

**City of Port Colborne  
Council Meeting Addendum**

**Date:** October 25, 2021  
**Time:** 6:30 pm  
**Location:** Council Chambers, 3rd Floor, City Hall  
66 Charlotte Street, Port Colborne

**Pages**

**8. Staff Reports**

**8.3. Access Protocols for Existing Beach Road End Gates - 2021-253**

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**From:** Erin Lococo [REDACTED]  
**Sent:** October 19, 2021 12:39 PM  
**To:** Deputy Clerk <deputyclerk@portcolborne.ca>  
**Subject:** Wyldewood Public Road Allowance

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I would like to thank the Ward 4 Councillors and Barabara Butters for attending the public meeting held on Saturday October 16, 2021.

The meeting gave me the opportunity to inform the councillors that the residents of Firelane 16 are prevented from accessing our beachfronts through our properties as per an agreement with the Conservation Authority. Of the 7 homes located on our Firelane 3 have breakwalls, 2 have stairways leading to the beach and 2 have s-shaped pathways. None of the residents can access the beachfront area by vehicle. Access through the load allowance allows us to launch watercraft and convey tents, paddle boards and residents with disabilities.

Denying us access to the road allowance would create a serious hardship.

Your consideration is greatly appreciated.

--

**Erin Lococo**

Finance Controller

A. Lococo Wholesale Ltd.

[REDACTED]

[REDACTED]

[REDACTED]

Hello All,

Firstly, I would like to thank Harry and Ron, as well as the many community members who contributed their input at the informal meeting at Wyldwood Road this past weekend. It was nice to see our community come together and respectfully voice their opinion on the matter at hand.

I have personally followed this matter since early 2020, when a council member had sought to erect locked gates at all the road ends, without public input, to satisfy a few abutting property owners. Since this discussion began almost two years ago there has not been much progress towards a suitable solution.

During this time there have been many concerns presented, however in my opinion it seems that safety and lack of respect from tourists are the two major concerns that warrant a barrier at the beach road ends.

Tourists need to be encouraged to use beaches with monitored infrastructure that includes fences, parking, washrooms, picnic areas and garbage collection. These necessities can be found at Nickel Beach, Cedar Bay Beach and Sherkston Shores. The recent encouragement for tourists to go elsewhere was somewhat resolved by no parking signs and a small area to park at only a few of the road ends. These parking areas can still be congested by tourists on a first come first serve basis. From the result of these no parking signs (specifically Weaver and Pinecrest Road), I lost my privilege to park my truck or tractor and a trailer without the risk of having it towed away. In my case, I can't imagine what the cost would be to tow a 4 ton tractor and trailer away! As a result of this, I can't park at some of the road ends while I go ice fishing or boating. **Why can't we introduce a FREE "Parking by Permit Only" area at all the road ends between the months of March - November?** (To reflect bylaw 4527/58/04). To be eligible you must own property in Port Colborne. A system like this exists for homeowners across from the P.C. Hospital on Sugarloaf Street. There were complaints logged against hospital guests taking up parking from those who do not have a driveway. The problem was solved by issuing parking permits to homeowners, and the hospital guests are now forced to use other hospital parking areas that are free or paid parking. The overwhelming influx of tourists in these past couple years has showed us that in the past, residents take responsibility for themselves, and it is not fair that a few guests ruin the respectful communities at the road ends.

My safety is paramount, and I believe a gate/barrier is obstructing an effective and timely response for a rescue or medical aid on the beach. It has been proven that neighbouring property owners assist in medical emergencies that are only possible because they had access to the beach. EMS can have the best tools to transfer patients across the sand but if a locked gate obstructs access, their equipment becomes useless. **If a city owned locked gate malfunctions or obstructs EMS, will the city be liable?**

Some residents have also voiced their concern of safety from a dangerous operator of a motor vehicle at the road end. How is it that the beach side of the existing gates are more dangerous than the pavement side of the gate? If there is a vehicle on the beach side of the gate it must have traveled down the paved road at a rate of speed of 60km/h or greater, most likely passing pedestrians that have a small shoulder to move over on. These road ends have 66ft of width for a pedestrian to move out of the way of a vehicle that is moving at a much slower rate than 60km/h due to the sand.

These gates have no reason or data to be there. Thefts and trespassing still occur, vehicles are permitted to pass through (for good reason), and the cause for inclusion of all citizens is restricted. We can only assume the existing gates were built because of a few selfish lakefront residents that did not want to erect a fence/barrier along their property line, and the one-sided councillors at the time for allowing gates to be built. If a few of the abutting landowners don't like living next to public lands, they are free to sell and/or move on. They also have every right to defend their property from trespassers and should not look to city staff to block off public lands for their benefit.

**I Support the removal of gates and barricades to the road end beaches, in conjunction with permit only parking.** I have used all the ungated Road ends for over 20 years without trouble. It will be an unfamiliar change for those that have a gated road end, but in reality, gates do not keep tourists away or assist EMS in any way. They do not keep the beaches safer; they are a cost and nuisance to city staff to maintain and possibly a liability. Not only do we have 3 road ends to use as an example with not having gates, but we can look next door at Fort Erie and their approach to ungated road ends. This will benefit all the road end communities, and the majority of city residents to use one of Port Colborne's greatest free assets, Lake Erie.

Thank you,  
Calvin Burger

October 21, 2021

Mayor, Councillors, and Representative Barb Butters

August 23<sup>rd</sup> Harry brought up a motion, regarding keys and the road allowance gate at Pleasant Beach. That simple motion resulted in a long convoluted discussion that in the end, resulted in a staff report recommending ALL road allowance gates needed to be altered, and if voted on, on September 25<sup>th</sup> when it came before council, would have meant NO ONE would have a key again.

If it were not for our diligence in writing to council for that September 25 meeting, this would have been done....without any consultation with the citizens impacted, without any thought to other possible solutions.....

Harry asked for the item to be deferred. Thank you for that Harry.

Harry then wrote to citizens who had spoken out, offering to meet with us. He indicated he is there to represent us. We did our homework in the meantime, we connected with other citizens who would have been impacted by this decision, from Lorraine to Weaver, from Pinecrest to Cedar Bay, from Silver Bay and Wyldewood and from Pleasant Beach.

(Holloway Bay road allowance belongs to Fort Erie, so.....)

That homework resulted in a road allowance meeting, under threat of rain, where we had prepared a couple tents and had the press invited in order to have our voices heard. We were there almost two hours, on October 16.

What I learned from doing MY homework and due diligence....

Lorraine members must have no issues with their gate, as no one responded when I reached out to their many numbers.

Weaver Road folks, who have no gate, no longer feel welcome at their road end.

Pinecrest folks have the occasional ATV zipping by. They have no gate.

Cedar Bay folks have no issues, now that the park is staffed. They have no gate. They have a non-functional boat launch apparently, and a barrier up to prevent use anyway.

I have learned from Silver Bay folks that they don't even use the gate they have, because their firelanes have a deeded access to the beach where they take their golf carts. Some folks will be impacted by being locked out, as they are used to launching their sea-doo's from their waterfront.

