

REVISED

Members of Council,

Thank you for recognizing me. My name is Stephen Shanfield and my wife and I live at 2103 Serenity Circle. We are 6 houses from the corner of Ellis, the location of the subject property.

This matter was first brought to my attention by a neighbour, because I was deemed by administration, not close enough to the subject property to be given direct notice. Nor were, half the residents of my short street.

Let me first acknowledge that there are some who would approve of, and benefit from, this proposal, including

- The developer, obviously, who will make a great deal of money from the proposed project.
- The Town which will gain a very substantial annual revenue in the form of property taxation.

That is where the consensus ends.

It became obvious at the Planning Advisory Committee, held on September 25th, that this proposed project was troublesome to surrounding property owners. As one of my neighbours put it, he had three main concerns - safety, safety, and safety. I would add to that, incompatibility, incompatibility, incompatibility.

With the current zoning of the parcel in question being commercial, it is submitted that its zoning was intended to compliment, not compete with surrounding land uses. If the intention was to someday change the zoning to permit high-density housing use, it makes no sense that zoning was put in place to enable the building of high-end single family dwellings immediately adjacent to it, on Serenity Circle.

Before you, are written notes of the reasons for my objection to the project. Prior to the meeting of the Planning Advisory Committee, I gave additional serious thought to what, if any, changes might be made to the proposed plan which might possibly make it acceptable to myself and my neighbours.

It became clear to me that my main objections could be narrowed down to two major concerns:

1. traffic and safety issues - that is, the impact of the insertion of such a large population into an area with school children and residents of single family homes immediately adjacent to it.
2. Privacy concerns - that is, the proximity to homes, which the proposed buildings (and particularly, the proposed 4 story unit sitting directly on Ellis) overlook.

Additionally, I felt some concern about the environmental implications of creating an asphalt jungle, with attendant potential for climate impact.

Although I still disagree with the attempt by the developer to load this property with high density dwellings, and would have much preferred to see townhouse-type dwellings, many of my concerns, and the concerns of those voiced by others at the Planning Advisory meeting, would be alleviated if the development was disassociated from the area to the East and North of the property, (that is Serenity Circle and Sandwich West Public School), and became, to some degree, more connected to like buildings on Normandy Street.

This proposal is just that - a proposal - and I know you are cognizant of the duty of Council to consider ALL aspects and possibilities, consistent with the best interests of all involved, including those who have a financial interest, and those with no financial interest, but a safety and lifestyle concern in the outcome, as well.

I have created a very rough diagram of the area with changes to the proposal which would virtually eliminate the major concerns I have described, and at the same time, permit the developer to proceed and the Town to profit. And, the most interesting thing is that it is particularly within the ability of the Town, being the adjacent land-owner to make it happen.

It involves:

1. removing the proposed entrance/exits to the project from Ellis Street, and channeling them, through municipal property, onto Normandy Street, where other buildings of this nature enter and exit the street, thus insulating our school children and residents from an already well-travelled road, and
2. placing passive buildings, two of the garages, on the East side of the property, with their backs to Ellis street, thereby eliminating privacy issues for the residents of Serenity Circle.

I do not know what the interior road and parking space configuration would look like, but I am certain talented designers could make it work. If there is not enough surface parking to meet requirements, some underground parking could be built in. I know that in some cities, underground parking is a profit centre for the developers of condominiums, which might appeal to this developer.

I would submit that if the Town is to benefit significantly by way of tax rolls, it should bear the burden of the anticipated traffic flow through its property, and not saddle the adjacent residents with that burden. Further, any additional cost of routing traffic through the municipal property, including, but not limited to, relocation of services, paving costs, traffic control measures, fencing, or otherwise should be borne by the developer who will profit significantly from this development.

