

**1991-92 PRIDE PROGRAM**

**TOWN OF PELHAM**

**MILLER O'DELL PLANNING ASSOCIATES**  
**JANUARY 1992**

REVISED FEBRUARY 1992

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**COMMUNITY IMPROVEMENT PLAN**  
**FENWICK**

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**THE PLAN**

## **1.0 INTRODUCTION**

Fenwick has been designated a Community Improvement Project Area by by-law under Section 28(2) of the Planning Act. Schedule "A" illustrates the location of Fenwick in context to the Town of Pelham; Schedule "B" illustrates, in greater detail, the Fonthill Community Improvement Project Area.

In November of 1990, 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 Fenwick urban area.

In July of 1991, the Province allocated, under the PRIDE Program, \$75,000 to the Town of Pelham, representing fifty percent of the costs of undertaking road, sidewalk and municipal parking improvements in the community of Fenwick. On July 15, 1991, the Council of the Town of Pelham passed a resolution accepting the \$75,000 allocation by the Province.

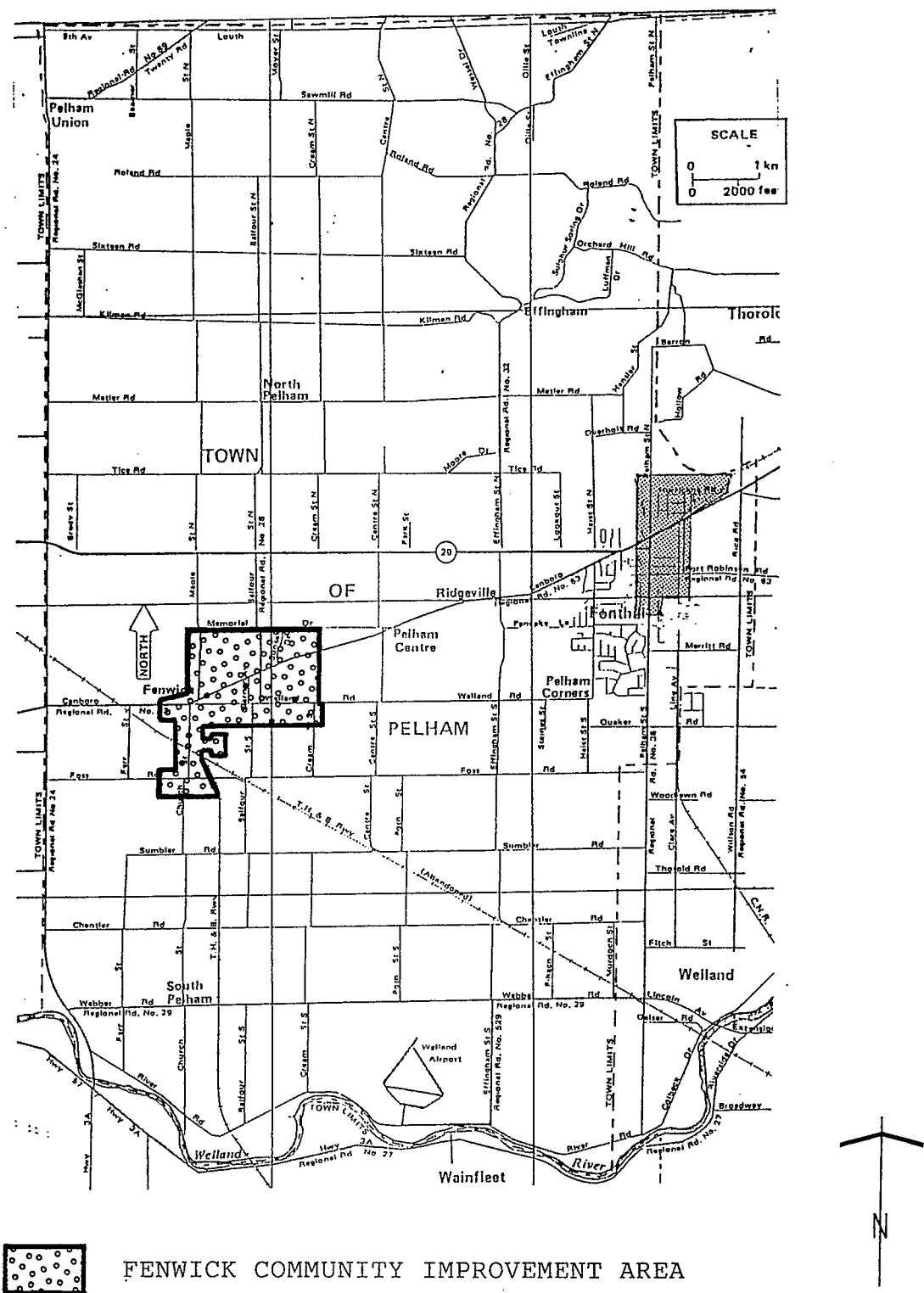
## **2.0 BACKGROUND**

Fenwick is a long established community within the Town of Pelham. It is primarily a residential community served by a small commercial core that caters to the day-to-day needs of the community. Schedule "C" illustrates the land use of the community. The entire core area is serviced by municipal sewers and water.