I live on Wyldewood. Our gate has one issue. It isn't a working gate. In effect, we have no gate. It's an illusion.

I visited and corresponded with folks on Pleasant Beach. I cannot say they have no issues, but they will tell you they don't, except for one person there, apparently the source of all the issues....from vandalism, to police involvement, and fines, from cutting locks and putting their own on, to calling city hall, and presumably Harry, on a daily basis. I think there may be a problem, and THAT person is not being heard....We all want to be heard.

I am on social media. I am aware of a minor golf cart incident involving a child, on the very weekend that Harry mentions.

It was a resort issue.

It was a parent leaving siblings on a cart, with keys, and a pedal got stepped on, hurting a sibling. Minor bumps. Thank goodness.

I may have it all wrong. But Harry may have it all wrong too.

I would really hate to think, that a RESORT issue has been hijacked and presented to council as a rampant issue affecting ALL the gated road ends, costing valuable council time to discuss for hours, various lock and key scenarios, and finally costing the city staff time for a "report", where there was seemingly next to ZERO input from the very communities destroyed by this. And now costing us residents emotional distress and our own time and energy.

That would be unconscionable.

There are eight road ends in your study. There should have been seven.

Four have gates. Three do not. One belongs to Fort Erie.

We keep hearing "treat them all the same"...specifically from the Mayor.

They are NOT the same. Not even close.

From the population surrounding the road ends, to the parking or no parking, from the rocky shore or sandy beach, from the length of the walk to get to the water, and most of all from the amount of cross traffic from adjoining roads. Some gated ends simply have a single firelane beside them, where no trespass signs say it is private. Two, about the city of Sherkston Shores, whose population in the summer is greater than that of Port Colborne. NOT EVEN CLOSE, Mr. Mayor.

It was painful to watch your council discussion August 23<sup>rd</sup>, and see a simple change of lock request morph into a massive overhaul. It was painful to watch the Director of Public Works repeatedly ask for some sort of protocol for the keys. THAT is what is missing, and your residents are more than willing to help establish that protocol, as it is a privilege to hold a key.

Your discussion now needs to address increasing gate key issues:

How do we decrease? – decrease requests for keys – decrease complaints – decrease illegal acts – decrease after hours call-outs.....

Your discussion now needs to address escalating costs:

How do we decrease? – decrease the need for replacement locks – decrease the need for replacement keys – decrease the need for repairs – decrease complaints about access/lack of access.....

Three options were part of the solution, and they are simply-minded and very narrow-sighted. There are MANY solutions. Ask us. We have the solutions. We are here 24/7. We are your security. Empower us.

There is a lack of protocol, for the key. We can help you with that.

The City has had a process in place that has established a lifestyle and culture that permeates the road ends. To slam that door shut that has been open for almost twenty years, is hurtful and unnecessary, and the evidence was there at our road end meeting on October 16. To endorse the Report recommending the loss of the privilege we have enjoyed is to take a 20 year step backward.

It was also painful to read the inflammatory news article of August 27 by James Culic, where we were portrayed as a “scourge”, where it was said there were “hundreds” of golf carts on your roads. This is an outright lie. It is difficult for us as permanent residents, to be lumped into some imaginary scourge when the true problem lies with Sherkston Shores. The resort bought the campground, and the process for how that went from the owners trying to find solutions for the city, to them being swallowed by the whale, is a story for another day. What is did mean though, is those folks have no way into the Resort that they now belong to, because there is no connecting path. Their carts then make their way onto Pleasant Beach Road, cross over via Beach Road, onto Empire Road, and in through the front gates so they can enjoy the amenities they are now entitled to. Do you see the problem ??? The folks inside the Resort fully endorse the smashburger at Rudders.....there are folks that leave the Resort, via the front gates, go down the 401 that is Empire Road, cross over via Beach, head down Pleasant Beach to satisfy their need for that smashburger. I am on social media that is from within the resort. I see that endorsement repeatedly. They tell each other how to get there! Again, do you see the problem ?? This is a Resort problem. NOBODY ASKED US !!

It was painful to listen to the reasons for this Report, as the Mayor flat out states keys should not be given out for people to drive their golf carts that are “zipping up and down roads”.....my golf cart can hardly “zip”.....cyclists are more of a hazard to me on my cart ! They can zip past me just fine. He said there is a boat launch at Cedar Bay. Have you seen it? Have you seen the barricade? Can you find the cement pad beneath the sand ? You can’t launch.

The road end is some sort of magnet for all the safety issues one can imagine. Golf carts on sand are a hazard. It’s really REALLY hard to swallow that, sitting on Wyldewood, and looking east to the THOUSANDS AND THOUSANDS of carts that are in that City, and think mine is some sort of menace. To think that securing the road ends by locking us out is some sort of solution, is mind-boggling. We have 66’ of sand, at Pleasant and at Wyldewood, that you have just handed over to the thousands and thousands of Resort cart owners, because THERE IS NOTHING STOPPING THEM FROM PUTTING THEIR CARTS ON CITY PROPERTY. There is an actual “opening” in the border fence at Pleasant Beach, perfectly wide enough to fit a cart !!

Do you even know what it looks like ? I invited more than one councillor and the Director to come “walk a mile in my shoes”. That didn’t happen. You are making decisions and impacting NEGATIVELY.....residents who are part of YOUR city, and deferring to the City of Sherkston Shores. No wonder we are outraged.

The true picture is your residents are willing and able to help you secure the road ends. We will help develop a key protocol that outlines the privilege of holding a key, that has been missing in the past and has resulted in the mess you now find, ultimately at Pleasant Beach. Any violation of the protocol simply means you lose the privilege.

There is the point of carts not belonging on the roads. That is not in dispute. There are areas in Ontario where there is very progressive and forward thinking happening, and there is an actual Pilot Project in HuronKinloss and Peelee Island out on the shores of

Lake Huron, where this has all been studied, worked out, and is in progress. Their carts ARE on the road.

You have the option of following their lead. Thank you Harry for that information. It was very exciting to read.

I took the time to read the City's 2019 Parks and Recreation Master Plan, 10 year "2030 vision". It tells you to be flexible, so you can "adapt to emerging trends"...(Hello !!

That's us !!)...and "continue to meet the recreation needs of residents and visitors of all ages and abilities".

That. Is. Us.

I read #9 of the "top 15 pressing actions..." and in particular item K) Review opportunities for designated multipurpose/multiuse trails (e.g. equestrian, MOTORIZED, walk/hike/cycle)

There is a plan already in place, with various users in mind, the "Ottawa Valley Trail Management Plan" that works out the details of multi-users, such as bike riders yield to both hikers and horseback riders, hikers yield to horseback riders, and ATV/snowmobiles yield to all.

There is no need for you to re-invent the wheel. The work is already done. Adopt it for Port Colborne's residents.