Those of us on Serenity, who use Ellis, already, to exit our street, know anecdotally, how busy Ellis Street is even without this proposed development. It is used extensively:

1. by travellers from Normandy Rd. as a shortcut to the northern end of Malden Road and as a route to shopping centres and coffee shops accessed from Trinity and Wyoming streets,
2. as a shortcut from Todd Lane to reach the southern ends of Malden road so as to avoid multiple traffic lights on Malden south of the roundabout,
3. by people who pick up and drop off their children to the public school,
4. by buses on their bus route,
5. by people who live in the condominiums on Ellis Street,
6. by Canada Post to load community mailboxes on Ellis, among other uses.

When I attended the Planning Department ahead of the Planning Advisory Committee meeting, to inspect the documents related to this application, I was advised that there no traffic impact study had been done. I was surprised to find out at the meeting, that indeed, one had been done and have not, as of the writing of this submission to review it. From what I was told by the developer's representative, the study was carried out during the month of July, 2019. This would make the study seriously flawed, as Sandwich West Public School was closed for the summer. This institution contributes significantly to the traffic on Ellis Street ten months of the year, and a study that does not include traffic volumes during that period of time would not be representative of reality. According to the developer's representative, the traffic impact study only recommended the addition of an advance green light at Todd Lane, and no other signal/

sign changes. This, to me, is either absurd, or a recognition that no changes could be made, which could possibly ameliorate the anticipated traffic volume that this development, as it is currently configured, will generate.

Other delegations at the Planning Advisory meeting pointed out, astutely, that the configuration of Ellis Street (an S curve), together with the blocking of sight-lines from the proposed buildings, would create a situation where vehicles exiting the property, northbound, would give very little time for northbound drivers coming around the curve on Ellis Street to react. The most easterly proposed exit is only a few car-lengths from the curve. The most Westerly proposed exit, actually located on the curve, is no better, in relation to Southbound traffic. It seems clear that, in its fervent desire to create this development, on a significantly land-locked parcel with limited exposure to a public roadway, the developer has proposed traffic planning which seems only to be an after-thought and is ill-suited to the specific road conditions found there. This is a dangerous plan - an accident waiting to happen, and would not only endanger the lives of the drivers involved, but also pedestrians, of which there are already many on that sidewalk.

In addition, at the Planning Advisory meeting, the developer opined that the demographic he anticipated would purchase one of these new units would be first-time homeowners. This would necessarily mean that it would not be a passive-use community. There are 254 parking spaces proposed. At peak times (rush hour), in addition to the heavy traffic from other users of Ellis Street, this would potentially lead to up to that many people, heading to work, exiting the property from two locations on a curved road. One can fairly predict chaotic traffic, especially in a school zone.

I have two grandchildren attending Sandwich West Public School. They, and often their friends, frequently walk to our home for a lunchtime meal. I am concerned for their safety, and the safety of other children who live on our street, and attend that school. Not only are there no sidewalks on the East side of Ellis from Serenity Circle to Wyoming, but with the additional traffic this proposal will generate, even school kids using adjacent sidewalks will be at risk. How many times have we heard of vehicle collisions that involved pedestrians on sidewalks beside the road?

ADDITIONAL ITEM - CANADA POST COMMUNITY MAILBOXES

One other item needs to be addressed, given the proposal of the developer. Members of council who sat on Council prior to the last election, will recall that residents of Serenity Circle petitioned to have the Community Mailboxes, situated on Ellis Street moved to a location on the Easterly boulevard on Serenity Circle. Following a lengthy presentation, the main thrust of which involved traffic and safety concerns for residents retrieving mail on a busy Ellis Street, Council supported that effort in an appeal to the Canada Post Ombudsman by resolution 277/17.

The Ombudsman, with the apparent support and encouragement from the Town administration (citing in the reasons for denying the appeal that "The Town has approved this location as the permanent location"), refused to move the boxes, the reason, essentially boiling down to:

1. the fact that LaSalle sections 12 and 13 of LaSalle bylaw 7298 prohibit vehicles from parking a vehicle with the left wheels at the curb or side of the street (this was cited by the LaSalle Director of Public Works, as well) and,
2. that to require the driver of a mail truck delivering to the mailboxes on a boulevard to park on the right side of the road and cross to the boulevard would "put the employee's safety at risk".