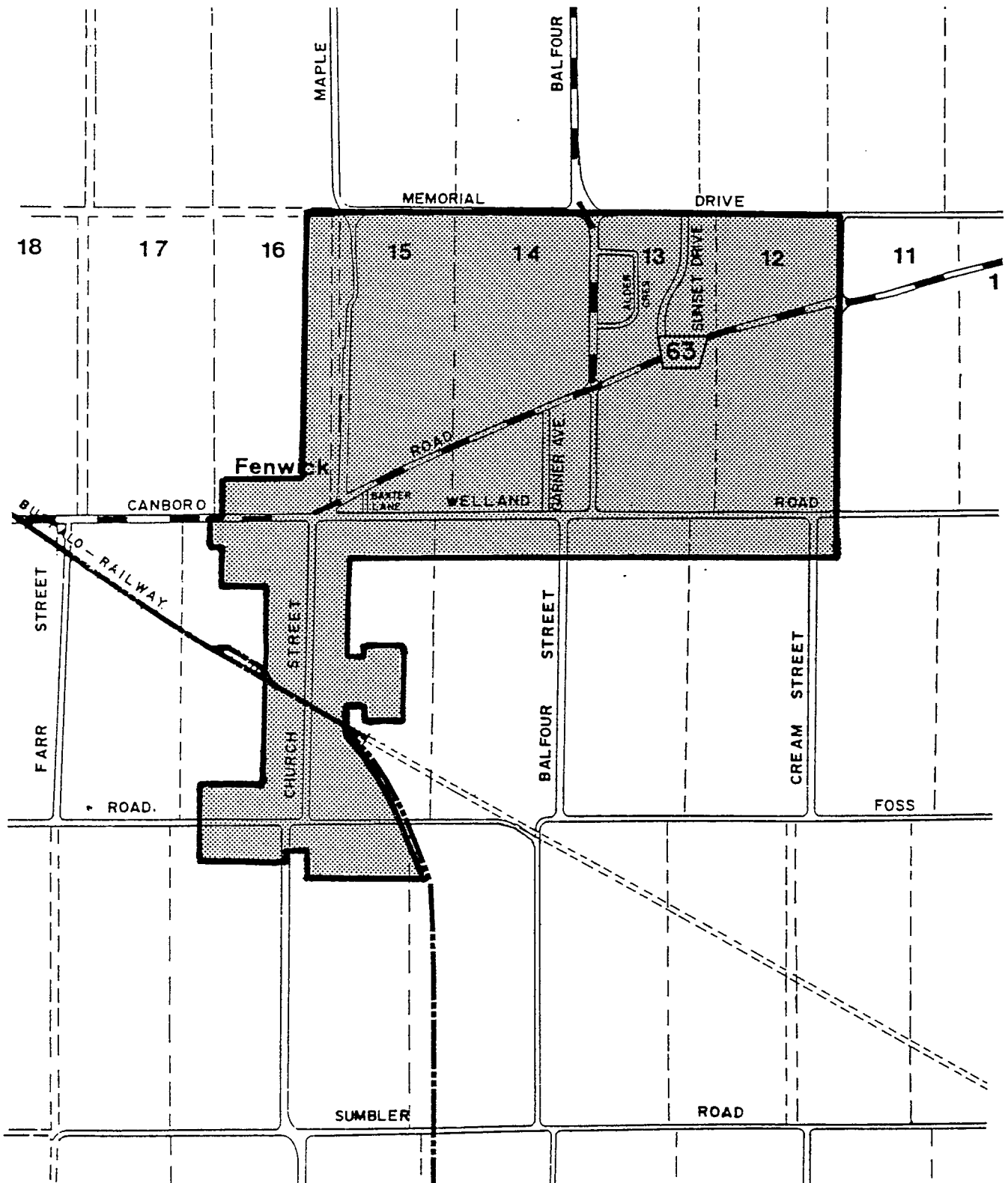
Historically, Fenwick served the surrounding farming community with goods and services. The decline in agricultural activities locally has altered its role somewhat. It is becoming a bedroom community to larger urban centres with its commercial core serving the day-to-day needs of its residents. The population structure has changed, also, attracting more young families desiring a "village" lifestyle.

Fenwick has not, until recently, experienced significant development pressures. Until the end of the last decade, the focus for development in Pelham was the Fonthill urban area. The Fonthill urban area is almost now developed to the limit of its urban area boundaries. As a consequence, Fenwick is now experiencing development pressures which previously had been concentrated in Fonthill.

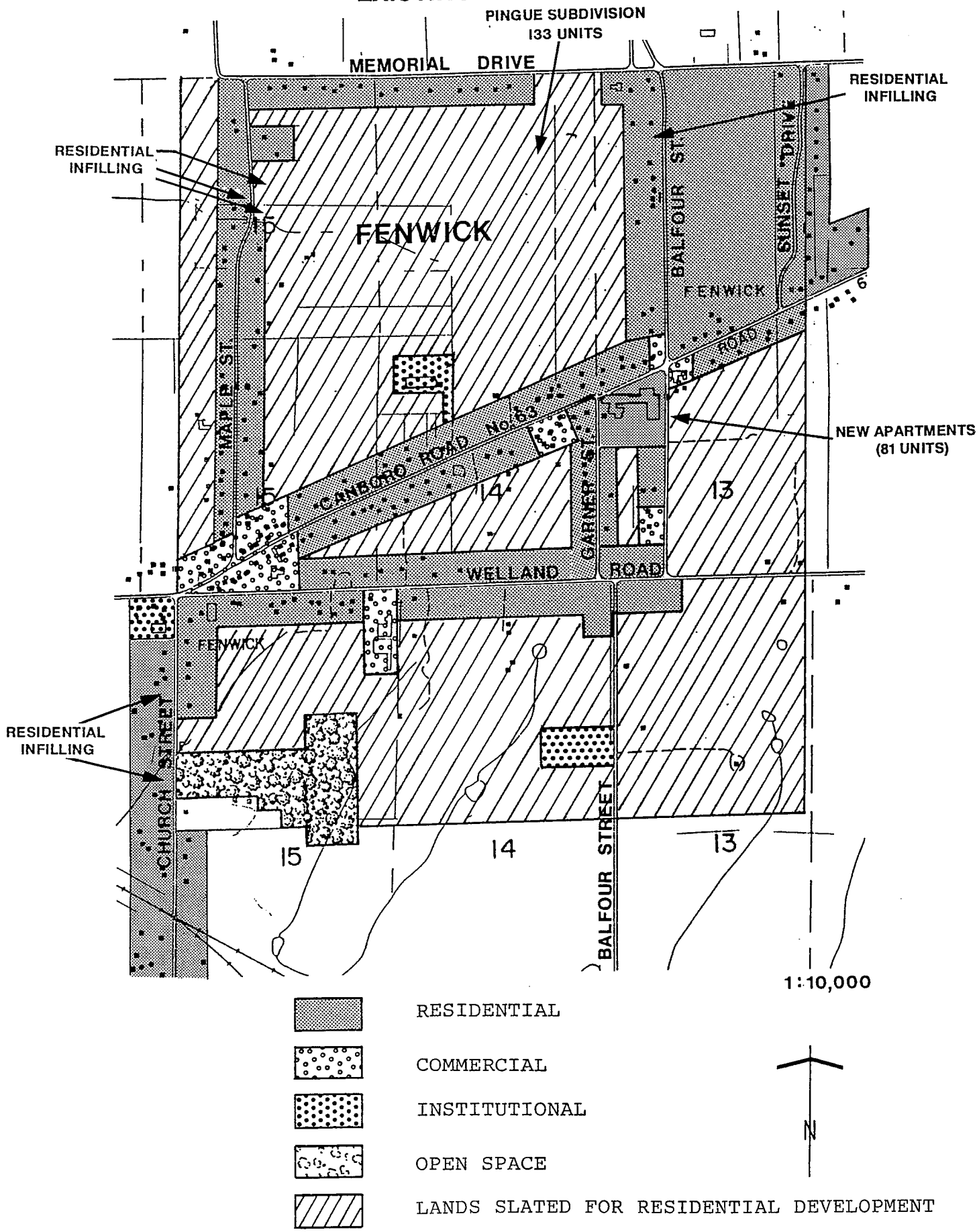
SCHEDULE A  
COMMUNITY IMPROVEMENT PROJECT AREA  
PRIDE 91/92  
Municipality of Pelham



