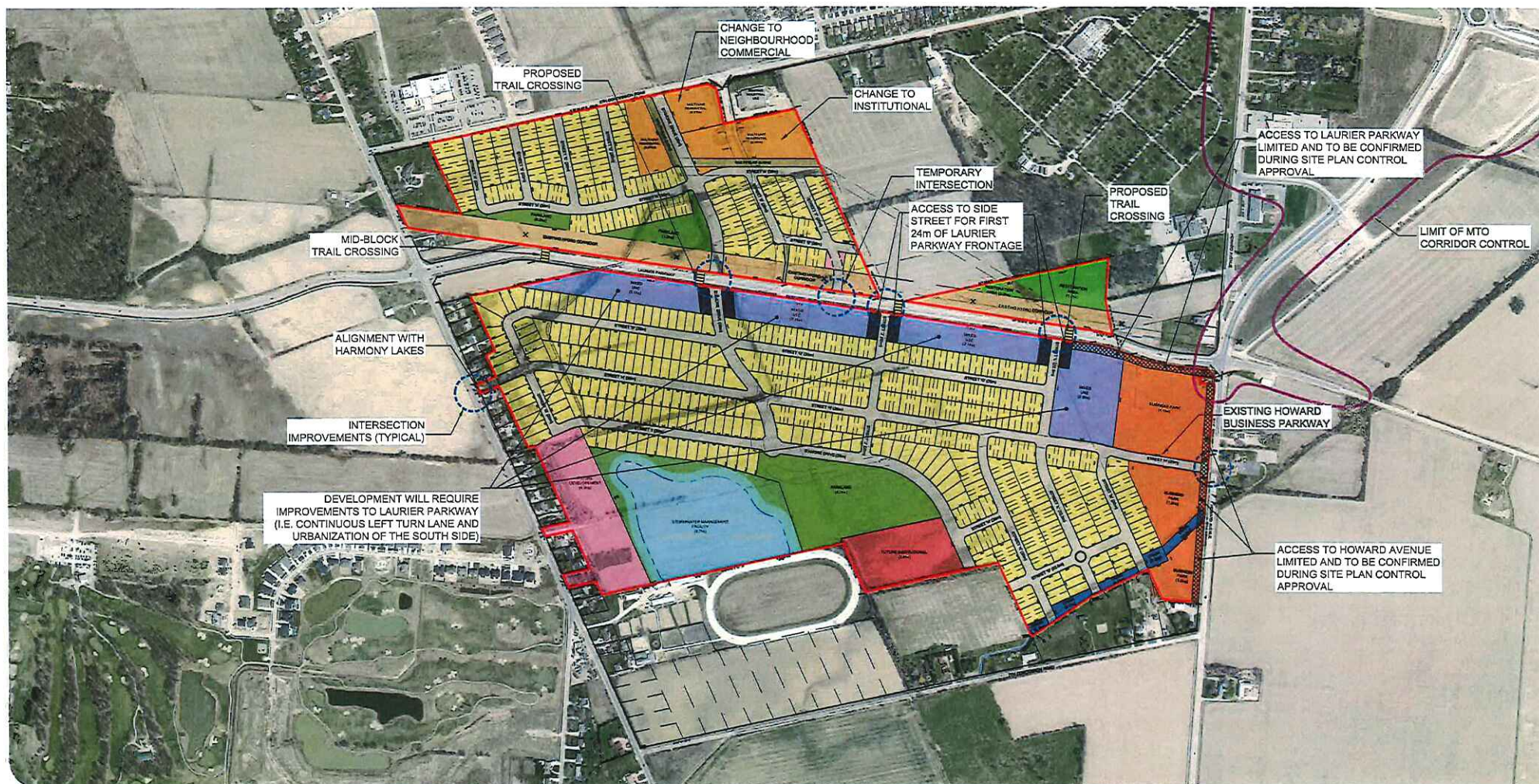
3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

**Dillon Consulting
Limited**

AGENCY / PERSON	COMMENTS	RESPONSES
Canada Post	(Letter dated April 2, 2019 – Bruno DeSando) Standard Canada Post requirements	<ul style="list-style-type: none"> We have and will continue to consult with Canada Post to meet their requirements.
County of Essex	(Memorandum dated April 12, 2019 – Terri Marentette) <u>Development</u> (1) Impact of future commercial traffic unclear	<ul style="list-style-type: none"> We suggest that the development of these lands will continue for up to 20 years. Site Plan Control approval will be used as an additional review and approval mechanism for the Mixed Use and Business Park Lands
	(2) Appropriate phasing and mitigation not clear	<ul style="list-style-type: none"> Phasing is dependent on market conditions. Each phase of the development will require additional review and approvals prior to development occurring (Transportation Impact Assessment, Development Agreement, Site Plan Control, Removal of Holding).
	<u>Access</u> No new access locations to County Road 9 (Howard Avenue)	<ul style="list-style-type: none"> Direct access to County Road 9 is not anticipated. Site development is subject to Site Plan Control approval and access will likely be from Laurier Parkway and Howard Business Parkway (to be renamed).
	Minimize access to County Road 7 (Huron Church Line Road)	<ul style="list-style-type: none"> Only one access is proposed. It is aligned with Harmony Lakes.
	Active Transportation incorporated into the design	<ul style="list-style-type: none"> Agreed
	<u>County Road 7 (Huron Church Line)</u> a) Harmony Lakes frontage b) Road access acceptable c) Other lands (future development)	<ul style="list-style-type: none"> N/A N/A Will be addressed when a separate Plan of Subdivision approval is sought.

