

Zoning change application - Nedin lands - Ellis Street - LaSalle

Observations

Because of the policy to only notify landowners, by mail, within 400 feet of a property, in relation to which a zoning change application has been filed, many nearby residents affected by this application, and less than half the residents on adjacent Serenity Circle have been given notice of this application, leading to a loss of opportunity to comment on a change with major implications to traffic issues and property use and enjoyment.

The proposed development seems to be an overreach of density capacity for this parcel of land

The proponent seeks relief from bylaw building heights and side/front yard requirements. This is clear evidence that the development exceeds the density that the framers of the bylaw intended. Why permit height proposals and minimum front and sideyard requirements that exceed bylaw limits?

Safety and traffic

The Provincial Policy Statement emphasizes public health and safety concerns. With a school situated within a hundred yards of this proposed development, how can an additional 178 units (267 cars) on a small tract of land satisfy this requirement?(s. 3.5 of Planning Evaluation)

S. 3.5.4 of the planning evaluation section (infrastructure) states that there are existing sidewalks on both sides of the

street which provide pedestrian connections to the surrounding area. This is NOT TRUE. There are no sidewalks on the east side of Ellis from Serenity Circle to Wyoming Avenue (adjacent to school property)

School children going to school and back home on Serenity Circle will have to cross Ellis twice in this area to use sidewalks to travel. With increased traffic, safety becomes a factor.

Regarding the submissions of the applicants, S. 2.13b of the County of Essex Official Plan, referred to in s. 3.12 of the Planning Evaluation is missing from the appendix. This deals with traffic concerns, and should have been included, for policy consideration issues.

There appears to be no traffic impact study. How can a recommendation be

made without information of this kind, when the potential for a development of this density, to seriously impact road and traffic infrastructure in an already densely populated area, and even current usage of the road, is unknown?

Nothing addresses traffic signalization controls which will be necessary to handle significant additional traffic in the area?

Hardscape

Why is there no requirement for underground parking instead of a lot with 267 parking spaces with minimal space for landscaping?

Setbacks

The proponent states that the LaSalle Official Plan promotes street edge buildings with parking to the side and rear

(LA Off plan 3.2.2)? - p.11, Planning Evaluation. This makes no sense at all for this area.

Planning Evaluation (Land Use section) s. 3.5.2 - speaks of buffering from sensitive land - what is planned to buffer from private residences on Serenity Circle?

S. 3.5.5 (Urban Design) states that a street-edge facade will create a 'sense of place' along Ellis Street. This is fancy language to justify zero setback and lot overcrowding. It is more likely it will create an intrusion onto the street and adjacent single family homes. The condominiums on Ellis to the South of this land have very large setbacks from Ellis and don't intrude upon the privacy of the yards of single family homes on the east side of Ellis, unlike this plan. The occupants of the proposed most Easterly building (4 storey)

will be staring into the windows of the corner home on Serenity Circle, a mere 66 feet away.

The proponent takes pains to justify increasing building heights above by-law requirements, as being in keeping with the existing residential buildings in the neighbourhood, but fails to mention that setbacks from the road are not consistent or in keeping with all the other buildings in the area. This appears to be an attempt to over-develop this piece of property. If it is, indeed, Town policy to encourage higher density living in this area, it could never have been the intention to overload a property in the way this proposal does.

Infrastructure

The rainstorm of August 2017 overloaded sewers and caused road and basement flooding. How will this additional

**development be able to be handled by
sewers**

Incidental neighbourhood impact

A community mailbox serving residents of Serenity Circle is situated on Ellis Street. As is the custom of residents serviced by these mailboxes, and consistent with Canada Post policy, people stop their vehicles on the road beside these boxes to retrieve their mail (particularly in the winter when sidewalks become impassable due to snow and ice). The situation clogs traffic now, and with increased residential occupation, it is a disaster waiting to happen. If approval is given to a form of this zoning change and site plan, those mailboxes need to be relocated to a quiet place on Serenity Circle, preferably to the most Easterly boulevard where a car may stop and other traffic may pass in safety. This will require

a by-law change to permit a Canada Post vehicle to park with its left wheels adjacent to the boulevard's curb for purposes of loading the mailboxes.