SCHEDULE B  
FENWICK COMMUNITY IMPROVEMENT PROJECT AREA  
PRIDE 91/92  
Municipality of Pelham



# SCHEDULE "C" EXISTING LANDUSE





Recent developments include:

- i. The approval of a major subdivision (Memorial Drive) with 133 single family lots;
- ii. Renovation and redevelopment of the former Pelham High School into 81 apartment units;
- iii. A number of infilling developments along Maple Street, Memorial Drive, Balfour Street and Church Street.

The core area has not progressed at the same pace as the residential component in Fenwick. The increasing population serves as an increased market to the core area in serving the day-to-day needs of the community. The commercial core has not, to date, recognized the potential of this market.

This PRIDE program is intended to provide the impetus for private redevelopment initiatives and upgrading in the commercial core area to keep pace with the changing role of Fenwick. The role of the commercial core is limited but none-the-less viable. A number of key development initiatives will enhance the goods and services offered at this location with the view of maintaining a significant portion of the neighbourhood commercial market.

## **2.1 Problems in the Project Area**

### **2.1.1 Sidewalks**

Fenwick sidewalks were assessed as part of a Sidewalk Update Study completed in 1986. A number of locations were targeted for improvement and replacement and other locations slated for new sidewalks. The existing sidewalks have reached their life expectancy in many areas.

The increasing evidence of young children in the area has made the state of the sidewalks a serious concern from a safety perspective. Certain locations have been a source of concern by local residents for some time. As well, the safety issue has recently become more pronounced since greater volumes of traffic are being experienced on arterial roads. For example, sidewalks along Welland Road consist of a small asphalt strip along the road shoulder. Historically, this standard has been acceptable given the traffic volumes along Welland Road; however, this standard is no longer acceptable because of the general increase in traffic that threatens the safety of pedestrians along this road.

In addition, wider sidewalks, particularly in the core area, are more conducive to the volume of pedestrian traffic experienced there. A clear separation between the sidewalk and parking lane is necessary to delineate these areas as separate entities. The existing situation encourages parked vehicles to intrude into the sidewalk area, reducing the useable area of the sidewalk for pedestrian use.

#### 2.1.2 Parking

Parking in the commercial area is becoming increasingly awkward, particularly at peak hours. On-street parking makes up the bulk of available parking, although the Town does provide a small lot on Maple Street. To adequately serve the commercial businesses and to encourage the on-going vitality of Fenwick's core area, parking must be improved.

#### 2.1.3 Land Use Conflicts

Land use conflicts are evident in the core area making certain commercial locations vulnerable to vacancy and/or business turnovers. A wrecker's yard on the north side of Canboro Road in the core area has been an incompatible use within the community for years. Adjacent properties are underutilized because of the proximity of this incompatible use.

#### 2.1.4 Building Stock

The building stock in the Fenwick core area is becoming dated. Because the village is a long established one, the building stock is showing its age and decline. The background report to the community improvement policies in the Official Plan indicates 20 percent of the buildings are in need of repair and refurbishing.

The lack of attention to the problems outlined above will increasingly detract from the role of the village in serving its residents with day-to-day commercial needs. As a bedroom community, the stable, established population of Fenwick is giving way to a more mobile one. The commercial core has the potential to retain a significant portion of the local market. Overcoming the problems referenced above will remove current obstacles in the path of achieving that potential.

### **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.

#### **3.1 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.

#### **3.2 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 watermain;
- iv. Deteriorating or lack of sidewalks;
- v. Deteriorating or lack of curbs;
- vi. Deteriorating roads;
- vii. Substandard street lighting;
- viii. Buildings in need of physical improvements and/or repairs;
- ix. Social and recreational facilities in need of upgrading (arenas, swimming pools, etc.); and
- x. Inadequate parking in commercial areas.

