

**City of Port Colborne  
Council Meeting Addendum**

**Date:** Tuesday, March 12, 2024  
**Time:** 6:30 pm  
**Location:** Council Chambers, 3rd Floor, City Hall  
66 Charlotte Street, Port Colborne

**Pages**

**8. Staff Reports**

8.2 Recommendation for Zoning By-law Amendment at 179 Mellanby Avenue and 56-56 ½ Main Street West – File No. D14-08-23, 2024-53

- |     |  |    |
|-----|--|----|
| *a. | Delegation from Rachelle Larocque, Biglieri Group                                    | 1  |
| *b. | Written Delegation Material from Melissa Bigford and Christopher Lofquist, residents | 11 |

**21. Confidential Items**

\*21.2 Memorandum from Chief Administrative Officer, labour relations or employee negotiations

# 179 Mellanby Avenue and 56-56 ½ Main Street West, Port Colborne

Owner: 1000367026 Ontario Inc.  
Council Meeting  
March 12, 2024

## Region of Niagara Official Plan

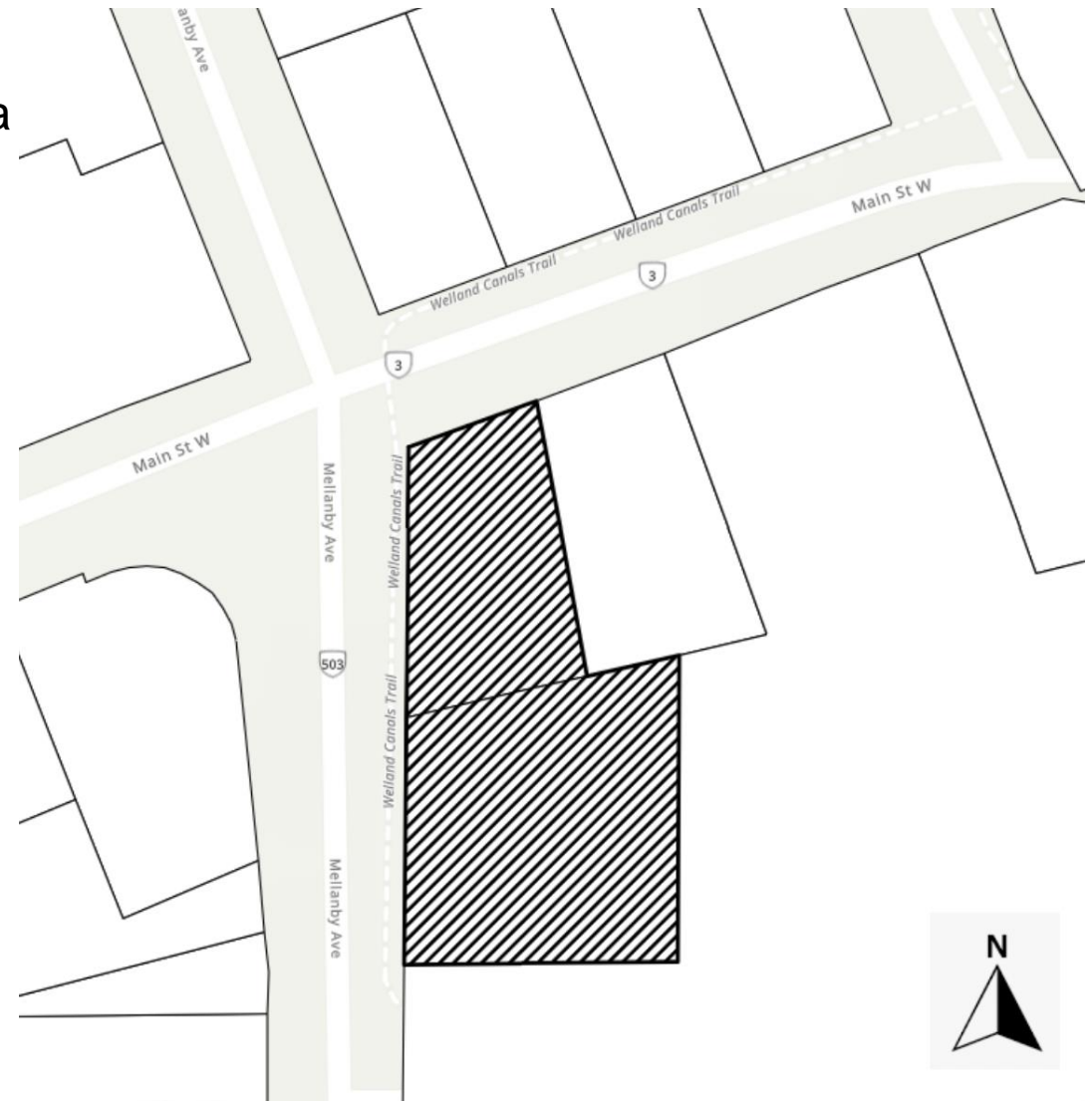
- Lands are designated as Built-Up Area under the Urban Area designation