The study says there is something called "Natural Capital"...being the proximity to waterfront. For us, we live 24/7 in that natural capital. You want to lock us out of the way we use it, and take care of it. It talks of "our sense of community well-being"....and how to "develop a stronger sense of community"...."innovative solutions and recommendations"....."aging population, even more so by 2030".....Your Report wants to destroy all of that, which is already here !! We have an awesome community out here, you know nothing about.

Putting up a barrier to our established lifestyle, as facilitated by your very process of obtaining a legitimate key, is destructive. Our carts/need for a key is an obvious trend that has been overlooked.

Your study says you have more than enough parkland per population. You received half a million dollars very very recently from the sale of two road allowances right in our very neighbourhood, that I recall you said would be put towards parks and rec. Hello ??? Can we recoup some of that for the 20- year emerging trend that we are ?? Ottawa has done it. They are progressive, forward thinking. HuronKinloss and Peelee have done it. They are forward thinking. Port Colborne wants to take a 20 year step backward.

When you live in town, our urban area, it says all residents are within a 10 minute walk of a park. This is where the study starts to ignore us rural folks. For us, our "park" is at the end of our road. That is where we go to re-fresh, re-vitalize, relax, gear-down, and go zen. It's our slice of heaven and we are out there in our carts, from the moment the snow disappears and the sand is still frozen enough to traverse, until the snow comes back, We are out there with golf cart covers in place, and fleece blankets wrapped around us.



The study says you don't need any more parkland per person, and your resources should go to improving what you have. Again, us rural folks whose park is a road allowance, would suggest some resources could be used in a very forward-thinking way. We don't get much out here.

We ask that you approach our use of carts in the Wyldewood/Empire/Beach/Pleasant Beach areas as an opportunity to embrace this "emerging trend" that is truly unique to our area. Develop a Trail Code of Conduct like Ottawa has. We would love a "golf cart green lane" as was mentioned at our meeting with Harry on October 16<sup>th</sup>. Build us a trail. We will come.

We are an emerging trend.

We can fit into your master plan.

We can be innovative and forward-thinking.

We can learn from Ottawa and HuronKinloss /Peelee.

Or we can take a 20 year step backward.

You are putting up barriers. Incredibly politically incorrect.

The City facilitated this lifestyle we have here. You cannot simply rip that away. We don't live in the city. We don't walk our dog downtown after supper, and window-shop. We don't sit at your marina and watch the boats. We sit at our road end. That is our city amenity we make daily use of. On our carts. With the covers on when it's brutally cold on the beach and there isn't a soul around. The boats we watch are the lakers as they come and go. In the city you have sidewalks. In the city you have parks. You have the canal, West Street, ice cream, lattes, beer and pizza and outdoor patios.

In the country, we have our roads with our ditches where the frogs sing in the spring, where we dodge dragonflies from the farmer's fields, where every neighbour knows every car that is driving past, and we wave. We LOOK OUT for each other, because that is the mind-set of folks who live here. On a dead-end road like ours, we know all the families here. We have a "summer-end" get-together pot luck – this year was spectacular. (We have it on the joining private property, to be particularly sensitive to the public so they can ALSO enjoy the beach alongside us that day).

We watch the sunrise. We watch the sunset. Every single day. And we express our gratitude and count our blessings every single day, that we get to live where we live, and take care of this little slice of heaven so close to us. We even have t-shirts that say "Quarantining and counting blessings at WW".

Are we going to run up silently on a golf cart and "tap" anyone?? "Make it hurt"??

Really Frank ??

Do we want to wreak havoc with our carts? Destroy anyone's property? Trespass? Steal?

No. Not us. That sort of life stays inside the gates of the Resort. That happens there. Not us. And I resent being painted with the same brush as that lawless city.

Harry thinks he is going to save us from ourselves. This is a "safety issue". Save us from the 'possibility' of an accident. Lock us out.

Maybe the Friendship Trail should be locked to Harry. Snowmobile accidents HAVE made headlines Harry. On the trail our way. EMS was able to “get to them”, BECAUSE the trail was so packed down, by the very snowmobiles who are on there illegally. Death on the trail....that didn't result in shutting down the trail, Harry. I saw the snowmobilers body that night. That wasn't an imaginary accident that “might” happen.

I believe we can take care of ourselves just fine thank you. At every road allowance, I spoke with many residents, and at every single one, there were plans that included un-doing ANYTHING that is done, to lock us out.

Put the report on hold? – Yes

Change the locks? – Yes

Security locks? – Yes

Make old keys obsolete? – Yes

Issue and ask for deposit on secure keys?- Yes

Sign a “key protocol”, a key “bill of rights/privilege” ? – Yes

Count on your residents to be gate-keepers of the neighbourhood ? – Yes

Empower us? – Yes

We are your 24/7 security.

The Resort has changed a great deal since Councillor Bruno worked there, and since I worked for Councillor Bodner at his Supermart...but it has changed most from when my grandparents were married at the working quarry community church...where my grandfather was a stationary engineer....in the working quarry. My great-uncle is buried in the cemetery inside the Resort. His last name – Wyldes. Now my home is Wyldewood.

My family connection to this area is strong.

It. Is. My. Home.

You are hurting my family, and many others, by not asking US for solutions and for what works, for us. What works for us, is leaving things the way you have allowed things to be, hopefully thinking forward and progressively and making things EVEN BETTER.....

In light of the last-minute reveal of a long-forgotten bylaw from 2004, by our councillor on Friday Oct. 15, we would add to our petition, “to leave our gate as is”....

- table the Director's Report permanently, and consult with the communities impacted while a complete overhaul of Bylaw 4527/58/04 is conducted and we await the results of the very costly Sienna study on road ends in Port Colborne.

That would be priceless.

Carol Domenicucci  
819 Wyldewood  
Sherkston

October 21<sup>st</sup>/2021

To: City Council, Mayor Steele, Regional Councillor Butters

In an effort to bring context to who I am, my goal here is to tell my story before identifying troubling circumstances the community I live in is facing.

Excited in 2015, I purchased a waterfront trailer in Sherkston Shores (SS) where my family and I fell in love with the sandy beaches and friendly neighbourhoods Port Colborne and Fort Erie had to offer. Fast forward to more recent years, my wife and I decided to make this piece of heaven our permanent place for retirement when we purchased 3903 Firelane 16, just doors down from SS. Our new waterfront home is located adjacent to the Wyldewood Beach of SS and separated by a road allowance at the end of Wyldewood Road. Before selling our trailer at SS, we kept it as a rental which is why I believe I am well informed on this matter.

I wrote this letter to highlight challenges the Wyldewood community is facing and to bring clarity to a situation that may be misguided by certain councilmen, public works, and/or the mayor. It appears misguided information from the large corporation with an agenda of control for public road allowances to Lake Erie is bringing issues from other road allowances to our own. Vandalism and neighbourly complaints from Pleasant Beach should not be affecting us in the Wyldewood community. The two communities are different and should be handled as such.

