

## Public Meeting Under the Planning Act Addendum

PCOW-05/2022

Monday, June 13, 2022

5:30 PM

Town of Pelham Municipal Office - Council Chambers

20 Pelham Town Square, Fonthill

During the ongoing global pandemic, Novel Coronavirus COVID-19, the Town of Pelham Council will continue to convene meetings in compliance with Provincial directives. Attendance by most Members of Council will be electronic. Public access to meetings will be provided via Livestream

[www.youtube.com/townofpelham/live](http://www.youtube.com/townofpelham/live) and subsequent publication to the Town's website at [www.pelham.ca](http://www.pelham.ca).

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### Pages

#### 4. Planning Act Application: 15 Highway 20 East - OP-AM-01-2022 & AM-03-2021

##### 4.3. Public Input

##### \*4.3.1. Additional Public Input

3 - 14

##### Written Correspondence

4. William McInerney

##### Pre-Registered Members of the Public

4. Michael Deprophetis

#### 5. Planning Act Application: Town of Pelham New Comprehensive Zoning

## By-law and Housekeeping Official Plan Amendment

### 5.2. Public Input

#### \*5.2.1. Additional Public Input

*15 - 18*

##### Written Correspondence

7. Colleen Kenyon

8. Dennis Savriga

##### Pre-Registered Members of the Public

5. Colleen Kenyon

6. Mike Jones

7. Stephen Kaiser

# Presentation to the Public Meeting

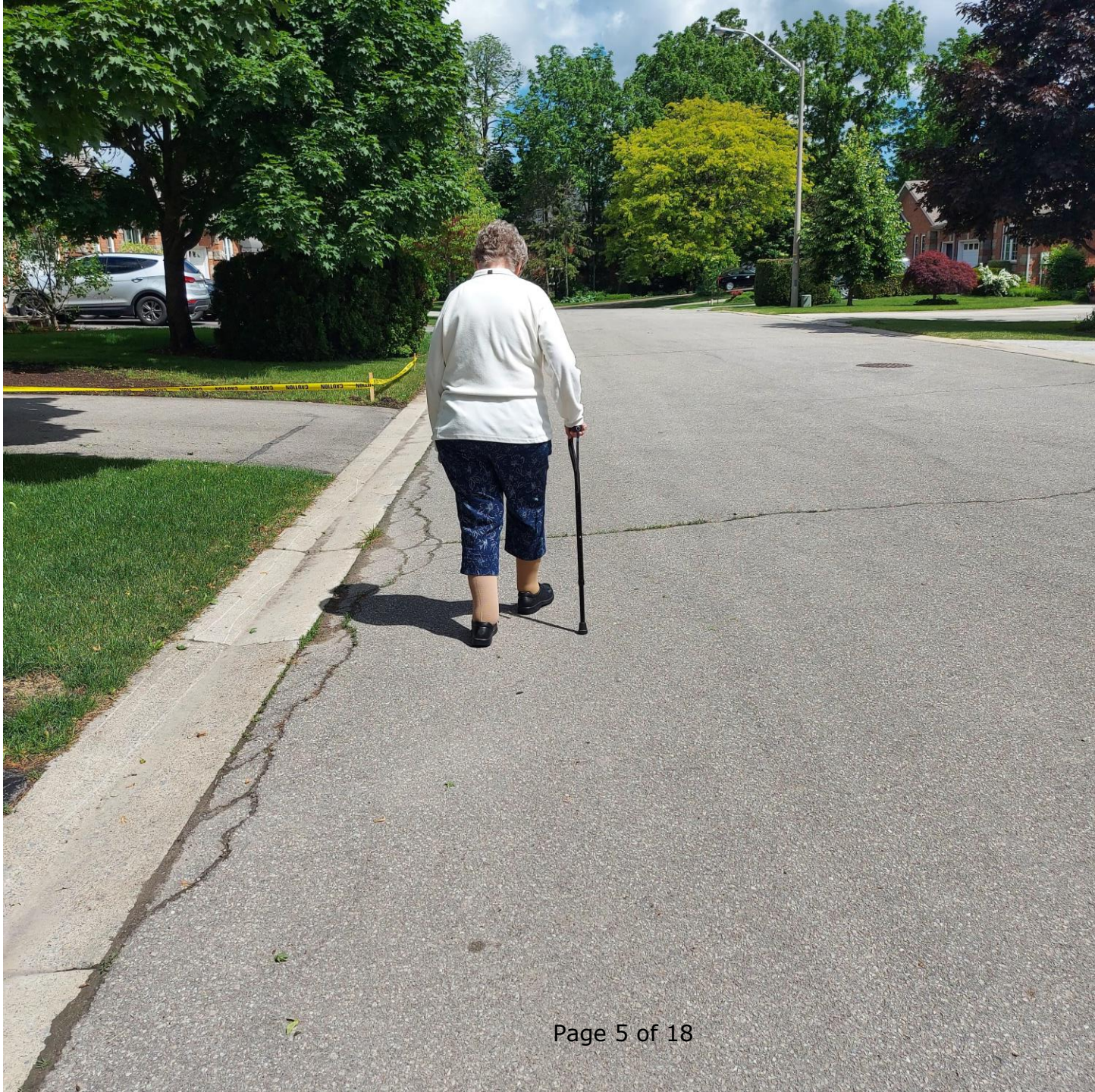
Re: The proposal to develop #15 HWY 20 E.