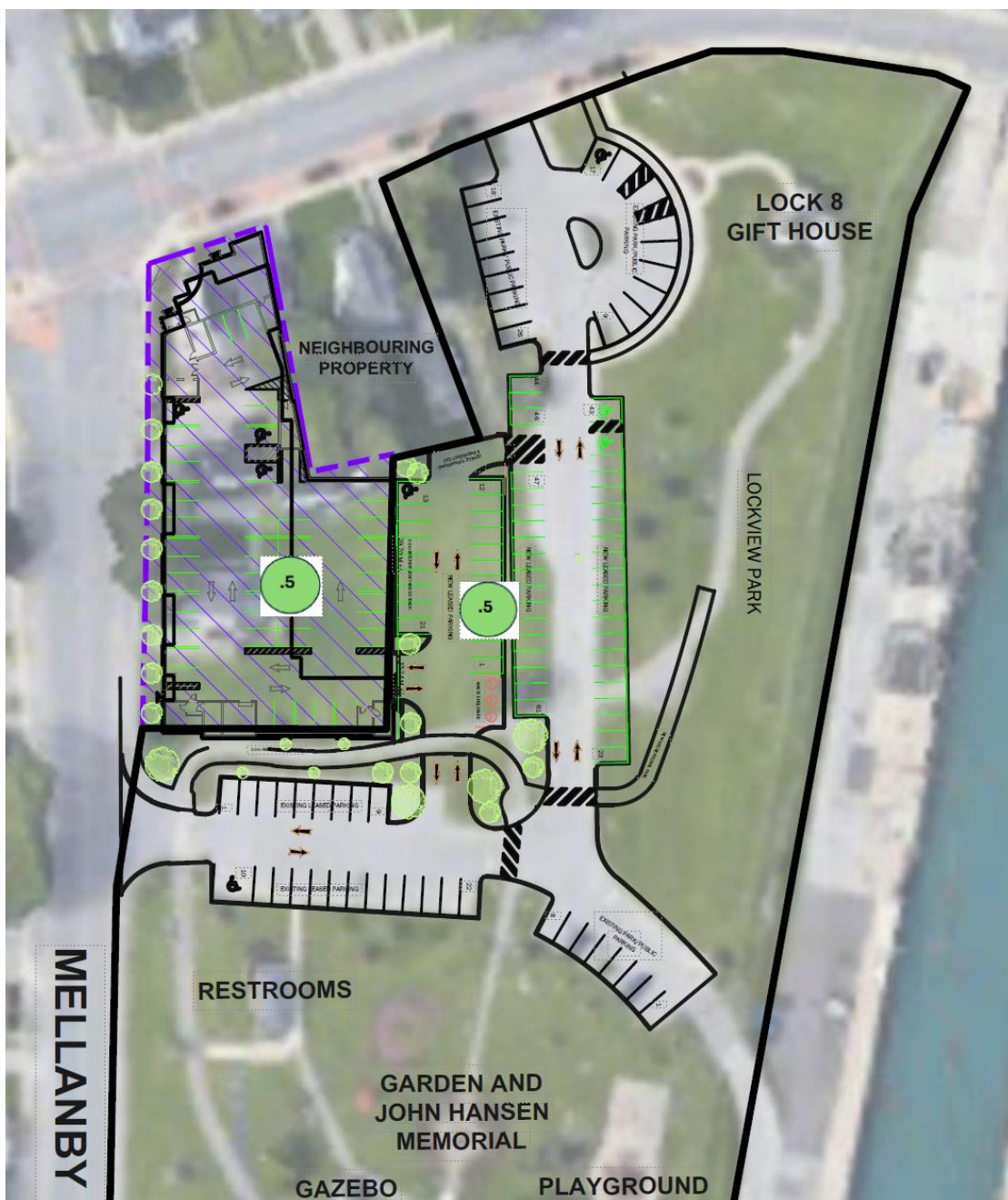
## City of Port Colborne Official Plan

- Downtown Commercial

## City of Port Colborne Comprehensive Zoning By-law 6575/30/18

- Northern Parcel: Downtown Commercial (DC)
- Southern Parcel: Fourth Density Residential (R4)





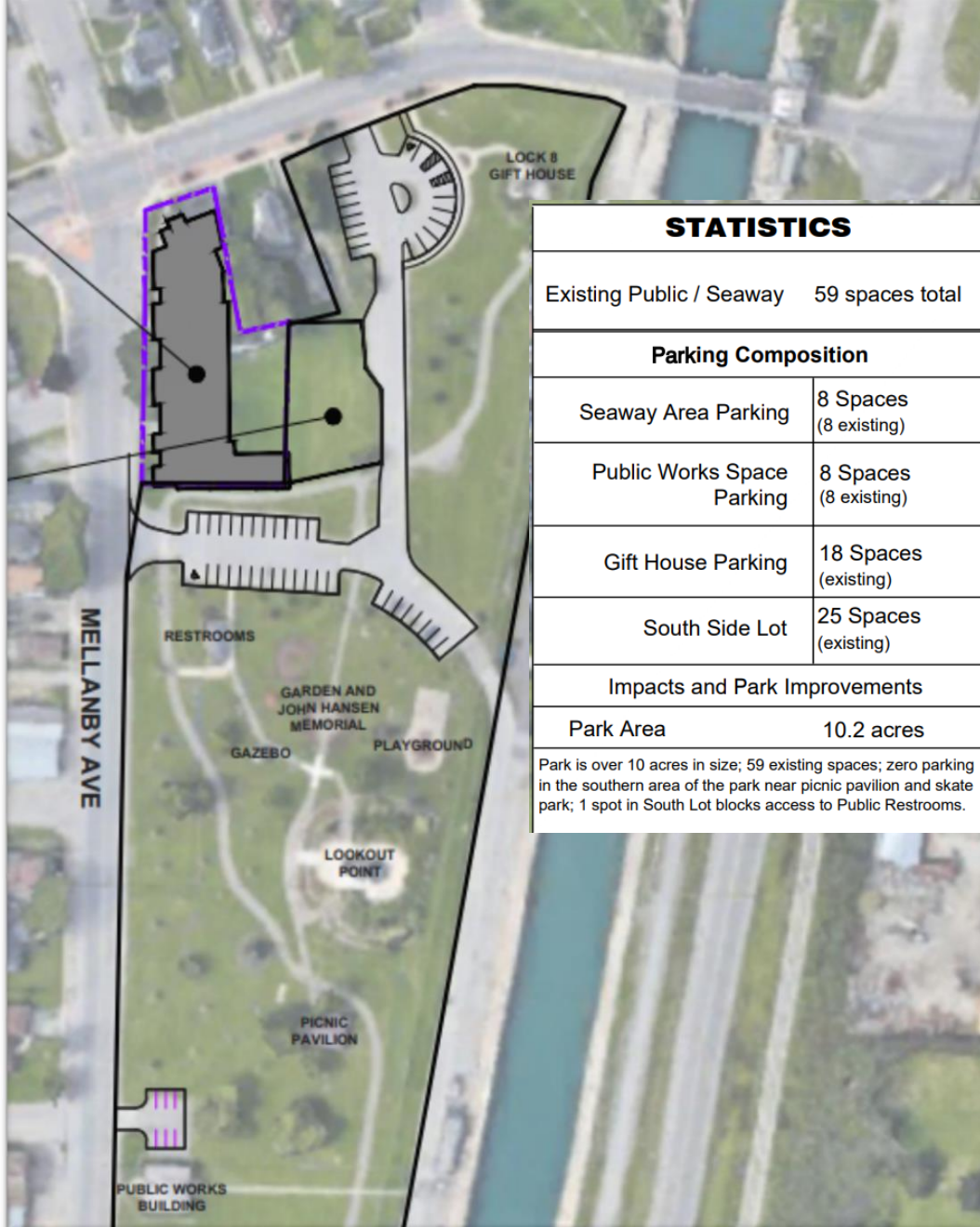
- Provides 51 parking spaces within parcel
- Provides 14 bicycle parking spaces
- Additional parking to achieve 1:1 ratio to be created by developer, via three-party agreement, in unused areas of park
- Stepped 6-storey and 8-storey mixed-use condominium building
- 101 Residential Units
- 1,400 Sq ft of ground floor commercial
- 9 accessible units, located on the 2nd floor