I understand this can be an overwhelming situation for everyone involved however, we must remind ourselves why we are in office, who we serve, and what our directives are. I will discuss this later in the letter. The action of closing all road allowances to access Lake Erie in an effort to solve the cities problem parallels the actions of an extreme fascist political party. Since when do we disrupt the majority to satisfy the very few? By doing this, the city will be cutting out lakefront families and the communities they reside in from being able to access local waterways within their immediate area. This will also reduce property values in the area and take away from what has made our neighbourhoods so special for decades.

I am confident whomever reads this letter can understand why all communities being threatened of having their road allowances taken away from them will be upset. This is very disturbing and frustrating.

Let's examine these issues by dates based on the transcripts and paperwork I have.

#### City Council, Mayor Steele meeting August 23<sup>rd</sup>

I quote councilman Harry Wells:

"One thing came up today as a result of a social media post regarding *an accident, that involved a young child within SS*. This proceeded to initiate a number of phone calls with regards to large volume of accessing the road end allowance primarily at Pleasant Beach (PB) with regards to a gate being left open and golf carts accessing back and forth between SS and Rudders. There were some concerns that were raised that this volume of traffic of golf carts is excessively high because of the gates being left open."

- I do not understand why an issue inside SS affects our Wyldewood community?
- In addition, the golf carts accessing back and forth between SS and Rudders is a result of the SS purchase of the Pleasant Beach Campground. To date, those staying at the campground do not have direct internal road access from the campground to the SS complex. If SS is going to allow the campground access to their amenities, they should provide safe means to them so those same people no longer leave the gate unlocked at PB in order to get into the park. Golfcarts are forced to go outside onto the public roads, drive north on Pleasant road, west across Beach road, and south on Empire road to enter into SS.

I would now like to ask you who you would like to put the blame and punishment on? If you are choosing to ignore that the corporation is at the center of all these issues, then the community has a serious disconnect with its leaders. In this case we would have to reconsider our choice at our next electoral vote. You are the leaders of our communities.

From the same meeting, I would like to paraphrase Director Kalimootoo when she spoke about this issue:

Although Mr. Mayor to council we do have a lock on that particular gate, unfortunately there is vandalism that occurs quite often on many gates by cutting locks off , something that is often reported to the NRP.

- I would like to note that you just went from a single gate issue at Pleasant Beach to an issue with all gates in this one single sentence. I believe this one single vandalism act by an individual known as crazy Ron has already been dealt with in a form of a legal charge by the Police, and should be put to rest.
- That I'm aware, there has been no other vandalism on any other gates.
- I would also like to add at this point that the road allowance gate on Wyldewood is constantly being monitor by the neighbourhood. You are most welcome to monitor and confirm if necessary.

Councilman Harry Wells also continuously suggests that the solution to solve gate challenges at Wyldewood Road and Pleasant Road is to change the locks.

- Due to the ongoing issues at PB, I agree with sterner precautions to handle their issues.
- In Wyldewood, the neighbourhood has been given access to SS with proof of bracelets and access cards. SS has their own security, and has always allowed the entry to the park. We also do not have renters in our neighbourhood.

Why not request SS to extend the fence into the water so this issue is done with? It is not right to lock all forty plus families in this neighbourhood out of the road allowance we have been using for decades.

The decision should be made easily that Wyldewood does not require a locked gate.

My property is on the water and runs directly into the waterline. Although it is approximately 100ft by 400ft, much of it is protected by environmental groups for the purpose of assuring the safe habitat of the indigenous white fowler toad. If you did not know, I am unable to access the beach through my property to launch any watercrafts. By shutting down the road allowance, I will be challenged to carry all of my

things down to the beach through a small pathway as I move into retirement. My only means is to use the road allowance next to me or a launch pad that is 4.6 kilometers away. It is unfair that after paying such exuberant taxes for this simple pleasure and accessibility, myself and the community are being threatened with being denied the use of this road allowance just to please SS and their own issues. It would be a simple, cost effective and neighbourly solution to just ask SS to deal with their own issues that they have created, instead of disturbing all the peaceful and harmonic neighbouring homes and families of this simple pleasure of accessing the water as they please, without any need for permission.

Councilman Harry Wells continued in this meeting to suggest that all gates should have proper keys to serve its purpose or take the locks and keys off.

- I would suggest Mr. Wells that if you have one major issue with one gate, that it is dealt with on an individual basis. By spreading the issue to all road allowances, you will disturb many neighbourhoods and families. Please do not shut us out of our road allowance. Do the right thing!

Director Kalimootoo went on to say the restricted access key could be granted by the city staff to simplify matters.

- My answer to this is that we are not children to be governed and told what to do or not to do by individuals outside our neighbourhood. If we require, we will appoint a local resident to determine what is required for our neighbourhood.

To councillor Harry Wells, I understand the necessity is that no one gets injured by a golfcart exceeding the speed limit in an area with a high volume of traffic, but is there not something else that can be done other than using a study that seems to not be very applicable?

Talking on behalf of the Wyldwood community, our neighbourhood is comprised of approximately 40 homes all together and perhaps 20 golfcarts total, where SS has approximately 4000 trailers with each one having at least one golfcart. That is 4000 golfcarts of which a few keep trickling through their fences onto my private beach area. Instead, you should try to maintain and hold those golfcarts within the park, not close out public road allowances to solve SS problems. In addition, the Wyldewood community does not have underaged drivers, and golfcarts barely go 10km/h. Do not be in such a hurry to close us off from our own beach as we are the ones that pay the taxes for this neighbourhood and expect its privileges.

The rest of this town meetings time went on to discuss how to lock the gates, what kind of locks to use, and the cost of the keys to the public for their permitted use. This surely seems that the decision of what will happen to these road allowances has already been made without the final \$22000 study they requested for in order to make an informed decision.

Where is the justice in this decision?? Please remember what is happening in this world right now. We live in free society, it's not a fascist regime and we do have freedoms to enjoy the hard work of our labours. Our freedom cannot be taken or wished away by these decision-making tactics just to eliminate 1 troublesome gate at Pleasant Beach, so let's all put our thinking caps and figure out what's really going on here.

I need to say that we will continue to monitor your decisions in these matters, and do not like what is coming out of these meetings. You have all been elected to serve the people and the people want full access to these road allowances without exception.

We are paying attention!!

#### September 27/2021 from Public Works Department to City Council

##### Suggested Recommendation:

That key access to the currently locked Road ends, being Lorraine Road, Silver Bay Road, Wyldewood Road, and Pleasant Beach Road, be restricted to construction matters and be facilitated through a municipal consent process.

That the fee for key access be \$700, of which \$600 is refundable after return of key and lock in working condition to public Works staff.

##### The Strategic Plan Alignment or goals (mandates) for the Public Works Services

- \*1-Service and Simplify- Quality and Innovative delivery of customer services
- \*2-Attracting Business Investments and Tourists to Port Colborne
- \*3-City-wide investments in infrastructure and recreational/cultural spaces
- \*4-Governance: communications, engagement, and decision making

These recommendations are terrible. The choices have been put forward without thought or understanding of what the communities around them need. They deny us proper access to the water.

