



# Town of LaSalle Official Plan

**“Healthy, Vibrant and Caring”**

Livable Neighbourhoods, Healthy Communities,  
Turning Vision into Reality



Council Adoption  
May 22, 2018

County of Essex Approval  
October 3, 2018

# Table of Contents

<b>Chapter 1: INTRODUCING THE PLAN</b>	<b>2</b>
1.1 Purpose of this Plan	2
1.2 How to Read this Plan	3
<b>Chapter 2: GROWTH MANAGEMENT</b>	<b>4</b>
2.1 Approach	4
2.2 Strategy	5
<b>Chapter 3: A SUCCESSFUL COMMUNITY</b>	<b>7</b>
3.1 Fundamental Principles	7
3.2 Policies for Building a Successful Community	10
Economic Development	10
Urban Design	12
Cultural Heritage	17
Housing	17
<b>Chapter 4: LAND USE DESIGNATIONS</b>	<b>20</b>
4.1 Introduction	20
4.2 LaSalle Town Centre District Designation	20
4.3 Parkway Commercial District Designation	22
4.4 Vollmer Recreation District Designation	23
4.5 Mixed Use Corridor Designation	24
4.6 Waterfront District Designation	26
4.7 Residential District Designation	29
4.8 Business Park District Designation	30
4.9 Rural/Agricultural District Designation	32
4.10 Golf Course District Designation	34
4.11 Natural Heritage System Designation	35
4.12 Marine-Related Industrial District Designation	36
<b>Chapter 5: LAND USE SPECIFIC POLICIES</b>	<b>38</b>
5.1 Rural/Agricultural Area Land Use Specific Policies	38
5.2 Urban Area Use Specific Policies	39
<b>Chapter 6: INFRASTRUCTURE</b>	<b>45</b>
6.1 Intent	45
6.2 Municipal Water and Sanitary Sewer Services	45
Intent	45
General Policies	45
Policies for the Urban Area	46
Policies for the Rural/Agricultural Area	47
6.3 Stormwater Management Facilities	47
Intent	47
General Policies	48
Policies for the Urban Area	48
Policies for the Rural/Agricultural Area	48
Design Policies	48
6.4 Hazard Lands	50
Floodplain Development Control Area	50

	Detroit River Floodprone Area	51
6.5	Mobility and Active Transportation	52
	Intent	52
	General Policies	52
	Policies for Roads	52
	Policies for Public Transit	54
	Policies for Active Transportation	55
	Policies for Reducing Auto-Reliance	57
6.6	Energy Generation and Transmission	57
	Intent	57
	Policies	57
6.7	Utilities	58
	Intent	58
	Policies	58

## **Chapter 7: IMPLEMENTATION/ADMINISTRATION 59**

7.1	Implementation Strategy	59
7.2	Interpretation	59
7.3	Official Plan Amendments	59
7.4	Official Plan Review and Monitoring	59
7.5	Public Works and Financial Management	59
7.6	By-Laws	60
	The Comprehensive Zoning By-Law	60
	Temporary Use By-Laws	60
	Holding Provision By-Laws	61
	Interim Control By-Laws	61
	Height and/or Density Bonus By-Laws	61
	Tree Preservation By-laws	62
	Site Alteration By-laws	62
	Source Water Protection By-laws	62
	Sign By-laws	62
	Maintenance and Occupancy By-law	62
7.7	Committee of Adjustment and Minor Variances	63
7.8	Land Division	63
	General	63
	Plans of Subdivision or Condominium	63
	Severances	64
	Land Division in the Rural/Agricultural Lands Designation	65
7.9	Site Plan Control	66
7.10	Community Improvement Plans	66
7.11	Parkland Dedication	67
7.12	Development Applications	68
	Pre-Consultation	68
	Public Participation	68
	Application Requirements	69
7.13	Environmental Impact Assessment/Management Plan	69
7.14	Non-Conforming Uses	70
7.15	Non-Complying Buildings, Structures or Lots	71
7.16	Property Acquisition	72



Ontario, Canada  
OFFICIAL PLAN



# Introducing the Plan

## 1.1 PURPOSE OF THIS PLAN

- a) This Official Plan (this Plan) is one of the most powerful policy documents the Town has to guide future growth to meet the needs of its community. It helps to determine where homes and businesses are built; where parks, schools and community facilities are located; how natural, agricultural and cultural resources are managed; and how to maximize social, environmental and economic benefits - all within the context of efficiently providing essential municipal services and community infrastructure.
- b) This Plan provides direction for the Town over approximately the next 20 years, to 2038, on matters related to land use planning and growth, and promotes the Provincial policy-led planning system, in conformity with the

County of Essex Official Plan. The planning frameworks provided to the Town recognize and address the complex interrelationships among environmental, economic and social factors in land use planning and embody good planning principles. This Plan supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

- c) This Plan provides strong, clear policy direction that protects and enhances the quality of life and quality of place of the Town of LaSalle. It promotes sustainability; healthy, livable and complete communities; and a strong economy.



## 1.2 HOW TO READ THIS PLAN

- a) The objectives and policies of this Plan are intended to reflect and achieve the long-term vision and principles for the Town that are identified in Chapter 3.0, and establish planning requirements, programs, standards and criteria for the review of applications for development. It is important to note that a commitment to action on the part of the Town should not be construed as a commitment to proceed immediately. Commitments identified in this Plan may be undertaken in a phased manner, as determined by Council, subject to budget considerations, program availability and the provision of efficient and cost effective infrastructure.
- b) This Plan is more than a set of individual policies. It is intended to be read in its entirety and all the relevant policies are to be applied to each situation. All decisions affecting land use planning matters shall conform with the vision, principles, intent and policies of this Plan. In addition, all planning-related matters shall be consistent with the applicable policies of the Provincial Policy Statement, and shall conform with the relevant policies of the County of Essex Official Plan.
- c) This Plan shall be further implemented through the provisions of the implementing Zoning By-Law, through Site Plan Approval, through Community Improvement Plans and/or the use of the various planning tools identified in this Plan. The Town may also prepare other Master Plan documents, not specifically identified in this Plan, on various topics that will further articulate the vision, principles and policies of this Plan.





# Growth Management

## 2.1 APPROACH

- a) The Town of LaSalle's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting economic growth within a well-defined community structure. The Town's community structure is identified on Schedule A: Community Structure and is comprised of the following elements:
- i) Corridors, including the Greenway System - Existing and Potential Future, the Hydro One Linear Facility, the Herb Gray Parkway/Provincial Highway, and the Arterial Road Corridors.
  - ii) The Urban Area, which includes:
    - LaSalle Town Centre;
    - Districts, including the Parkway Commercial District, the Waterfront District, the Vollmer Recreation District, and the Business Park District;
    - Residential Neighbourhoods; and,
    - Mixed Use Corridors.
  - iii) The Rural/Agricultural Area.
- b) It is anticipated that the Town may grow to a population of up to 60,000 residents, with an objective of 20,000 jobs at full build out. However, growth in LaSalle (and in the broader Windsor-Essex Region) over the past number of years has been modest, notwithstanding that significant development in the Town's Greenfield Areas has been anticipated for quite some time.



- c) The Town shall continue to maintain a supply of residentially designated lands that exceeds the ten-year demand.
- d) The combination of modest growth, and significant development potential makes it difficult to predict, and ultimately plan for various types of development in the various locational contexts within the Town. In response, the Growth Management Strategy is predicated on a “reaction to opportunity” approach, where new growth is anticipated and desired in a number of forms and in a number of locational contexts, without unduly restricting the Town’s ability to review and approve new development proposals as they are received, wherever they are located.

## 2.2 STRATEGY

- a) The Urban Area shall be the focus of growth and public/private investment and all significant development shall be within the Urban Area.
- b) Growth opportunities in the Town over the next 20 years will include:
  - i) Higher density residential dwelling units and population serving employment uses of all types focused within the Centres and Corridors;
  - ii) New Residential Neighbourhoods;
  - iii) New infill and other forms of intensified housing located within the existing Residential Neighbourhoods, including Second Units;
  - iv) New work-at-home employment opportunities accommodated within existing Residential Neighbourhoods; and,
  - v) New diversified rural employment opportunities within the Rural/ Agricultural Area.
- c) Specific population or job targets or caps are not identified in this Plan. Rather, the Town will rely upon this Plan, the County of Essex Official Plan and the Provincial Policy Statement to provide a guiding policy framework for the review and assessment of applications for development on an application by application basis. 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.



*LaSalle*

HEALTHY  
VIBRANT  
CARING

# A Successful Community

## 3.1 FUNDAMENTAL PRINCIPLES

a) Fundamental to ensuring that LaSalle remains a healthy, vibrant and successful community are a number of principles related to a host of key topics, as follows:

### A COMPLETE COMMUNITY

b) 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. Objectives are:

i) To support the creation of a complete community with easy access for all residents to a wide range of uses including shopping and restaurants, parks and open spaces, employment opportunities, educational and cultural opportunities, live-work options, mobility options, a mix and diversity of housing types, and a range of community facilities, services and amenities; and,

ii) To encourage the development of a complete community that includes higher density built forms and higher intensity land uses as a way of reducing land consumption, and maximizing the efficiency and cost effectiveness of municipal service infrastructure. Higher density forms of housing may also enhance life-cycle and affordable housing options.



## A VIABLE COMMUNITY

- c) A viable community has a strong economy that is market responsive, efficient and cost effective. Objectives are:
  - i) To attract long-term economic development opportunities by protecting key employment areas and establishing opportunities for businesses and commercial activities;
  - ii) To become a leader in attracting new economic drivers and innovative businesses by adapting to trend changes, while still being able to provide a full range of employment options;
  - iii) To preserve agricultural lands for local food production opportunities, as well as agritourism and on-farm diversified uses;
  - iv) To ensure that development is cost-effective and appropriate for the market place, and that the Plan has the flexibility to respond to and encourage positive changes in the market place over time;
  - v) To optimize the use of existing infrastructure investments and to promote the coordinated, efficient and cost-effective delivery of service infrastructure and community infrastructure that is appropriate for the planned urban development forms;
  - vi) To ensure that new development supports a full range of mobility options, including cycling, walking and public transit; and,
  - vii) To ensure that all development is sustainable and financially viable over its life cycle.

## A BEAUTIFUL AND HIGH QUALITY COMMUNITY

- d) 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. Objectives are:

- i) To develop a welcoming community that encourages and supports active living, social engagement, civic pride and the creation of a sense of place and wellbeing;
- ii) To include landmarks and gateways that clearly identify where you are, and when you have entered. Landmarks must be recognizable and visible from a distance. Gateways help recognize entry points into the community. Landmarks and gateways can include buildings, structural elements, signage and/or landscape features;
- iii) To build beautiful streets and streetscapes. Streets need to be tree-lined, accommodate all modes of transportation and be designed to be cyclist/pedestrian friendly and safe. Building facades play a crucial role in defining the street edge, animating the street and creating the image and character of the community. Together the streets and the adjacent building facades create a streetscape;
- iv) To ensure that parks and open spaces, including the Town's Trail, Natural Heritage and Greenway Systems, are beautiful, accessible and linked. Parks and open spaces need to be visible and accessible from, and integrated with the trail and street system, and include a full array of opportunities for outdoor festivals, recreation and play, as well as quiet contemplation. In addition, neighbourhood parks need to be centrally located within the neighbourhood that they are intended to serve, and wherever possible co-located with other community facilities. High quality landscape architecture will ensure that these outdoor spaces include public art and appropriate grading, paving and planting materials that celebrate the landscape context; and,
- v) To encourage high quality architecture that transcends a theme or a specific period in time is fundamental to a beautiful community. Buildings should be compatible with one another, but there must be a diversity of scale and



a diversity of style as it may be defined through building materials, colour and architectural details.

