



City of Port Colborne  
Public Meeting Addendum

Date: Tuesday, July 7, 2026  
Time: 6:30 pm  
Location: Council Chambers, 3rd Floor, City Hall  
66 Charlotte Street, Port Colborne

Pages

4. Statutory Public Meetings

4.1 Statutory Public Meeting Report for Proposed Site-Specific Zoning By-law Amendment – 434 and 484 Barrick Road – File D14-03-26, 2026-100

*a.	Staff Presentation	1
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c.	Delegations	
	*a. Katie Postiglione	19
	Written Delegation	

# Statutory Public Meeting under the *Planning Act* Zoning By-law Amendment

## 434 and 484 Barrick Road

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Applicant: Nethery Planning (c/o Denise Landry)

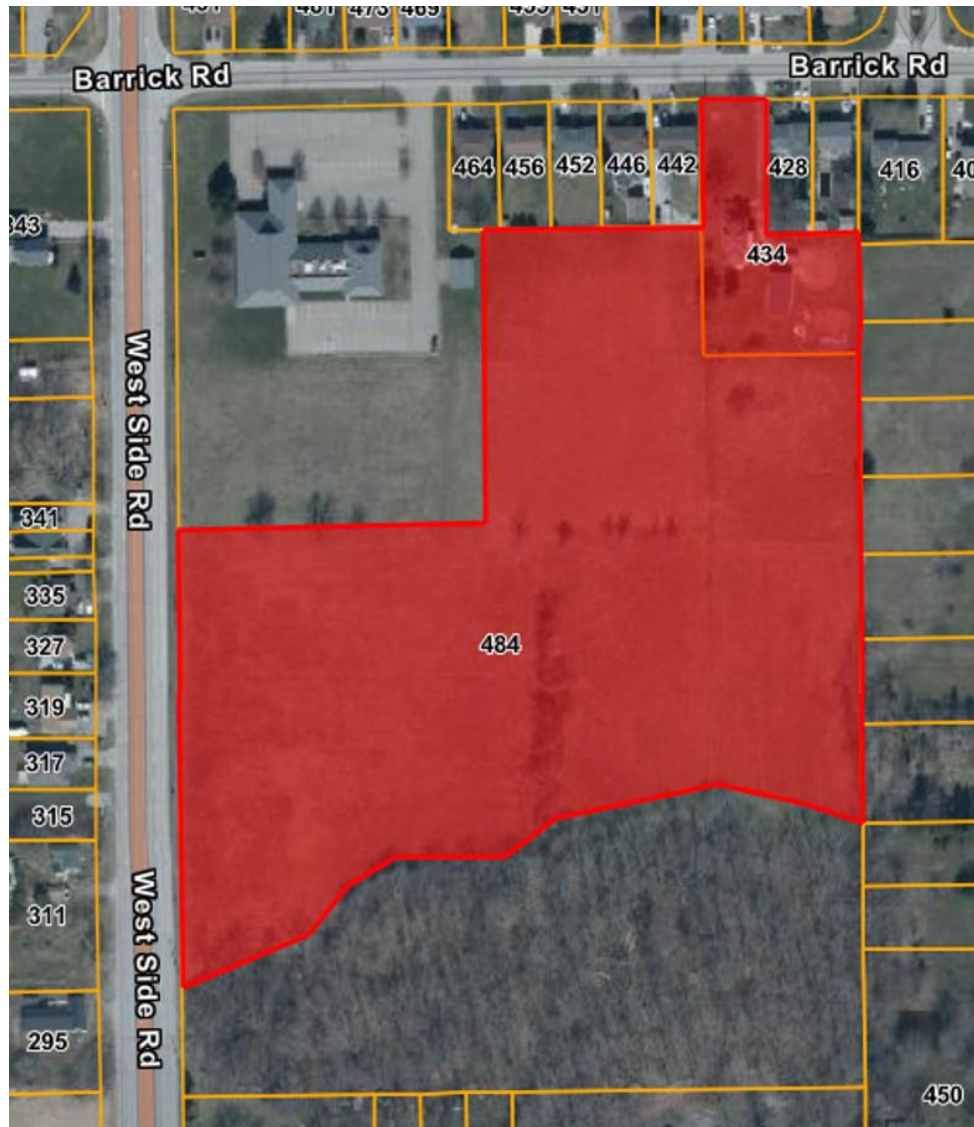
Owner: Shawn Keeper, Dunsire Properties Inc.

