

**City of Port Colborne
Council Meeting Addendum**

Date: Tuesday, November 25, 2025
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

8. Delegations

- | | | |
|------|--|----|
| *8.1 | Aaron Butler - NPG Planning Solutions Inc - 4999 Victoria Avenue | 1 |
| | Delegating on item 12.2 | |
| *8.2 | Maureen and Ken Anthes - Third Avenue | 10 |
| | Written Delegation regarding item 12.2 | |

Mapleview Subdivision

City of Port Colborne

November 25, 2025

Applications for Official Plan Amendment and Zoning By-law Amendment

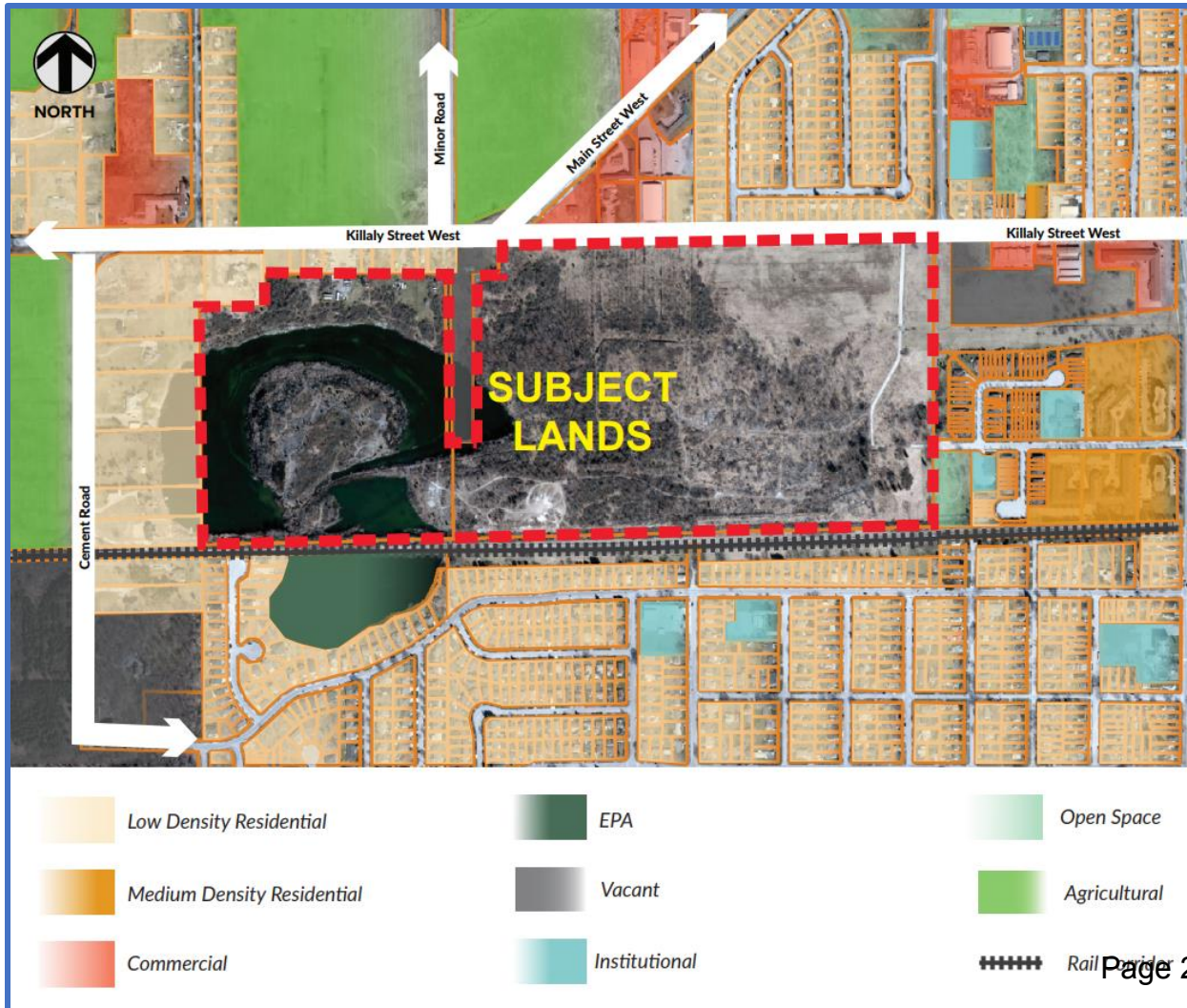
Prepared for:



Prepared by:

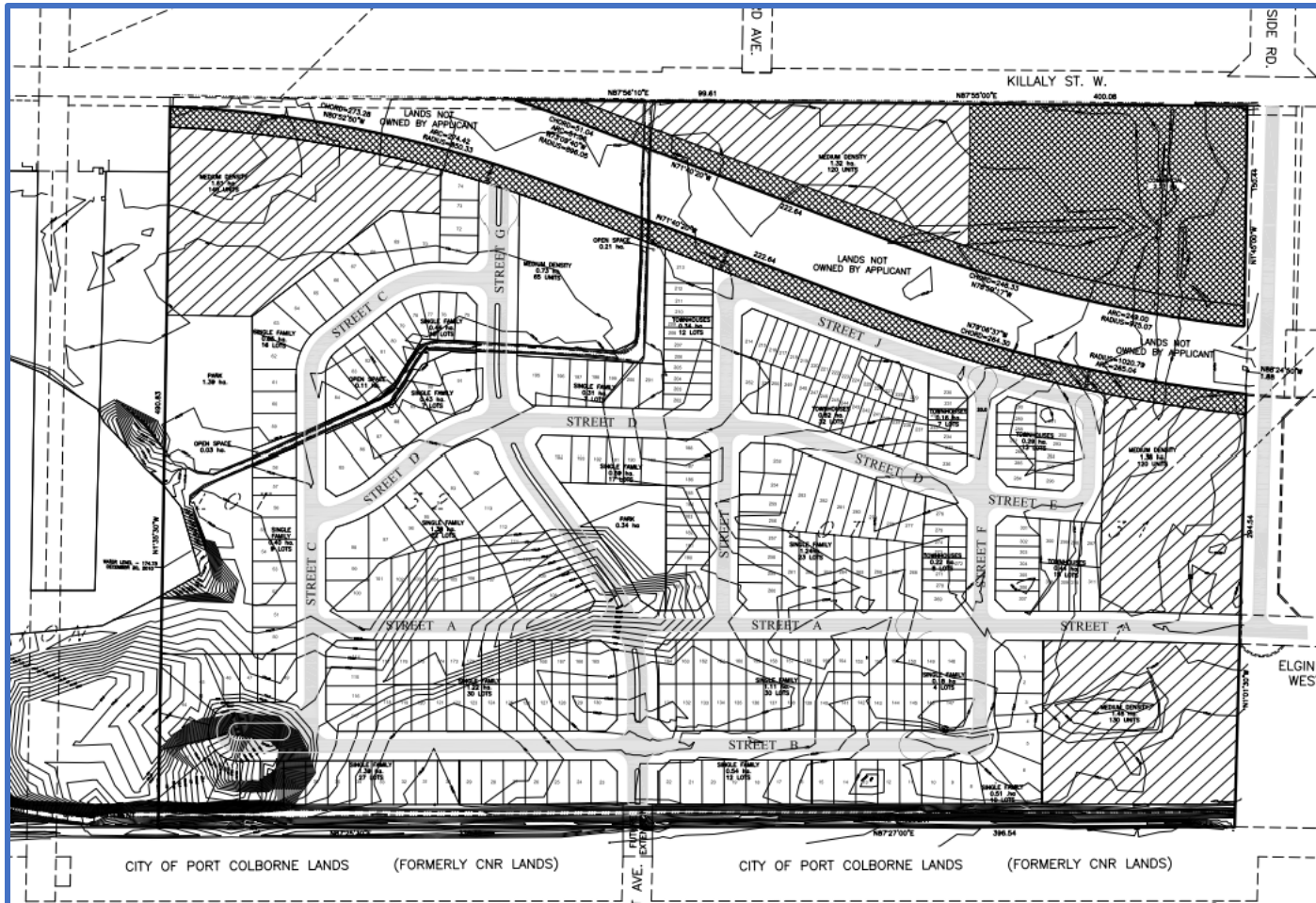


Subject Lands & Surrounding Context



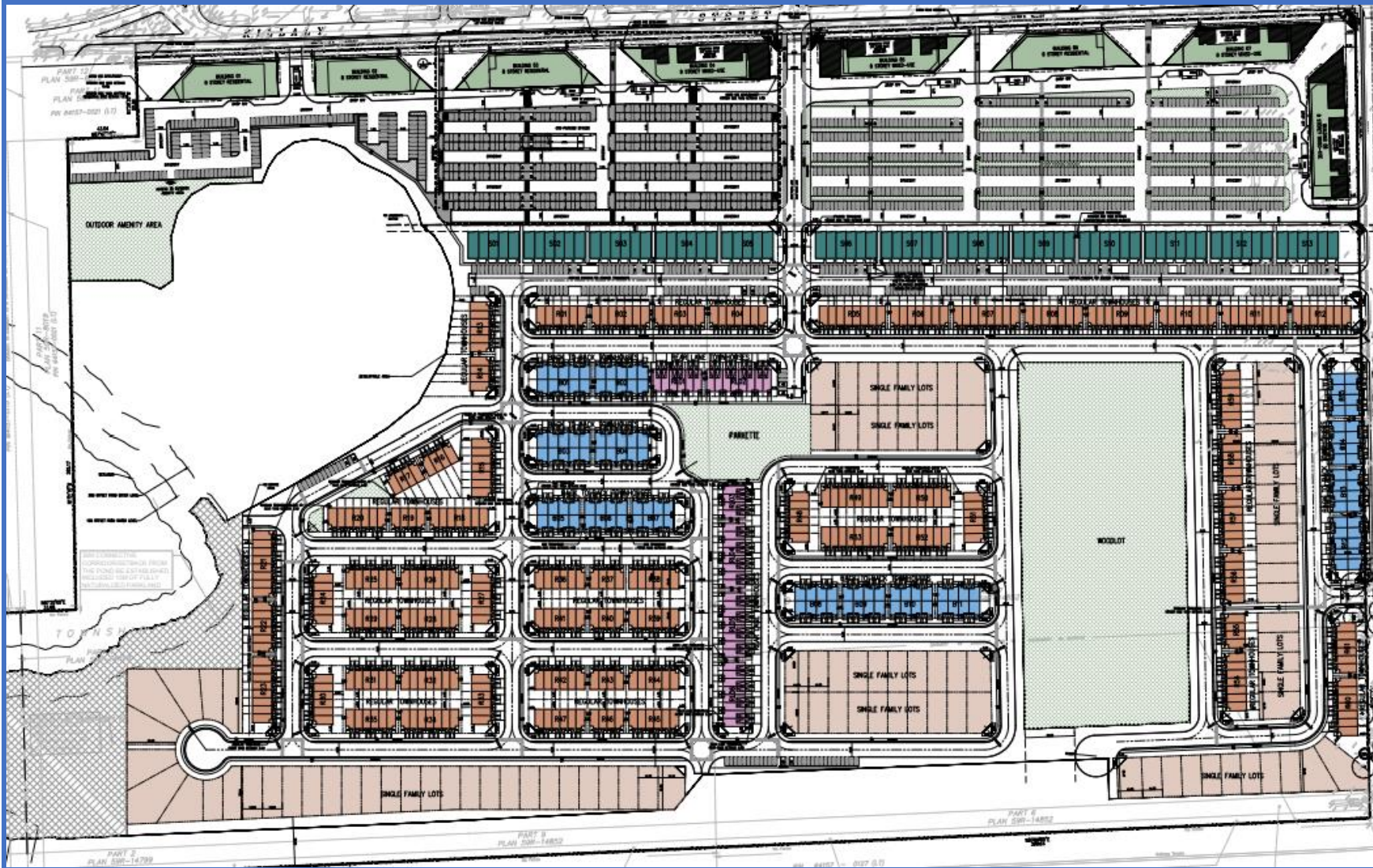
- **Frontage:** 740 metres along Killaly Street West
- **Depth:** 492 m
- **Area:** 57.16 hectares
- EPA Lands (Quarry Ponds) located at the western portion of the site
- West Side Road to the east
- Bound by Port Colborne Harbour Railway Corridor to the south
- Designated Greenfield Lands (and formerly used as Concrete Factory)