## A HEALTHY COMMUNITY

- e) 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. Objectives are:
  - i) To plan, build and maintain an active transportation system which is highly integrated and connected within the community, the adjacent communities, the Town and to transportation systems that serve the broader region;

- ii) To design the community around pedestrian/cycling activity with a substantial number of destinations, including parks, cultural and community facilities, and shopping and restaurant opportunities, within walking/cycling distance to promote walking and cycling, encouraging daily physical activity and a lessening of the dependence on automobiles;
- iii) To ensure that the appropriate level of infrastructure and amenities are provided along active transportation routes to ensure pedestrian/cycling comfort, and enjoyable and safe environments through which to travel; and,
- iv) To plan for age-in-place facilities within the community that anticipate changing housing needs for an aging population.

## A SUSTAINABLE COMMUNITY

- f) 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. Objectives are:

- i) To protect and enhance local and regional ecosystems and biological diversity;
- ii) To promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water and waste systems;
- iii) To demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources;
- iv) To incorporate low impact development and other site design strategies to mitigate environmental impacts and to create a more comfortable urban environment; and,
- v) To require a transportation system that reduces the reliance on the automobile for all trips and promotes active transportation by providing viable and safe options for residents of all ages and abilities to travel by bike or by foot within and between LaSalle neighbourhoods.

## A RESILIENT COMMUNITY

- g) 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. Objectives are:
  - i) To ensure access to power, food, water and health care services during and immediately following a disaster event; and,
  - ii) To establish and maintain emergency services within the community that are adequately equipped to operate and provide assistance in all conditions.

## 3.2 POLICIES FOR BUILDING A SUCCESSFUL COMMUNITY

### 3.2.1 Economic Development

- a) Ongoing and enhanced economic development is a fundamental prerequisite to the Town's future success and sustainability. The attraction of high value jobs, real estate investment and the attraction and retention of entrepreneurs are key elements of the vision for the Town of LaSalle.

### LASALLE TOWN CENTRE AND WATERFRONT DISTRICTS

- b) To improve the quality of place, walkability, vibrancy and aesthetic appeal of the LaSalle Town Centre and Waterfront Districts, the



Town may provide support for increased density, storefront improvements, public art installations, and/or increased availability of enhanced amenities and services at key locations.

- c) The importance of the LaSalle Town Centre and Waterfront Districts will be reinforced by focusing cultural and commercial special events, such as music performances and festivals, in these locations.

## RURAL/AGRICULTURAL ASSETS

- d) The Town supports economic development initiatives in the agricultural sector to attract new farmers, and to keep as many farms in business as long as possible. These initiatives apply within the Rural/Agricultural Area and may include:
  - i) Innovative marketing techniques and promotion of local agricultural products;

- ii) Encouragement of economic development activities on-site that are intended to capture an increased share of tourism expenditures through development that contributes to farm incomes; and,

- iii) Encouragement of gleaned and food waste recovery programs between food producers and food security groups, and not-for-profit food vendors (e.g. food banks, community kitchens).

## SMALL AND MEDIUM SIZED BUSINESSES

- e) To meet the needs of small and medium sized businesses (including those with 10 or fewer employees) the Town will promote the development of small and medium format commercial uses, multi-tenanted commercial facilities, and flexible use space options.



## KNOWLEDGE BASED ECONOMY

- f) To attract young professionals, the Town will promote apprenticeship, co-op and internship programs in partnership with neighbouring post-secondary educational institutions, industry organizations and technology based firms and start-ups in the Town.
- g) To better attract and retain new workers, particularly young professionals, the Town will promote the development of rental housing in the Urban Area.

## ARTS AND CULTURE

- h) The Town will work with public and private partners to enhance the Town of LaSalle's role as a centre for arts and culture.
- i) To enrich the lives of residents and to attract visitors, the Town will support the development of arts, heritage and cultural programs, cultural businesses and industries, festivals, workshops, events, arts trails, organizations and associations throughout the Town.
- j) Where appropriate, the Town will provide space within existing community-owned buildings to meet the needs of the arts and culture community, and will support the development of new facilities for developing and showcasing arts and culture.
- k) The Town shall recognize the Essex County Library LaSalle branch to provide important community gathering spaces, and access to educational materials and information.
- l) To support the development and promotion of arts, culture and local heritage, the Town may, in partnership with community organizations, undertake cultural planning activities, such as cultural resource mapping, to lay the groundwork for a Cultural Plan and/or Cultural Heritage Master Plan.

### 3.2.2 Urban Design

## 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

- d) 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.
- i) 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.

## 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.

## 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.

## LOCAL FOOD PRODUCTION

- w) The creation of opportunities for local food production is supported by the Town. Development plans and building designs will be encouraged to provide opportunities for local food growing and production through:
  - i) Community gardens;
  - ii) Edible landscapes;
  - iii) Small scale food processing (i.e. community kitchens, food co-ops, community food centres);
  - iv) Food-related home occupations;

- v) Small and medium scaled food retailers; and,
- vi) Local market space (i.e. a farmer's market).

## CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- x) All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall include Crime Prevention Through Environmental Design (CPTED) principles, including:
  - i) Adequate lighting;
  - ii) Clear sight lines, allowing view from one end of the walkway to the other;
  - iii) Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
  - iv) Adequate fencing and fenestration;
  - v) Clear signage that delineates permitted use and speed; and,
  - vi) Streetscape and building design that promotes 'eyes on the street'.

## ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT

- y) New buildings shall incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code (2017) and the Accessibility for Ontarians with Disabilities Act.

## GREEN BUILDINGS/ LANDSCAPES

- z) The Town should take a leadership role in promoting green building design and construction and will work with the private sector to consider the following for all new building design:
  - i) Maximize solar gains through:
    - Building orientation to maximize potential for passive and active solar energy;
    - South facing windows; and,

- Building construction that facilitates future solar installations (i.e. solar ready).

- ii) Mitigate heat island effects by considering:

- The incorporation of green/white or other high albedo roofs into building design for all buildings that achieve an FSI of 1.5 or greater;
- Locating trees or other plantings to provide shading for sidewalks, patios, and driveways within 15 metres of new buildings; and,
- Installing light-coloured paving materials including white concrete, grey concrete and open pavers.

- iii) Promote water conservation by considering opportunities to:

- Achieve 10 percent greater water efficiency than the Ontario Building Code, 2017; and,
- Include the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use.

- aa) In addition, other sustainability opportunities to be considered for new buildings include:

- i) Three stream waste collection capability in all multi-unit residential buildings;
- ii) Diversion of construction waste from landfills;
- iii) The use of regionally and locally sourced building materials to the greatest extent possible in new construction; and,
- iv) Promotion of sustainable landscape practices by requiring:
  - The use of water efficient, drought resistant plant materials in parks, along streetscapes and in public and private landscaping;
  - The avoidance of turf grass areas, and when required, installing drought resistant sod; and,
  - The installation of permeable driveway and parking lot surfaces.

### 3.2.3 Cultural Heritage

- a) The Town recognizes the importance of its cultural heritage resources. The Town will, in partnership with community organizations, identify cultural heritage resources while encouraging their conservation, restoration, maintenance and enhancement as part of the community's ongoing evolution.
- b) Pursuant to the Ontario Heritage Act, the Town may designate properties, including built heritage resources, heritage conservation districts, cultural heritage landscapes, archaeological resources and other heritage elements. The Town shall encourage partnerships with land trusts and private sector partners to promote the appropriate conservation of these cultural heritage resources.
- c) It is the intent of the Town to conserve and enhance designated cultural heritage resources in situ, wherever possible. The proposed relocation, removal or demolition of the heritage attributes assigned to a designated heritage property, and the development or site alteration on a designated property shall be subject to the provisions of the Ontario Heritage Act.

- d) The inventory, evaluation and conservation of cultural heritage resources of all types shall be carried out in accordance with the Ontario Heritage Act and shall conform to the applicable standards and guidelines available in the Parks Canada Standards and Guidelines for Historic Places in Canada, the Ontario Heritage Toolkit, and the Ministry of Tourism, Cultural and Sports' 8 Guiding Principles.

### 3.2.4 Housing

#### 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.

## **MONITORING THE HOUSING SUPPLY**

- g) In order to track the Town's housing stock, the Town shall monitor, evaluate and report on changes within the housing market as well as the Town's progress in achieving its housing objectives through implemented housing policies including:
  - i) The inventory of vacant lands and lands with the potential for development;
  - ii) The supply of residentially-designated lands;
  - iii) Residential construction activity, including the tenure and type of housing (single detached, semi-detached, townhouse, second units, garden suites and multi-unit forms) being developed; and,
  - iv) Available servicing capacity for residential development to ensure that the housing targets of this Plan can be achieved.



# Land Use Designations

## 4.1 INTRODUCTION

- a) The land use designations within the Town of LaSalle are comprised of a mixture of land uses with a range of densities and housing options, commercial and industrial opportunities, and passive and active recreational opportunities. Schedule B: Land Use Plan identifies each of the land use designations identified in this Section of this Plan.

## 4.2 LASALLE TOWN CENTRE DISTRICT DESIGNATION

### INTENT

- a) The lands within the LaSalle Town Centre District Designation are intended to represent a key component of the Town's Urban Structure, and will be designed as a focal point for major retail and other associated institutional and commercial development. It is the intent of this Plan to allow the ongoing evolution of the retail sector within this Centre in LaSalle's "Downtown" to occur with a minimum of policy interventions with respect to the amount and type of space/facilities. This Plan focuses on broadening the mixture of land uses, including higher density residential uses, within the LaSalle Town Centre District Designation, and promoting good urban design and high quality architecture and landscapes. Lands within the LaSalle Town Centre District Designation are considered to be key destinations for the evolving transit system. It is also the intent of this Plan to create a compact, walkable and mixed use town centre that promotes street-edge buildings with parking to the side and rear of buildings.

### PERMITTED USES

- b) Buildings and sites throughout the LaSalle Town Centre District Designation may develop or redevelop as a comprehensively planned commercial centre, consisting of individual buildings or multi-unit buildings. New development is 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. Development within stand-alone buildings is also permitted, unless specified otherwise within the policies of this Plan or the implementing Zoning By-law. Permitted uses on lands designated as LaSalle Town Centre District Designation may include:

- i) Retail, service commercial uses and restaurants, excluding 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, civic/administrative and institutional office uses;
- iv) Mid-Rise and High-Rise residential uses, including live-work units and communal housing, which may include special needs housing and housing for seniors;
- v) Institutional uses, including elementary schools, secondary schools, hospitals, health clinics, medical laboratories;
- vi) Cultural, recreational and entertainment facilities;
- vii) Community facilities, parks and open spaces;
- viii) Parking facilities at-grade and/or in structure; and,
- ix) Public uses and public and private utilities.
- c) The range of permitted land uses within the LaSalle Town Centre District Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the LaSalle Town Centre District Designation, not permit all of the uses listed herein.





## DEVELOPMENT POLICIES

- d) Retail and service commercial development in the LaSalle Town Centre District Designation shall generally be part of a retail commercial centre, where a group of retail, service commercial or other shopping facilities 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 LaSalle Town Centre District Designation.
- e) Office and residential uses shall be permitted in stand-alone buildings, or in upper storeys of a mixed-use building/development. Office and residential uses may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.
- f) Hotels, institutional uses, community, cultural, recreational and entertainment facilities shall be permitted in stand-alone buildings, or in mixed-use buildings/developments. Hotels, institutional uses, community, cultural, recreational and entertainment facilities may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.
- g) Within the LaSalle Town Centre District Designation, the maximum building height shall be 12 storeys, or 48 metres, whichever is less.
- h) Notwithstanding the identified maximum height limit, additional building height may be considered by the Town on a site by site basis, subject to the height bonus provisions of this Plan and where community benefits have been secured in exchange for additional height.
- i) 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.
- j) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. To promote a high quality appearance and pedestrian activity at street level, these facilities, generally shall not be located between the building(s) and adjacent streets. Shared access and parking among various properties is encouraged.
- k) All lands within the LaSalle Town Centre District Designation are identified as within a Community Improvement Area. The Town may consider the preparation of a Community Improvement Plan to establish more specific improvement objectives for LaSalle's "downtown", identify public realm improvement priorities and establish incentive programs to assist the private sector in improving their properties. The provision of municipal incentives should be linked to the establishment of a LaSalle Town Centre Business Improvement Area.