PRELIMINARY SITE STATS		DC - Downtown Commercial Zoning Proposed			
	HECTARES	ft²	m²	%	
<b>LOT AREA</b>					
Lot - Private Property	0.2562	27582.35	2,562.5	100.0%	
<b>LOT FRONTAGE</b>					
	Required		18.00 m		
	Existing		20.12 m		
<b>LOT COVERAGE</b>					
<b>Permitted</b>					
Lot Coverage			no maximum		
<b>Proposed</b>					
Building (Includes Projections)		23942.4	2,224.3	86.8%	
Canopy		598.5	55.6	2.2%	
<b>Total</b>		<b>24540.9</b>	<b>2279.9</b>	<b>89.0%</b>	
<b>LANDSCAPE COVERAGE (INCLUDES SIDEWALKS/PATIOS)</b>					
	Minimum	6895.6	640.6	25.0%	
	Proposed	2986.5	277.5	10.8%	
<b>PAVED/PARKING AREA (NOT COVERED BY BUILDING)</b>					
	Proposed	54.9	5.1	0.2%	
<b>BUILDING HEIGHT</b>					
	Permitted		26.0 m	85.3 ft	
	Proposed	8 Storey	25.9 m	85.0 ft	
<b>PARKING STATS</b>					
<b>PARKING REQUIRED</b>					
	Residential	1.25 per unit		126.25	
	Commercial /Retail	1 per 20 m2		6.58	
	<b>Total</b>			<b>132.83</b>	
	<b>BF Required</b>			<b>6 Spaces</b>	
	<b>Loading Required</b>			<b>1 Space</b>	
	<b>Bike Required</b>			<b>15.1</b>	
<b>PARKING PROVIDED</b>					
	Covered on-site parking			51	
	Exclusive parking leased area			21	
	Reconfigured and expanded parking			61	
	<b>Total</b>			<b>133</b>	
	<b>BF Provided</b>			<b>6 Spaces</b>	
	<b>Loading Provided</b>			<b>0 Spaces</b>	
	<b>Bike Provided</b>			<b>14 Spaces</b>	

