

David Schulz

From: Trish McCoy [REDACTED]
Sent: January 7, 2024 5:40 PM
To: David Schulz
Cc: City Clerk
Subject: File: D14-08-23

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To Whom it may concern ,

I am writing to convey my opposition to the application for zoning Bi-Law Amendment for 179 Mellanby Ave and 56- 561/2 Main Street West in Port Colborne . I am vehemently opposed to a site-specific downtown commercial zone to permit an eight-storey for unit mixed use apartment building .

- * The height would impede on the privacy of current residents.
- * The height would also dwarf all existing building. Would be an eye sore and block views.
- * The height and would not conform with our Heritage Buildings (in which we must preserve) .
- * The 101 units proposed should have parking accommodations for 101 units !
- * Traffic is already CHAOTIC on the Island when the bridges are up and we don't need to add to the mess .
- * The proposed apartments aren't designed to accommodate families which is needed more then anything .

Now having said that , I am not opposed to a 4 or 5 storey apartment building

PS: I would like to be notified of the decision and who voted for it and against it .

Thanks Trish
18 Amelia street PoCo

Melissa Bigford & Christopher Lofquist
173 Chippawa Rd.
Port Colborne, Ont.
L3K1T6

January 9, 2024

To: Mayor and Members of Council,--

I am speaking to you to address our concerns regarding application D-14-08-23 zoning by-law amendment and why it should be denied especially concerning the site-specific amendment to reduce the minimum landscaped area, increase the maximum gross floor area, reduce the number of parking spaces to 0.5 spaces per unit, and establish a maximum building height of 25.9 metres (84.97 feet).

There is currently no parking available for retail stores and office space that will be located on the first floor of the building. There is no street parking on Main or Mellanby Avenue...where are customers or employees going to park?

Lock 8 Gateway Park is located on the island and runs along the canal from Main Street West down to the lift bridge on Mellanby Avenue. The park is part of a larger community Canal Trail system. It is one of the city's flagship parks and ranked as the city's second most popular park in the 2020 Parks and Recreation Master Plan.

A recent study to residents put out by the city of Port Colborne described Lock 8 Gateway Park as an important green space that offers residents the opportunity to watch ships moving through the canal; have a picnic, enjoy an event, or bring your family to enjoy the playground or the Algoport Skate Park and BMX Park. The city was exploring updates to the park and looking for feedback on how residents use the park and see the space updated in the future. Nowhere did it say lease all the parking closest to the park for a 101 unit apartment building and remove the entrance off Main St, to local and tourist traffic to the park.

The city's official plan states that the purpose of a parks and open space hierarchy is to provide a wide range of recreational opportunities and to ensure that each type of open space is situated to meet the needs of an immediate neighbourhood and that the existing system of interconnected parks and open space shall be expanded and enhanced utilizing the city's Park and Recreation Master Plan. Every effort shall be made to retain and or acquire the maximum amount of land which is available. Parks shall be distinctive and express the character of the area in which they are located and parks should be framed by continuous street frontage whenever possible. Everything that currently is available at Lock 8 Gateway Park.

Section 3.13.1 of the Official Plan provides parks and open space definitions, which inform the standards and design guidelines for the City and the general policies regarding the classification of parks and open space, specifically:

City Parks which Lock 8 Gateway Park is

- a) City parks provide unique, specialized cultural and recreational activities oriented towards participation by all City residents and tourists;
- b) City Parks may include active and passive, indoor and outdoor, programming and non-programmed, casual use of all scale (ie. lights). Facility development should be integrated on each site as to minimize conflicting uses;
- c) City parks shall serve all residents of all neighborhoods throughout the City and also attract use from non-residents and tourists;
- d) City Parks can include culture, recreation and civic facilities and unique landscape and should be located on major roads for greater accessibility.

How does the removal and leasing of all the accessible parking and closure of the Main St entrance align with the official plan? How does the removal of green space align with Official Plan?

Residential land uses such as the use proposed are permitted in the Downtown Commercial designation but not in the R4 zoning at 174 Mellanby where the maximum building height is only 20 metres not the proposed 25.9 metres.

When Chestnut Park was approved to be turned into housing it was promised and approved by council that a new park would be developed at Lockview Park before the removal of neighbourhood playground at Chestnut Park. It has been over 2 years and nothing has moved forward with the installation of the new playground at Lockview Park, yet construction of the housing is well under way at Chestnut Park!! I remind council of this as now my family, friends as well as many others in the neighbourhood now take our kids to Lock 8 the closest park for our kids to utilize and play in. This proposal asks for a substantial reduction in parking for residents and visitors and the removal of green space around the park to accommodate the request. Also, a long term lease of the current Lock 8 Gateway Park parking is required which in no way should be granted. It is also asking for the removal of accessible parking located by the washrooms as well as the existing current crosswalk path to the washrooms and park from the sidewalks and walking/cycling path. The proposal only leaves 8 public parking spaces along the park, which are regularly used by workers of the Seaway and the city.

If the city does approve this: Who is liable and responsible for the maintenance of these leased parking spots? Who is responsible for snow removal of these leased parking spots? The entrance to the building main floor parking is through the city park not a side street, how is this allowed?

What will happen to the community events held at the park with the proposed restrictions and elimination of accessible and public parking?

Why was the traffic study report not included in the report to council? The traffic study did not account for increase and backed up traffic when the bridges are up or closed for maintenance? What is the true impact to the surrounding neighbourhood traffic congestion when the bridges are up?

Will development of the property create contaminated dust and soil run off into the neighbouring properties but especially the park? Who will ensure proper disposal of the contaminated soil?

We are deeply concerned with the proposal to remove green space, parking spots and restricting access from Main St. for members of the community as well as visitors to Lock 8 Gateway Park. This proposed property is too large and is not compatible with the existing neighbourhood. For the reasons stated above the zoning by-law amendment should not be approved!

Also want to note that the City of Port Colborne Facebook page did not post the public meeting notice for tonight which is normally done for any meetings ahead of time. Why was a link or notice not posted?

Yours Sincerely,

Melissa Bigford & Christopher Lofquist