- l) When considering an application for a development within the LaSalle Town Centre 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.
- m) All development within the LaSalle Town Centre District Designation shall be subject to Site Plan Approval.

## 4.3 PARKWAY COMMERCIAL DISTRICT DESIGNATION

### INTENT

- a) The lands within the Parkway Commercial District Designation are intended to be designed as a focal point for major retail and other associated office and service commercial development. It is the intent of this Plan to allow the ongoing evolution of the retail sector within this Commercial District to occur with a minimum of policy interventions with respect to the amount and type of space/facilities. This Plan focuses on promoting good urban design and high

quality architecture and landscapes. Lands within this Commercial District are considered to be key destinations for the evolving transit system. The Parkway Commercial District Designation provides a broad range of community goods and services to LaSalle residents and the broader travelling public utilizing the Herb Gray Parkway, Highway 401 and Highway 3 transportation corridors.

### PERMITTED USES

- b) Buildings and sites throughout the Parkway Commercial District Designation may develop as a comprehensively planned commercial centre, consisting of individual buildings or multi-unit buildings. New development is encouraged to accommodate an array of retail commercial and service commercial uses, as well as supportive office uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. Development within stand-alone buildings is also permitted, unless specified otherwise within the policies of this Plan or the implementing Zoning By-law. Permitted uses on lands designated as Parkway Commercial District Designation may include:
  - i) Retail, service commercial uses and restaurants, excluding auto-focused uses such as auto dealerships, service centres and repair shops;



- ii) Hotels, including convention/conference facilities and other ancillary uses; and,
  - iii) Commercial, medical, administrative and office uses.
- c) The range of permitted land uses within the Parkway Commercial District Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the Parkway Commercial District Designation, not permit all of the uses listed herein.

## DEVELOPMENT POLICIES

- d) Retail and service commercial development in the Parkway Commercial District Designation shall generally be part of a retail commercial centre, where a group of retail, service commercial or other shopping facilities 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 Parkway Commercial District Designation.
- e) Hotels and office uses shall be permitted in stand-alone buildings, or in mixed-use building/development. Hotels and office uses may be located on individual sites, or form part of a larger, comprehensively planned retail commercial centre.
- f) 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;
- g) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. Shared access and parking among various properties is encouraged.
- h) 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.
- i) All development within the Parkway Commercial District Designation shall be subject to Site Plan Approval.

## 4.4 VOLLMER RECREATION DISTRICT DESIGNATION

### INTENT

- a) The lands within the Vollmer Recreation District Designation will be designed as a focal point for major recreational facilities, both indoor and outdoor. This Plan focuses on broadening the attractiveness of the Vollmer Recreation District Designation, and promoting good urban design and high quality architecture and landscapes. Lands within the Vollmer Recreation District Designation are considered to be a key destination for the evolving transit system.

### PERMITTED USES

- b) Buildings and recreation-focused facilities throughout the Vollmer Recreation District Designation may develop as a comprehensively planned public facility, consisting of individual buildings and adjacent outdoor recreation facilities/fields. New development is encouraged to accommodate an array of complementary land uses. Permitted uses on lands designated as Vollmer Recreation District Designation may include:
  - i) Recreational and entertainment facilities;
  - ii) Public parks and open spaces;
  - iii) Community centres;
  - iv) Conservation areas;
  - v) Flood and erosion hazard control/management facilities;
  - vi) Parking facilities at-grade and/or in structure; and,
  - vii) Public uses and public and private utilities.
- c) The range of permitted land uses within the Vollmer Recreation District Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the Vollmer Recreation District Designation, not permit all of the uses listed herein.



## DEVELOPMENT POLICIES

- d) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. To promote a high quality appearance, these facilities shall generally be located to rear or side of buildings and screened with landscaping wherever possible.
- e) Land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.
- f) All development within the Vollmer Recreation District Designation shall be subject to Site Plan Approval.

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

## 4.6 WATERFRONT DISTRICT DESIGNATION

### INTENT

- a) The land designated Waterfront District Designation is recognized in this Plan as an area that requires revitalization. It is the intent of this Plan to promote the re-creation of a vibrant, pedestrian and transit oriented place through targeted investments and strategic investment in infrastructure, with particular attention to urban design, parking and waterfront access along the identified stretch of Front Road.
- b) It is expected that land within the Waterfront District Designation will be redeveloped with an array of compatible land uses including marine and marina-related uses, retail and service commercial uses, mid-rise and high-rise residential uses, public open spaces, as well as institutional and community uses. The Waterfront District Designation is expected to accommodate higher density/intensity development, while including a broad mix of land uses that support investment in transit and the achievement of complete communities.
- c) Gil Maure Park should continue to be developed as a major destination and gateway to the waterfront. Future investments should consider opportunities for enhanced year-round programming, improved design, heritage interpretive features and the establishment of marine-oriented commercial uses such as a restaurant and/or sports equipment/watercraft rentals.

### PERMITTED USES

- d) Buildings and sites throughout the Waterfront District 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

# Freshwater Restoration Ecology Centre



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 Waterfront District Designation may include:

- i) Retail, service commercial uses and restaurants of all types and scales, including auto focused and/or marine-related uses such as auto/boat 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;
- iv) Marine and marina-related land uses;
- v) Townhouse and apartment style residential uses, including live-work units and communal housing, which may include special needs housing and housing for seniors;
- vi) Institutional uses, including hospitals, health clinics, medical laboratories, senior centres and youth centres;

- vii) Cultural, recreational and entertainment facilities;
  - viii) Community facilities, parks and open spaces;
  - ix) Parking facilities at-grade and/or in structure; and,
  - x) Public uses and public and private utilities.
- e) The range of permitted land uses within the Waterfront District Designation shall be further refined through the implementing Zoning By-law. The Zoning By-law may, for specific sites within the Waterfront District Designation, not permit all of the uses listed herein.

## DEVELOPMENT POLICIES

- f) Development in the Waterfront District 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 Waterfront District Designation.

- g) Permitted office and 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.
- h) 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;
- i) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. Front yard parking shall generally not be permitted. Parking and servicing areas should be located at the rear or side of the building.
- j) New development and other public or private investments shall be required to consider opportunities for improving the public realm and access to the waterfront including: cycling facilities, sidewalks, traffic calming, road narrowing, on-street parking and traffic lights.
- k) All lands within the Waterfront District Designation are identified as within a Community Improvement Area. The Town may consider the preparation of a Community Improvement Plan to establish a detailed long-term vision for the area, identify public realm improvement priorities and establish incentive programs to assist the private sector in improving their properties. The provision of targeted municipal incentives should be linked to the establishment of a Waterfront District Business Improvement Area.
- l) 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.
- m) All development within the Waterfront District Designation shall be subject to Site Plan Approval, with the exception of new low-rise single or semi-detached development on existing lots of record at locations already pre-zoned for those low-rise residential uses.





## 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.

## 4.8 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.

## 4.9 RURAL/ AGRICULTURAL DISTRICT DESIGNATION

### INTENT

- a) Rural/Agricultural District Designation within the Town is home to a diverse, vibrant community comprised of prosperous, innovative agricultural and agriculture-related operations, rural residences, rural-based businesses, open spaces, and resource-based recreational amenities. The Rural/Agricultural District is, and will continue to be an essential part of the Town's unique character.
- b) The intent of the Plan is to:
  - i) Maintain the natural, scenic and cultural heritage attributes of the Rural/Agricultural District Designation and promote the rural character, lifestyle and open landscape, while supporting an array of compatible activities; and,



- ii) Protect and support agricultural activities as the predominant land use, and to avoid conflicting uses or incompatible development while, at the same time, encouraging a range of resource-based and appropriate non-agricultural economic activities.
- v) Secondary uses, such as home occupations, home industries and uses that produce value-added agricultural products from the farm operation;
- vi) Forestry, conservation uses, wildlife and fisheries management;

## PERMITTED USES

- c) The predominant use of land in this designation shall be all types, sizes and intensities of agricultural uses, including on-farm buildings and structures that are integral to the farm operation. In addition, the following uses may be permitted:
  - i) Agriculture-related uses, including farm-related commercial and farm-related industrial uses;
  - ii) On-farm diversified uses, including agri-tourism uses;
  - iii) Existing residential land uses;
  - iv) A single detached dwelling in conjunction with an agricultural use, on an existing lot of record, and on a newly created lot approved as a residence surplus to a farming operation;
  - vii) Watershed management and flood and erosion control projects carried out or supervised by a public agency;
  - viii) Country inns, bed and breakfast establishments, cemeteries, hiking trails and marinas;
  - ix) Parks and open spaces; and,
  - x) Public uses and public and private utilities.
- d) The Town may refine the list of permitted uses through the provisions of the implementing Zoning By-Law. Development of any specific permitted use shall be subject to the policies of this Plan.

## DEVELOPMENT POLICIES

- e) Development within the Rural/Agricultural District Designation will be in patterns and at densities that do not compromise the existing character of the Town's countryside.
- f) Limited opportunities for new development within the Rural/Agricultural District Designation will include consents in accordance with the policies of this Plan, extensions to existing buildings, and other development that promotes the ongoing rural/agricultural economy, while preserving the natural resources and the rural character of the Town.
- g) New development within the Rural/Agricultural District Designation shall consider the built form character of its rural location. Tree planting will be encouraged to line driveways, and to shelter and buffer the building clusters.
- h) To help retain the heritage character of the countryside and direct residential development to the Urban Area, new residential development within the Rural/Agricultural District Designation should be accommodated on vacant residential lots that exist prior to the date of approval of this Plan.
- i) Development in the Rural/Agricultural District Designation will be directed to areas:
  - i) Where the development will not negatively impact or constrain agricultural operations; and,
  - ii) That are well serviced by existing municipal roads, facilities and other services.
- j) All development in the Rural/Agricultural District Designation will comply with Minimum Distance Separation Formulae established by the Province, as amended from time to time. Where the Minimum Distance Separation Formulae can be met, the keeping of small numbers of livestock, including poultry, may be permitted on residential lots in the Rural/Agricultural District Designation.
- k) Agricultural uses requiring smaller acreages will be permitted on existing lots in the Rural/Agricultural District Designation, if the lot is appropriately sized to accommodate the use without generating potentially conflicting off-site impacts.
- l) The adaptive reuse of existing heritage structures will be encouraged to preserve

cultural heritage buildings and landscapes that would otherwise disappear as a result of no longer being required for agricultural purposes. Appropriate standards addressing variation in size due to the historic nature of certain structures may be implemented through site specific zoning.

- m) When considering an application for a development within this Designation, the policies for ensuring compatible development in Chapter 3 of this Plan shall be applied and the proposed development shall respect the scenic nature of the rural landscape, and lots shall be of sufficient area to accommodate servicing to the standards of the appropriate authority. In addition, land use specific policies that are applicable within this Designation are included in Chapter 5 of this Plan.

## 4.10 GOLF COURSE DISTRICT DESIGNATION

### INTENT

- a) This Plan recognizes a number of existing golf courses within the Town. It is the intent of this Plan to promote the long-term functionality and viability of these resources.