**BIGLIERI  
GROUP**

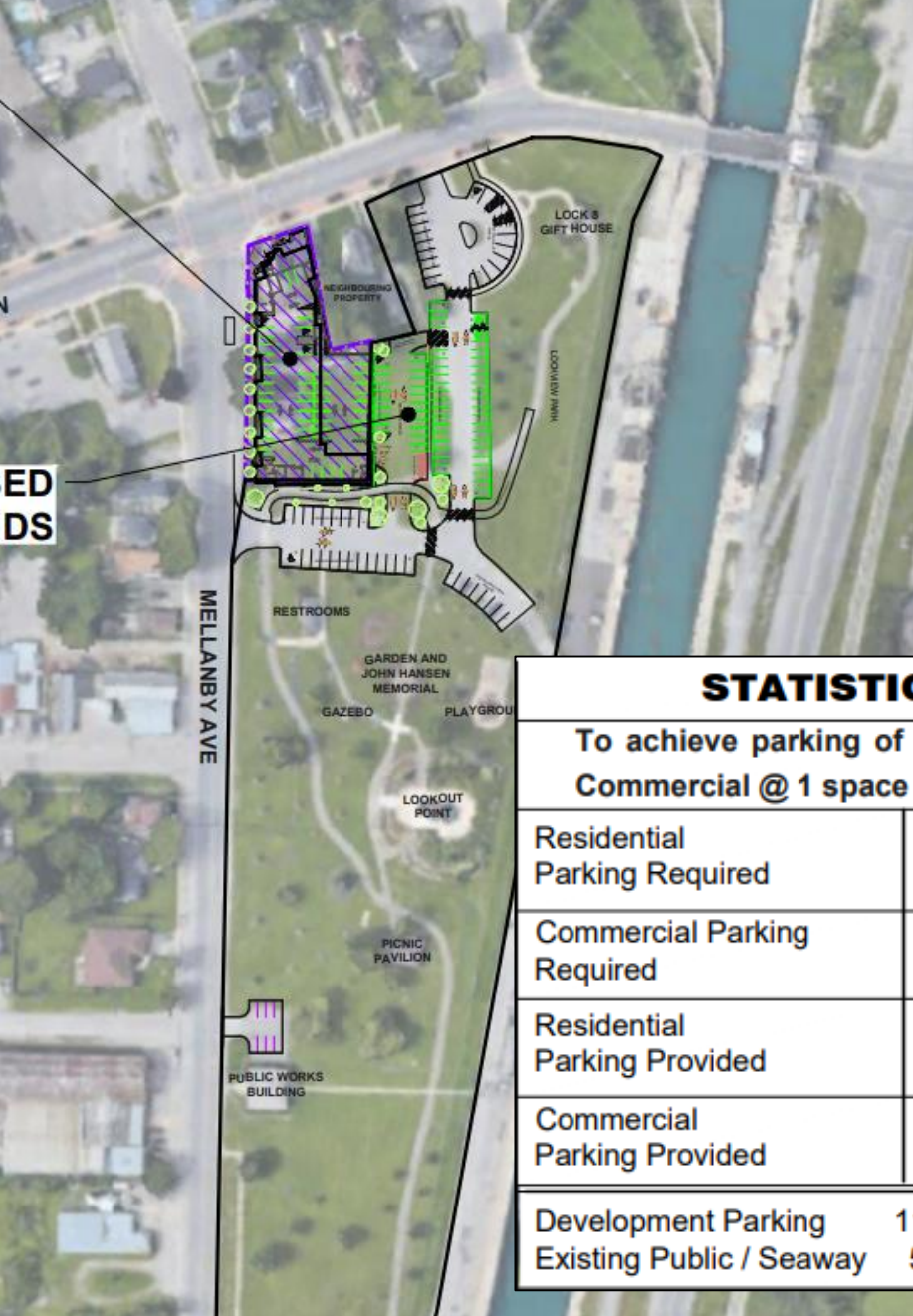
# PROPOSED DEVELOPMENT – SITE PLAN





## Existing Conditions

- 10.2 acre park in total
- 59 Public and Seaway parking spaces
- No Parking in Southern Area of park for Public Use
- **Meeting and Public Comments**
  - How can you achieve a better ratio of parking 1.25 to 1, or even 1.1 to 1?
  - Already a lack of parking for Public Use; concerns regarding existing parking spaces and the development using those up for development
  - How much of Lock 8 Gateway Park will be impacted?
  - Three-party agreement options; what are they?
  - Access to restroom, currently blocked by spot