### **3.3 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; and
- ix. Encouraging the infilling of vacant lots.

## **4.0 PROJECT ELEMENTS**

### **4.1 Parking Lot Development**

The development of a parking lot in the core area on lands currently owned by the municipality is a major component of this Plan.

Due to the inadequate supply of parking spaces in the commercial core area, the viability of businesses in the commercial core area is threatened; particularly because Fenwick is a bedroom community and residents can readily do business outside the community as part of their journey to and from their places of work. Improved parking would reduce congestion and encourage residents to do business in Fenwick rather than in another community.

The municipality has already acquired land in the commercial core for the development of additional parking spaces. The actual acquisition of these lands was part of a previous PRIDE application in 1990. Although the Town submitted an application for the 1990-91 PRIDE program, it did not receive a PRIDE allocation; as a consequence, the municipality had insufficient funds to actually develop the lands it had acquired for parking purposes.

The lands to be developed for parking purposes are adjacent to the existing municipal parking lot, and will allow for a larger parking facility in the core area.

## **4.2 Sidewalk Improvement**

The key locations targeted for sidewalk improvements include a portion of the north side of Canboro Road from the library eastward, Welland Road from Balfour to Church Street, and Baxter Lane through to Canboro Road (south side) as far as Church Street in the core area are proposed for sidewalk replacement.

Sidewalks in the core area have exceeded their life expectancy and present a safety hazard to pedestrians because of the heaving, cracking and disintegration experienced over the years. Replacement will not only increase pedestrian safety but improve and encourage pedestrian access to commercial businesses in the core area. The aesthetic value provided in this improvement will serve to enhance the area as a whole and provide incentive to individual property owners to improve their premises.

Sidewalk improvements provided outside of the core commercial area may appear to have less of a direct influence on the core area. However, of particular importance to the core area is Canboro Road. It is the gateway into Fenwick and the main arterial through the village. Improved sidewalks leading into the core area offer pedestrian traffic a safe route. The current sidewalks are awkward at best for senior citizens, anyone pushing a baby stroller, and even bicycle traffic. With much of the Fenwick population comprised of senior citizens and young families, the existing sidewalks are actually a deterrent to pedestrian traffic flowing to and from the commercial core. Given the level of vehicular traffic flowing along Canboro Road, a safe sidewalk leading to and from the core area is essential to attract pedestrian traffic.

## **4.3 Road Shoulder Improvements**

These improvements are concentrated at the juncture of Canboro Road with Maple Street in the core area. Again, traffic flow and parking would be improved since much of the parking is on-street. Smoother traffic flow and availability of parking encourages patronage of local businesses.

Improvements to municipal property are intended to have an influence on some of the commercial establishments in the area which are in need of repair and/or refurbishing.

#### 4.4 Conclusions

The improvements are intended to benefit the commercial core of Fenwick by reinforcing the function of the core as a viable entity serving the day-to-day needs of the residents of Fenwick. More specifically, the following benefits are intended to follow from the improvement.

The improvements are expected to encourage private initiative and entrepreneurship to provide an attractive commercial mix which will capture the local market for day-to-day goods and services through the introduction of new business development, and a broader range of goods and services.

It is also expected that the improvements will provide the incentive to private land owners to upgrade premises; the physical and structural improvements to the area will increase the attractiveness of the area for business, and will in turn encourage landowners to upgrade their own premises to exploit the improved potential of the area.

The provision of safe sidewalk routes to the core area will also encourage residents of the village to do business in Fenwick (sidewalk improvements are all within easy walking distance to the commercial area). The road shoulder improvements may also improve business in the core by improving parking and traffic flow in and around the core area.

The parking lot development will reduce parking congestion in the core area, the current shortage of adequate parking facilities in the core area is one of the main limiting factors to the commercial potential of the core.

It is noted that the reconstruction of Baxter Lane at a cost of \$35,000 will be undertaken in conjunction with sidewalk improvements along Baxter Lane which are being financed under the PRIDE program. The reconstruction of Baxter Lane will be financed by the Municipality's general funds - not the PRIDE program. The Municipality has proposed the reconstruction of Baxter Lane at this time to allow sidewalk improvements under the Pride program to proceed. It would not have been viable to undertake the reconstruction of Baxter Lane at a later date as this would negatively impact on the sidewalk improvements to be undertaken through this current PRIDE application. If the Municipality chose not to proceed with the reconstruction of Baxter Lane at this time, it would have to seriously consider foregoing PRIDE funding for sidewalk improvements along Baxter Lane.

**5.0 PROJECT IMPLEMENTATION AND CASH FLOW**

The maximum allocation from the Ministry of Municipal Affairs to implement this plan will be \$75,000, to be matched by the Municipality, for a total program cost \$150,000. The timing of expenditures will meet the program of spending a minimum of one-third of the program in each of the three implementation years as follows:

|           |   |
|-----------|---|
| \$ 50,000 | Prior to December 31, 1992                |
| \$ 50,000 | Prior to December 31, 1993                |
| \$ 50,000 | Prior to December 31, 1994                |
| <hr/>     |   |
| \$150,000 | Total expenditure by<br>December 31, 1994 |

**6.0 PRELIMINARY COST ESTIMATES**

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

**7.0 ALTERNATE PROJECTS**

In the event that the program proposed in this Plan comes in under budget and dollars remain available within the \$150,000 total program cost, additional sidewalk improvements along the north side of Canboro Road - between Balfour and Maple Streets - will be considered.

These sidewalk improvements would increase pedestrian safety, and would also improve and encourage pedestrian access to commercial businesses in the core area.

**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 this document. Major changes, including the deletion or addition of projects and reallocation of funds accordingly, may require an amendment to the Plan.

## **APPENDICES**

**THE APPENDICES DO NOT CONSTITUTE  
PART OF THE COMMUNITY IMPROVEMENT PLAN**



**APPENDIX I**  
**DESIGNATING BY-LAW**

THE CORPORATION OF THE  
T O W N     O F     P E L H A M

BY-LAW NO. 1458(1992)

Being a by-law to designate the Fenwick  
Community as a Community Improvement  
Project Area.