### PERMITTED USES

- b) Permitted uses on land within the Golf Course District Designation may include:
  - i) The lands necessary to accommodate the golf course facility;
  - ii) Golf course-supportive land uses, including:
    - Club house, driving ranges, restaurant and fitness facilities; golf related retail commercial uses; and,
    - Buildings that accommodate maintenance equipment, and golf course related office space;
  - iii) Parks and open spaces;
  - iv) Parking facilities at-grade and/or in structure; and,
  - v) Public uses and public and private utilities.

- c) The range of permitted land uses within the Golf Course District Designation shall be further refined through the implementing Zoning By-law.

## DEVELOPMENT POLICIES

- d) Golf course development within this Designation shall be permitted in accordance with the existing Zoning By-law.
- e) Expansions to an existing golf course and/or golf course supportive land uses shall require a site specific Zoning By-law Amendment, and may be subject to Site Plan Approval.
- f) The redevelopment of a golf course in whole, or in part with other land uses not permitted within this Plan shall require an Amendment to this Plan, and a subsequent implementing Zoning By-law.

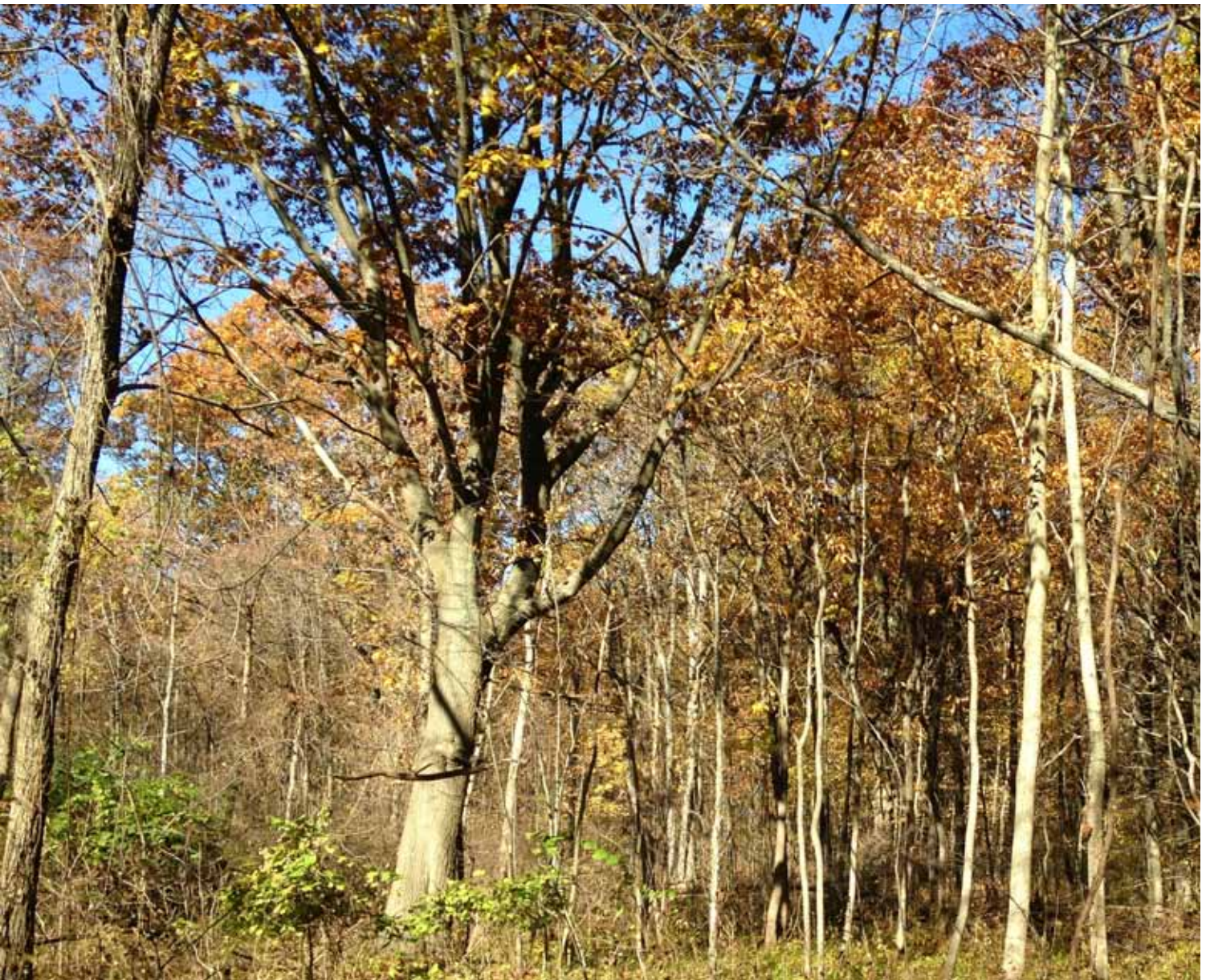
## 4.11 NATURAL HERITAGE SYSTEM DESIGNATION

### INTENT

- a) The Town encourages and supports the enhancement of the Natural Heritage System. The Natural Heritage System within the Town of LaSalle has been established in the Essex Region Natural Heritage System Strategy (ERNHSS) prepared by the Essex Region Conservation Authority, and is included as the Natural Environment Designation and Policies contained within the provincially approved upper-tier (County of Essex) Official Plan.

### DEVELOPMENT POLICIES

- b) This Plan identifies Provincially Significant Wetlands and Significant Terrestrial Features on Schedule B: Land Use Plan, and on



Schedule C: Natural Environment Overlay, in conformity with the corresponding designations, policies and schedules, as set out in the approved County of Essex Official Plan.

- c) When considering development or landscape alteration of any kind on lands identified as Provincially Significant Wetlands and/or Significant Terrestrial Features on Schedule B or as within the Natural Environment Overlay Designation identified on Schedule C, the policies of Section 3.4 Natural Environment of the County of Essex Official Plan shall apply, as amended.

## 4.12 MARINE-RELATED INDUSTRIAL DISTRICT DESIGNATION

### INTENT

- a) This Plan recognizes the existing commercial marine facility. It is the intent of this Plan to permit the expansion and improvement of this facility in consideration of its special needs for a waterfront location.

### PERMITTED USES

- b) The permitted uses in the Marine-Related Industrial District Designation shall be limited to:
  - i) Commercial marina;
  - ii) Industrial marina;
  - iii) Metal fabrication;
  - iv) Ship building and repair;
  - v) Marine construction; and,
  - vi) Related uses ancillary to the main uses.

### DEVELOPMENT POLICIES

- c) All development in the Marine-Related Industrial District Designation shall be subject to the site specific development standards established for the affected property in the Town's implementing Zoning By-law.
- d) All development will be required to conform to high performance standards relating to parking, loading, lighting, landscaping, and buffering as set out in the implementing Zoning By-law and Site Plan Approval agreements.
- e) All development and redevelopment will be subject to Site Plan Approval.







# LAND USE SPECIFIC POLICIES

## 5.1 RURAL/ AGRICULTURAL AREA LAND 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 Rural/Agricultural Area:

i) **Farm-Related Commercial and Industrial Uses** - Farm-related commercial and industrial uses within the Rural/Agricultural Area may be permitted through a site specific rezoning and subject to the following criteria:

- The use is directly related to farm operations in the area, supports agriculture, benefits from being in close proximity to farm operations, and provides direct products and/or services to farm operations as a primary activity;
- The lot upon which the use is located is of an adequate size and configuration to support the

proposed use and the scale of the operation is appropriate to the site and the surrounding area;

- The activity is limited to low water and low effluent producing uses and the site is capable of accommodating the use on municipal piped water and a private sewage treatment system;
- The activity does not interfere with and is compatible with surrounding uses; and,
- The activity does not generate off site adverse impacts.

ii) **Policies for Home Occupations** - Home occupations are permitted throughout the Rural/Agricultural Area provided the use is of an accessory and subordinate nature, and does not substantially alter the rural residential or agricultural 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.



iii) **Policies for Home Industries** - Home industry uses are occupations, trades, businesses, professions, or crafts that are secondary to the agricultural use or agriculture-related use or rural residential use on the property. Home industry uses shall generally be confined to an outbuilding within the existing farm-building cluster and include, but are not limited to small engine repair, woodworking and metal working. Home industry uses shall generally not exceed 90 square metres, except through a site specific rezoning and subject to the following criteria:

- It can be demonstrated that the increased size of the use is not more appropriately located within the Urban Area;
- There will be no negative impact on other businesses that bear the financial risks of site specific operations; and,
- The home industry is compatible with adjacent or nearby uses by preventing adverse effects.

iv) **Policies for Bed and Breakfast Establishments** - Bed and breakfast establishments are permitted within any detached dwelling unit in the Rural/Agricultural 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,
- Bed and breakfast establishments shall be subject to Site Plan Approval.

v) **Policies for Cemeteries** - The establishment of new cemeteries, or the enlargement of existing cemeteries shall be subject to a site specific rezoning and have regard for:

- Potential impacts on adjacent existing and planned land uses;
- Access to the road system which does not create traffic hazards;
- Provision of adequate onsite parking facilities; and,
- Screening and landscaping to complement the plot plan and provide buffering with adjacent land uses.

## 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.



*i) 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.

*ii) 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.

**iii) 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.

**iv) 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.
- v) 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.

**vi) 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.

**vii) 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.

**viii) 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;
  - Recreation 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; and,
- 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.
- 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.

**ix) 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; and,
- 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
- 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.





# INFRASTRUCTURE

## 6.1 INTENT

- a) It is the intent of this Plan to recognize the key role that infrastructure plays in shaping the future growth and development of the Town. Provision of infrastructure must be provided in a responsible, efficient and cost-effective manner to ensure long-term fiscal and environmental sustainability. The objectives of this Plan related to infrastructure, include:
  - i) Provide infrastructure in a coordinated, efficient and cost-effective manner that is integrated with planning for growth so that these necessary services are available to meet current and projected needs;
  - ii) Optimize the use of existing infrastructure, wherever feasible, before considering developing new infrastructure;
  - iii) Strategically locate infrastructure to support the effective and efficient delivery of emergency services;
  - iv) Work co-operatively with other agencies, jurisdictions and private developers in addressing common servicing needs and challenges; and,
  - v) Undertake the financial planning required to make the necessary investments in infrastructure systems to accommodate the long-term community and economic growth anticipated by this Plan.

## 6.2 MUNICIPAL WATER AND SANITARY SEWER SERVICES

### 6.2.1 Intent

- a) The provision of safe, reliable and cost-effective municipal water and sanitary sewer services is necessary to enable the Town to carry out critical, important and/or desirable functions related to the continued operation, maintenance, safety, security and well-being of the Town and its residents. The objectives of this Plan related to municipal water and sanitary sewer services, include:

- i) Direct and accommodate expected growth in a manner that makes efficient use of existing infrastructure;
- ii) Ensure that all water and sewage systems are provided in a manner that can be sustained by the water resources upon which such services rely, are financially sustainable, comply with all regulatory requirements and promote water conservation and water use efficiency; and,
- iii) Support the improvement and extension of municipal sanitary sewage and water supply services, in accordance with the provisions of this Plan and other relevant Town, County and Provincial policies and regulations, and within the financial capabilities of the Town and on the basis of the approved capital budget program.