Notwithstanding the installation of sidewalks on Ellis street this past summer (and to add insult to injury, the boxes have since been moved 50 feet further away from Serenity Circle), not everyone walks to retrieve their mail. This is particularly the case in the winter, when snow and ice present treacherous walking conditions. Further, there is no cut or 'lay-by' to enable a vehicle to pull off the road, out of traffic. The Ombudsman acknowledged in the reasons for denial of the appeal that Canada Post's "expectations are that picking up mail would only involve stopping for a few minutes" in a no parking zone "while complying with traffic safety rules." Even now, without increased traffic from a new development, residents stopping to pick up their mail at the curb on Ellis Street, as Canada Post anticipates, face traffic dangers from vehicles passing their stopped cars, and those passing vehicles are impeded by the residents' vehicles (not to mention the danger to the public and the postal delivery truck driver, stopping curb-side on a busy street to load the mailboxes).

Given the additional traffic the current proposal would engender, should council consider the plan as proposed by the developer, it becomes even more critical, for safety reasons, to have the boxes moved. Serenity Circle is a quiet, cul-de-sac of 21 homes. There is virtually no traffic, except for the cars of residents. No one, and particularly the Postal delivery person in a highly visible vehicle, would be at risk if the mailboxes were to be placed on the boulevard, and loaded for a five minute period, five days a week.

The stated opposition to moving the mailboxes should be dispelled, if Council:

1. Amended Sections 12 and 13 of bylaw 7298 to provide an exception to those sections of the bylaw, for Canada Post delivery vehicles, to permit them to park with their left wheels at the curb of the boulevard,
2. Directed the administration to demand that Canada Post to move the Community Mailboxes onto the Easterly boulevard on Serenity Circle.

It is requested that the Council do so at its earliest opportunity, or at least concurrently with any approvals to this development proposal.