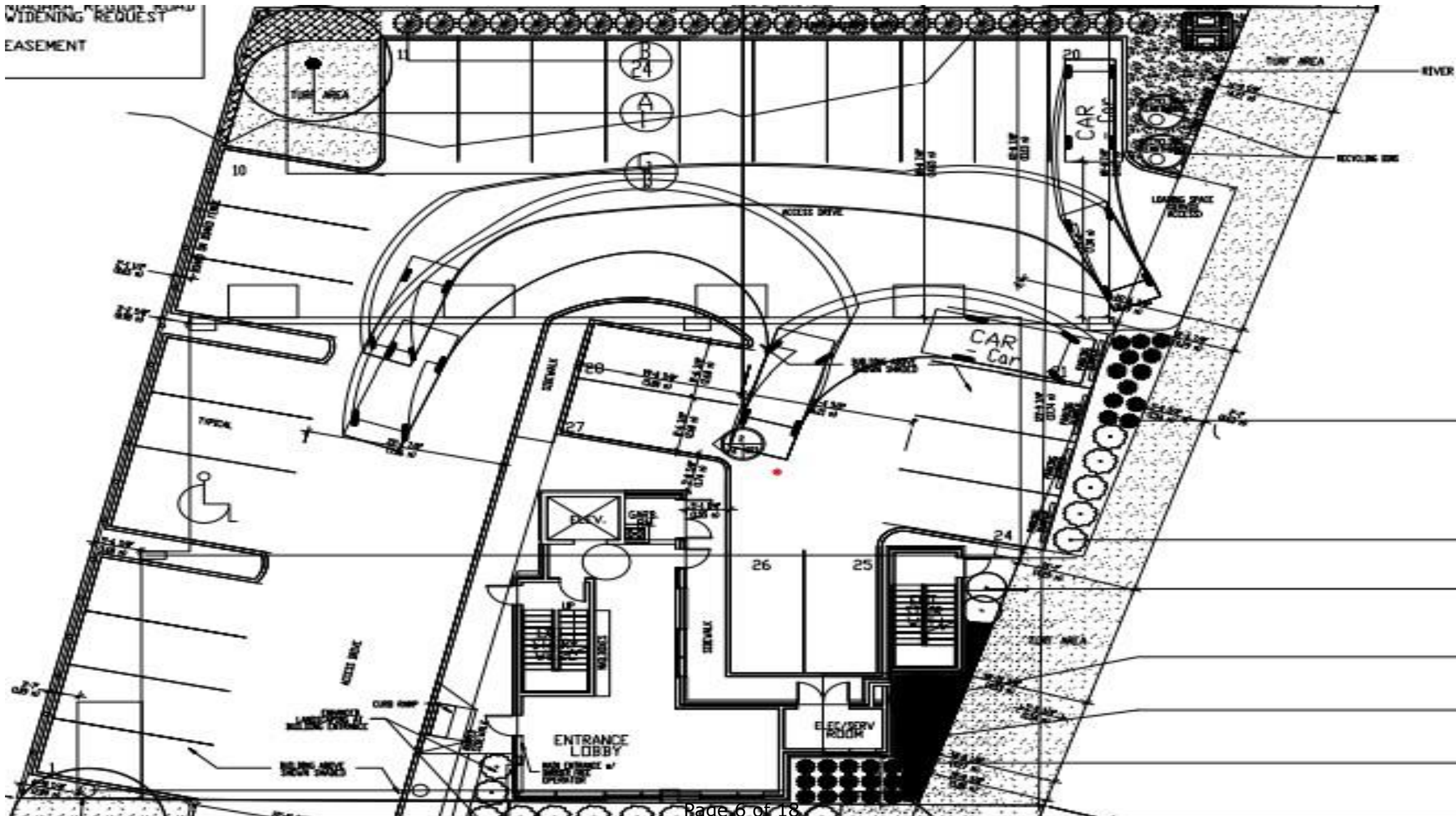






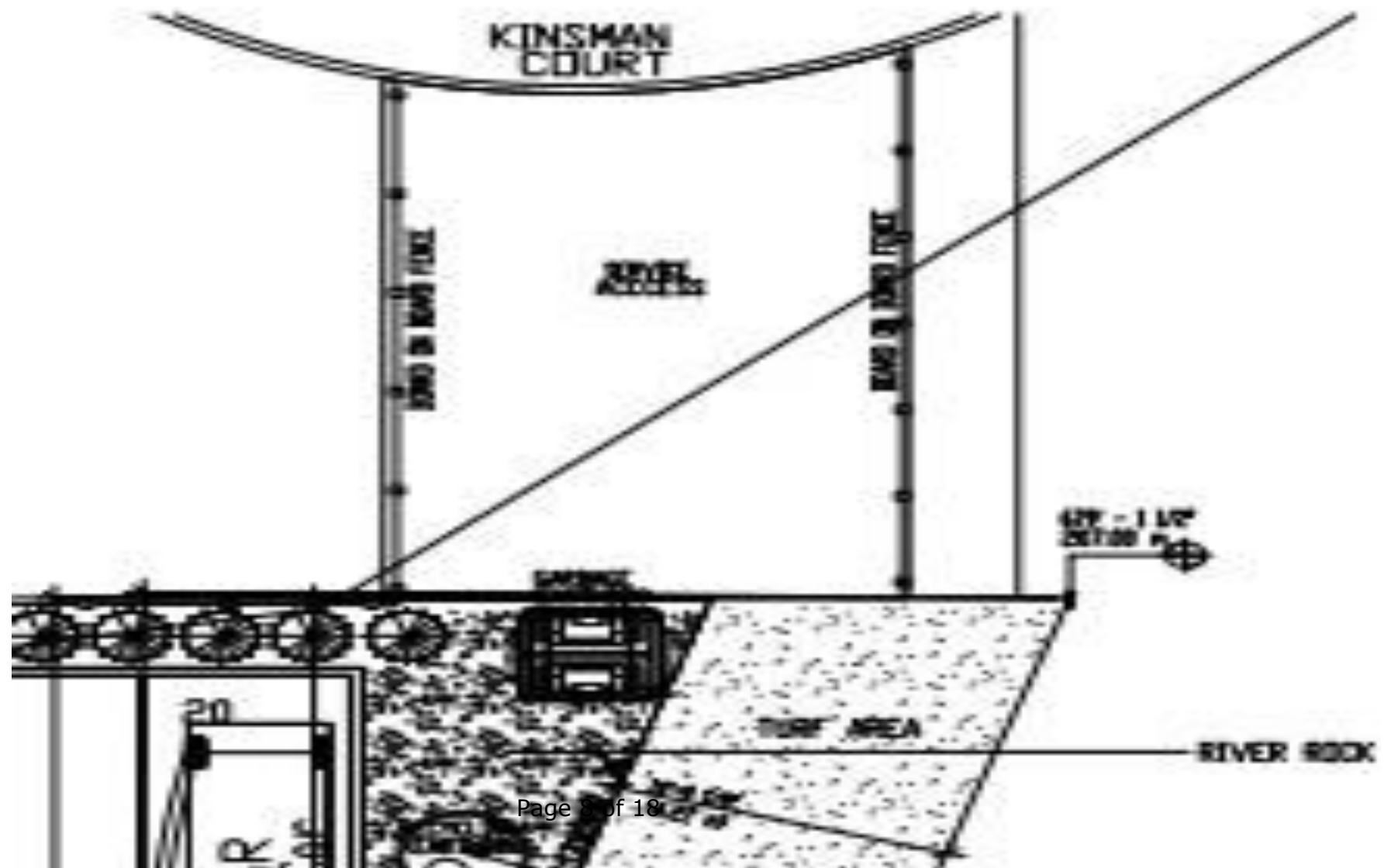


WIDENING REQUEST  
EASEMENT



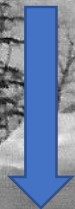


02/11/2018 12:5





Entrance to access lane  
for garbage pickup is right  
behind the sno hill













Good evening Mr. Mayor & Members of Council

My name is Bill McInerney

I am a resident of Kinsman Court and I represent the majority of the residents this evening to speak to the proposed development of #15 HWY 20 E. I am going to share my screen with you in order to show you a few slides.