### 6.2.2 General Policies

- a) In general, new development will be directed to the Urban Area, as identified on Schedule A - Community Structure. Higher order forms of servicing, including full municipal water and sanitary sewer services are the preferred form of service infrastructure, and will be required for all residential, commercial, industrial and institutional developments in the Town's Urban Area.
- b) The extension of municipal sewer and water services should take place only within lands in the Urban Area as identified on Schedule A - Community Structure. Where appropriate, such extensions will form part of a comprehensive planning study or a detailed secondary planning process for these areas.
- c) The Town will encourage and promote water conservation practices in order to free up capacity within the municipal water and sanitary sewage treatment plant and distribution systems and to make them work more efficiently. The Town shall promote water conservation by:
  - i) Encouraging development proposals that minimize additional demands for water from the Town's water system; and,

- ii) Directing and accommodating expected growth in a manner that promotes the efficient use of existing Town sewage services and Town water services.
- d) It is important to relate plant performance and hydraulic capacity to growth management objectives to avoid future limitations on growth and to allow enough time to plan for the minimum of three to five years it can take to complete plant expansions or upgrades. The Town will not award capacity allocation for growth beyond the uncommitted reserve capacity in the respective water and sewage treatment facility. As such, the Town will maintain, in conjunction with the Ministry of the Environment and neighbouring municipalities where there are shared services, up-to-date records of:
  - i) The reserve capacity of water and sanitary sewage treatment facilities;
  - ii) The amount of unconnected servicing commitments to zoned land/development; and,
  - iii) The uncommitted reserve capacities.

### 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;



## 6.2.4 Policies for the Rural/ Agricultural Area

- 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.
- a) Within the Rural/Agricultural District, as identified on Schedule B: Land Use Plan, the Town may choose to permit private communal sewage services and/or individual on-site sewage services only where municipal sewage services are not provided.
  - b) Individual on-site sewage services may only be permitted where site conditions are suitable for the long-term provision of such services with no negative impacts.
  - c) For any private sewage treatment system, all requirements of the Town shall be met, including the receipt of a Certificate of Approval and Use Permit necessary for the installation of a Class IV system (septic tanks with tile bed) or equivalent for all existing or newly created lots to be serviced with individual private sewage treatment systems. In addition, the location of a spare area for the development of a subsequent tile field shall be provided on each lot and approved by the Town.

## 6.3 STORMWATER MANAGEMENT FACILITIES

### 6.3.1 Intent

- a) Stormwater runoff is precipitation that flows over and across the land, including all human made elements. This water is mostly routed into drainage systems and ultimately into the Town's natural areas, wetlands and the Detroit River and River Canard. Appropriate stormwater management is necessary to control erosion, flooding, and to protect watercourses and water bodies from pollutants. The objectives of this Plan related to stormwater management facilities include:
  - i) Ensure that the impacts on streams and the shore land systems from urban development are appropriately managed in order to protect water quality, fish and wildlife habitat and to prevent erosion and flooding;
  - ii) Consult with the applicable agencies including Essex Region Conservation Authority, the Ministry of Natural Resources, and the Ministry of the Environment to ensure that development will be provided with adequate stormwater management facilities and outlet drainage.

### 6.3.2 General Policies

- a) The Town shall require appropriate stormwater management facilities downstream of new developments to mitigate the impacts of stormwater quality and quantity.
- b) Stormwater management shall:
  - i) Minimize, or, where possible, prevent increases in contaminant loads;
  - ii) Minimize changes in water balance and erosion;
  - iii) Not increase risks to human health and safety and property damage;
  - iv) Maximize the extent and function of vegetative and pervious surfaces; and,
  - v) Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

### 6.3.3 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.

### 6.3.4 Policies for the Rural/Agricultural Area

- a) In the Rural/Agricultural Area, best practices for stormwater management will be incorporated, including the use of tree cover and natural vegetation and other permeable surfacing that reduces run off and facilitates groundwater recharge, grading and drainage to control erosion and siltation.

### 6.3.5 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.

## 6.4 HAZARD LANDS

- a) The Town is currently working collaboratively with the Essex Region Conservation Authority to undertake and complete a Master Drainage Plan for the remaining Greenfield Areas. As part of this Master Drainage Plan, the alignment and width of required inland drainage corridors will be established, together with the geographic extent of additional hazard lands that need to be protected from flood inundation. Once that work is completed, additional mapping and/or policies will be incorporated into the Official Plan by way of an Amendment.

### 6.4.1 Floodplain Development Control Area

- a) The lands identified as Floodplain Development Control Area on Schedule E: Areas Susceptible to Flooding are subject to flooding under regulatory flooding conditions (1:100 Year or maximum observed) and are subject to Ontario Regulation 535/91, as amended, the Fill and Construction Regulations of the Essex Region Conservation Authority.
- b) Under the two-zone approach to floodplain management, the Town shall, to the satisfaction of the Essex Region Conservation Authority, identify the floodway (that area subject to deeper, faster flows, which acts as the channel in times of flooding) as an area where development other than buildings or structures required for flood or erosion control is prohibited. The Floodway area for all inland watercourses shall generally constitute 8 metres plus the depth of the watercourse or municipal drain, to a maximum of 15 metres from the top of bank, save and except for the improved channel of Turkey Creek and the Cahill Drain (downstream from Brunet Park). Along the improved channel of these two watercourses the Floodway area shall be the limits of the easement established during the channelization project by the Essex Region Conservation Authority.
- c) Development on those lands within the Floodplain Development Control Area but outside the Floodway shall only be permitted if:
- i) Floodproofing is provided to the regulatory flood elevation to the satisfaction of the Essex Region





Conservation Authority. This area is subject to the Fill and Construction Regulations of the Essex Region Conservation Authority and, as such, a permit allowing construction and/or the placement of fill is required from the Authority; and,

- ii) All development must be in accordance with the underlying land use designations.
- d) The implementing Zoning By-law will prescribe certain setback and minimum elevation requirements for development within the floodprone area. The required setbacks and minimum elevations will be determined in consultation with the Essex Region Conservation Authority

- ii) The implementing Zoning By-law will prescribe certain setbacks and minimum elevation requirements for development within the floodprone area. Generally, the setbacks and minimum elevations will vary depending on whether approved shore protection works are installed. The required setbacks and minimum elevations will be determined in consultation with the Essex Region Conservation Authority. If and when fill and construction regulations of the local conservation authority are approved for the Detroit River shoreline area of the Town, the Town, in consultation with the Essex Region Conservation Authority, may amend the implementing Zoning By-law accordingly, without the need to further amend this Plan.

### 6.4.2 Detroit River Floodprone Area

- a) Development of lands located within the limits of the Detroit River Floodprone Area shown on Schedule E: Areas Susceptible to Flooding shall be subject to the following policies:
  - i) The land uses permitted within the Detroit River Floodprone Area are determined by the underlying designations identified on Schedule B: Land Use Plan; and,

## 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; and,
  - 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 metres 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, with 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.

### 6.5.6 Policies for Reducing Auto-Reliance

- a) The Town will encourage the use of commuter carpools to reduce the number of vehicle trips and vehicle kilometers travelled by residents, businesses and visitors to the Town. In this regard the Town, in co-operation with the Ministry of Transportation, will encourage residents to utilize the carpooling facilities provided by the Ministry of Transportation as part of the new Herb Gray Parkway (i.e. Highway 401, Highway 3, Howard Avenue interchange).
- b) Appropriate transportation demand management measures to reduce single occupancy automobile trips may be identified in future transportation studies and in development applications.

## 6.6 ENERGY GENERATION AND TRANSMISSION

### 6.6.1 Intent

- a) Energy generation and transmission facilities, particularly potential wind turbines, in the Town of LaSalle are controversial due to the ongoing debate regarding environmental, health and economic impacts of such facilities. As such, the Town is an unwilling host for these types of facilities.
- b) Notwithstanding the Town's unwilling host status for wind turbines, the Town does support small scale, compatible alternative energy development, including solar and bio-digesters.

### 6.6.2 Policies

- c) The Town shall encourage energy efficiency and improved air quality through land use and development patterns which:
  - i) Promote compact form and a structure of Centres and Corridors;

- ii) Focus major employment, commercial and other travel-intensive land uses on sites that are well served by the existing road network;
- iii) Create employment opportunities in proximity to housing to shorten commute journeys and decrease transportation congestion; and,
- iv) Promote development, design and building orientation which maximizes the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.
- d) For any proposed energy generation or transmission facility, the Town shall require the proponent to proceed through an Environmental Assessment process under the Environmental Assessment Act, or, at a minimum, through a land use planning approval process under the Planning Act, or both. The approvals process will evaluate and assess:
  - i) Whether the nature, scale and impact will be appropriate, understood and, where possible, how any identified impacts can be mitigated;
  - ii) The impact on the views and community character in the vicinity, ensuring no undue adverse impacts are created;
  - iii) A full exploration of the environmental, health and economic impacts of such facilities;
  - iv) An appropriate proposal evaluation framework, including a review of a full range of alternatives to the proposal;
  - v) An inclusive and transparent public consultation process; and,
  - vi) Rights to appeal to an appropriate court or tribunal any decision to proceed with any form of energy generation and transmission facilities.

Further, the Town may impose limits on the extent, height and location of any proposed energy generation and/or transmission facility. And, the Town, in partnership with the Province, as appropriate, shall ensure that the necessary agreements are in place to deal with ongoing operation and maintenance of any green energy facilities, as well as appropriate protocols for their ultimate decommissioning.

## 6.7 UTILITIES

### 6.7.1 Intent

- a) Public and private utilities, utility facilities and services are necessary to enable the Town, other government agencies and departments as well as private interests to carry out critical, important or desirable functions related to the continued operation, maintenance, safety, security and well-being of the Town and its residents. It is the objective of the Town that required public and private utilities are provided for all of the Town's residents and businesses in an efficient, cost effective and environmentally responsible manner.

### 6.7.2 Policies

- 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.

# IMPLEMENTATION/ADMINISTRATION

## 7.1 IMPLEMENTATION STRATEGY

- a) This Plan shall be implemented by means of the statutory powers conferred upon Council and other municipal officials by the Planning Act, the Heritage Act, the Municipal Act, the Development Charges Act and any other powers as may be exercised through the zoning by-law, subdivision control regulations, developer's agreements and standards of maintenance and occupancy by-laws.

## 7.2 INTERPRETATION

- a) Inherent to the policies of this Plan is the principle of flexibility. Policies shall be subject to interpretation by Council without Amendment to this Plan, where necessary and appropriate, provided that the general intent of the Plan is maintained.
- b) The designation boundary lines on the Schedules to this Plan are meant to be relatively flexible, except where they coincide with existing roads, rail lines or other clearly defined physical features. Appropriate variations may be made by Council without an Amendment to this Plan, where necessary and appropriate, provided that the general intent of the Plan is maintained.
- c) Where any Act or portion of an Act is referred to in the Plan, such references shall be interpreted to refer to any subsequent renumbering of the sections in the Act and/or changes in the date of the Act.

## 7.3 OFFICIAL PLAN AMENDMENTS

- a) All proposed Amendments to this Plan shall be processed in accordance with the provisions of the Planning Act, and due regard shall be given to the following matters:
  - i) The physical suitability of the land to be used for the proposed use;
  - ii) The adequacy of all required municipal services;

- iii) The adequacy of the road system to accommodate the projected traffic volume increases;
  - iv) The compatibility of the proposed use with existing and potential future uses in the surrounding area; and,
  - v) The need for the additional land to accommodate the proposed use/facilities.
- b) In keeping with the statutory requirement of the Planning Act, the Town will forward all applications to amend the Official Plan to Essex County, within 30 days of receiving a complete application, for review and comment.