Previous Approvals



- Draft Plan of Subdivision Approval was received in February 2013
- Mix of single detached, townhouses, and apartment buildings
- Approval lapsed as conditions were not satisfied
- Existing Zoning is reflective of 2013 Draft Plan
- Existing Zoning permits variety of housing forms including ~ 6-storey Apartment Buildings

Original Submission (April 2022)



- Diverse Mix of Housing
 - Apartment Buildings & Mixed-Use Buildings (1,231 units & 3,196.8 sqm commercial space)
 - Stacked Townhouses (228 units)
 - Back-to-back Townhouses (130 units)
 - Rear Lane Townhouse (42 units)
 - Regular Townhouses (383 units)
 - Single Detached Dwellings (96 units)
- Total of 2,110 dwelling units

Comments on Original Submission

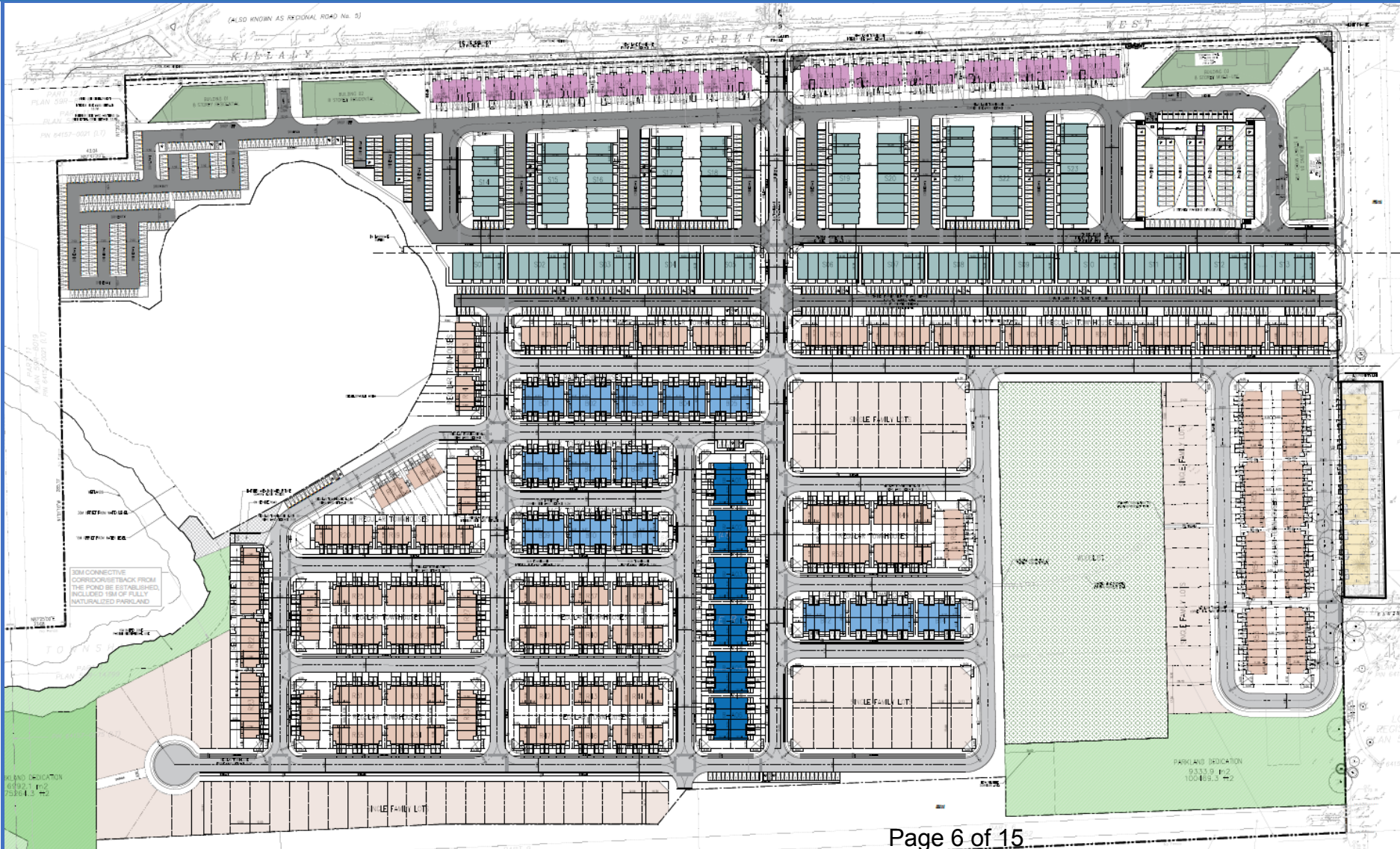
1. Agency Comments

- a) Requested revisions to park areas and accesses
- b) Improve location of pedestrian pathways
- c) Revise West Side Road connection to traverse through development, rather than direct access to Elgin
- d) Eight 8-storey buildings along Killaly is not desirable
- e) A through street south from Third Avenue would create better circulation

2. Public Comments






- a) Concerns with height and number of 8-storey buildings along Killaly
- b) Traffic impacts along Elgin Street
- c) Location of back-to-back townhouses across from Maple Avenue townhouses
- d) Density is too great for the area