WHEREAS the Town of Pelham has an Official Plan in  
effect that contains provisions relating to community improvement;

AND WHEREAS Section 28(2) of the Planning Act indicates  
that where there is an Official Plan in effect in a municipality  
that contains provisions relating to community improvement, the  
Council of the municipality may, by by-law, designate the whole or  
any part of an area covered by such an Official Plan as a  
"Community Improvement Area;"

AND WHEREAS the Council of the Corporation of the Town of  
Pelham deems it in the interest of the municipality to designate an  
area covered by the Official Plan as a "Community Improvement  
Project Area;"

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN  
OF PELHAM ENACTS AS FOLLOWS:

(1) THAT lands shown on the attached Schedule "A" are hereby  
designated as a "Community Improvement Project Area."

(2) THAT this by-law shall take effect on the date that it is  
passed by the Council of the Corporation of the Town of Pelham.

READ A FIRST, SECOND AND THIRD TIME  
AND FINALLY PASSED BY COUNCIL THIS  
17TH DAY OF FEBRUARY, 1992 A.D.

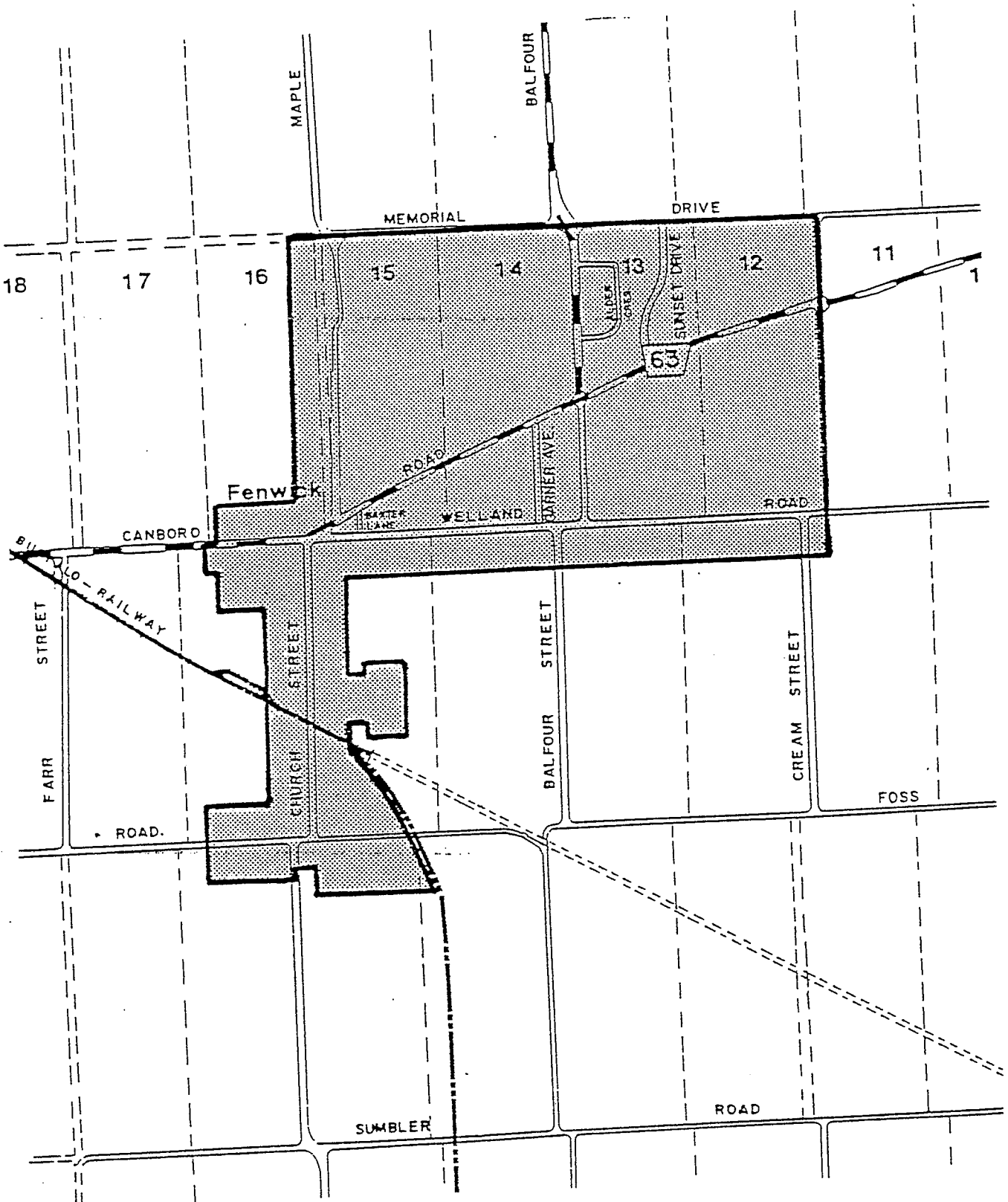
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MAYOR

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CLERK

SCHEDULE "A"  
FENWICK COMMUNITY IMPROVEMENT PROJECT AREA  
PRIDE 91/92  
Municipality of Pelham



## **APPENDIX II**

### **PUBLIC NOTICE AND MINUTES OF THE MEETING**



# TOWN OF PELHAM NOTICE OF PUBLIC MEETING

**TAKE NOTICE** that the Council of the Corporation of the Town of Pelham will hold a public meeting to consider the proposed Town of Pelham Community Improvement Plan under section 28(4) of The Planning Act, 1983 for the area outlined on the Key Map below.