Slide #1

We appreciate this opportunity to speak to you. Some of the concerns outlined in your material have been resolved through discussion with AIVA and with the kind help of the town planning staff.

Slide #2 & #3

As you may know, Kinsman Court is a neighbourhood of 25 townhouses which were built 26 years ago. It is a quiet, somewhat narrow street with no sidewalks. Most of our residents are senior citizens.

Some of us use walkers and canes for our daily constitutionals. We have enjoyed a pleasant lifestyle for all these years. We are a close community. Before covid we met together twice a year for dinner and we once had a street party sponsored by the Town. Covid stopped a lot of that but we still take care of each other in many ways.

So as our first point stresses, we want to retain as much of that lifestyle as possible, both during construction and afterward.

We support the construction of the apartment building to a height of 4 stories but no more.



## Slide #4

### On site Parking

This is our most important concern because it has the potential to affect our street and our quiet lifestyle.

In a development of this size 1.0 parking space for every 2 units for visitor parking are called for. Since there are to be 24 apartment units, that would call for 36 total parking spaces. The developers are requesting a variance to require them to only provide 28 spaces resulting in a shortfall of 8 spaces. Because of this shortfall we are very concerned that Kinsman Court will become the parking lot for overflow parking. We are asking that council not approve the parking plan as presented to prevent this from happening.

The visitor parking requirements are your rules. If you grant them that change it would be a major departure from the requirements.

Please direct the developer to return with a plan that addresses this problem.

There is also the concern about our Court being used by construction vehicles and workers' cars and trucks during the construction phase. We ask Council to withhold approval of this project until they satisfy both of these concerns.

## Slide #5

Every winter snow from the plowing of the court is deposited at the south end of the Court. This results in a snow mountain sometimes reaching 12 feet in height, as you can see.

## Slide #6

This is a picture of the proposed access lane allowing a garbage truck to access the bins. The snow mountain you saw is located

where you see the words Kinsman Court. The garbage truck must have access.

#### Slide #7

That mountain is removed perhaps once or twice a season.

When this development is approved the snow which blocks the access to the garbage bins will have to be removed more frequently to allow the trucks to access that lane.

#### Slide #8 & #9

And currently, that snow buildup affects the access and egress to and from 4 of the units - #23 on the east side and #26, 24 and 22 on the west side of the Court.

We urge the town to have a plan in place to remove the snow at least on each garbage pickup day.

That concludes our presentation. Thank you.



I respectfully request that these concerns be addressed at the Electronic Public Meeting: New Comprehensive Zoning By-law and accompanying Housekeeping OPA, scheduled for 5:30 p.m. on Monday, June 13th.

Please refer to the of the draft Comprehensive Zoning By-law - June 22 pdf found on the Engaging Pelham website:

1) Section 1.12 offers assurance of protections from the Conservation Authorities Act, with a permit required for regulation of development, and interference with wetlands for "any works within or around a wetland or watercourse." This should apply to all wetland and watercourses on Town of Pelham land, including but not limited to land implicated by the proposed Urban Boundary Expansion; the proposed Merritt Rd. Extension; the land to be developed as Kunda Park (Phase 4), that lies to the SE of the EP1 area. (According to the Town of Pelham Zoning By-Law Schedule 'C' map, this area of wetland no longer has any environmental protection).

2) Section 4.1.4.4 addresses "Parking Area Surface". Town of Pelham Zoning By-Law should require that any new parking area surface be permeable, and that re-surfacing also be done with permeable design/material.

3) Section 5.2.13 states that Greenbelt Natural Heritage Overlay requires site plan agreement with the Town, and permits maximum lot coverage of 25%. Much stronger protection of the Greenbelt Natural Heritage System is imperative. I suggest that Greenbelt Natural Heritage Overlay should only be permitted when urgently required, when there are no other options, and permitting only the minimum % of coverage absolutely necessary.

4) Sections 7.1.7, 7.1.8, 7.2.4, and 7.3.6 outline Zone Provisions for Rear Lane. As we move to smarter design for the Town of Pelham, rear lanes must be incentivized to become the preferred option over front-of-building driveways and garages.

