

**TOWN OF PELHAM**  
**COMMUNITY IMPROVEMENT PLAN (PELHAM)**  
**PRIDE PROGRAM 1989/90**

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## 1.0 INTRODUCTION AND BACKGROUND

In November of 1988 an application was submitted to the Community Planning Branch of the Ministry of Municipal Affairs for PRIDE (Program for Renewal, Improvement, Development and Economic Revitalization) funding to undertake community improvement work in the Fonthill urban area. In April of 1989, the Province allocated \$100,000. to Pelham for community improvement initiatives. The municipality must commit \$100,000. for a total project cost of \$200,000.

This community improvement plan has been prepared pursuant to the requirements of the PRIDE program. The basic intent of this Plan is to indicate where improvements will be made, as well as what these improvements will be and why, how, and when these improvements will be made.

The primary aim of this Plan is to upgrade the municipal servicing infrastructure of Fonthill to respond to increasing development pressures on the area, and to improve parking and traffic circulation in the core area. Certain improvements are specifically aimed at providing opportunities for housing intensification and affordable housing development.

The community improvement project area is defined on the attached maps (schedules 'A' and 'B'). The enclaves targeted for community improvements represent the areas of greatest priority need. They are also the areas where residential upgrading and intensification measures have already been experienced or are expected to materialize in the near future.

Fonthill has been growing at a relatively rapid rate. Regional statistics indicate that the population of Pelham has been increasing by about 200 persons per year since 1971. The vast majority of this growth, 3400 people, has occurred in Fonthill. Virtually the entire urban area of Fonthill - as defined by the local and regional official plans - has been committed for development. The lack of developable land within the urban area boundary has increased pressures to intensify residential uses in existing residential areas.

Redevelopment pressures are being exerted on the older established areas of Fonthill. However, many services in these areas are old and require either major repair or replacement. The intensification of residential uses in the area will accelerate the deterioration of certain municipal services in the area. In some cases, the state of existing services may in fact prohibit housing intensification initiatives.

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## LIST OF SCHEDULES

Schedule A    Community Improvement Project Area, Municipal Context

Schedule B    Fonthill Community Improvement Project Area

## LIST OF APPENDICES

I            Community Improvement Area, Designating By-Law

II           Notice and Minutes of Public Meetings held September 20, 1989 and  
January 23, 1990

III          Project Components

IV          Project Cost Estimates

The following problems are associated with municipal services in the area:

- i) Sanitary sewers within the community improvement project area exhibit storm drainage infiltration problems along Hurricane Road and Station Street. This infiltration reduces the effective capacity of the sewerage system, particularly at times of heavy rainfall or snow melt. Residential intensification measures are restricted accordingly.
- ii) Watermains are identified as deficient in two specific areas, Hurricane Road and Vera Street. The water servicing problems of these areas are associated with the "dead end" design of the system. The capacity and pressure of water in the system is severely restricted because the lines "dead end" at certain points. A "looped" design would allow for a greater flow of water at a higher pressure. Fire fighting capability is particularly hampered because of inadequate water pressure. Recent development applications have been turned down because of the safety factor associated with fire prevention.
- iii) In conjunction with the water system, a number of fire hydrants require replacement. The existing hydrants are so old that repairs become impossible because parts are no longer available. There is a demonstrated interest in upgrading private property in these areas; however, deteriorated or inoperable fire hydrants do not assure property owners that adequate fire protection facilities are available.
- iv) There is also a shortage of parking space in the commercial core of Fonthill. The lack of parking presents a threat to the viability of existing businesses in the core area. New businesses considering locating in the commercial core view available parking as a key factor in their location requirements. Furthermore, opportunities for affordable residential units being introduced into the commercial core (upper floor apartments for example) are hampered by the lack of space to accommodate vehicles associated with these units.
- v) The municipality's Sidewalk Study Update, completed in June 1986, identified a number of key areas where sidewalks pose a safety problem. In these areas the abrupt end of sidewalks forces pedestrians onto the road. These areas are located along collector and arterial roads that have been subject to increased traffic in recent years.

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The present traffic configuration in Pelham Town Square is not in the community's best interest. The recent growth in the Town has created considerable traffic congestion in and around the core area, particularly during peak hours. The municipal office, medical building, Fonthill Shopping Centre, and numerous commercial and institutional facilities in the immediate vicinity (library, post-office, seniors apartments, etc.) have only two access points out of the immediate area; the access to Fonthill Shopping Centre at Highway 20 and the access off of South Pelham Street. The future expansion of Fonthill Shopping Centre will further aggravate an already congested traffic situation.