**WHAT WAS PRESENTED AND WHAT DOES 1:1 LOOK LIKE**

- 108 spaces needed to achieve 1:1 plus commercial

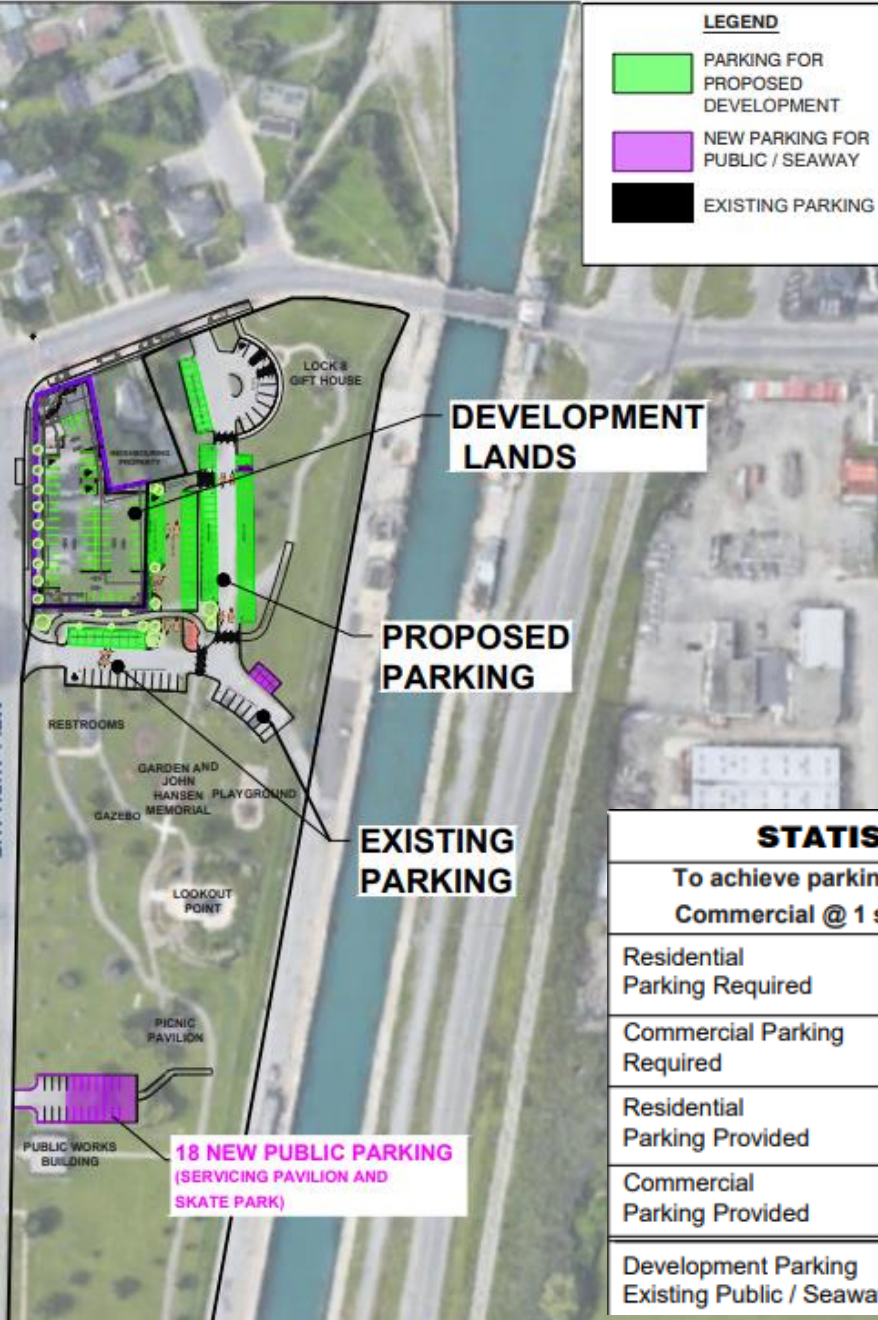
Layout Provides:

- 112 development parking spaces:
  - 51 spaces within the development parcel
  - 61 spaces of new (shown in green) in an ‘unused’ area of the park adjacent to parcel
- 56 parking spaces for public use – a reduction of 3
- 3.2% of park area is used for new parking
- This layout provides for the 1:1 parking development requirement but cannot provide parking accessibility to the picnic pavilion and skate park nor remedy the current blockage to the Public Restrooms, as brought up in public meeting.