The **PUBLIC MEETING** is scheduled for **Tuesday, JANUARY 28th, 1992 at 7:30 p.m.** at **Station #2, Pelham Fire Department, 792 Welland Road, FENWICK.**

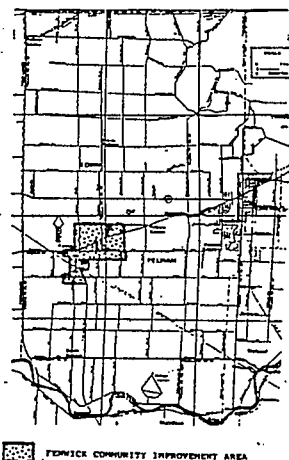
The proposed Community Improvement Plan recommends a variety of improvements in the Baxter Lane, Canboro Road and Welland Road area and road shoulder improvements in the Canboro Road area. There also exists a possibility of a parking lot development abutting the Maple Acres Library.

The entire project outlined above totals \$150,000 of which \$75,000 is funded by the province under the Program for Renewal, Improvement, Development and Economic Revitalization (PRIDE) and \$75,000 funded by the municipality.

The Planning Act 1983 requires that prior to the Council adoption of the Town of Pelham Community Improvement Plan, at least one public meeting be held for the purpose of informing the public. Any person who attends the meeting shall be afforded an opportunity to make representation in respect of the proposed Community Improvement Plan.

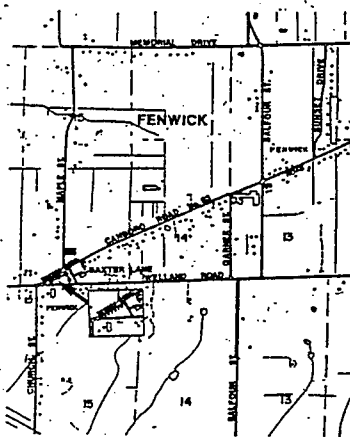
Should you wish to express an opinion or obtain information about this Plan, you are encouraged to attend the Public Meeting. If you do not attend the Public Meeting and/or wish to receive written notice of the passage of a by-law with respect to this application, The Planning Act, 1983 requires that you notify the Town Clerk, in writing, setting out the name and address to which such notice should be forwarded. Written submissions may be made in advance of the meeting by mailing or delivering them to the Town Clerk.

TOWN OF PELHAM



FENWICK COMMUNITY IMPROVEMENT AREA

PROPOSED PRIDE IMPROVEMENTS



— SIDEWALK IMPROVEMENTS  
■ PARKING LOT DEVELOPMENT  
— ROAD SHOULDER IMPROVEMENTS

**FOR ADDITIONAL INFORMATION CONTACT:**

J. Bernardi, Deputy Clerk  
Town of Pelham Municipal Building, 20 Pelham Town Square  
P.O. Box 400, Fonthill, Ontario, L0S 1E0  
Telephone — 892-2607

PLANNING & DEVELOPMENT COMMITTEE

P&D-1/92

January 28, 1992

Minutes of a regular Planning & Development Committee meeting held on Tuesday, January 28th, 1992 at 7:30 p.m. at the Station #2, Pelham Fire Department, 792 Welland Road, Fenwick.

ATTENDANCE: Chairman, Alderman W. B. Walker.  
Members of the Committee - Mayor M. Collins,  
Aldermen L. Vasas, R. Beamer & D. Hubbard.  
Other Aldermen in attendance -  
D. Hall, & K. Williams  
Staff in attendance - Deputy Clerk/  
Planning Administrator J. Bernardi,  
Recording Secretary, Karen Elliott  
and C.A.O./Clerk M. Hackett  
Planning Consultant G. Barker & R. Hazra  
of Miller, O'Dell Planning Associates.  
Also in attendance were interested citizens  
and a member of the press.

1. CALL TO ORDER:

The meeting was called to order by Chairman, Alderman W. B. Walker.

2. ADOPTION OF AGENDA:

RECOMMENDATION - MOVED BY ALDERMAN L. VASAS, SECONDED BY MAYOR COLLINS - THAT the agenda for the January 28th, 1992 Planning and Development Committee meeting be adopted, as printed.

CARRIED, CHAIRMAN, ALDERMAN W. B. WALKER.

3. DECLARATION OF CONFLICT OF INTEREST:

There was no conflict of interest expressed by members of the Committee.

4. PUBLIC MEETING:

Chairman Walker introduced the members of the Planning and Development Committee and the other members of Council in attendance at the meeting. He stated that the other members of Council would have no vote on any matters at the meeting but were there as interested Aldermen.

(a) - Proposed Community Improvement Plan - Fenwick Area - (PRIDE Program): -

Chairman Walker announced that this part of the meeting had been set aside as a Public Meeting as required under the Planning Act. He outlined the purpose of the meeting and the procedure to be followed. He called upon the recording secretary to recite the notice requirements required under the Planning Act.

He introduced Planning Consultant Robert Hazra who outlined the history of the proposed improvement plan and the planning report dated January 1992. Mr. Hazra emphasized that Council had yet to decide the priority projects in Fenwick under the PRIDE Program and their decision would be function of the Public Meeting.

The Chairman stated that this was a fair summary of where we stand right now and that it was important to make some decisions as to what our priorities will be.

Jim Best, 549 Canboro Road, asked if the sidewalk improvements would take all of the \$150,000 total program cost.

Chairman Walker stated that the sidewalk improvements on Welland Road and Canboro Road would approximately be \$50,000 each and the road shoulder improvements approximately \$50,000.

Mr. Best questioned what a parking lot would cost and Chairman Walker responded that we would have to get an estimate for the parking lot and he believed the parking lot should be done properly if constructed.

Chairman Walker also stated he was concerned with what the Region was going to do over the next five years on Canboro Road.