The Town's municipal housing policy statement identifies the need for more medium to high density housing in the Municipality. The high percentage of seniors within the municipality and the future trends to a population with a significant seniors component, emphasizes the need for housing types other than single dwellings as part of the municipality's housing stock. The existing stock is almost exclusively single dwellings. Alternative housing types are desirable within the municipality to meet the varied needs of the community. Incentives to encourage affordable housing options in the community are required, particularly in light of the provincial policy statement addressing that issue.

## 2.0 COMMUNITY IMPROVEMENT PROJECT AREA

The Town of Pelham Official Plan designates the Fonthill urban area as a community improvement area; however, Section 28(2) of the Planning Act indicates that the area must be designated, by By-law, as "community improvement project area" before improvements to the area can be undertaken by the Town.

The boundaries of the "community improvement project area" are identified on Schedule "B" of this Plan.

Improvements will not be undertaken in the entire project area. The improvements that form part of this Plan are the most pressing. As funds become available further improvements will be made in the project area to upgrade services and facilities.

Appendix I to this plan contains the by-law designating the community improvement project area pursuant to Section 28(2) of the Planning Act.

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### 3.0 COMMUNITY IMPROVEMENT GOALS AND OBJECTIVES

Amendment No.13 to the Official Plan of the Town of Pelham provides direction regarding the location of community planning areas, the criteria used to define areas in need of community improvements, the goals and objectives of community improvement areas, and the means of implementing these goals and objectives.

The initiatives of this PRIDE Community Improvement Plan are in accordance with the Pelham Official Plan policies that are outlined below.

#### Community Improvement - Goals and Objectives

- i) To co-ordinate and guide public and private improvements in the community improvement areas.
- ii) To obtain government funding to act as a catalyst in community improvement projects.
- iii) To municipally sponsor community improvement projects.
- iv) To establish a comprehensive program of upgrading/rehabilitation/redevelopment so the quality of services and utilities and social and recreational facilities in community improvement areas is maintained at a high level.
- v) To identify, reduce and eliminate municipal infrastructure deficiencies that restrict private community improvement initiatives.

#### Criteria for the Selection of Community Improvement Areas

The Official Plan establishes the following criteria that are to be used to define areas in need of community improvement:

- i) Deficient storm sewers
- ii) Deficient sanitary sewers
- iii) Deficient watermains
- iv) Deteriorating or lack of sidewalks
- v) Deteriorating or lack of curbs
- vi) Deteriorating roads
- vii) Substandard street lighting

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- viii) Buildings in need of physical improvements and/or repairs
- ix) Social and recreational facilities in need of upgrading (arenas, swimming pools, etc.)
- x) Inadequate parking in commercial areas

#### Methods of Implementation

The official plan states that the goals and objectives of community improvement plans will be implemented through the establishment, by by-law, of community improvement project areas and community improvement plans. Council will also ensure that the benefits of community improvement are maximized by:

- i) Supporting the establishment of a business improvement area
- ii) Refining zoning controls to maximize business opportunities
- iii) Using site plan control to co-ordinate development
- iv) Enforcing of the Town's property standards by-law
- v) Maximizing the use of government funds and programs to effect community improvement
- vi) Encouraging rehabilitation and reuse of existing buildings
- vii) Assisting new development with land acquisition
- viii) Preserving historical structures
- ix) Encouraging the infilling of vacant lots

#### 4.0 PROJECT ELEMENTS

Appendix III illustrates the improvement projects proposed in this plan.

##### 4.1 Watermains

Improvements to the Hurricane Road watermain between Chestnut Street and Pelham Street and the Vera Street watermain running between Pelham Street and Stella Street are proposed. Specifically, the improvement proposed is a "looping" design on Vera Street and Hurricane Road that would alleviate inadequate waterflows and pressure. The proposed improvement of this system would also upgrade fire-fighting capability in the area and permit development in the area that is currently restricted due to inadequate water pressure in the area.

Revised



#### 4.2 Fire Hydrants

The replacement of fire hydrants is proposed as identified in Appendix III.

As alluded to earlier, the replacement of these units will alleviate the concerns of area residents regarding the adequacy of fire protection services in their area.

#### 4.3 Sidewalks

The provision of sidewalks is recommended for certain sections of Hurricane Road.