##### Mandate #1 the quality and delivery of customer services.

- We must remind ourselves that in any decisions we make that effect the public, that the communities and neighbourhoods in those areas are the customers that should be made happy and satisfied.

##### Mandate #2 attracting business investments and tourist to Port Colborne.

- Through closing access to the beaches, you are actually decreasing the property values of neighbourhoods near road allowances. This will prevent any existing or future tourists to come and enjoy our awesome lake fronts for what they are; beautiful, rare, white beach environments that you would have to pay thousands of dollars to fly and stay at.

##### Mandate #3- city wide investments in infrastructure and recreational/cultural spaces

- These access ways are beautiful beach settings. They do not need any more investment into infrastructure. The road allowances are already the pinnacle of recreational and cultural spaces. Why does Public Works want to close them off? That is the craziest thing I have ever heard!

Mandate #4- Governance: communications, engagement, and decision making

- In this recommendation, the director of Public Works Mr. Christopher Kalimootoo, is so far off the mark that it makes us wonder who's best interest he is in. His decision making and opinion does not align with its neighbourhoods needs and requirements.

It would be in the communities best interest to have these decisions and opinions realigned with what our needs and requests are.

October 16<sup>th</sup> Community Meeting with Councilman Harry Wells and Councilman Ron Bodner (former Mayor) at Wildwood access gate.

Approximately 60 neighbours from different neighbourhoods came to express their views and request they be heard on a few different topics in relations to the the City Council Boards recommendations and general discussions on behalf of the four Gated Water Access ways.

After Councilman Harrys explanation of the issues of golfcarts being a nuisance and dangerous on public roads, we all agreed something needs to be done about that specific issue on PB.

On Wyldwood Road, we have a request to create a by-law to section off a portion of the road. This could be done by outlining a section of the road with a green line to allow for walking, handicap accessibility, and small moving motorized and electric vehicles such as atv's, golfcarts, and electrics bikes. This would create a safe environment for the neighbourhood while allowing the immediate neighbourhood to bring their personal items down to the access way to enjoy the water, which they have been doing for decades. It really is the simplest solution to terminate these continuous unpleasant and unsavoury discussions.

This would also be the cheapest and most effective way towards allowing the Wyldewood community to govern its our own gate, seeing that we clean and maintain the road allowance area ourselves. It will also allow me to continue to access y own private beach for post winter clean up.

Many other facts were expressed and verbalized and at the end we took a show of hands to vote on the following:

1. Do nothing to all Gates except Pleasant beach (90% voted yes)
2. Have neighbourhoods Govern their own locks (90% voted yes)

Id like one last time to remind council that you were voted in to help the neighbourhoods not shut them out of waterways. Any pressure from SS to fortify their borders should remain with them, not be a burden on all the families and neighbourhoods that live around them.

Id like to thank the Mayor and all councilmen and women for their fortitude in trying to resolve all the issues as they come. It is a show of valour and respectfulness for the general public. However, as you can

see, we sometimes need to take 2 steps back to go forward. Injuries come in many forms and our neighbourhoods would be given a hefty blow to our mental welfare, neighbourhood harmony, personal freedoms and local outdoor activities by limiting our access to the lake as you seem to be planning to do.

Thank you  
Sincerely  
The Miranda Family  
3903 Firelane 16  
Sherkston



Port Colborne City Council City Hall  
66 Charlotte Street  
Port Colborne, Ontario L3K 3C8

We are writing to all members of the City of Port Colborne, City Council to be included as meeting attachment delegation to address the recommendation of Christopher Kalimootoo, Director of Public Works Services, Public Works Department Report 2021-253 regarding the permanent locking of the gate at the end of Wyldewood Road that council will be discussing as per the agenda of their Monday, October 25, 2021 Council meeting.

In an effort to understand the evolution of this issue we have developed a sequence of events in hopes to provide flow, clarity and transparency.

**Sequence of Events**  
**History to Present:**

- Gate keys were made available by the City of Port Colborne for use of Wyldewood Road residents and their golf carts via City Hall with a \$75 refundable deposit. This has been in place for decades without incident. See example here.



Request for Waterfront Access Key  
Account No.: 0 020 21200 1214

KEY B

Name of Property Owner: Carol Domenicucci

Address: 819 Wyldewood Road

Telephone: 905-894-1618

Access Point: Wyldewood

Reason (Type of Work): Half Cart Wants to take onto beach

Key #: 102

# of Keys: 1

Duration: Unknown

Deposit Received (\$75.00):

Key Issued to: (Print Name):

Signature (sole holder of key):

Approved by: Janice Putton  
Engineering & Operations Staff

Date: August 12, 2020

Key Returned:  Date   
Received by (Staff Signature)

Copy of form & receipt to Janice Please

- Date of gate installation (1985/86) and its intended purpose remains unknown.
- Wyldewood Residents Community Watch and Support including that of EMT services has always been in place and will continue indefinitely.
- Wyldewood Residents have been caretakers of the road allowance regularly (daily) and with each season change, and after each storm. This has always been in place and will continue indefinitely.
- To our knowledge there has not been any reports of misuse of gate access communicated from City Council or City Hall to any member of our Wyldewood residents community.

- Sherkston Shores provides residents of the Wyldewood community (with proof of property taxes and ID) passes to their property and amenities. Wyldewood residents are able to access the Sherkston Shores property via golf cart at their farthest west and south border (lakeshore) with Sherkston Shores security permission. Access has never been an issue.
- Wyldewood Community Association has developed an etiquette of road allowance use and gate use. This etiquette is acted upon respectfully and will indefinitely.
- Sherkston Shores resort has over 20,000 people on any given day during summers peak season, over 2000 units (and growing) plus campers and approximately 4000 golf carts. (Figures provided by Sherkston Shores Security).
- Wyldewood Road's resident community has approximately 76 residential properties and less than 20 golf carts.
- Councillor Wells states safety drove this action on the part of the City but would not reveal any details of the said golf cart accident that prompted this or any other issues. When pressed he avoids the question again and again and states he's trying to be proactive.
- Of our small neighbourhood community there are residents with disabilities, health issues and an aging population all of whom will be discriminated against by decision of Port Colborne City Council if they are no longer able to access and use the road allowance by any other means than a golf cart as no other modes of transport will get them there through the long stretch of thick sand.

### **COVID-19 in 2020:**

Covid-19 and the summer 2020 was an experience of many, many problems as seen at lakefront and beachfront areas all over the province, country and world for that matter. While other cities in the Niagara Region reacted sooner to protect their citizens, the City of Port Colborne waited until the end of August 2020 to make necessary changes.

### **January 2021 to present**

#### **Road Allowance Survey conducted by the Sierra Group**

#### **Wyldewood specific results:**

- 0% of those surveyed would agree to sell the road allowance.
- 61% of residents within the survey zone plus 20% of residents outside the zone would like to maintain the current policy of vehicular gates.
- Use of golf carts on the road allowance was not questioned in the survey.
- Final results of this survey, whatever they may be, outside of the survey statistics previously reported, are yet to be revealed.
- Many have inquired of the cost of this survey on several occasions and it is yet to be answered by any staff or Council.