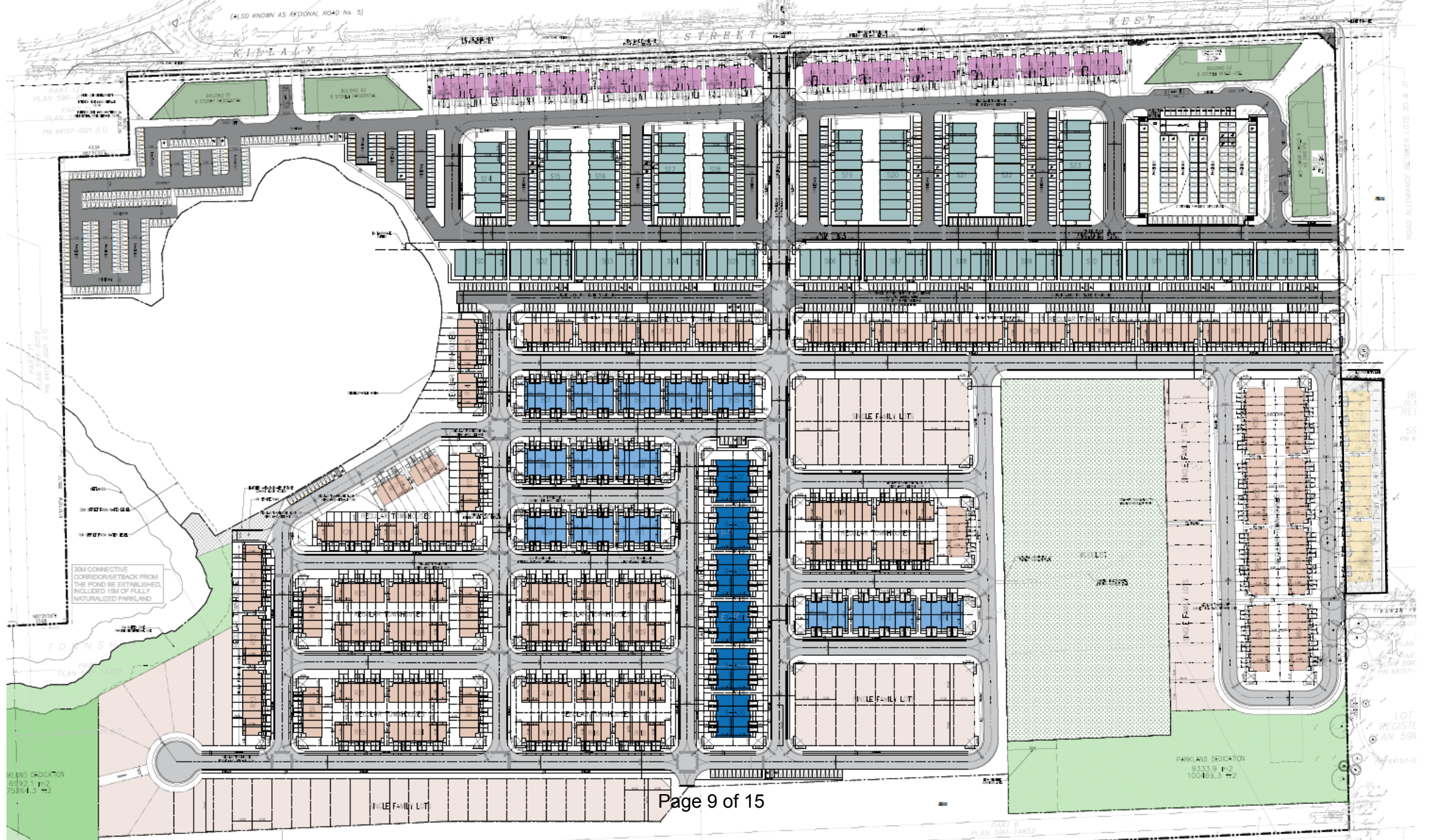
Revised Submission (October 2022)



- West Side Road does not connect directly to Elgin Street
- 3-storey townhouses removed from east side of site.
- Park re-located, adjacent to Maple Park
- North-south street from Third Street extended
- New built form along Killaly Street
- Walkways to parks and woodlots re-aligned
- 1,819 units

Summary

-  Consistent with the Provincial Policy Statement and conforms to Region and City's Official Plans
-  Facilitates compact residential development within the Urban Area where growth is directed
-  Contributes to the diversification of housing options in the City
-  Facilitates the remediation of contaminated lands and brownfield redevelopment
-  Preserves natural heritage resources



From: Maureen Anthes [REDACTED]
Sent: Monday, November 24, 2025 8:46:48 PM
To: Mark Bagu <mark.bagu@portcolborne.ca>; Gary Bruno <gary.bruno@portcolborne.ca>; Eric Beauregard <eric.beauregard@portcolborne.ca>; Ron Bodner <ron.bodner@portcolborne.ca>; William C. Steele <William.Steele@portcolborne.ca>; Monique Aquilina <Monique.Aquilina@portcolborne.ca>; Tim Hoyle <Tim.Hoyle@portcolborne.ca>; Dave Elliott <Dave.Elliott@portcolborne.ca>; Frank Danch <frank.danch@portcolborne.ca>; Deputy Clerk <deputyclerk@portcolborne.ca>
Subject: Delegation Letter: Re: Mapleview Subdivision - Item 12.2 (OPA/ZBA Request)