STATISTICS	
To achieve parking of 1:1 plus Commercial @ 1 space per 20m <sup>2</sup>	
Residential Parking Required	101 Spaces
Commercial Parking Required	7 Spaces
Residential Parking Provided	105 Spaces
Commercial Parking Provided	7 Spaces
Development Parking	112 spaces total
Existing Public / Seaway	56 spaces total







## WHAT DOES 1.25 to 1 LOOK LIKE?

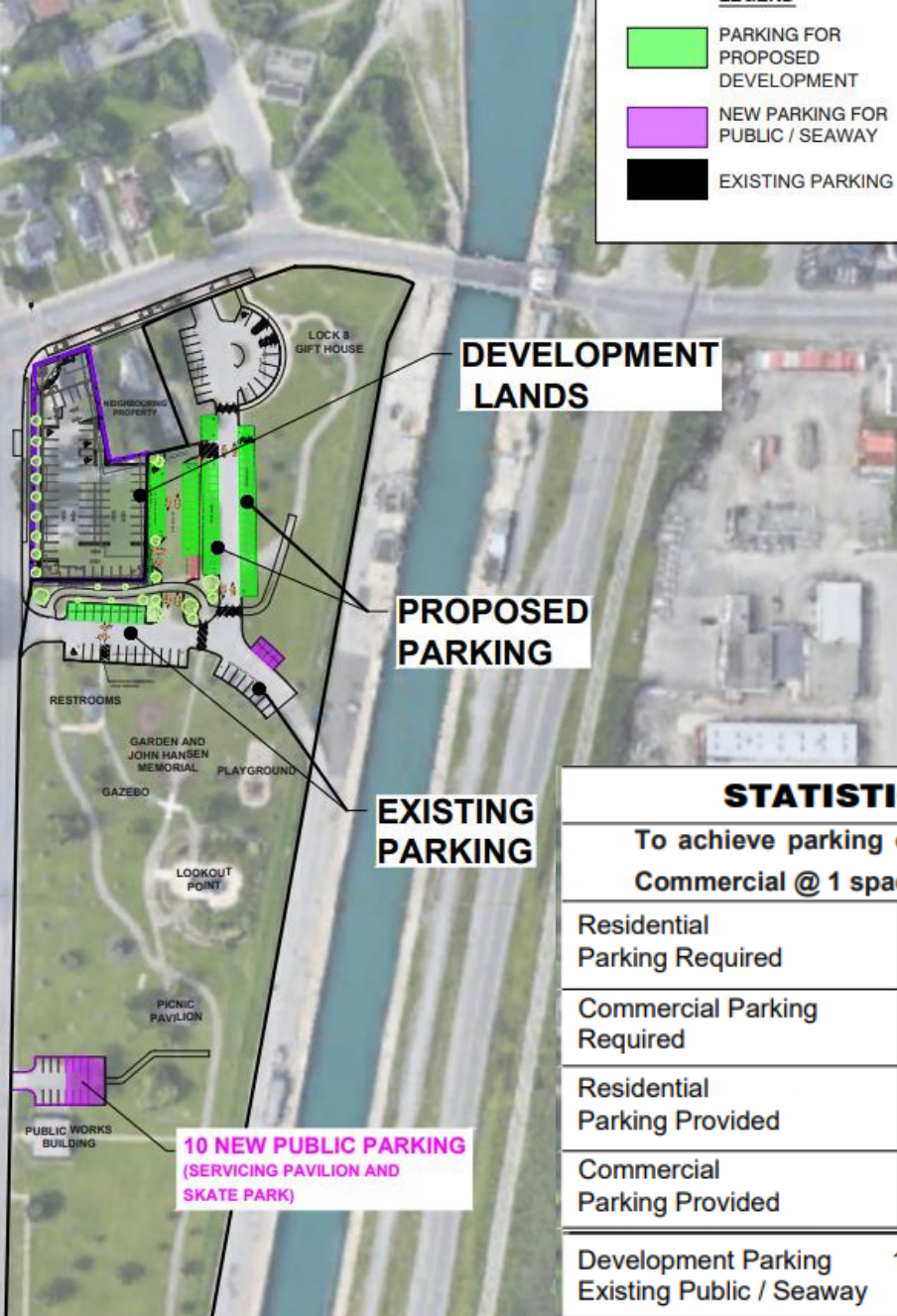
- 133 spaces needed (increase of 25 from original layout)