## **COVID-19 in 2021**

The summer of 2021 proved to be much better than the previous summer but was not without some serious issues. The City implemented a reduction of parking on Wyldewood Road which helped with the over population of the road end allowance of visitors and creating a safer, social distancing environment for both visitors and residents alike. But this also created fights amongst visitors over parking spots, speeding and dangerous driving. The reduced parking, however, did not impact much reduction in issues of toileting (urinating/defecating/body exposure) garbage dumping, trespassing onto private property or visitors rude and threatening behaviour towards residents. Hoping and assuming that as the province, country and world move into a post pandemic lifestyle these issues will also transition.

Note: Applause and thanks to bylaw officers - they did a great job under the circumstances.

### **Monday, August 23, 2021 City Council Meeting**

Councillor Wells under his Councillors Remarks Item 14.1 brings up concerns about the Pleasant Beach road allowance gate and its use.

The first motion moved by Councillor Wells and seconded by Councillor Desmarais states that the Director of Public Works be directed to obtain security locks with numbered keys and limited duplication and install at all road end gates. This motion LOST. The discussion unfolds for some time as seen in the minutes and video of the meeting in progress.

A Second motion is then moved by Councillor Kalailieff and seconded by Councillor Bruno stating that the Director of Public Works be directed to investigate methods of security at securing the road ends and bring a report forward to Council with a recommendation. This was CARRIED

### **Thursday, August 26, 2021 Niagara This Week Article**

Written by James Culic. This inflammatory piece titled Golf Cart Crackdown: Accident prompts Port Colborne to restrict golf cart beach access. It claims this accident provoked City Hall to finally make changes but fails to reveal any details of the said golf cart accident, its location, cause, or injury sustained. We have reached out to writer, James Culic on September 25, 2021 to confirm details of the accident he refers to in the article. To date he has not responded. We have also repeatedly asked Councillor Wells to confirm details and the location of the said golf cart accident which he continues to avoid answering. So given the lack of communication and transparency of the City and Council and no response from the author of the article, along with our own investigation, we have concluded that the golf cart accident DID occur in Sherkston Shores on the weekend in question. We can therefore determine that this so-called accident that prompted significant recommended changes to road end allowances and gate access is based solely on an accident that never happened anywhere near the Wyldewood road allowance. This whole scenario and how it's been

played out is all but a smoke and mirror show. Which leaves us very concerned about how our City and Council represents us and communicates fairly, unbiasedly and transparently.

<https://www.niagarathisweek.com/news-story/10464738-cart-crackdown-accident-prompts-port-colborne-to-restrict-golf-cart-beach-access/>

**Friday, August 27, 2021 - Niagara This Week Article written by James Culic**

<https://www.niagarathisweek.com/news-story/10464302-port-colborne-to-decide-fate-of-road-end-beaches-this-fall/>

Another article the very next day... makes you wonder how we're getting so much press? Do you see much press about what goes on at Sherkston Shores? Nope. There are nearly daily reports on social media of serious problems within the resort and police are called as reported by victims and/or witnesses on social media.

- Assault
- Theft
- Many golf cart accidents
- Stabbing
- Sexual assault
- Sexual luring
- Weapons
- Domestic violence
- Prostitution (brothel)
- Arson
- Underage driving of vehicles and golf carts (many of which were children)
- Mob crowded harassment and assaults
- Drunk and disorderly
- Excessive noise

The list goes on and where is the reporting? Yup crickets! Yes, Sherkston Shores is private property but we would like to point out that if any of those above mentioned lawless and criminal activities occurred on our private property it would hit the media and news cycle and there'd be no stopping it.

We here as neighbours to the city of Sherkston Shores are excellent neighbours. We complain very little considering we live next to the largest Air BnB in Southern Ontario! Hearing a Councillor use City Council meeting time to complain about one Air BnB in his neighbourhood is humorous by comparison!

We turn a blind eye to all the lawlessness that is Sherkston Shores and let them sort out their own issues. We all just want to peacefully coexist as we have all these years. However, it is now become very clear that our small peaceful neighbourhood is being blamed and paying the premium price for Sherkston Shores lawless, reckless and irresponsible ability to secure and control their own residents, renters, campers and guests. So here we are, left

with no choice but to defend ourselves and place our faith in our City Council to represent us fairly and justly.

**Thursday, September 23, 2021 City Council Meeting Agenda released.**

Director of Public Works Services, Christopher Kalimootoo's Report 2021-25 regarding Road End Allowances Gate Access.

<https://pub-portcolborne.escribemeetings.com/filestream.ashx?DocumentId=1348>

Had members of our community NOT checked the agenda with its attached recommendation of Director Kalimootoo this lock out of our community could very well have passed without the democratic right of residents awareness and voice. The fact that this recommendation was so quickly brought forward and without residents notification, whom would be greatly impacted, is cause for serious trust and integrity issues of our City Council due to their lack of disclosure and transparency. Thankfully it was caught by members of our community and word spread and residents had a chance to write to councillors and the agenda item and recommendation to lock us out was deferred to October 25th.

## Monday, September 27, 2021 Port Colborne City Council Meeting minutes.

Carried

### **16.4 Access Protocols for Existing Beach Road End Gates, 2021-253**

Moved by Councillor G. Bruno

Seconded by Councillor H. Wells

That Public Works Department Report 2021-153 be received;

That key access to the currently barriered and locked Road Ends, being Lorraine Road, Silver Bay Road, Wyldewood Road and Pleasant Beach Road be restricted to construction matters and be facilitated through the Municipal Consent process;

That the fee for key access be \$700, of which \$600 is refundable after return of key and lock in working condition to Public Works staff; and

That a fee be included in the 2022 Fees and Charges By-law for any validated site visit investigations required by City staff because of misuse of the key.

#### **Amendment:**

Moved by Councillor H. Wells

Seconded by Councillor R. Bodner

**That Public Works Department Report 2021-253 be deferred to the Regular Council Meeting on October 25, 2021.**

Carried

- a. **Amended Appendix A to Public Works Department Report 2021-253 - Road Allowances Ending at Lake Erie**
- b. **Delegation material from the Domenicucci family, residents**
- c. **Delegation material from the McCreadie family, residents**
- d. **Delegation material from Christine Sexsmith, resident**
- e. **Delegation material from Don Sexsmith, resident**

**October 13, 2021 - Petition Released via Change.org and a paper petition to Wyldewood residents whom do not have the ability to sign the petition online.**

To date we have 122 signatures!

<https://www.change.org/p/wyldewood-community-association-gate-access-to-wyldewood-road-end-allowance-remain-as-is-for-it-s-community-residents-8add47f8-8d59-477e-993d-35f313b21f7e>

**Friday, October 15, 2021 the 2004 Bylaw 4527/58/04 is emailed.**

Councillor Harry Wells emailed this the day before our meeting with him and residents at Wyldewood Road. By-law 4527/58/04 pertaining to Access Over Road Allowances Leading to the Waters of Lake Erie dating back to 2004. This bylaw was a surprise to most everyone! Including, we assume, Director Kalimootoo as he shares no reference to it in his Public Works Department Report 2021-253. This Bylaw was never posted as signage therefore never enacted or enforced. It is full of inconsistencies and contradictions and not in keeping with the actual practices and historical precedent of the past 17 years and beyond.