Date: November 25, 2025

To: Mayor Steele and Members of Council

We are writing today to strongly urge Council not to approve the Official Plan Amendment (D09-02-24) or Zoning By-law Amendment (D14-03-24) for the Mapleview Subdivision at this time. Approving these applications now would be premature, risky, and inconsistent with both municipal and provincial planning requirements. Our concerns are based on six critical, interrelated issues:

- Premature approval and density policy concerns;
- The pending 2026 Master Transportation Impact Study
- Absence of Urban Design review;
- Investor-driven pressure and partial approvals
- Historical dormancy of the site
- Legal and appeal risks to the City

1. Premature Approval and Density Policy Concerns

The Mapleview Subdivision proposes very high-density residential development — up to 150 units per hectare — combined with mixed-use elements, including ~96 single detached lots, 783 townhouses, and 1,231 apartment units. The zoning amendment is complex, requesting re-zoning from existing zones to site-specific Fourth Density (R4), Mixed-Use (MU), Environmental Protection (EPA), and Public/Park (6P) zones. By contrast, the City has recently introduced incentives under the Housing Affordability Framework (HAF), permitting up to 4 Accessory Dwelling Units (ADUs) per lot, encouraging incremental or “gentle” density across existing neighbourhoods. This contrast raises an important planning question: What is the City’s intended approach to density? Should growth occur as modest, distributed density across the city, or as a concentrated, high-density node at Mapleview? Which approach best serves the public

interest, aligns with the City's Official Plan, and supports Provincial Policy Statement (2024) objectives? Approving Mapleview now — before these policy questions are clarified — risks policy inconsistency, undermines public confidence, and strengthens the case for partial or accelerated approvals that shift risk onto the City. Additionally, staff materials indicate that servicing details remain incomplete, draft plan elements require adjustment, and key engineering components have not been finalized. Granting land-use permissions at this stage would transfer risk from the developer to the municipality, creating potential exposure to infrastructure, financial, and legal liabilities.

2. The 2026 Master Transportation Impact Study Must Guide Decisions. The City's MTIS will determine:

- Road network capacity and required upgrades
- Intersection improvements and future collector alignments
- Pedestrian, cycling, and emergency access requirements
- Cumulative impacts from all west-end growth, and city-wide development pressures

Approving the Mapleview OPA/ZBA before the MTIS is complete compromises the City's ability to:

- Ensure the local network can handle traffic generated by the proposed densities
- Require developer-funded upgrades
- Assess cumulative impacts across the west end and the rest of Port Colborne

3. Absence of Urban Design Review – A Critical Gap

Given the size of the subdivision and its proximity to established neighbourhoods and seniors' housing, urban design review is essential.

Urban design ensures:

- Compatibility with surrounding built form (including Portal Village)
- Safe, walkable, accessible street networks
- Proper transitions, grading, shadowing, and privacy
- Appropriate placement of parks and open spaces
- Streetscape quality and community character
- Proceeding without this review contradicts the Provincial Planning Statement (2024) and weakens the City's position should the matter proceed to the Tribunal.

4. Investor Pressure and Partial Approvals Are Not a Planning Justification

Developers and investors are aware of the technical requirements and risks involved with large subdivisions. Requests for partial approvals or accelerated decision-making:

- Shift risk and uncertainty onto the municipality
- Undermine proper planning process
- Are not supported by planning law or standard practice
- The City is not obligated to align approvals with investor timelines.

5. Historical Dormancy – An Important Signal

The Mapleview lands have been largely inactive since the original approval in 2013. Extended dormancy often reflects:

- Technical constraints
- Market feasibility challenges
- Servicing limitations
- Compatibility questions that remain unresolved

Given these long-standing issues, Council should be cautious about granting new permissions that increase density and alter development expectations.

6. Legal and Appeal Risks – Burden Falls Entirely on the City

Current legislation prevents third-party appeals, but developer appeals remain fully permitted. If Mapleview is approved prematurely:

- The developer may appeal if Council imposes conditions or defers approval.
- If the municipal record lacks strong evidence on servicing, traffic, or urban design, the Tribunal may modify or overturn Council's decision.
- Financial and precedent risks remain significant if approvals are granted without full technical and design documentation.