## 7.4 OFFICIAL PLAN REVIEW AND MONITORING

- a) The policies and designations of this Plan shall undergo a Comprehensive Review in accordance with the requirements of the Planning Act. The purpose of the Comprehensive Review will be to:
  - i) Document the type and location of new development that occurred since the approval of this Plan;
  - ii) Project the nature of new development that can be expected during the subsequent identified planning horizon;
  - iii) Review the continued appropriateness of the Plan's vision, principles, designations and policies;
  - iv) Formulate and implement appropriate responses to changes in legislation, context or direction;
  - v) Actively encourage meaningful public participation by seeking the opinions and the advice of First Nations, Metis, individuals, and community and stakeholder groups in the on-going task of implementing, monitoring and reviewing this Plan; and,
  - vi) Council shall ensure that the public is adequately notified and consulted, and the measures utilized to facilitate public participation will be consistent with the scope and nature of the planning matter being addressed. Prior to making decisions related to planning matters,

Council will encourage appropriate steps to be taken to resolve conflicting issues associated with the proposal. Where conflicting issues remain unresolved, these issues and the measures taken to respond to these issues shall be identified as part of any planning report prepared. Measures such as peer review and Alternative Dispute Resolution will be used when determined to be appropriate.

## 7.5 PUBLIC WORKS AND FINANCIAL MANAGEMENT

- a) Implementation of the vision, principles, objectives and policies of this Plan will involve the Town directly in the financing of certain projects. No public work will be undertaken unless it conforms to this Plan and meets the requirements of Section 24 of the Planning Act.
- b) It is the intent of this Plan to:
  - i) Ensure that public works conform to this Plan and assist in implementing the vision, principles, objectives and policies for the future physical development of the Town; and,
  - ii) Ensure that the implementation of this Plan is conducted in a fiscally efficient and prudent manner.
- c) With respect to public works, the Town shall:
  - i) Establish a priority list of projects and estimated costs, where possible, associated with the implementation of this Plan; and,
  - ii) Continue to utilize the 5-year capital works program as a key means of implementing this Plan.
- d) With respect to finance the Town shall:
  - i) Strive to achieve a more balanced taxable assessment ratio between residential and non-residential consistent with long-term municipal financial planning;
  - ii) Ensure that the cost of providing the additional facilities and services, or the extension of existing facilities and services, associated with growth are appropriately and equitably covered by development proponents through servicing agreements with the Town

(where the developer pays for the cost of the required new infrastructure and services) and through the Development Charges By-Law and in conformity with this Plan;

- iii) Ensure that the cost of providing additional facilities and services not associated with growth are funded from taxation, user fees, or other appropriate methods;
- iv) Require that all necessary agreements be executed prior to any development proceeding. Such agreements may include front-end, financial, and development agreements to provide the infrastructure necessary to serve the new development;
- v) Continue to investigate financial mechanisms and initiatives to ease the burden on the general tax levy, including development charges, user fees, impost fees, public/private partnerships, government grants and subsidies, and other funding sources;
- vi) Continue to monitor the fiscal impact of growth and ensure that current objectives and policies reflect changing fiscal circumstances; and,
- vii) Require the analysis of economic impacts associated with a significant development proposal, as determined by the Town. The analysis will determine the likely short and long-term impacts of the proposal on municipal operating and capital budgets.

## 7.6 BY-LAWS

### 7.6.1 The Comprehensive Zoning By-Law

- a) The Town will prepare a new comprehensive Zoning By-law to zone lands in accordance with the policies and designations contained in this Plan.

### 7.6.2 Temporary Use By-Laws

- a) Pursuant to Section 39 of the Planning Act, Council may pass Temporary Use By-laws to authorize the temporary use of land, buildings or structures for a purpose not otherwise authorized by the Zoning By-law for a specific period of time not exceeding three years.



- b) Council may authorize a temporary use on a one-time basis or for a short period of time on a periodic basis, where it is considered inappropriate by Council to permit the proposed use on a permanent or continuing basis, and where alternatives, such as relocation, are not practical. Council may pass subsequent By-laws granting extensions of up to three years. However, once the By-law has lapsed, the use must cease or otherwise will be viewed as contravening the Zoning By-law.
- c) Prior to the approval of any Temporary Use By-law, Council shall be satisfied that the following principles and criteria are met:
  - i) The temporary use shall be of a temporary nature and shall not entail any major construction or investment on the part of the owner, so that the owner will not experience undue hardship in reverting to the original use upon the termination of temporary use provisions;
  - ii) The temporary use shall be compatible with adjacent land uses and the character of the surrounding area;
  - iii) The temporary use shall be properly serviced and not require the extension or expansion of existing municipal services;
  - iv) The temporary use shall not create any traffic problems within the surrounding area, nor shall it adversely affect the volume and/or type of traffic found on the area's roads;
  - v) Parking facilities required by the temporary use shall be provided entirely on-site; and,
  - vi) The temporary use shall generally be beneficial to the surrounding area or the community-at-large.
- b) The holding (H) symbol will not be removed until such time as Council is satisfied that adequate sewage disposal and the provision of other services is possible, development applications are approved by Council, various agreements are in place and plans of subdivision are approved, where necessary.
- c) In the interim period, the Zoning By-law shall permit existing uses and in some cases, agricultural uses.

#### 7.6.4 Interim Control By-Laws

- a) The Town may pass Interim Control By-Laws to place immediate restrictions on the use of certain lands or certain land uses where the Town has directed that a study of land use planning policies be undertaken.
- b) When considering a proposal to enact an Interim Control By-Law prohibiting the use of land, the Town shall require or provide justification that there is a need to carry out a study and that the required study can be carried out expeditiously.

#### 7.6.5 Height and/or Density Bonus By-Laws

- a) Pursuant to Section 37 of the Planning Act, Council may pass Bonus By-laws to authorize increases in height and density of development otherwise permitted by the Town's comprehensive Zoning By-law that will be permitted in return for the provision of such community benefits as are set out in the Bonus By-law.
- b) Council may utilize Section 37 of the Planning Act to assist with achieving the following community benefits:
  - i) The acquisition, conservation and protection of lands within the Natural Heritage System Designation;
  - ii) The acquisition and development/redevelopment of land for off-street parking lots and other public amenities in the LaSalle Town Centre and Waterfront District Designations.
  - iii) The development provides a specific type of housing, such as housing for low and moderate-income groups, senior citizens, or persons with disabilities;
  - iv) The conservation of areas, sites, buildings or structures of historical, architectural or archaeological merit; and,

#### 7.6.3 Holding Provision By-Laws

- a) The Town's Zoning By-law will incorporate the holding zone approach in accordance with Section 36 of the Planning Act. The Zoning By-law will identify the uses that are ultimately intended for certain lands, but by adding the holding (H) symbol, will delay their actual development until specific conditions are met. When the required conditions are met, a By-law removing the holding (H) symbol will be passed.

- v) The provision of:
- Community facilities/services, child care facilities and/or cultural facilities;
  - Public art or arts facilities;
  - Public park facilities;
  - Recreational facilities;
  - Public transit infrastructure, facilities or services;
  - Amenities for, or conducive to active transportation, such as pedestrian or cycling facilities;
  - Enhanced public access and connections to community facilities, open space and natural areas, including multi-use pathways and trails systems; and/or,
  - Any public work, initiative or matter in compliance with this Plan to the satisfaction of the Town.
- c) A Bonus By-law adopted under Section 37 of the Planning Act will:
- i) Contain the detailed development standards that would apply when the bonus is awarded. If the bonus is not awarded, the standards of the underlying Zoning By-law category assigned to the affected site would continue to apply. The development standards must conform to the applicable land use, servicing, transportation and other relevant policies of this Plan;
  - ii) Set out how the bonus standards relate to the conditions that are required to be met in order for the bonus standards to apply to the site;
  - iii) Address the matters to be dealt with in the Bonus Agreement;
  - iv) Be written in such a way as to ensure that discretion cannot be applied. If the conditions to be met and the bonus to be awarded are all agreed to and set out in an agreement, a rezoning should not be necessary.
- d) In determining appropriate sets of bonus standards to be awarded, Council will ensure that:
- i) The extent of the increase in height and/or density is compatible with adjacent development;
  - ii) The bonus density and height proposed conforms to the policies of this Plan; and,
  - iii) The conditions to be met are realistic in terms of marketability, general economics and the needs of the Town of LaSalle.

### 7.6.6 Tree Preservation By-laws

- a) The Town may pass By-laws to prohibit or regulate the destruction or injuring of trees, require that a permit be obtained to injure or destroy trees, and impose permit conditions as provided in the Municipal Act (Section 135), applicable throughout the Town or for specific areas within the Town.
- b) The Town may establish a tree replacement By-law that would require, at minimum, replacement of the same aggregate stem thickness of trees removed in the same location or another defined location of the Town as a condition of permitting trees to be removed. The Town may identify in the By-law an appropriate ratio of new trees to old trees for specific areas of the Town.
- c) A tree cutting By-law will not prevent the harvesting of trees under the supervision of a qualified forester or cutting trees outside of the specified areas.

### 7.6.7 Site Alteration By-laws

- a) The Town may pass By-laws respecting the dumping or placing of fill, removal of topsoil or the alteration of the grade of land as provided in the Municipal Act (Section 142), applicable throughout the Town or for specific areas within the Town.

### 7.6.8 Source Water Protection By-laws

- a) The Town shall prepare and adopt By-laws that are necessary to implement the Essex County Source Water Protection Plan.

### 7.6.9 Sign By-laws

- a) In order to implement the provisions of this Plan pertaining to protecting and enhancing the aesthetics of the Town, the Town may enact Sign By-Laws.
- b) The Town may establish a process for the consideration of variances to the Sign By-Law and may delegate authority to the appropriate committee or advisory group.

## 7.6.10 Maintenance and Occupancy By-law

- a) The Town may pass a Maintenance and Occupancy By-law in accordance with Section 31 of the Planning Act. If passed, this By-law would establish the minimum standards for property maintenance and occupancy as they relate to:
  - i) The physical conditions of yards and passageways;
  - ii) The adequacy of sanitation facilities;
  - iii) The physical condition of all building elements.
- b) If passed, this Maintenance and Occupancy By-law would be enforced and administered by the Chief Building Official or any other person designated by Council. A Property Standards Committee would also be maintained to review all appeals.

## 7.7 COMMITTEE OF ADJUSTMENT AND MINOR VARIANCES

- a) It is intended that the Town will continue to maintain a Committee of Adjustment under the provisions of the Planning Act to preside over consent and minor variance applications. The Committee shall be guided by the policies of this Plan and the requirements of the Zoning By-law in making decisions on applications.
- b) A minor variance is a variation from the requirements of the Zoning By-law that allows a property owner to build even though the property does not comply precisely with the requirements of the Zoning By-Law.
- c) The Committee of Adjustment may grant an application for minor variance from the Zoning By-Law only when satisfied that the variance:
  - i) Is minor in nature;
  - ii) Is desirable for the appropriate development or use of land;
  - iii) Maintains the general intent and purpose of this Plan; and,
  - iv) Maintains the general intent and purpose of the Zoning By-law.

## 7.8 LAND DIVISION

### 7.8.1 General

- a) It shall be the policy of the Town to recommend for approval only those proposals for land division which comply with the policies of this Plan, which can be supplied with adequate servicing such as fire protection, water supply, storm drainage and sewage disposal facilities and which are appropriate in light of the Town's financial position.