File Numbers: D14-03-26

July 7, 2026



# Overview of Development Site



## 434 & 484 Barrick Road

- Site Area: 4.097 hectares (~784 sqm)
- Frontage on Barrick Road: 23.47 metres

## Prior Planning Processes (2024-2025)

- Consent Application(s): land was severed from Christian Life Assembly property
  - Existing place of worship retained
  - Vacant land retained
  - Woodlot severed
- Rezoning
  - Vacant land rezoned to a site-specific institutional zone
  - Woodlot rezoned to Environmental Protection



# Application Details

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## Requests

- Zoning By-law Amendment

## Chronology

- Pre-Consultation Meeting: February 12, 2026
- Application Received: May 14, 2026
- Application Deemed Complete: May 20, 2026
- Materials added to Website: May 22, 2026
- Notice to Agencies: circulated via e-mail on May 22, 2026
- Notice to Neighbours: mailed on June 11, 2026
- Notice Sign on Property: June 12, 2026
- Statutory Public Meeting: July 7, 2026



# Proposed Development

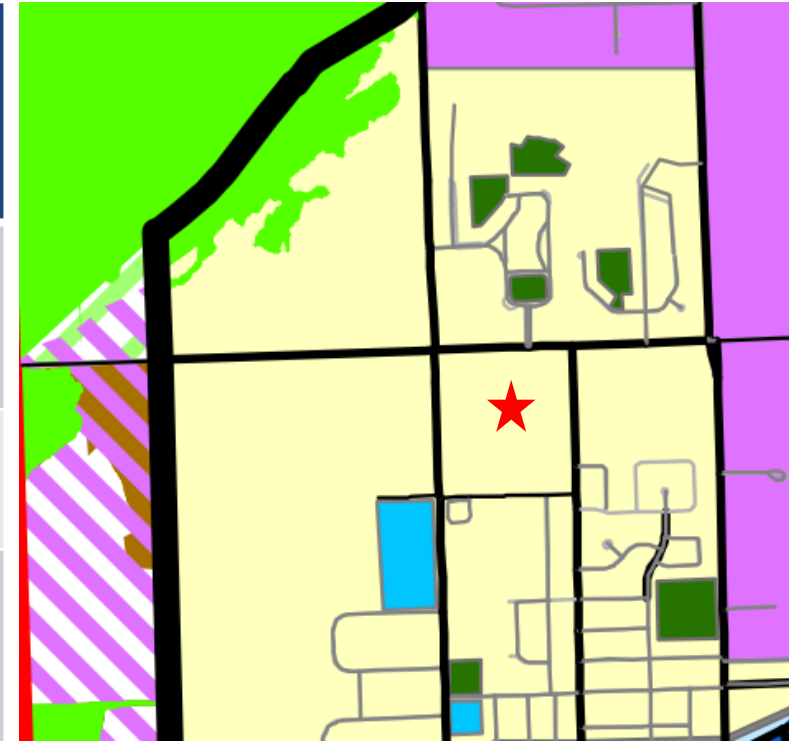


- Six (6) six-storey apartment buildings, each containing 62 units
  - 372 total units, density of 90.8 units per hectare
  - Each building proposed to have 31 1-bedroom and 31 2-bedroom units
- One (1) two-storey parking garage (148 parking stalls)
- 590 surface parking spaces
- Temporary (outdoor) bicycle spaces and indoor bicycle storage
- One (1) one-storey commercial building
- Stormwater management pond