**BY-LAW NO. 4527/58/04**

**BEING A BY-LAW TO REGULATE ACCESS OVER  
ROAD ALLOWANCES LEADING TO  
THE WATERS OF LAKE ERIE**

**WHEREAS** the municipality is granted the power under Sections 11(2), 27(1) and 42 of The *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, to pass by-laws with respect to Highways within its jurisdiction and to close a highway temporarily for any purpose specified in the by-law.

**AND WHEREAS** the following Highways located in the Corporation of the City of Port Colborne fall within the City's jurisdiction, namely Pleasant Beach Road, Wyldewood Road, Silver Bay Road, Cedar Bay Road, Pinecrest Point Road, Weaver Road and Lorraine Road;

**AND WHEREAS** *the Municipality has found it to be desirable for the safety of the public and security of private property to pass a By-law to prohibit parking on and to prohibit vehicular access over parts of the aforesaid highways to the beaches of Lake Erie between March 16th to November 30th annually.*

**NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF PORT COLBORNE ENACTS AS FOLLOWS:**

1. In this by-law:  
"official sign" means any sign or other device placed or erected on a highway under the authority of this by-law for the purpose of regulating, warning or guiding traffic.  
"vehicle" includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine and any vehicle drawn, propelled or driven by any kind of power including muscular power.
2. The highways or portions thereof as set out on Schedule "A" attached hereto and made part of this by-law shall be closed to vehicular traffic with the exception of emergency or service vehicles and vehicles launching watercraft between and including March 16 and November 30 annually.
3. No person shall park a vehicle on the highways or portions of the highways set out in Schedule "A" attached hereto and made part of this by-law at any time between 12:01 a.m. on March 16 and 12:00 midnight on November 30 of any year.
4. *No person shall permit or cause to permit any vehicle to be driven on the highways or portions of the highways set out in Schedule "A" attached*

***hereto and made part of this by-law at any time between 12:01 a.m. on March 16 and 12:00 midnight on November 30 of any year.***

5. The provisions of this by-law shall not apply to:
  - (a) ambulances, police or fire department vehicles or public utility emergency vehicles, or any other vehicles required in the case of emergency, service vehicles and vehicles actively engaged in launching watercraft.
6. Any person violating the provisions of Sections 3 and 4 of this by-law shall be guilty of an offence and subject to conviction is liable to the penalty specified by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.
7. This by-law shall take effect on the date and times prescribed and on the display of official signs.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED BY COUNCIL THIS 10TH DAY OF MAY 2004.**

Ron Bodner (sgd.)  
Ron Bodner  
MAYOR

Janet Beckett (sgd.)  
Janet Beckett  
CLERK

SCHEDULE 'A' TO BY-LAW NO. 4527/58/04

<u>Highway</u>	<u>From</u>	<u>To</u>
Wyldeewood Road	A point approximately 3m south of the centre line of the travelled portion of Fire Lane #16	Lake Erie



## **Saturday, October 16, 2021 Residents meet with Councillors at Wyldewood**

Councillors Harry Wells, Ron Bodner and Regional Councillor Barbara Butters met with concerned residents at the end of Wyldewood Road. Many views were shared and it is our hope that our Councillors heard our pleas, understood our position with our historical and precedented rights the city enabled for many decades with the offering of the road end gate keys. And, that using and reacting to a supposed golf cart accident that they are unwilling to explain or detail is arbitrary. Data is required to back up any and all incidents prior to suggesting changes be made that would significantly impact the lives of so many residents. We live here and although it is only 66 feet wide the road allowance is a huge part of our community. We also pay lakeshore residential premium property taxes. We would regret not mentioning as well that it is absurd that the Public Works Department Report 2021-253 recommends there are other road end options for us to use as well as Nickel Beach to provide access for our loved ones with disabilities to the shoreline of Lake Erie or to launch our paddle board and kayak when we have our own road end allowance to the shoreline right here in our own neighbourhood! And yet we can look to the east and see the city of Sherkston Shores, larger than the City of Port Colborne, doing all that and more in mass proportions.

We are willing to work together to create a road allowance gate key protocol that is simple, cost efficient and is proactive and forward thinking by providing access for everyone.

Thank you Councillors Bodner and Wells for declaring that you would motion to defer the Public Works Department Report 2021-253 again until more time and consultation with all impacted parties can come to a resolution of a road allowance gate protocol and rewording of the never properly enacted or enforced Bylaw 4527/58/04 of 2004.

## **Saturday October 16, 2021 (same day) Niagara This Week article written by Kris Dube**

Covering the meeting on Wyldewood Road with City Council and residents on Saturday October 16, 2021 is released the same day. The article begins with a reference that local residents access to the road allowance is a "luxury". Perhaps he should ask those with disabilities and health issues if it's a "luxury"? It's too bad that a newspaper would post a covered story when the journalist did not stay for the entirety of the meeting but rather left before the halfway mark. He did report however that the golf cart accident that initially spurred Council to consider locking out us residents is referred to as having happened "near" Sherkston Shores. I suppose he wasn't given a straight answer either. No matter how often anyone asks about this said golf cart accident the answer is vague or avoided. This lack of transparency and disclosure contributes to the communities sense of mistrust of our city and council.

<https://www.stcatharinesstandard.ca/news/niagara-region/2021/10/16/port-colborne-lakefront-residents-feeling-locked-out-by-city.html>

**Thursday, October 21, 2021 Port Colborne City Council Meeting and Agenda released.**

...for Council meeting on Monday, October 25, 2021. Director Kalimootoo's Public Works Department Report 2021-253 is on the agenda as deferred from the September 27, 2021 meeting.

Councillors Wells and Bodner, again we thank you for stating that you would move to have the Public Works Department Report 2021-253 deferred, again. We will be watching.

**NOTE:**

**Questions yet to be answered:**

We have repeatedly asked Councillor Wells where did the said golf cart accident take place?

When asked Councillor Wells could not answer the question of liability of road vs road allowance?

Councillor Wells could not answer if the the road allowance land was owned regionally or federally?

Are any members of Council declaring a conflict of interest regarding this matter of road allowance gate protocol? And if so, why?

What are the expenses and revenue incurred by the City of the Wyldewood Road allowance?

How much did the road allowance survey cost - Sierra Group, admin fees, etc.?

When and why were these gates installed at only some road end allowances, not all?

Why was there eight road allowances in the Sierra study yet now Council only refers to having seven?

Why do only two of the seven road end road allowances offer parking? Why not all have parking or none? Or why just Wyldewood Road and Pleasant Beach Road?