AGENCY / PERSON	COMMENTS	RESPONSES
County of Essex (cont'd)	<u>Laurier Parkway</u> <ul style="list-style-type: none"> Reference to the Essex Windsor Regional Transportation Master Plan (EWRTMP) and Let's Get Windsor Moving (LGWEM) and transfer of Laurier Parkway to the County of Essex 	<ul style="list-style-type: none"> We are not aware that the WERTMP and LGWEM have any status or still relevant (refer to p.28 – s.2.8.1 – County of Essex Official Plan – Roads. We are not aware of Laurier Parkway being uploaded to the County of Essex. The other comments are not relevant.
	<u>County Road 9 (Howard Avenue)</u> <ul style="list-style-type: none"> A new intersection of Street 'J' (Howard Business Parkway) will not be permitted. 	<ul style="list-style-type: none"> The Howard Business Parkway righty-of-way exists and has been dedicated to the Town of LaSalle. Improvements will be implemented in accordance with s.2.8.1(e) of the County of Essex Official Plan.
	<u>Road Allowance and MTO Corridor Control</u> <ul style="list-style-type: none"> The County has no objection to the existing right-of-way. 	<ul style="list-style-type: none"> We will consult with the MTO regarding corridor control and application permits.
	<u>Intersections</u> <ul style="list-style-type: none"> Preliminary impacts to the road network have been identified. Land dedications have not been identified on the Draft Plan. Bylaws #2480 and 2481 apply. 	<ul style="list-style-type: none"> Impacts will be updated as development proceeds in the area. Land dedications are best dealt with at the Site Plan Control phase when impacts can be better defined. We are confused as the Bylaws make reference to all County Roads "save and except parts of County Roads systems (1) which are within the limits of any incorporated Town, Village or Police Village or unincorporated Hamlets within the County of Essex" (refer to s.2.8.1 (e) of the County of Essex Office Plan.
John Coulthard 5000 Howard Business Parkway	<ul style="list-style-type: none"> Concerned with compatibility between industrial and residential uses. 	<ul style="list-style-type: none"> We have modified the plan to show neighbourhood, commercial adjacent to the property at 5000 Howard Business Parkway.
Residents from Planning Advisory Meeting	<ul style="list-style-type: none"> Concerned with apartment buildings and view into backyards on Branoff. 	<ul style="list-style-type: none"> Good planning requires we accommodate a range of residential types and tenures with the development. Low rise multi-residential (<3 storey maximum) is anticipated. Issues around privacy are dealt with during the Site Plan Control process.

AGENCY / PERSON	COMMENTS	RESPONSES
	<ul style="list-style-type: none"> Concerned with speeding / traffic management on Sixth Concession. Does not want commercial. 	<ul style="list-style-type: none"> We have no control over the existing speeding issue on Sixth Concession. We are required to consider all land uses and provide opportunity for people to walk or cycle to neighbourhood commercial uses.
MTO	<ul style="list-style-type: none"> Street 'J' connection (Howard Business Parkway) to Howard Avenue. Corridor Control requirements including need for MTO Permits. 	<ul style="list-style-type: none"> The right-of-way exists and is in the Town's ownership. We will work with the MTO over the build out period to ensure we meet the MTO requirements. We have agreed to TIS updates given the build out is ±20 years. We anticipate that it will be several years before we have servicing at the Laurier Parkway and Howard Avenue intersection.



STERLING LAKES LP
PLANNING JUSTIFICATION REPORT

CONCEPTUAL DEVELOPMENT PLAN
FIGURE 5.0



File Location:
c:\project\working directory\active\02\main\02361435\163067 - concept plan
newest options.dwg
May, 02, 2010 1:34 PM

SOURCE: TOWN OF LASALLE
AERIAL PHOTOGRAPHY (2015)

MAPDRAWING 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: KWK
CHECKED BY: AMFKDT
DESIGNED BY: KDT

SCALE : 1:4,000



PROJECT: 16-3967
STATUS: DRAFT
DATE: 05/01/2019