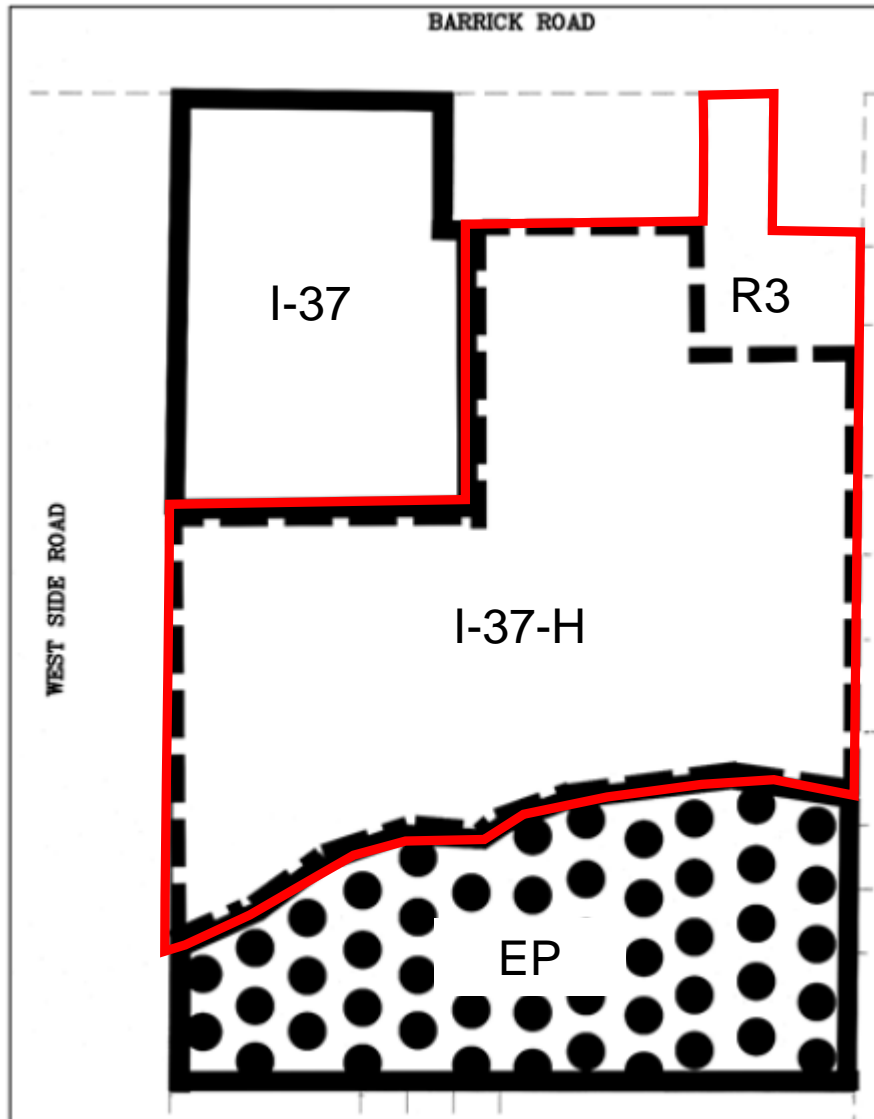


# Port Colborne Official Plan

	City of Port Colborne Official Plan
Designation	Urban Residential, High Density Residential
Permitted Density	Maximum 100 units per hectare
Additional Requirements	<ul style="list-style-type: none"><li>• Have commercial or ground-oriented residential uses on the main floor</li><li>• Consider the provisions of neighbourhood commercial within a lot, block or building having frontage on a collector or arterial road</li><li>• Provide 150 square metres of neighbourhood commercial for every 100 housing units of residential development</li></ul>



# Port Colborne Zoning By-law



## Subject Lands

- The Subject Lands are currently Split Zoned
  - 434 Barrick Road is zoned Third Density Residential (R3)
  - The severed portion of 484 Barrick is zoned Institutional with a Special Provision and a Holding Provision (I-37-H)
- The R3 Zone permits detached, semi-detached, duplex, triplex, and fourplex dwellings as well as block and street townhouses
- The site-specific Institutional (I-37-H) Zone establishes the lot area and frontage for 484 Barrick Road and would permit a range of institutional and public uses upon removal on the Holding (H) symbol. The Holding (H) symbol prevents development from proceeding until the specified conditions have been satisfied.
- Apartment is not a permitted use in the R3 or I-37-H Zones. An amendment is required to rezone the subject site to allow for the development as proposed.



# Applicant's Requested Amendment



 LAND TO BE REZONED FROM INSTITUTIONAL I-37-H AND THIRD DENSITY RESIDENTIAL R3 TO R4-XX

- The Zoning By-law Amendment submitted by the applicant proposes to change the zoning of the subject lands from the existing Institutional with Special Provision 37 and a Holding Provision (I-37-H) and Third Density Residential (R3) to a site-specific Fourth Density Residential (R4-XX) Zone
- The proposed site-specific provisions being requested include:
  - Expanding the permitted uses to include commercial uses to address Official Plan requirements for a mixed-use site; and,
  - Increasing the permitted height from 20 metres to 22 metres



# Next Steps

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- No decision is being made tonight
  - Staff are available to answer questions
  - The applicant's agent and applicant are available to answer questions
- Following the conclusion of the Statutory Public Meeting, a return of comments package will be provided to the applicant
- Staff will continue to process the applications
- The proposed amendments will be reviewed with consideration of applicable policies in the Provincial Planning Statement (2024), the Niagara Official Plan (2022), the City of Port Colborne Official Plan (2013), and the City of Port Colborne Comprehensive Zoning By-law 6575/30/18.
- A recommendation will be brought forward at a future meeting of Council
- If any interested members of the public would like to receive further notices of this application, including any Notices of Passing, please contact:

Kelly Martel, Planning Manager ([kelly.martel@portcolborne.ca](mailto:kelly.martel@portcolborne.ca))