### 7.8.2 Plans of Subdivision or Condominium

- a) The preferred form of lot creation for residential development will be by Plan of Subdivision or Condominium, particularly where one or more of the following applies:
  - i) The development requires the provision of new public roads or other municipal infrastructure (including parks and other hard services);
  - ii) It is necessary to ensure that the entire land holdings or area is developed in an orderly and efficient manner;
  - iii) Centralized stormwater management facilities are required, as opposed to on site stormwater management on individual lots;
  - iv) A number of studies and justification reports are required to determine the suitability of the development; and,
  - v) A cluster development is proposed.
- b) To provide for their review, applications for Plans of Subdivision and Plans of Condominium shall include the following information:
  - i) The location of the land;
  - ii) Location, width and names of proposed and existing roads;
  - iii) Adjacent lands and their uses;
  - iv) Proposed uses, including for residential uses the number and type of dwellings (single-detached, semi-detached, townhouse, multi-unit forms, affordable housing units);
  - v) Proposed sustainability features;

- vi) Lot layout;
  - vii) Existing natural or artificial features, including cultural heritage resources, within and adjacent the development site;
  - viii) Topography;
  - ix) Availability of domestic water supplies;
  - x) Existing or planned municipal services;
  - xi) Restrictions affecting the land; and,
  - xii) Any other information identified by the Town.
- c) Prior to recommending approval of a Plan of Subdivision or Plan of Condominium to the County of Essex, the Town must be satisfied that the proposed development:
- i) Can be serviced by the Town's water supply and sewage system without adversely affecting the Town's finances, or by private well and waste water disposal system where municipal services are not planned or existing;
  - ii) Can be supplied with other municipal services such as fire protection, road maintenance, and community facilities and services, without adversely affecting the Town's finances;
  - iii) Has been designed to integrate compatibly with the transportation system, adjacent existing and planned land uses, and both the Natural Heritage System, and cultural heritage resources in such a way that protects and enhances the Town's special quality of place;
  - iv) Provides a mix of housing types, including affordable housing options, wherever feasible;
  - v) Has no negative impact on the natural heritage features or areas or hazard land areas;
  - vi) Provides opportunities for healthy living, including but not limited to access to green space and active transportation facilities;
  - vii) Addresses issues related to climate change, energy conservation and sustainability;
  - viii) Is necessary, timely and in the public interest; and,
- ix) Conforms to the policies of this Plan, any area-specific urban design guidelines, and the applicable development standards and regulations of the Town.
- d) Applicants of a proposed Plan of Subdivision or Plan of Condominium may be required to prepare studies in accordance with the requirements of this Plan to assess the impacts of the proposal and identify mitigation strategies.
- e) Draft approval of a Plan of Subdivision or Plan of Condominium will generally include conditions which must be satisfied prior to final approval of the Plan, including with regard to the provision of on and off-site services and environmental impacts. Such conditions may be required to be satisfied within a specified time period of three years, or draft approval may be withdrawn by the Town and any servicing capacity may be re-allocated. Conditions of approval may be changed prior to final approval.
- f) Where no activities are undertaken to implement a Plan of Subdivision or Plan of Condominium within three years of its approval, the Town shall:
- i) Withdraw its approval and re-allocate any servicing capacity; or,
  - ii) Renew the approval, subject to the applicant demonstrating the proposal is consistent with this Plan and that the development is needed to meet residential demand within a three-year time frame.
- g) Prior to final approval of a Plan of Subdivision, the owner shall be required to enter into a Subdivision Agreement with the Town and to file necessary financial securities to the satisfaction of the Town to ensure that conditions of approval are fulfilled.
- h) Prior to final approval of a Plan of Condominium, the owner shall be required to enter into a Condominium Agreement with the Town in accordance with the Planning Act and Condominium Act, and to file necessary financial securities to the satisfaction of the Town to ensure that conditions of approval are fulfilled.

### 7.8.3 Severances

- a) The creation of lots may be permitted by severance if it has been established that the development would not more appropriately proceed by way of Plan of Subdivision or Plan of Condominium.

- b) New residential development created by severance is encouraged to locate in areas designated for growth by this Plan.
- c) Severances that would contribute to ribbon or strip residential development shall not be approved, unless it is a severance that represents “infill” of an area that has already experienced ribbon development and is located within the urban area boundary. Further, the development should represent the limit of development on the property and any remaining lands should not be suitable for further division.
- d) Applications for severances that would result in a parcel being landlocked shall not be approved.
- e) The creation of lots may be permitted by severance if the proposed and retained lot(s):
  - i) Front onto an existing public road that is maintained on a year-round basis by the Town;
  - ii) Can be accessed by a driveway that does not create a traffic hazard;
  - iii) Satisfy any separation distances required between the proposed land uses for the severed lot(s) and the neighbouring land uses;
  - iv) Satisfy the minimum lot area requirements established for any land use/land use designation of this Plan and of the implementing Zoning By-law;
  - v) Achieve an appropriate lot configuration that is compatible with the surrounding community character;
  - vi) Can be serviced by the Town’s water supply and sewage system without adversely affecting the Town’s finances, or by private well and waste water disposal system where municipal services are not planned or existing;
  - vii) Can be supplied with other municipal services such as fire protection and road maintenance, without adversely affecting the Town’s finances; and,
  - viii) Generally result in no more than 5 lots in total.
- f) The same range of conditions of approval may apply to the creation of lots by consent as would occur by way of registered Plan of Subdivision, to ensure that Town’s growth

objectives are achieved, including with respect to trails, parkland dedication and improved public access to the shoreline.

- g) Applicants of a proposed severance may be required to prepare studies in accordance with the requirements of this Plan to assess the impacts of the proposal and any mitigation strategies.
- h) The Town may require as a condition of approval that an applicant enter into an agreement with the Town regarding such conditions as it deems appropriate, including but not limited to financial requirements, the provision of on and off-site services, strategies to mitigate environmental impacts, sustainable building and site design features, and any other site planning requirements to protect health and safety, and promote compatibility with the surrounding community character.

### 7.8.4 Land Division in the Rural/Agricultural District Designation

- a) The creation of new lots shall generally not be permitted in the Rural/Agricultural District Designation, unless it is for one of the following purposes:
  - i) To accommodate an agricultural use, provided that the retained and severed lots are generally 40 hectares in size to accommodate a range of agricultural uses and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations. These agricultural lots shall also comply with the Minimum Distance Separation Formulae.
  - ii) To accommodate a habitable residence surplus to a farming operation as a result of farm consolidation, subject to the local Zoning By-law being amended to prohibit new residential dwellings on the vacant remnant parcel of farmland created by the severance. To be eligible, the surplus dwelling must have been built as of the date of approval of this Plan and the majority of the retained farm parcel must be utilized for agricultural purposes and should have a minimum lot area of approximately 35 hectares, unless the parcel can be merged in title with an abutting farm parcel which is actively utilized for agricultural purposes at the time of the application. Farm consolidation will be interpreted to permit both contiguous and non-contiguous farm parcel consolidations.

- b) Applications for severance outside the Urban Area boundary for any new lot that is to be serviced by individual on-site sewage services shall only be permitted where there will be no impacts on ground and surface water quality and quantity, or to adjacent properties. For consent applications for lands located outside the Urban Area Boundary, the Town shall require the applicant to demonstrate:
  - i) All lots on private individual on-site sewage services are suitable or capable of supporting an acceptable sewage disposal system to the satisfaction of the Town and any agency having jurisdiction.
- c) The Town shall consider the impact of a new residential lot created by severance on the potential to expand the agricultural productivity of any adjacent agricultural lands when assessing the required Minimum Distance Separation Formulae and the need to potentially increase it.

## 7.9 SITE PLAN CONTROL

- a) The Town of LaSalle will exercise Site Plan Control in accordance with the provisions of Section 41 of the Planning Act and the policies of this Plan.
- b) The Town of LaSalle in its entirety is designated as a Site Plan Control Area pursuant to Section 41 (2) of the Planning Act. The Town's objectives in using Site Plan Control are to:
  - i) Ensure a high standard of site design for new development;
  - ii) Ensure safety and efficiency of vehicular and pedestrian access;
  - iii) Minimize incompatibilities between new and existing development;
  - iv) Control the location of driveways, parking, loading and garbage collection facilities;
  - v) Ensure easements or grading and alterations necessary to provide for public utilities and site drainage; and,
  - vi) Ensure that the development proposed is built and maintained as approved by Council.
- c) All residential built forms shall be subject to Site Plan Control, with the exception of single

detached and semi-detached dwellings, duplexes, street-oriented townhouses and second unit/garden suite developments.

- d) All commercial, industrial, recreational and institutional developments shall be subject to Site Plan Control. In addition, the development of new mushroom operations shall also be subject to Site Plan Control.
- e) Agricultural uses, other than mushroom operations, shall be exempt from the requirement for Site Plan Control.
- f) As a condition of approval of a Site Plan, Council may require the owner to provide, at no expense to the Town, a specified amount of land for the purpose of road widening. Such land shall only be required where the proposed development abuts one or more of the roads indicated below and only on the side and to the extent indicated below:

Road Name	Maximum Amount of Land Required from Each Side
Malden Road	5.2 meters
Huron Church Line Road	5.2 meters
Sprucewood Road	3.0 meters
Front Road	3.0 meters
Todd Lane	1.7 meters

## 7.10 COMMUNITY IMPROVEMENT PLANS

- a) Community Improvement Plans are an important part of community growth and serve several purposes, including:
  - i) Focusing public attention on local priorities and municipal initiatives;
  - ii) Targeting areas in transition or in need of repair, rehabilitation, and redevelopment;
  - iii) Facilitating and encouraging community change in a coordinated manner; and,
  - iv) Stimulating private sector investment through municipal incentive-based programs.
- b) Community improvement planning may be undertaken to achieve a number of benefits, including but not limited to:

- i) Upgrading and maintaining municipal services, transportation systems, public utilities, and social and recreational facilities so that they meet or exceed minimum standards and are inclusive and accessible for people of all ages and abilities;
  - ii) Bolstering local community growth, including with regard to agriculture, arts and culture, tourism, commerce and industry;
  - iii) Encouraging a diversity of housing types to meet the changing needs of residents and affordable housing;
  - iv) Preserving, restoring, or adaptively re-using older buildings and buildings of cultural heritage value or interest;
  - v) Addressing climate change mitigation and adaptation, such as through building retrofits for energy efficiency, renewable and district energy systems, water conservation and Low Impact Development strategies; and,
  - vi) Revitalizing the Urban Area, including through mixed use infill development and redevelopment, streetscaping, beautification projects, façade improvement, and the promotion of tourism activities.
- c) The entire Town is designated as a Community Improvement Area, based on the following conditions being present:
- i) Deficiencies in physical infrastructure including roads, sidewalks, curbs, gutters, water distribution system, sanitary collection system, and storm sewers;
  - ii) Community facilities such as parks, community centres, libraries, arenas, community gardens, gymnasiums, ball diamonds and similar type facilities are deficient or have deteriorated;
  - iii) Poor quality streetscaping or aesthetics;
  - iv) Vacant lands or buildings that could be developed, redeveloped, or converted to another use;
  - v) Inadequate mix of housing types and affordability;
  - vi) Presence of sub-standard building conditions and housing in need of improvement and revitalization, including to improve energy efficiency, water conservation, and stormwater management;
  - vii) Presence of buildings or lands of cultural heritage value or interest in need of improvement or revitalization;
  - viii) Presence of incompatible, non-conforming, conflicting or encroaching land uses or activities; and,
  - ix) Areas requiring improvements to the shoreline or marina facilities to enhance public usability while furthering public efforts at shoreline management along Detroit River.
- d) To implement this Plan's community improvement policies, the Town may:
- i) Designate by By-Law Community Improvement Project Areas;
  - ii) Adopt Community Improvement Plans for identified Community Improvement Project Areas;
  - iii) Encourage residents and businesses to become actively involved in Community Improvement Plans and projects, including in the identification of service inefficiencies and the evaluation of priorities;
  - iv) Acquire land and/or buildings within the Community Improvement Project Areas and undertake the following: clearance; grading; environmental remediation; repair; rehabilitation; construction or improvement; sale, lease or disposition to others; other preparation of land or buildings for community improvement;
  - v) Provide funding such as grants, loans, reduced development charges or tax relief, and other financial instruments;
  - vi) Apply for financial assistance from other levels of government (Provincial and Federal); and,

- vii) Encourage the private sector to use government programs where they complement community improvement efforts.

