



The Corporation of the Town of LaSalle

To: Mayor and Members of Council

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

Department: Development & Strategic Initiatives

Date of Report: December 16, 2019

Report Number: DS-01-2020

Attachments: Figures 1 to 5

Subject: Application: Draft Plan of Subdivision & Rezoning Applications
Our File Nos: T-01-2014 & Z-08-2019
County of Essex File No: 37-T-19003
Applicant & Registered Owner: Sorge Enterprises Inc. (Tony Sorge)
Agent/Planner: Dillon Consulting Limited (Karl Tanner)
Location: The lands affected by these applications comprise approximately 24 hectares (58 acres) of land located south of Laurier Parkway, west of Huron Church Line Road, known as Harmony Lakes Subdivision

Recommendation

That the report of the Supervisor of Planning & Development Services of LaSalle dated December 16, 2019 (DS-01-2020) regarding Harmony Lakes Subdivision be Approved and that the 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 25, 2019) for the subject lands, 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 Block 13 be conveyed to the Town for parkland purposes, in accordance with the Planning Act requirements;
- e) that Block 1 be conveyed to the Town for storm water management purposes;
- f) that Block 14 be conveyed to the Town for natural heritage protection purposes.

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 24 hectares (58 acres) of land located south of Laurier Parkway, west of Huron Church Line Road.

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 25, 2019.

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

- approximately 182 new single detached, semi-detached, and townhouse style dwelling units on 12.3 hectares (30 acres) of land;
- new commercial buildings and/or mid-rise apartment style buildings on a total of approximately 3 hectares (7.2 acres) of land situated along the south side of Laurier Parkway;
- a new park on approximately 1.2 hectares (3 acres) of land, new storm water management facilities, and natural heritage buffer areas.

The Applicant has requested that the Zoning By-law Amendment rezone the subject lands from a Residential One Holding Zone, a Residential Four (R4-7) Holding Zone, and a Recreational Zone to:

- Traditional Neighbourhood Design Residential 1-2 (TND– R1-2) Zone;
- Traditional Neighbourhood Design Mixed Use Corridor (TND-MU1) Zone;
- Natural Environment (NE) Zone;
- Recreational (RE) Zone;

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.”

For the subject draft plan of subdivision and rezoning applications, the lands affected are designated "Residential District", and "Mixed Use Corridor" 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:

- 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.
- 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;
- New development shall be based on a modified grid system of streets which facilitates connectivity within the community and with adjacent areas;
- 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.
- 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.
 - 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.
 - 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.
 - All parks and open spaces shall be developed with native, water efficient, drought resistant planting materials. Hard surface materials shall be permeable, whenever possible.
 - Where a park or open space abuts the Natural Heritage System, native, non-invasive plantings should be utilized.

Two land use designations apply to the subject draft plan of subdivision ---- the "Residential District", and the "Mixed Use Corridor" 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."

It should be noted that:

- Meo Boulevard is designated as a Collector Road, and will be extended northerly through the subject draft plan of subdivision to interconnect with Laurier Parkway;
- Laurier Parkway is designated as an Arterial Road, owned, maintained and managed by the Town of LaSalle as an urban street that will over time develop as a vibrant, walkable mixed-use district where residents will be able to live, work, shop and socialize;

- The section of Huron Church Line Road (County Road 7) located south of Sandwich West Parkway is located 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 is designated as an Arterial Road;
- All other streets depicted on the Applicant's Draft Plan of Subdivision are designated as Local Roads;
- With the exception of County Road 7, 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.

The Manager of County Planning will be receiving these agency comments.

It should be noted that as part of the Applicant's submission to the County of Essex and to the Town of LaSalle, the Applicant's Consultant (Dillon Consulting) prepared and submitted a Planning Justification Report, a Functional Servicing Study, and correspondence/reports related to Endangered Species, Archaeological, Natural Heritage and Storm Water Management matters.

PUBLIC COMMENTS RECEIVED TO DATE:

The Planning Committee held an Information Meeting on November 19, 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.

No member of the public attended this information session.