Charlotte Madden, City Clerk ([charlotte.madden@portcolborne.ca](mailto:charlotte.madden@portcolborne.ca))





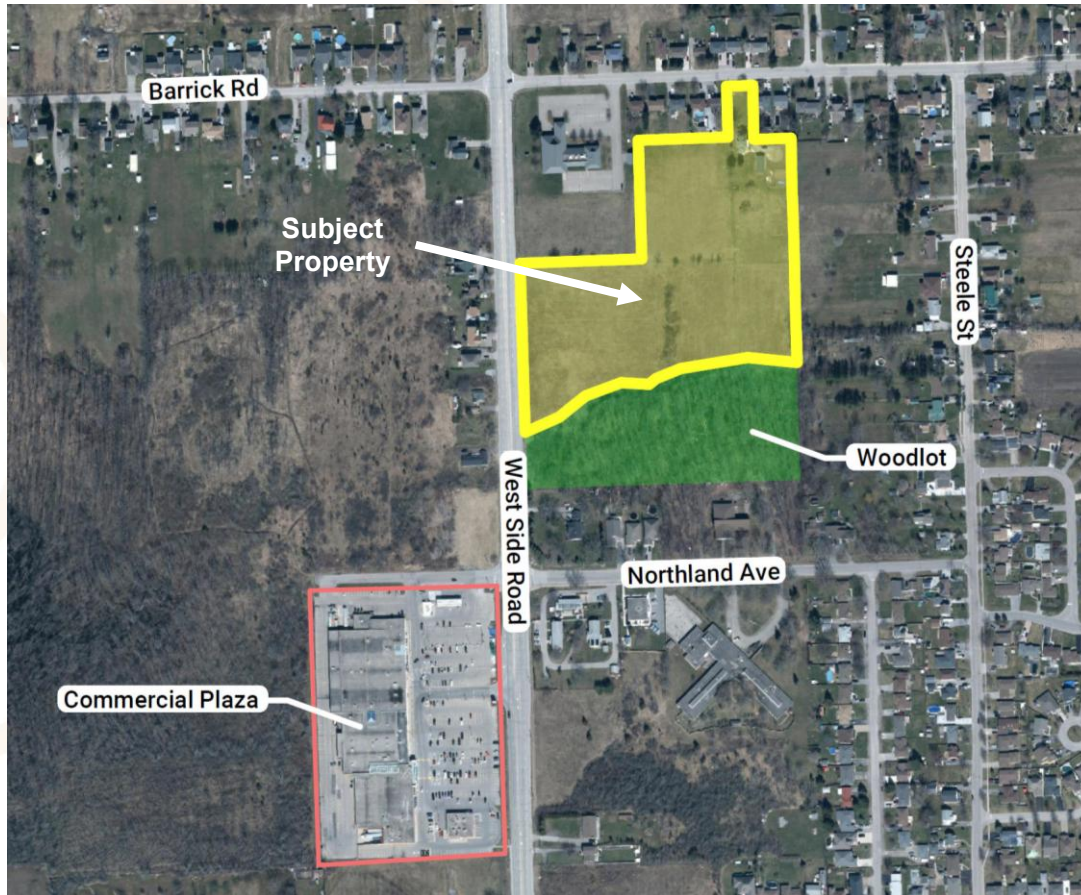
**NETHERY**

Planning



**434 & 484 Barrick Road**

*Zoning By-law Amendment*



## Context

### Site

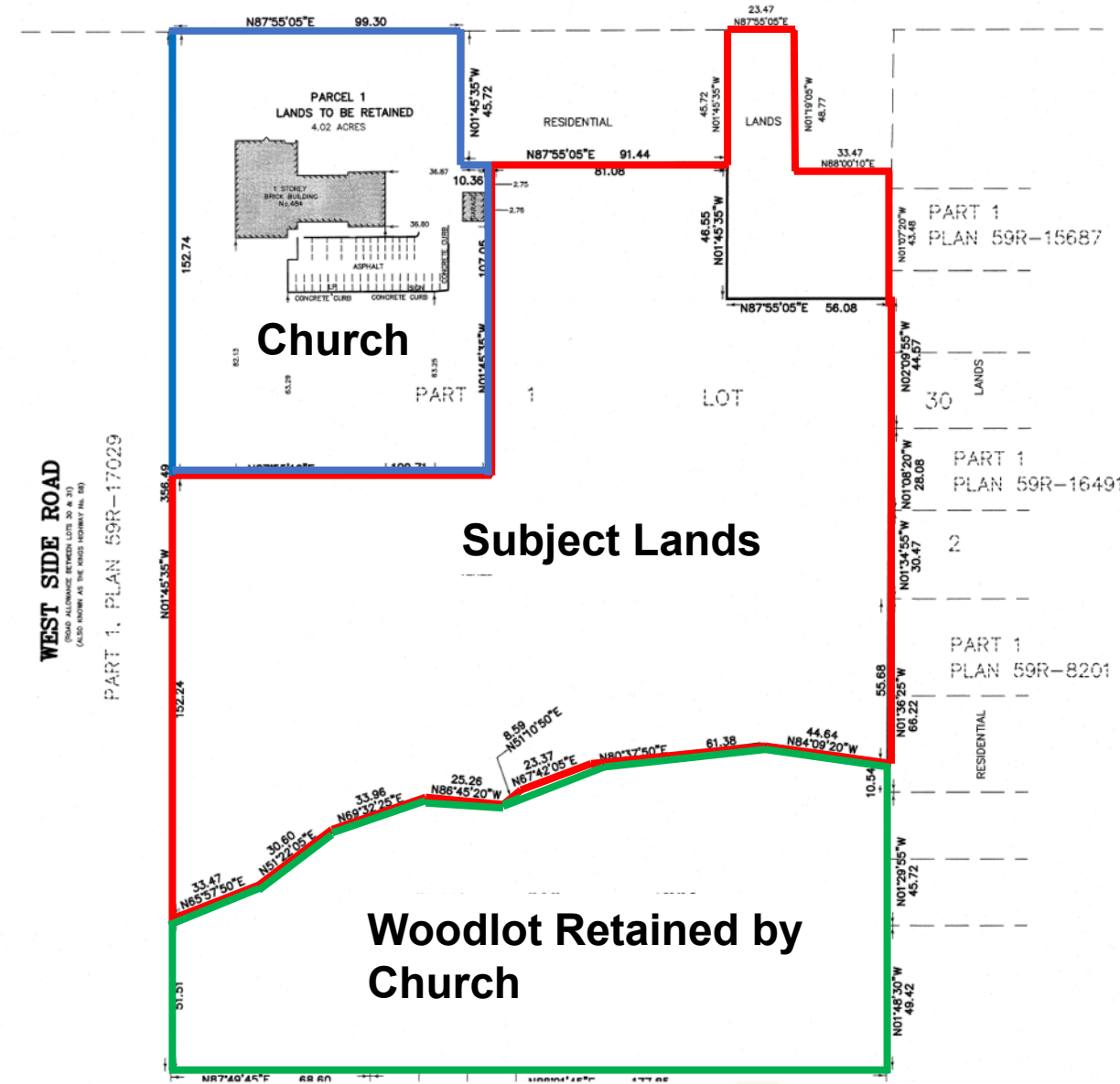
- Located at the southwest corner of Barrick Road and West Side Road
- **Total area:** Approx. 10.5 acres (4.25 hectares)
- **Total frontage:** Approx. 152 m along West Side Road and 23.2 m along Barrick Road

### Surroundings

- Established residential neighbourhood
- Single-detached dwellings to the north, east, south and west
- Place of worship to the north; commercial plaza to the southwest
- Vacant lands to the west approved for future development