5) The Village, Main Street and Downtown Corridor Typologies in Sections 8.1.3, 8.2.3, and 8.4.3 should be written into the by-law as the requirement for all new builds. Stacked housing on top of storefronts and commercial buildings should be the default requirement in the Town of Pelham. Some shops along the east side of Pelham St., from College St. to Hwy 20 clearly demonstrate the potential for this model.

6) EP1 protections outlined in 9.4 should be placed on as much of our remaining Natural Heritage System as possible.

7) Finally, although I am not clear how this could be incorporated into the Zoning By-Law, something needs to be done to regulate removal of trees on private property. The removal of healthy, mature trees from residential lots, and the clear cutting of entire

swaths of land for development cannot continue, or there will be no possibility of maintaining even the insufficient tree canopy that currently exists in the Town of Pelham. Tree planting young seedlings and saplings is not a solution; it will take decades before those new trees will provide the carbon capture we are losing with the removal of mature trees.

To end on a positive note, I am relieved to see a growing recognition of the need to build up rather than out, and increase housing density; to fill the missing middle in our housing stock; to make Pelham a more walkable community, with reliable transit connections.

I look to you, as a project team, to find a means to balance built infrastructure with green infrastructure in the new Zoning By-Law. Once implemented, this Zoning By-Law will need to be stringent enough to ensure that we meet our climate action goals within the Town of Pelham, 50by30 and 0by50.

Regards,

Colleen Kenyon  
Resident of Fonthill

[REDACTED]



June 10, 2022

Mayor Marvin Junkin & Town Council of the Town of Pelham  
20 Pelham Town Square  
Fonthill, ON L0S 1E0

Re: Pelham Draft Official Plan concerning the zoning and Official Plan designation of the property at the northwest corner of Canboro Rd. and Effingham St. in the hamlet of Ridgeville.

Dear Mayor Junkin *et al*,

I attended the public information meeting for the town's Draft Official Plan and discussed the following concerns with the Town Planners:

The hamlet boundary for Ridgeville does not comply with the later boundary established by the Regional Municipality for Niagara. I informed the Town Planner that I had discussed earlier a minor change to the Hamlet Plan with the Regional Planner for land located at the northwest corner of Canboro Rd and Effingham St. The owner of the land, Stan Rotyna, has a dwelling, a storage building and a shed which contains equipment to maintain the lands (and should remain as such).

An application to sever this parcel was presented to the town's Committee of Adjustment (CoA) in 2014 and received CoA approval. However, the Town Planner at the time convinced Town Council to appeal the decision due to Greenbelt designation. This appeal was supported at an OMB hearing in 2015.

As highlighted in my letter to the regional planner (attached) and related discussions with the Region, a small portion of the zoned land of concern is not within the area defined by the town's proposed Official Plan or the proposed zoning bylaw. This change was quickly accepted as a minor revision by the Region. I later discussed this matter with the Town Planner during the public information meeting and she was reluctant to support the change at the time and stated that it would be considered after the Regional Official Plan was approved.

Now that Ridgeville has been recognised as a hamlet within the Greenbelt and the Regional Official Plan, a further application for consideration will be presented to the CoA and should be: 1) found in compliance with the Regional Official Plan and that the town amend their zoning bylaw; and 2) immediately amended thereby avoiding Mr. Stan Rotyna, a longstanding resident of Pelham, unnecessary and continued stress, time and substantial costs.

Thank you for your consideration with this nonsensically long and unresolved matter.



Sincerely,  
Dennis Savriga  
Independent Consultant



# Arguments presented to Regional Niagara

There are plans that will be sent separately.

The first and second plans will show the proposed area boundaries for Ridgeville Hamlet.

The third and fourth plans are specific to the plans. Part one in question being the dwelling shown on survey plan with a storage building and shed which is located immediately behind the Bell Station located on Effingham Street. This property has always functioned as one entity.

In 1987, the land (Part one) was zoned "commercial rural". My concern is that the portion of property located behind the Bell Station has been omitted from the proposed hamlet boundary plan. These lands should be included in the hamlet boundaries to maintain compliance with the zoning provisions for lot area.

It is likely that when the land is developed, some road and daylighting land dedication will be required which could reduce the lot area below the current land regulations.

Notwithstanding, and more important to the question given that the official plans appear to be strongly worded. Will the inclusion of the described small parcel of land behind the Bell Station require both towns and regional OP Amendments?

It is believed that the intention of the zoning bylaw and OP is to create conditions that encourage good development. As such, we hereby request that this parcel of land be included into the Ridgeville Hamlet boundaries.