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 3 to 5 year planning horizon. When fully built there will be:
 - i) approximately 182 new single detached, semi-detached, and townhouse style dwelling units on 12.3 hectares (30 acres) of land;
 - ii) new commercial buildings and/or mid-rise apartment style buildings on a total of approximately 3 hectares (7.2 acres) of land situated along the south side of Laurier Parkway;
 - iii) a new park on approximately 1.2 hectares (3 acres) of land, new storm water management facilities, and natural heritage buffer areas.

A broad range of housing types will be created on the subject lands, to meet the needs of a diverse and evolving mix of households (including a growing elderly population, families 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 parks, 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. It should be noted that:
- Meo Boulevard is designated as a Collector Road, and will be extended northerly through the subject draft plan of subdivision to interconnect with Laurier Parkway;
 - Laurier Parkway is designated as an Arterial Road, owned, maintained and managed by the Town of LaSalle as an urban street that will over time develop as a vibrant, walkable mixed-use district where residents will be able to live, work, shop and socialize;
 - The section of Huron Church Line Road (County Road 7) located south of Sandwich West Parkway is located 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 is designated as an Arterial Road;
 - All other streets depicted on the Applicant's Draft Plan of Subdivision are designated as Local Roads;
 - With the exception of County Road 7, all existing and planned roads situated within Applicant's Draft Plan of Subdivision are owned and under the jurisdiction of the Town of LaSalle.

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.

It 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.

Laurier Parkway is not a highway, nor is it intended to be built and managed as a public thoroughfare with the restricted access and intersection corridor control policies that are applied to highways, where the primary objective of the highway 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 the new Laurier mixed-use corridor is to be developed and managed.

The Manager of County Planning Services supported and has 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 and submitted to the County of Essex and to the Province of Ontario, as part of the approval process for the new Official Plan.

Huron Church Line Road is also designated as urban arterial road 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.

Steps will be taken by the Town to ensure that the Applicant makes the necessary improvements along Laurier Parkway and on 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 the collector road extension that is being built as part of this development – with details of such improvements being 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 will be built as part of this new development, and it will be designed so that it is inter-connected with the existing SWM facility located immediately to the south of the subject lands.

Sanitary sewage trunk infrastructure is available for these lands, and will be extended by the developer to service all of the proposed new lots.

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. Improvements will also need to be made along Huron Church Line Road, for the new lots and road intersection as shown on the Applicant’s Draft Plan. These improvements will need to be approved by the Town Engineer and the County of Essex (since this portion of Huron Church Line Road is a County Road), and will also be described in the corresponding subdivision agreement.

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;

The Applicant has also completed the necessary Endangered Species and Archaeological studies, and language will be included in the subdivision agreement to ensure that the recommendations that have been made to address ESA matters will be implemented as required.

- d) 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 25, 2019) for the subject lands, 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 Block 13 be conveyed to the Town for parkland purposes, in accordance with the Planning Act requirements;
- e) that Block 1 be conveyed to the Town for storm water management purposes;
- f) that Block 14 be conveyed to the Town for natural heritage protection purposes.

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.

Consultations

In accordance with the Planning Act

Financial Implications

None

Prepared By:



Supervisor, Planning and Development

Allen Burgess, MCIP, RPP

Link to Strategic Priorities

*	Expanding and diversifying our assessment base
*	Effectively communicating the activities and interests of the Town
	Managing our human and financial resources in a responsible manner
	Promoting and marketing LaSalle
*	Promote a healthy and environmentally conscious community

Communications

	Not applicable
*	Website
	Social Media
	News Release
*	Local Newspaper
	Bids & Tenders
*	Notification pursuant to the Planning Act

Notifications

Name	Address	Email

Report Approval Details

Document Title:	Z-08-14 and T-01-14.docx
Attachments:	<ul style="list-style-type: none">- FIG1.pdf- FIG2.pdf- FIG3.pdf- FIG4.pdf- FIG5.pdf
Final Approval Date:	Dec 24, 2019

This report and all of its attachments were approved and signed as outlined below:

No Signature found

Peter Marra



Director, Development and
Strategic Initiatives

Larry Silani



Chief Administrative Officer

Joe Milicia