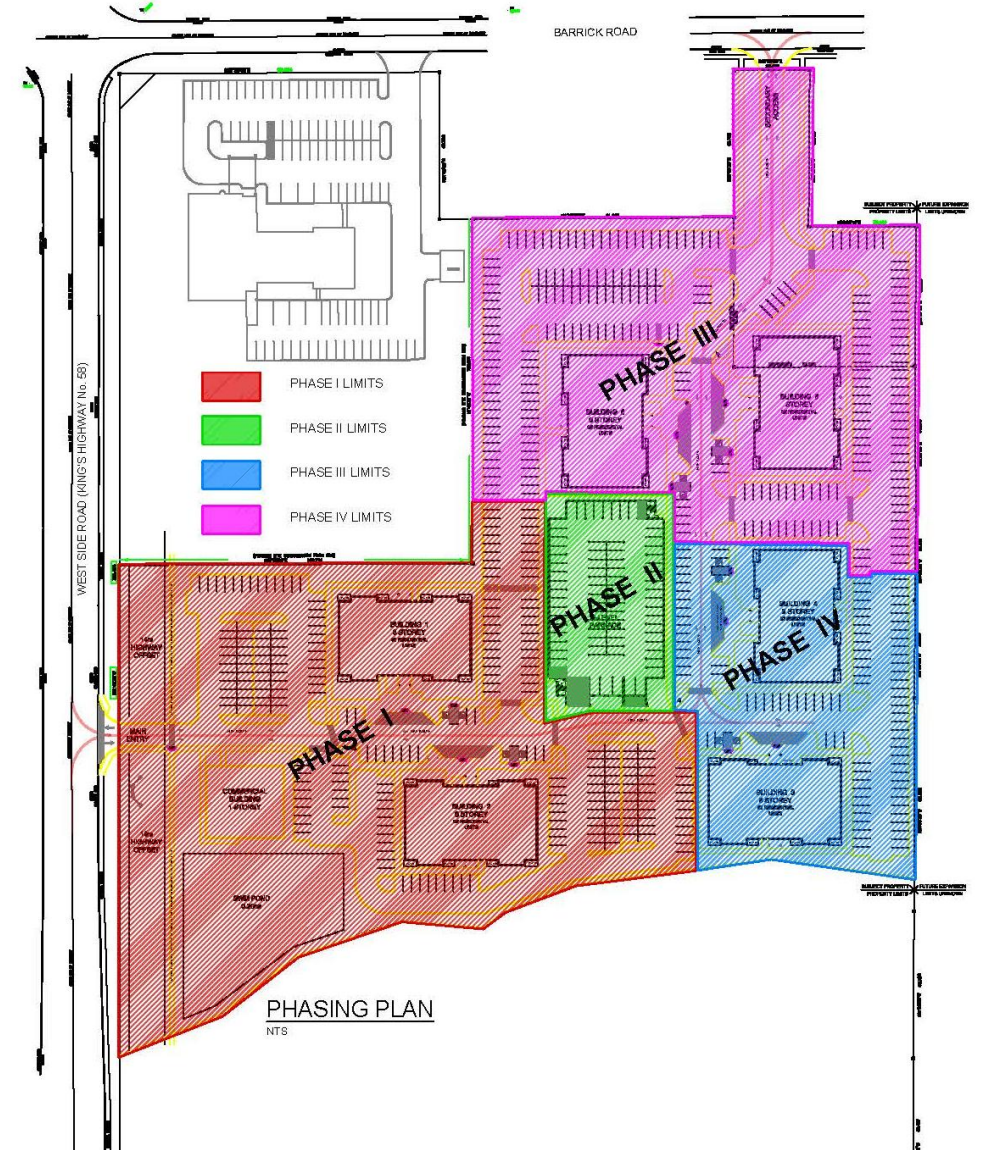
# Property History & Configuration

- The original church lands included the vacant development parcel and woodlot
- The vacant parcel was severed from the church property in 2025
- The church retained ownership of the woodlot to the south
- The application applies only to the severed vacant parcel



# Overview of the Proposed Development

- Six six-storey apartment buildings, each containing 62 units (372 units total)
- Three-phase development
- Access provided via Barrick Road and West Side Road (Highway 58)
- 738 parking spaces provided (approx. two spots per unit)
- 0.2-hectare stormwater management pond located in the southwest portion of the property
- Existing woodlot to the south will be retained and protected

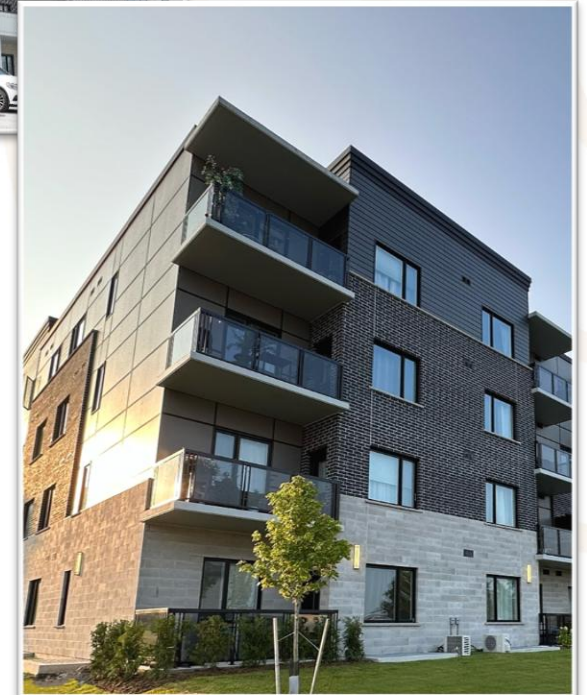


# Zoning By-law Amendment Requests

- Rezone to Fourth Density Residential (R4) Zone to permit apartment buildings
- Increase building height from 20 metres to 22 metres