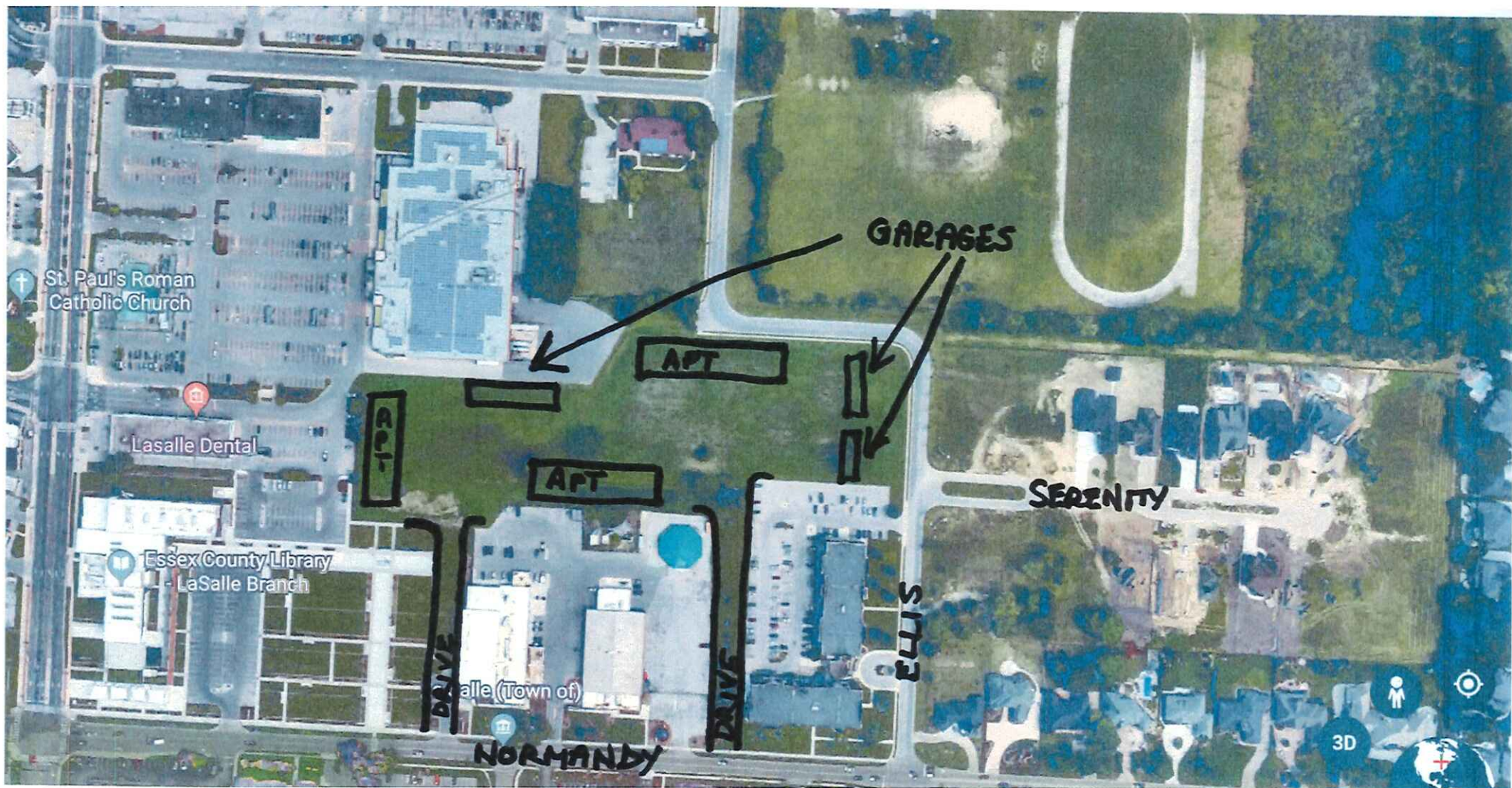
SUMMARY

On the basis of all the changes suggested above, the proposal would be acceptable to many, if not most of the residents of Serenity Circle.

As it presently stands, and with any addition to traffic volume, and dangerous exits on Ellis Street, it is not.

I believe the present proposal, as it exists, would create serious congestion in the area, with associated safety perils. I would urge that, if you are considering recommending the requested zoning change, and some form of this proposal, to give serious consideration to changes such as outlined, or in the alternative, refuse the application.

Thank you.





Corporation of the Town of LaSalle

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Office of the Director of Council Services

Brenda Andreatta, Director of Council Services/Clerk

July 28, 2017

Bruno DeSando
Delivery Planning
Canada Post Corporation
955 Highbury Avenue
London, ON N5Y 1A3

By email: bruno.desando@canadapost.ca

Dear Mr. DeSando:

LaSalle Town Council at its meeting held July 25, 2017 considered the matter of the location of the community mailbox serving the Serenity Circle development in LaSalle. Steven Shanfield, on behalf of residents on Serenity Circle, asked Council for support of a request to Canada Post to relocate the community mailbox from the proposed permanent location on Ellis Street to the median on Serenity Circle (see map supplied by requestor).

Attached is the administrative report from Mr. Marra, the Town's Director of Public Works/Engineer as well as documentation from Mr. Shanfield in support of his request.

Council adopted resolution 277/17 in support of the petition supplied by Mr. Shanfield to request that Canada Post consider relocation of the community mailbox to the median on Serenity Circle.

Sincerely,

Brenda Andreatta
Director Council Services/Clerk

C: P. Marra
S. Shanfield

THIS IS A CERTIFIED TRUE COPY OF THE ORIGINAL
DOCUMENT WHICH HAS NOT BEEN ALTERED IN
ANY WAY.

DATED AT THE TOWN OF LASALLE THIS 28
DAY OF July, 2017

SIGNED:
COMMISSIONER/TOWN OF LASALLE