Layout Provides:

- 133 development parking spaces:
  - 51 spaces within the parcel (same as original)
  - 82 spaces of new and re-assigned parking spaces
- 59 parking spaces for public use including 18 new public parking spaces to service Pavilion and Skate Park and 4 new Seaway spaces
- 4.4% of park area used for parking (+1.2% from original)
- This layout provides further accessibility to the picnic pavilion and skate park while remedying the current blockage to the Public Restrooms.

STATISTICS	
To achieve parking of 1.25:1 plus Commercial @ 1 space per 20m <sup>2</sup>	
Residential Parking Required	126 Spaces
Commercial Parking Required	7 Spaces
Residential Parking Provided	126 Spaces
Commercial Parking Provided	7 Spaces
Development Parking	133 spaces total
Existing Public / Seaway	59 spaces total





## WHAT DOES 1.1 to 1 LOOK LIKE?

- 118 spaces needed (increase of 10 from original layout)

Layout Provides:

- 121 development parking spaces:
  - 51 spaces within the parcel (same as original)
  - 70 spaces of new and re-assigned parking spaces
- 59 parking spaces for public use including 10 new public parking spaces to service Pavilion and Skate Park and 4 new Seaway spaces
- 3.3% of park area used for parking (-1.1% from Option 2)
- This layout still provides further accessibility to the picnic pavilion and skate park while remedying the current blockage to the Public Restrooms.

STATISTICS	
To achieve parking of 1.1:1 plus Commercial @ 1 space per 20m <sup>2</sup>	
Residential Parking Required	111 Spaces
Commercial Parking Required	7 Spaces
Residential Parking Provided	114 Spaces
Commercial Parking Provided	7 Spaces
Development Parking	121 spaces total
Existing Public / Seaway	59 spaces total







**BIGLIERI**  
**GROUP**

**RENDERINGS** of original layout

Page 9 of 11







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

March 12, 2024

To: Mayor and Members of Council,

I am writing to you to reiterate our concerns regarding application D-14-08-23 Zoning By-Law amendment and why it should be denied especially concerning the site-specific amendment to reduce the number of parking spaces to 0.5 spaces per unit, and establish a maximum building height of 25.9 metres.

Why is a recommendation report being brought before council before the updated Traffic Information Study is completed which as previously stated did not include the complete traffic counts for times where the canal bridges are in use or undergoing maintenance. This updated information could have a significant impact on council's decision regarding the Zoning By-Law amendment.

The Special (H) holding provision will not allow for members of council or the public to have input should the applicant be required to revisit the development proposal. This is also the situation should the Seaway deny a lease agreement for the proposed parking area where the applicant would have to again revisit the development proposal and accommodate all parking on-site. Furthermore, why is the report being recommended without the established parking requirements set out in the city By-law of 1.25 parking spots per unit? Is council setting a precedent regarding parking spots for future developments in the city?

What guarantee is there that the parking areas specific to Lock 8 Park will be available to the public and not used by the tenants of the building? What are the safeguards to protect and guarantee sufficient accessible parking spots at Lock 8 Park?

What is the true impact of the restricted/closed street access from Main St. to Lock 8 Park with only one entrance into the parking area?

We are deeply concerned that this application is before council without the updated Traffic Information Study and a decision regarding the leased parking with the Seaway as the redesign will have no council or public consultation in the redesign. This proposed property is too large, does not provide adequate parking and is not compatible with the existing neighbourhood. For the reasons stated above the Zoning By-Law amendment should not be approved!

Yours Sincerely,

Melissa Bigford & Christopher Lofquist