# Conceptual Site Design

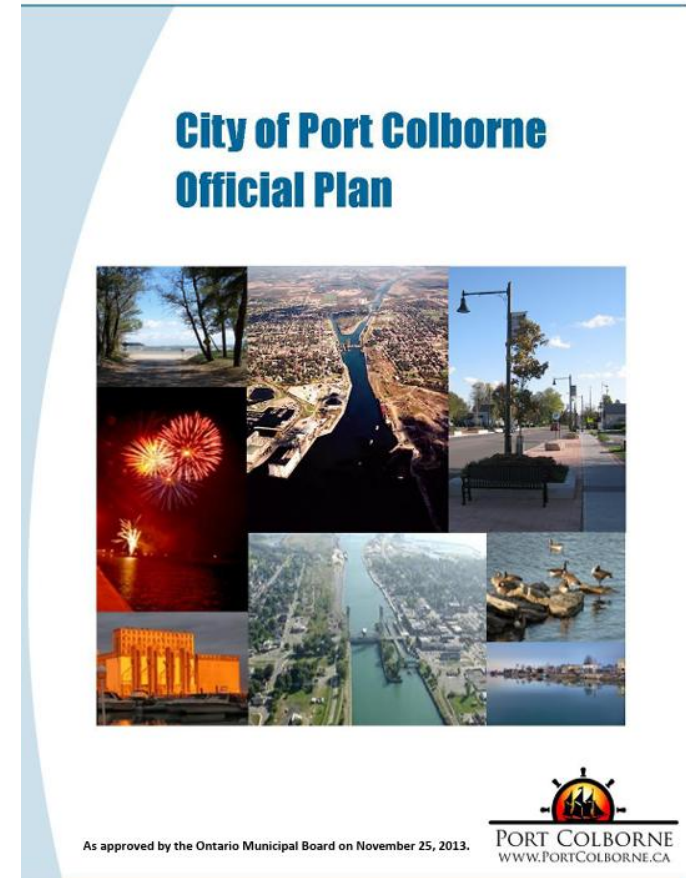


# Open House

- Open House held on March 26 at the Christian Life Assembly to receive feedback on the proposal
- Approximately 20 – 30 residents and a member of Council attended
- Dunsire and the consulting team provided information on the proposal and addressed questions from the public