## 7.11 PARKLAND DEDICATION

- a) The Town shall require parkland dedication as a condition of development, consent, or subdivision approval, in an amount equivalent to:
  - i) 2 percent of the gross land area for all non-residential land uses, commercial or industrial purposes;
  - ii) 5 percent of the gross land area, or one hectare for each 300 dwelling units for residential purposes, whichever is greater; and,
  - iii) For a mixed-use development that includes a residential component, the parkland dedication requirement shall be based on the pro-rated percentage of Gross Floor Area allocated to each individual use.
- b) Where parkland dedication is required by this Plan, the Town shall ensure that the land to be conveyed is suitable for development as a park, taking into consideration its size, location, configuration and condition.
- c) Any component of the Natural Heritage System, including any hazard lands shall not be accepted for parkland dedication. To ensure conveyed lands are suitable for parkland development, they shall not include lands that are susceptible to major flooding, or have poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with the potential development or use of the land as an active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of public park areas by serving as pedestrian walkways, as part of a linear trail system, as passive recreation areas, or as natural areas.
- d) Where the development parcel abuts a water body, the Town may require that the lands dedicated for parkland be comprised of land bordering the water body to increase public access to the shoreline/water's edge.
- e) Wherever possible, lands dedicated for parkland purposes should contribute to a linked system of municipal parks, Provincial parks, Conservation Areas and other public

lands of natural or recreational value, with an emphasis on developing corridors along the shoreline.

- f) Cash-in-lieu of parkland dedication may be required in the following circumstances:
  - i) The required land dedication fails to provide an area of suitable size, location, and shape for parkland development to the satisfaction of the Town;
  - ii) The required land dedication would render the remainder of the site unsuitable or impractical for development;
  - iii) The area within which the development is proposed is well served by existing parks and open space areas and no further parks are required; and,
  - iv) The Town is pursuing other parkland initiatives for community or Town facilities that would benefit from cash-in-lieu of parkland dedication.

## 7.12 DEVELOPMENT APPLICATIONS

### 7.12.1 Pre-Consultation

- a) To streamline the planning approval process and minimize costs and time delays for the applicant, the Town shall require applicants to consult with the municipality prior to submitting an application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval or Consent.
- b) The pre-submission consultation meeting will be held with Town staff and any other government agency or public authority that the Town determines appropriate. At the pre-submission consultation meeting:
  - i) The list of required studies set out in this Plan may be scoped depending on the nature of the application. The Town, in consultation with applicable agencies having jurisdiction, may also prepare terms of reference for any of the required studies, which set out the required study information and analyses; and,
  - ii) Additional studies may be determined necessary for submission with the application based on the nature of the application.



## 7.12.2 Public Participation

- a) The Town shall encourage applicants to engage with adjacent property owners and interested stakeholders for all applications. Depending on the scale and application type, applicants may also be required to hold a public information session in advance of a required statutory public meeting.

## 7.12.3 Application Requirements

- a) At its sole discretion, the Town may require the following studies, plans and/or assessments to be prepared in support of an application for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval and/or Consent, prior to that application being considered complete:
  - i) Planning Justification Report;
  - ii) Master Plan, including for land uses, transportation, streetscaping, parks and open space, trails, community facilities, storm drainage and/or for any other municipal initiative;
  - iii) Stormwater Management Plan/Functional Servicing Study (Sewer and Water);
  - iv) Tree Inventory and Preservation Study;
  - v) Sustainability Assessment Report;
  - vi) Environmental Impact Assessment;
  - vii) Phase 1 and 2 Environmental Site Assessment;
  - viii) Slope Stability Study;
  - ix) Hydrogeology/Hydrology Study or Subwatershed Management Study;
  - x) Wellhead Protection Area Risk Assessment;
  - xi) Agricultural Impact Assessment;
  - xii) Nutrient Management Plan;
  - xiii) Heritage Impact Statement;
  - xiv) Archaeology Phase 1 and 2 (Archaeological Assessment) and Conservation Plan (if archaeology resources are identified);

- xv) Transportation Demand Management Plan;
- xvi) Traffic Impact Study;
- xvii) Parking Study;
- xviii) Noise and Vibration Impact Assessment;
- xix) Odour and Dust Impact Analysis;
- xx) Shadow Study;
- xxi) Lighting Plan/Photometric Analysis;
- xxii) Aggregate Potential Assessment; and/or,
- xxiii) Land Use Compatibility Assessment Study.

- b) All required studies, plans or assessments are to be carried out by qualified professionals, as approved by the Town and it is recommended that development applications be represented by qualified representatives.
- c) Any study, plan or assessment may be subject to a peer review to be carried out by the Town, at the expense of the proponent.

## 7.13 ENVIRONMENTAL IMPACT ASSESSMENT/ MANAGEMENT PLAN

- a) An Environmental Impact Assessment/Management Plan shall be required as part of an application for all development and site alteration applications within, or abutting the identified Natural Heritage System, including all of its component natural heritage features and functions and/or on adjacent lands.
- b) Applications for farm-related development shall be exempt from the Environmental Impact Assessment/Management Plan requirement if the farm has a registered Environmental Farm Plan.
- c) The Environmental Impact Assessment/Management Plan shall demonstrate that the proposed use will have no negative impact on significant natural heritage features and areas and their associated ecological functions.
- d) Where buildings, development and/or site alteration are necessary and a negative impact is unavoidable, then the Town, at

its sole discretion, and in consultation with Essex Region Conservation Authority, and any other authority having jurisdiction, may accept a compensatory mitigation approach, although this is not the preferred approach and may not be acceptable in all circumstances. Where compensatory restoration/mitigation is proposed, it must be demonstrated through an Environmental Impact Assessment that the restoration/mitigation techniques proposed result in no net loss of the natural heritage feature and ecological and hydrological functions, and shall be based on the principles of “significant net gain” in environmental conservation.

The compensatory restoration/mitigation techniques identified in an Environmental Impact Assessment will be secured through the execution of a Restoration and Compensation Agreement between the Town and the property owner. The Agreement shall address the following:

- i) Provide for removal of certain natural heritage features on the subject property;
- ii) Provide for the restoration/compensation of these features either elsewhere on the subject property, or on other lands elsewhere in the Town;
- iii) The identification of the restoration/compensation lands;
- iv) A description of works related to environmental restoration and/or enhancements and the timing of these works; and,
- v) Monitoring of the restoration/compensation works.

The agreement will be further secured through the submission of financial securities to the Town.

- e) Where an Environmental Impact Assessment/Management Plan indicates that development would have a negative impact on the Natural Heritage System and/or the natural heritage feature or area, function, attribute or linkage for which the lands were identified, and a compensatory mitigation approach is determined to not be an acceptable approach, the application shall not be supported or approved by the Town.
- f) The Environmental Impact Assessment/Management Plan shall be prepared by qualified professionals, and shall be subject

to the approval of the Town, in consultation with Essex Region Conservation Authority, and any other authority having jurisdiction. In addition to those items listed in Appendix Three of the County Official Plan, the Terms of Reference for an Environmental Impact Assessment/Management Plan shall address the following information where applicable:

- i) A description of the proposed development;
- ii) The confirmation of the boundaries of the Natural Heritage System, including the specific environmental features and environmental hazards, their associated ecological functions and the buffer required to ensure that there are no negative impacts to the System created directly and/or indirectly by the proposed development;
- iii) Identification and evaluation of measures to ensure no negative impacts and, if deemed appropriate by the Town, mitigation and/or compensation measures to minimize negative impacts to be employed before and after construction; and,
- iv) Monitoring that may be required to ensure that mitigating measures are achieving the intended goals.
- g) The Town may determine that a scoped Environmental Impact Assessment/Management Plan may be permitted for minor development proposals, and development proposals in areas that have been previously disturbed and/or where previous environmental studies have been undertaken. The extent of the scoping and identification of issues will be determined by the Town in collaboration with Essex Region Conservation Authority and any authority having jurisdiction, prior to undertaking the study.

## 7.14 NON-CONFORMING USES

- a) Any land use which does not meet the provisions of this Plan shall be left as a non-conforming use in the Zoning By-law. As a general rule, such a use should cease to exist. In special circumstances however, it may be desirable to permit the extension or enlargement of such a non-conforming use in order to avoid unnecessary hardship.

- b) It is the intention of this Plan that extensions and enlargements to non-conforming uses be handled without an amendment to this Plan through the use of either Section 34(10) or 45(2) of the Planning Act.
- c) When considering an application under either section of the Planning Act for the extensions or enlargement of a non-conforming use, Council shall decide if the special merits of the individual case make it desirable to grant permission for the extension or enlargement and in so doing shall have regard to the following matters:
  - vii) That adequate municipal services such as storm drainage, sewage disposal and water supply are adequate and meet the approval of the town and the Ministry of Environment and Energy, or its designated agent.

## 7.15 NON-COMPLYING BUILDINGS, STRUCTURES OR LOTS

- i) That the proposed extension or enlargement of the established non-conforming use shall not unduly aggravate the situation created by the existence of the use, especially in regard to the policies of this Plan and the Zoning By-law applying to the area;
  - ii) That the proposed extension or enlargement shall be in an appropriate proportion to the size of the non-conforming use;
  - iii) That the application which would affect the boundary areas of different land use designations will only be processed under these policies if it can be considered as a minor adjustment permitted under the Interpretation policy of this Plan, without the need for an Amendment. Any major variance to the property boundaries will require an Amendment to this Plan;
  - iv) That the characteristics of the existing non-conforming use and the proposed extension or enlargement shall be examined with regard to noise, vibration, fumes, smoke, dust, odours, lighting and traffic generating capacity;
  - v) That the neighbouring conforming uses will be protected, where necessary, by the provision of areas for landscaping, buffering or screening, appropriate setbacks for buildings and structures, devices and measures to reduce nuisances and, where necessary, by regulations for alleviating any identified adverse effects;
  - vi) That adequate provisions have been, or will be made for off-street parking and loading facilities; and,
- a) There are existing lots of record in the Town which are under separate ownership and which do not conform with the development standards of the designation or the corresponding zone in the Zoning By-law. Notwithstanding their non-compliance, it is the policy of this Plan that these lots may be developed subject to the following provisions:
    - i) The proposed use is in conformity with the Town's comprehensive Zoning By-law;
    - ii) The lot abuts an existing publicly owned and maintained road of a standard of construction acceptable to the Town and the Ministry of Transportation;
    - iii) Outside the designated Urban Area, soil and drainage conditions are suitable to permit the proper siting of a building and to permit the installation of an adequate means of sewage disposal. The installation of septic tank systems or other private sewage disposal systems must meet the standards established by the Ministry of Environment and Energy, or its designated agent;
    - iv) The lot is, at a minimum, serviced by an existing municipal piped water supply;
    - v) The development is in compliance with the Minimum Distance Separation (MDS) I and II; and,
    - vi) The existing lot of record has a minimum lot frontage which meets the prescribed minimum lot frontage for such lots of record as set out in the Town's comprehensive Zoning By-law.

## 7.16 PROPERTY ACQUISITION

- a) The Town may acquire property as a means of implementing the vision, principles, objectives and policies of this Plan in accordance with the provisions of the Municipal Act, the Planning Act, and other relevant legislation.
- b) The Town shall consider all options for the acquisition of property, as appropriate, including, but not limited to:
  - i) Dedication;
  - ii) Donations;
  - iii) Assistance from other levels of government, agencies, and charitable foundations;
  - iv) Bonus provisions of Section 37 of the Planning Act, subject to the other relevant policies of this Plan;
  - v) Density transfers;
  - vi) Land exchanges;
  - vii) Long-term leases;
  - viii) Easement agreements;
  - ix) Purchase agreements;
  - x) Partnerships;
  - xi) Land trusts;
  - xii) Placing conditions on development approval; and/or,
  - xiii) Expropriation.