The provisions of these sidewalks will increase the level of safety on roads experiencing increasing levels of vehicular traffic. These sidewalks will reduce the need for pedestrians to use the roadway due to the abrupt end of sidewalks in these areas.

#### 4.4 Pelham Town Square Extension to Station St.

The extension of Pelham Town Square to Station Street is one of the key elements of this plan. Road construction and street lighting are the key features of this component of the plan.

There is a serious traffic congestion problem in the town square area that must be addressed to ensure the economic viability of the core area.

The extension of Station Street to Pelham Town Square will provide a much needed third access point to the square and will ameliorate the serious traffic congestion problem in the area by facilitating a more efficient flow of traffic through the square area.

The extension of Pelham Town Square will also provide an excellent opportunity for housing intensification by introducing a road into municipal lands that are currently not serviced by a public road. The area that would be serviced by this road extension is one of the few urban areas in Fonthill that is available for development.

#### 4.5 Conclusions

*The key objectives*

*----- (3 paragraphs missing) see pg 7*

The implementation of the aforementioned improvements (particularly the watermain looping, fire hydrant replacement and sidewalk additions) would contribute to the achievement of a higher level of medium to high density accommodation in the community; the Municipal Housing Policy Statement recommended that 25 percent of the housing stock in the municipality be of medium to high density (as opposed to 10 percent today). Such development would, by its very nature, be more affordable.

Revised

It should be noted that the intensification of land uses within the urban area that would result from this plan would reduce pressures to expand the urban area boundary of Fonhill. There are two important benefits of maintaining the present urban boundaries:

- 1) Prime agricultural land will not be consumed by urban expansion.
- 2) The servicing of a compact urban form is more cost effective than the servicing of low density urban development that is spread over a large area.

## 5.0 PROJECT IMPLEMENTATION AND CASH FLOW

The maximum allocation from the Ministry of Municipal Affairs to implement this plan will be \$1,000,000, to be matched by the municipality, for a total program cost of \$200,000. The timing of expenditures will meet the program criteria of spending a minimum of one-third of the program costs in each of the three implementation years as follows:

\$67,000	prior to December 31, 1990
\$67,000	prior to December 31, 1991
\$66,000	prior to December 31, 1992
<hr/>	
\$200,000	total expenditure by December 31, 1992

*Questions:*  
 \* Page numbers and Pg 2 missing  
 \* Appendix IV  
 \* Library parking lot lighting?

## 6.0 PRELIMINARY COSTING ESTIMATES

The cost estimates for the proposed improvements are itemized in Appendix IV.

## 7.0 ALTERNATIVE PROJECTS

In the event that the projects proposed in this plan come in under budget and dollars remain available within the \$200,000 total program cost, other projects within the community improvement project area will be considered for implementation.