Bob Yager, 768 Canboro Road, asked what curb side improvement actually was and Robert Hazra responded with a definition of road shoulder improvements which would consist of extending the asphalt from the travelled portion of the road.

Mr. Yager stated the road was already too high for sidewalks in the downtown area.

The Deputy Clerk stated that it would be new construction and the existing sidewalk totally replaced.

Mr. Yager stated that, having lived in the downtown core all his life, it would appear that there is a greater need for parking than the sidewalk improvements. The real problem seems to be parking in the downtown core.

Chairman Walker stated that if the sidewalk improvements were not a part of the PRIDE program they could still be part of the Town's sidewalk maintenance program.

Mr. Best stated that he agreed with Mr. Yager that parking was of greater importance.

Mr. Yager stated that layer upon layer has been added to Canboro Road and water is now coming onto his land.

Mayor Collins stated she has commented on Canboro Road at the Region numerous times. It is a mammoth problem. The harder the times get the further down the road these large expenditure programs get placed.

Mr. Yager asked if they could predict when this improvement of Canboro Road was going to happen.

Mayor Collins responded that it was not in the five year forecast.

Chairman Walker asked for any comments or questions from the Committee or other Aldermen in attendance.

Alderman Hubbard asked if sidewalk improvements could extend as far as E. W. Farr School.

Chairman Walker responded that the downtown section to Dr. Hope's property was the major problem area.

Mr. Best stated that there is a safety problem with the parking especially in front of Horton's Hardware and the Library.

Alderman Hall stated that from a business stand point the most important issue is adequate parking in the downtown core.

Alderman Beamer stated he wished to hear more input from the audience.

David Horton, 782 Canboro Road, stated he believed more parking was required and this was the biggest problem. He also stated there is a six inch decline from the road surface to the front of his store. He has had to take measures to keep the water from running into his store.

Alderman Vasas requested that staff take another look at the Stickles property regarding the parking lot and possibly stone it for a while, if necessary. He believes we should do anything we can to help alleviate the parking problem.

Chairman Walker stated we should get an estimate of the cost of excavating and tar & chipping the parking lot.

Mr. Yager questioned the amount for the Baxter Lane improvements and Chairman Walker responded that the road improvement to Baxter Lane would be done through the 1992 Road Construction Budget of the Town, not the PRIDE program as it does not fund road construction projects.

Alderman Beamer questioned if PRIDE would fund a project if it is not totally completed such as a temporary job of the parking lot.

Alderman Hall asked if we didn't use all the funds to complete the sidewalk improvements could it be used towards completion of the parking lot.

Chairman Walker replied "yes" to both questions.

Alderman Williams stated he would like to see the work on Baxter Lane done and also Welland Road sidewalk improvements. We should bend the Region's arm a little more on the Canboro Road situation in the core area. He believes it should be reconstructed by the Region as it is their responsibility. A parking lot is really needed and we should look a little closer at doing it.

Mayor Collins agreed with Alderman Williams and stated that she had suggested some time ago that we write the Region and tell them what we were planning for the PRIDE program and what they could do in conjunction with that planning and our response from them was not too favourable. She stated she had some concern about funds put into a temporary parking lot and believed that it should be something substantial.

Alderman Williams stated that we can't do it all this year - we should look closely at what the priorities are.

Alderman Beamer asked the audience what their priority would be and numerous persons responded with "a parking lot."



There being no further questions or comments, Chairman Walker declared this Public Meeting closed and asked the Committee for their recommendation.

RECOMMENDATION:

MOVED BY ALDERMAN L. VASAS, SECONDED BY ALDERMAN R. BEAMER - THAT the Planning and Development Committee direct staff to obtain further details and estimates on the construction of a parking lot on the Stickles property owned by the Town in the Fenwick core area to be considered for the PRIDE Program.

CARRIED, CHAIRMAN, ALDERMAN W. B. WALKER.

Chairman Walker stated that this ends the portion of our regular meeting dealing with this particular matter and we shall now resume the remainder of our regular meeting agenda and all present are invited to stay if they so wish.

~~(b) -Proposed Official Plan Amendment and Zoning By-Law Amendment to Implement Study Findings re Non-Farm Residential Development within the Agricultural Area -~~

~~Chairman Walker announced that this part of the meeting had been set aside as a Public Meeting as required under the Planning Act. He outlined the purpose of the meeting and the procedure to be followed. He called upon the recording secretary to recite the notice requirements required under the Planning Act.~~

~~He introduced Planning Consultant Glen Barker who outlined the history of the proposed amendment and the planning recommendation report dated January 1992.~~

~~Chairman Walker asked how many existing lots of record we have within the Town of Pelham and Mr. Barker responded they would find out.~~

~~Chairman Walker stated he wanted to make a statement regarding the increased lot size from one to one and one-half acres. He told the audience that there is a proposal in front of the Planning Commission for the Province to do away with septic systems in the future.~~

~~Chairman Walker opened the meeting to any comments or questions from the public in attendance.~~

~~Bob Joakim, 950 Balfour Street, asked if on the two acre lot there was any stipulation on the frontage size and Mr. Barker responded that 46 metres (151 ft.) was required. He stated that in a recent infill study the Town originally requested 120 ft. but the Health Services Department would not approve it without a 151 ft. minimum frontage.~~

~~Mr. Best asked why 151 ft. was demanded on the Canboro Road infill and Mr. Barker responded in areas of no municipal services, there is a need for septic systems with tile beds and the Health Services Department wanted that much area between residences.~~