Conclusion – Council's Responsibility Approving the Mapleview OPA/ZBA at this time would be premature, high-risk, and contrary to the public interest. We respectfully request that Council defer approval until:

- The City's 2026 Master Transportation Impact Study is complete
- All servicing and engineering issues are fully resolved and confirmed
- A qualified Urban Designer conducts and endorses a comprehensive design review.

Taking these steps protects taxpayers, ensures responsible growth, and preserves the integrity of Port Colborne's planning process.

Thank you for your consideration,

Ken and Maureen Anthes

From: Maureen Anthes [REDACTED]
Sent: Monday, November 24, 2025 10:27:12 PM
To: Mark Bagu <mark.bagu@portcolborne.ca>; Gary Bruno <gary.bruno@portcolborne.ca>; Eric Beauregard <eric.beauregard@portcolborne.ca>; Ron Bodner <ron.bodner@portcolborne.ca>; William C. Steele <William.Steele@portcolborne.ca>; Monique Aquilina <Monique.Aquilina@portcolborne.ca>; Tim Hoyle <Tim.Hoyle@portcolborne.ca>; Dave Elliott <Dave.Elliott@portcolborne.ca>; Frank Danch <frank.danch@portcolborne.ca>; Deputy Clerk <deputyclerk@portcolborne.ca>
Subject: Public Meeting - Maplevue Subdivision, Tuesday, November 25, 2025

Good evening Council,

We are Third Avenue residents and submitted a delegate letter in June 2024 outlining serious concerns regarding traffic impacts from the proposed Third Avenue extension. Since that submission—over seventeen months ago—we have received no response, no acknowledgement, and no engagement. We have effectively been excluded from all discussions and decisions related to the Maplevue Subdivision. Several other Third Avenue residents have experienced the same lack of inclusion.

We fully recognize that the City staff involved in this file in 2024 are no longer the same individuals in place today. It is not our intention to assign blame to current staff, and we sincerely acknowledge the challenges that come with staffing changes. However, planning policies, statutory obligations, and public-process safeguards remain in force regardless of personnel turnover. In this case, those obligations were not upheld.

The reality is that our neighbourhood has been left out of essential discussions, notifications, and decision-making steps since June 2024. Critical information that should have been maintained within the planning file now appears to have been lost or removed. While staff transitions are expected, the policies exist precisely to ensure continuity and to prevent this kind of gap from occurring. We offer this as a respectful note to present staff—this situation is not of your making. However, we must be clear and firm: the public process was breached, our community was neglected, and we are now seeking accountability and corrective action in accordance with the City's own policies and the applicable provincial and regional planning frameworks.

This ongoing failure breaches multiple planning obligations, including but not limited to:

- Planning Act (R.S.O. 1990)
- Section 2(b) – protecting public health and safety, including safe traffic conditions.
- Section 3 – requiring decisions to have regard for provincial interests, including orderly development and public participation.
- Sections 34 and 51 – mandating that municipalities consider public input in zoning and subdivision approvals.
- Provincial Policy Statement (PPS 2020)
- Requires the creation of healthy, safe, and complete communities.
- Emphasizes meaningful public consultation and transparency in decision-making.
- Regional and Municipal Official Plan Policies
- Stress the importance of community engagement, consultation, and consideration of local impacts, including traffic safety and neighbourhood compatibility.

We respectfully request that Council:

- Publicly acknowledge our original June 2024 letter and this addendum.
- Provide a clear, documented response addressing the Third Avenue traffic concerns.
- Engage directly with Third Avenue residents before any further approvals proceed.

For over a year and a half, we have been left out of decisions that directly affect our community. It is time for transparency, accountability, and meaningful consultation.

Ken and Maureen Anthes

Third Avenue Residents