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REPLY TO:

Message No. 2741

FACSIMILE MESSAGE

TO: JACK BERNARDI
COMPANY: PELHAM
LOCATION: _____
LOCATION NO: 892-5055
FROM: JUDY PIHACH
DATE: APRIL 5/90
NO. OF PAGES: 5

If you do not receive this complete message or have any other questions, please call (416) 688-1130.

JACK
Please make a copy of Appendices I, II & III
for my file, Thanks
Judy

Urban and Rural Planning Consultants

04.03.90 08:27 AM P01

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.

4.3 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 of this plan and its implementation is to maintain acceptable level of service within the community improvement project area so that existing developed areas continue to be a vital component of the community. The older established areas of Fonthill have a character and historic focus which are important to maintain in a small community experiencing intense development pressures.

Revised

The proposed improvements not only encourage upgrading of private properties, but also allow for housing intensification initiatives to proceed without servicing obstacles.

The retention of the commercial core as a vibrant segment of the community is crucial, particularly with increasing commercial development pressures outside the core area. The parking and traffic issues addressed in this plan are a key issue in keeping businesses in the core area.

The implementation of the community improvement initiatives proposed in this plan will demonstrate the municipality's commitment to maintaining the older established areas as vital components of the community.

5. PROJECT IMPLEMENTATION AND CASH FLOW

The maximum allocation from the Ministry of Municipal Affairs to implement this plan will be \$1000,000, 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 |

| | | | |
|-----------|-------------------|-------------|----|
| \$200,000 | total | expenditure | by |
| | December 31, 1992 | | |

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 his plan.

Revised

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

04. 03. 90 08:27 AM POC

APPENDIX IV

TOWN OF PELHAM FONTHILL COMMUNITY IMPROVEMENT AREA

PROJECT 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 |