Sincerely,  
The McCreddie Family  
574 Wyldewood Road  
Port Colborne, Ontario

Councillor Wells, after spending some time canvassing the area and speaking to lifelong residence of Port Colborne the consensus to the mystery as to the placement of the fortified gates at certain road ends in late 1970 by the City was to stop local contractors from removing sand from the road end allowances and beaches for business use.

I have reviewed the By-law 4527/58/04 that was pulled from the archives and sent to email recipients at the 11<sup>th</sup> hour before a scheduled informal meeting with interested parties concerned with your attempt to change the present gate system at the road end allowances. I have sent a number of clarification requests to this By-law to the Manager of By-laws Sherry Hanson and to this date am still waiting for a response.

I will take this opportunity to argue your position at validating the locking of gates at beach end road allowances with this unenforced/ activity specific 2004 By-Law, based solely on safety concerns which you have no examples of apply to the 7 road end allowances. For open time frames of the year as per this bylaw and certain activities i.e.: launching watercraft, winter activities there is a double standard and safety is not an issue or a concern.

The following items of By-law 4527/58/04 have been highlighted that may contradicted your opinion of motor vehicles not being allowed on road allowances.

- item #3 and item #4 of no vehicles parked/driven between March 16 12:01am and midnight of November 30, interpreted as vehicles are allowed on the road allowances between the time period of Dec 1... 12:01am and midnight March 15. This open time frame seems to accommodate winter activities while punishing residents of summer activities with the enforcement period of March 16 to Nov 30.
- Item 5A The provision of this bylaw shall not apply to....vehicles actively engaged in launching watercraft..... This item would allow the launching of a kayak which is mounted on a trailer and pulled by a vehicle (golf cart) on the road allowance leading to the waters edge, but your proposal of locking all gates and re-keying the locks removes this ability to access the waters edge.
- Item #1 defines "vehicle" as including muscle power..... puzzling why this term was included in the By-law but will attempt to decipher the wording ... muscle power would encompass any wheelchair, baby stroller, bike, wagon, surf board, wheeled cart for watercraft, large wheeled cooler pushed or pulled by muscle power as not being allowed on the road allowance between March and November. This would exclude many local residents and visitors to the road allowance and they would be guilty of an offense and subject to a fine as per this By-law

Item#7 by-law shall take effect on the date and times prescribed and on the display of official signs..... since this by-laws inception there has been no official signs erected as per the "official sign" definition. That would deem this by-law unenforceable and make no one guilty of an offence under the Provincial Offenses Act, R.S.O 1990, chapter P33.



On the other hand If this bylaw has somehow been in effect since 2004 surely someone has committed a offence under this bylaw in the past 17 years and there is documentation to support that, because were I sit for the past 15 years I have never seen or heard of anyone being fined for anything listed in this bylaw at any Road allowance, and infractions listed under this bylaw happen in view of City bylaw employees.

I would like to request that the present key access to all road allowances for the surrounding communities remain in place, and for Council to cease the continued targeting of these communities with the safety concerns rhetoric.

The fabric of the Wyldewood road community has evolved around the granted key access to the road allowance, council seems determined to undermined this fabric using safety issues happening within the Sherkston Shores Resort boundaries as their sole platform to recklessly justify penalizing some surrounding ward constituents by associating them with the Resorts lack of due diligence and security

Thank You Mike

-----Original Message-----

From: [noreply@portcolborne.ca](mailto:noreply@portcolborne.ca) <[noreply@portcolborne.ca](mailto:noreply@portcolborne.ca)> On Behalf Of Rick Froese

Sent: October 25, 2021 11:02 AM

To: Nancy Giles <[Nancy.Giles@portcolborne.ca](mailto:Nancy.Giles@portcolborne.ca)>

Subject: City Council Meeting - Oct. 25, 2021

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Council,

I would like to submit the attached letter from the Lorraine Bay Association for consideration during the discussion of the Existing Beach Road End Gates during tonights Council meeting.

This letter was sent to Councillors Harry Wells and Ron Bodner on May 28, 2020 and outline the Associations position on the existing Lorraine Bay gate.

As mention in the letter:

We recommend that the City install a new gate or refurbish the existing gate to current standards with a lock to keep vehicles from accessing the beach. Maintain the current policy of providing keys to property owners needing access to the waterfront side of their properties. The gate should continue to allow pedestrian access.

Install "No Parking" sign on the gate to keep people from parking in front of the gate.

There are many reasons that residents require access to their beach including emergency access, bringing family members with mobility issues to the beach, launching boats, maintenance of sea walls and general enjoyment of their respective beaches.

Thank you,  
Rick Froese  
Lorraine Bay Association  
1575 Firelane 2  
W - [REDACTED]  
C - [REDACTED]

May 28, 2020

City of Port Colborne  
66 Charlotte St.  
Port Colborne, ON L3K 3C8

Attention:  
Councillor Ron Bodner  
Councillor Harry Wells

Dear Councillors,

Re: Beach Access Gates - Lorraine Bay

I am writing today on behalf of the Lorraine Association which represents the interests of property owners and residents on Firelanes #1 and #2 in Ward 4 of the City of Port Colborne.

We appreciate the City's interest in improving the welfare and preserving the unique natural environment in Lorraine Bay. There has been a troubling increase in the number of vehicles of all types at all hours on the beach for no legitimate reason. These vehicles get stuck, need to be towed and disrupt the flora and fauna of the fragile beach environment.

As has been the case for the existing Lorraine Road beach access gate, we strongly advocate that keys to beach gates be given to the Lorraine Association to manage the appropriate access to the beach by homeowners who need access to the beachside of their property and for emergency vehicle access should the need arise.

We further recommend that pedestrian access be maintained to allow residents and visitors to enjoy the beach.

### **Lorraine Road Beach Access**

We recommend the City install a new gate or refurbish the existing gate to current standards with a lock to keep vehicles from accessing the beach. Maintain the current policy of providing keys to property owners needing access to the waterfront side of their properties. The gate should continue to allow pedestrian access.

Install "No Parking" sign on the gate to keep people from parking in front of the gate.

### **Weaver Road Beach Access**

Install a gate with a lock at the access to keep vehicles from accessing the beach. Provide keys to property owners needing access to the waterfront side of their properties. The gate should allow pedestrian access.



City of Port Colborne  
May 28, 2020  
Page 2

Install "No Parking" sign on the gate to keep people from parking in front of the gate.

### **Additional Issues on Weaver Road South of Firelane 2**

The area of Weaver Road south of Firelane 2 has several issues that we urge the City to address:

- Cars park in the "No Parking Area" at the access and leave condoms, dumped ashtrays, and garbage.
- People also drink, use drugs, and are involved in questionable activities in this area.

We reiterate our appreciation to the City of Port Colborne for their interest in addressing issues in our community.

Please feel free to contact me or our community's designated representative on this issue, Rick Froese, if you have any questions or need additional information.

Sincerely,

Carolyn Hoyt Stevens, Mayor  
1253 Firelane #1  
[REDACTED]

Rick Froese  
1575 Firelane #2  
[REDACTED]