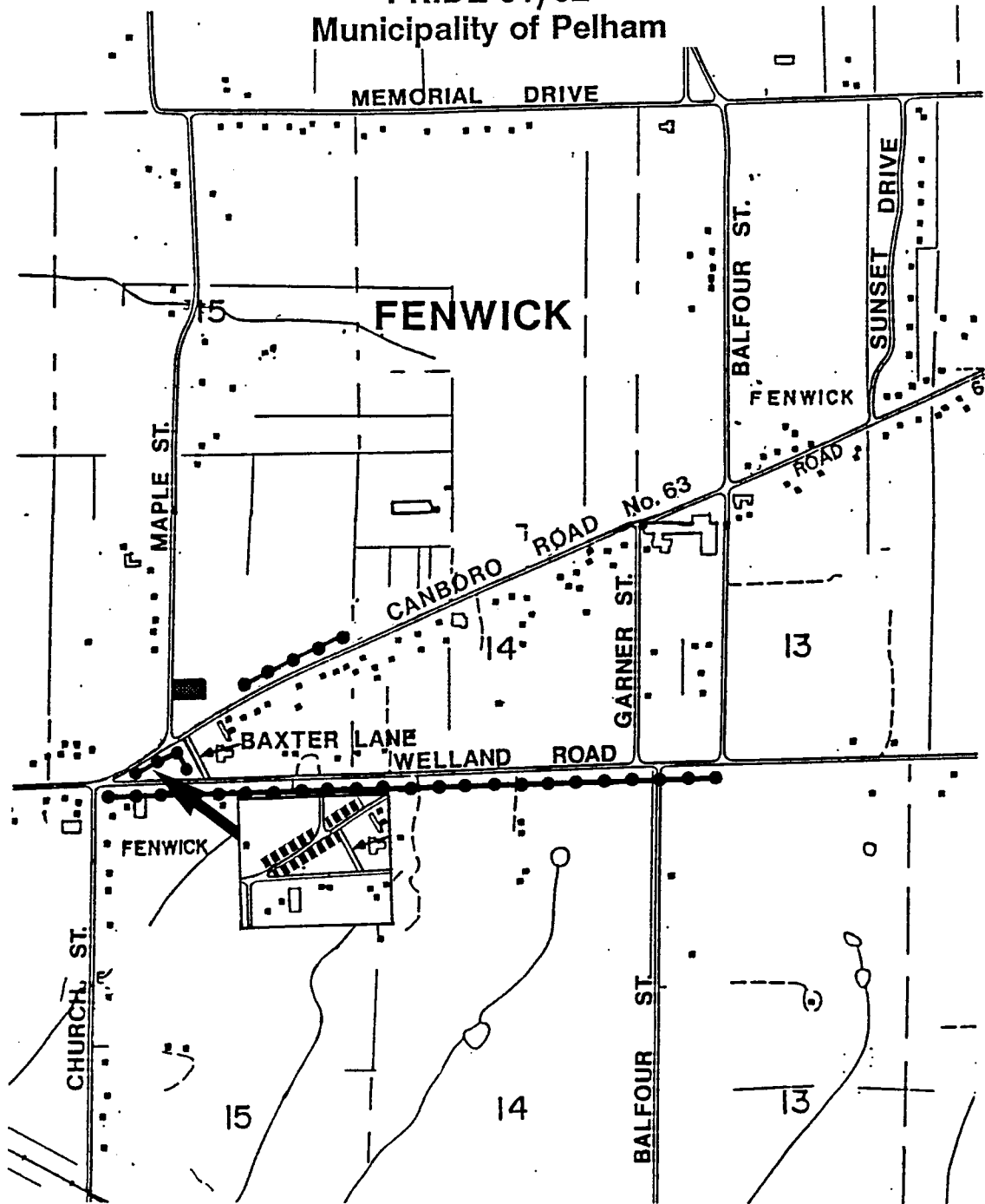
~~Chairman Walker stated that the Town had agreed to 120 ft. but in order to let development proceed, they did not fight the Health Services requirement of 151 ft. as they believed they would stand firm on it and thus delay infilling.~~

**APPENDIX III**  
**PROJECT COMPONENTS**




# MAP OF PROJECT COMPONENTS

## PRIDE 91/92

### Municipality of Pelham



1:10,000

-  SIDEWALK IMPROVEMENTS
-  PARKING LOT DEVELOPMENT
-  ROAD SHOULDER IMPROVEMENTS



**APPENDIX IV**  
**PROJECT COSTS**

**PROJECT COST ESTIMATES**  
**PRIDE 91/92**  
**Municipality of Pelham**

| <b>No.</b> | <b>Project Components</b>   | <b>Cost Estimate</b>                                 | <b>Municipal Share</b>                               | <b>Provincial Share</b>                              |
|------------|---|--|--|--|
| 1.         | Parking Lot Construction<br><br>Maple Street (east side) north of the Maple Acres Library   | \$45,000   | \$22,500   | \$22,500   |
| 2.         | Sidewalk Improvements (removal and replacement)<br><br>a. Baxter Lane<br>b. Canboro Road (Welland Avenue to Baxter Lane)<br>c. Canboro Road (East of Library to No. 773 - n/s)<br>d. Welland Road (Balfour to Church - s/s)                               | <br><br>\$ 5,000<br>\$ 6,000<br>\$ 6,000<br>\$51,000 | <br><br>\$ 2,500<br>\$ 3,000<br>\$ 3,000<br>\$25,500 | <br><br>\$ 2,500<br>\$ 3,000<br>\$ 3,000<br>\$25,500 |
| 3.         | Road Shoulder Improvements<br><br>a. Canboro Road (Welland Avenue to Baxter Lane)<br>b. Canboro Road (east side of Maple Street, north side, approximately 75 metres)<br>c. Canboro Road (west side of Maple Street, north side, approximately 60 metres) | <br><br>\$15,000<br>\$11,000<br>\$11,000             | <br><br>\$ 7,500<br>\$ 5,500<br>\$ 5,500             | <br><br>\$ 7,500<br>\$ 5,500<br>\$ 5,500             |
|            | <b>TOTAL</b>  | <b>\$150,000</b>                                     | <b>\$75,000</b>                                      | <b>\$75,000</b>                                      |