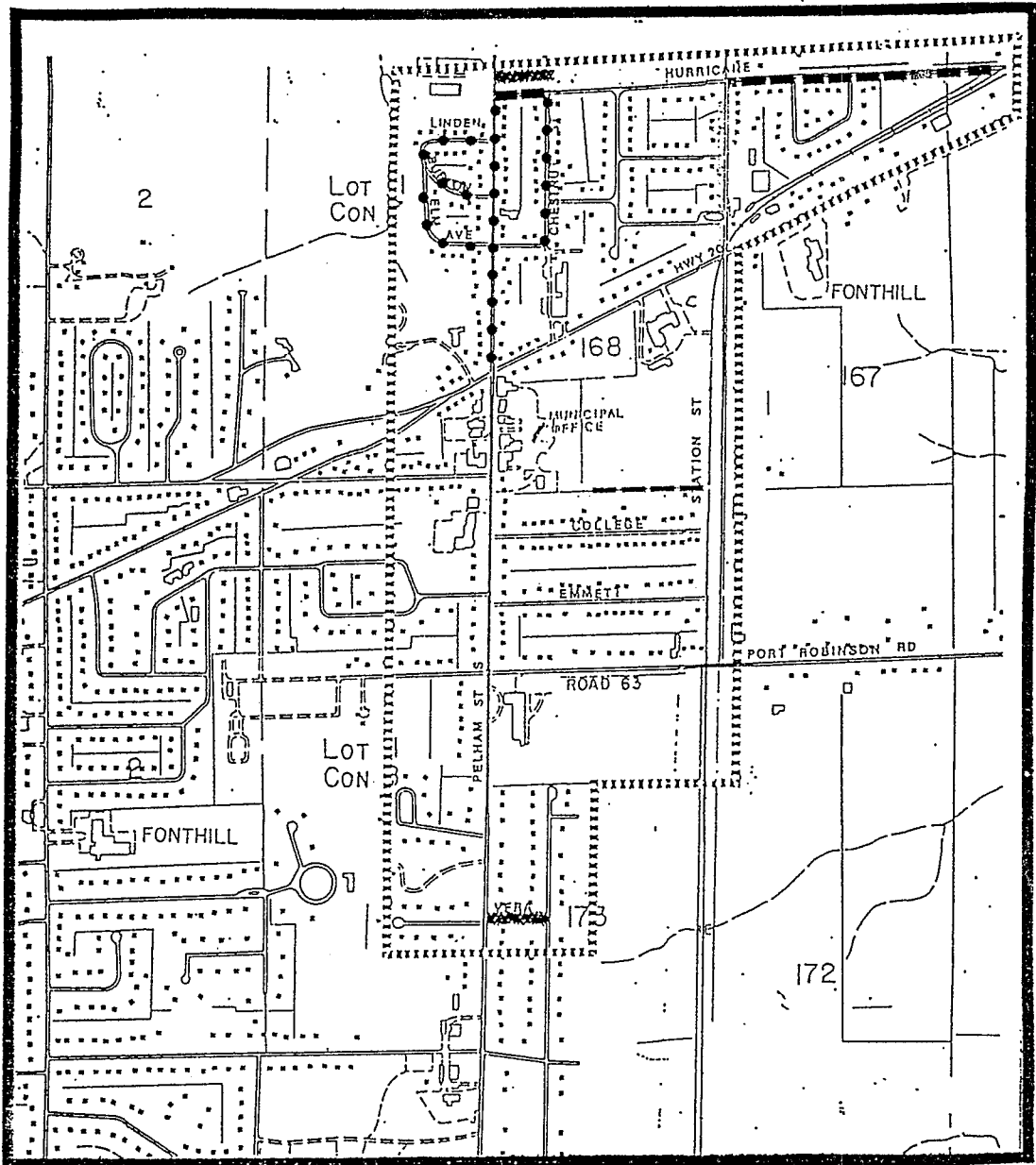
A recreational corridor developed from an abandoned railway was considered at the original PRIDE application stage; however, this project received low priority relative to other projects. If possible, this recreational corridor stretching south from Highway 20 along Station Street will be initiated if dollars permit. The inclusion of this project within the PRIDE program would be by amendment to this plan.

## 8.0 CHANGING THE PLAN

Minor changes may be made to the plan subject to the approval of the Ministry of Municipal Affairs without formally amending the document. Major changes, including the deletion or addition of projects and reallocation of funds accordingly, may require an amendment to the plan.

Revised

# PROJECT COMPONENTS



- PELHAM TOWN SQUARE EXTENSION TO STATION ST.
- COMMUNITY IMPROVEMENT PROJECT AREA
- ~~~~~ WATERMAIN (COMPLETION OF LOOPING)
- • • • FIRE HYDRANTS (REPLACEMENT)
- SIDEWALKS

Revised

## APPENDIX IV

TOWN OF PELHAM  
FONTHILL COMMUNITY IMPROVEMENT AREAPROJECT COST ESTIMATES

<u>PROJECT COMPONENTS</u>	<u>COST ESTIMATE</u>	<u>MUNICIPAL SHARE \$</u>	<u>PROVINCIAL SHARE \$</u>
1. <u>Pelham Town Square</u>  (road extension to Station Street) road construction, street- lighting, sidewalks, library parking lot lighting	80,000	40,000	40,000
2. <u>Watermains</u>  - Hurricane Road from Chestnut St. to Pelham Street  - Vera St. from South Pelham St. to Stella St.	19,550	9,775	9,775
3. <u>Fire Hydrants</u>  - Chestnut St., Pelham St., Linden Ave., Burton Ave., Elm Ave.	62,200	31,000	31,100
4. <u>Sidewalks</u>  - Hurricane Road, east of Station St. (approx. 1250 feet) - Hurricane Road between Chestnut and North Pelham Street	30,000	15,000	15,000
5. <u>Administration</u>  (Max. of 5% of total project costs)	8,250	4,125	4,125
Total	\$200,000	\$100,000	\$100,000

Revised