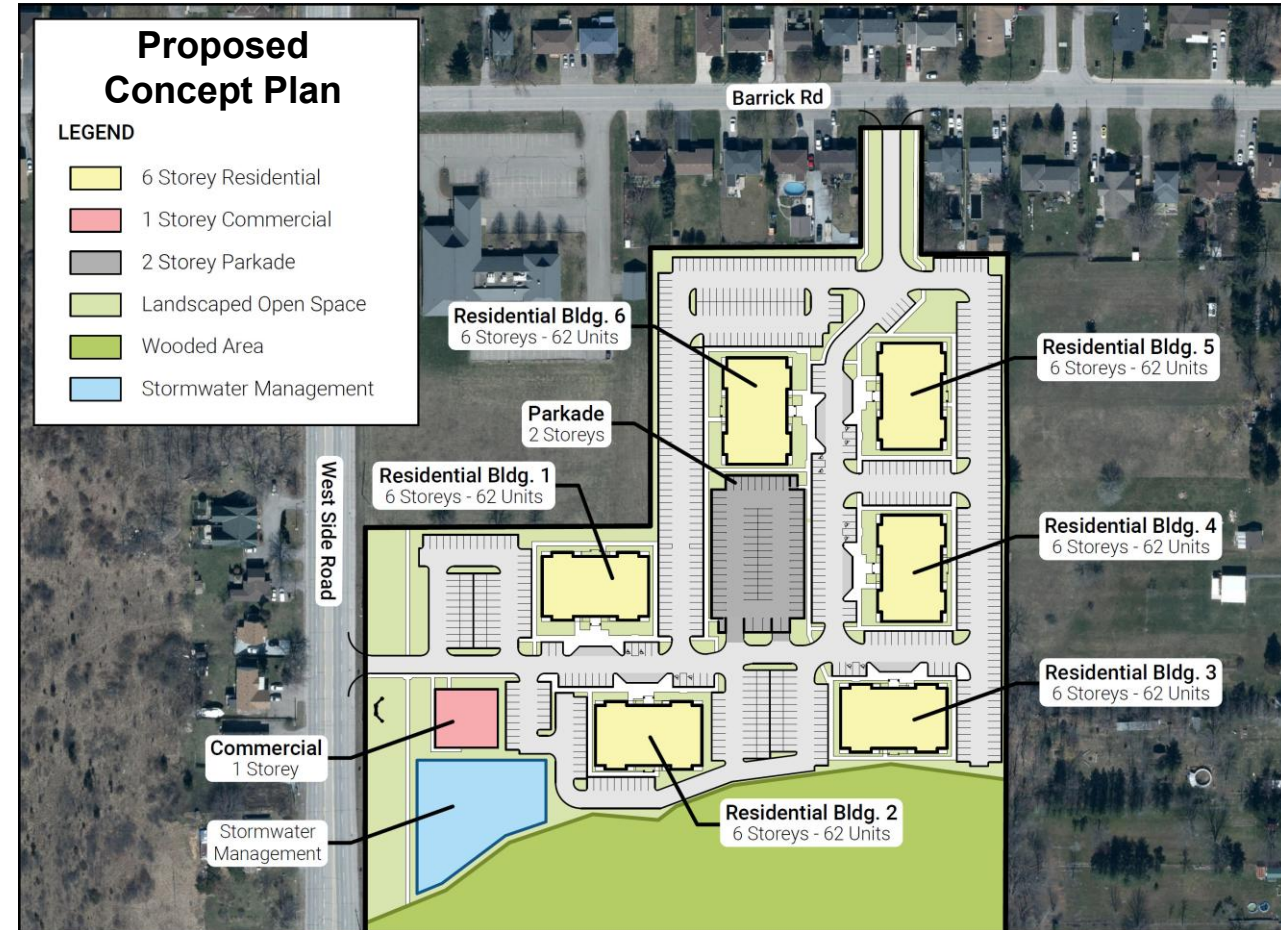


# Policy Framework



# Summary / Next Steps

- Application would permit the proposed apartment development on the vacant parcel
- Site is within the built-up area and close to existing residential, commercial and community uses
- Woodlot to the south is not part of the application and will remain in church ownership
- The applicant will continue working with staff and the public through the review process





**NETHERY**

Planning



**434 & 484 Barrick Road**

*Zoning By-law Amendment*

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**Written Submission – Proposed Zoning By-law Amendment (434 & 484 Barrick Road)**

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From katie postiglione [REDACTED]  
Date Tue 7/7/2026 9:37 AM  
To Deputy Clerk <deputyclerk@portcolborne.ca>

[REDACTED]  
Mayor Steele and Members of Council,

I am writing to express my opposition to the proposed Official Plan and Zoning By-law Amendment for **434 and 484 Barrick Road**.

I want to begin by saying that I understand Port Colborne needs additional housing. I support responsible growth, and I recognize that more housing options are needed throughout Ontario. However, I strongly believe that residential development should not outpace the infrastructure and essential public services required to support it.

The proposal before Council includes **six six-storey apartment buildings totaling 372 residential units**, along with a two-storey parking structure and commercial space. While this may appear to be one development, I respectfully ask Council to consider it within the context of the many other large residential developments already proposed or underway throughout Port Colborne.

### **Healthcare**

My greatest concern is healthcare.

Port Colborne has not had a full-service hospital for many years. Residents rely on the Port Colborne Urgent Care Centre, which currently operates **daily from 10:00 a.m. until 8:00 p.m.** Outside of those hours, residents requiring emergency care must travel to Welland, Niagara Falls or St. Catharines.

Even more concerning, the Port Colborne Urgent Care Centre has experienced repeated temporary closures and service reductions due to physician shortages in recent years. This demonstrates that our healthcare system is already operating under significant strain.

The City's own **2026 Healthcare Analysis Report** highlights several important concerns:

- Approximately **84% of Port Colborne residents live in neighbourhoods identified as having high or highest health and social vulnerability**, compared with only about **15% across Ontario**.
- Nearly **45% of all visits to the Port Colborne Urgent Care Centre are made by Port Colborne residents**.
- The City's population is expected to continue growing, while the number of residents over the age of 75 is projected to more than double by 2051, significantly increasing healthcare demand.

In addition, the City has publicly stated that **approximately 10,000 Port Colborne residents do not currently have a family physician.**

If thousands of additional residents are expected to move into Port Colborne over the coming years, where will they receive primary healthcare? Without increased access to family physicians and expanded hospital services, many residents will continue relying on the Urgent Care Centre for non-emergency medical needs, placing even greater strain on an already overburdened system.

### **Schools**

This proposal will likely bring many new families with children.

Has Council received confirmation from the District School Board of Niagara and the Niagara Catholic District School Board that nearby schools have sufficient capacity?

If not, residents deserve to know:

- whether existing schools can accommodate projected enrolment;
- whether portable classrooms will become necessary;
- whether children will be required to attend schools outside their neighbourhoods; and
- whether future school sites have been planned alongside this growth.

### **Roads, Traffic and Transportation**

Barrick Road and surrounding streets already experience increased traffic during peak travel periods.

Adding hundreds of additional households will increase:

- traffic congestion;
- delays at intersections;
- pedestrian safety concerns;
- demand for road maintenance;
- snow removal costs; and
- wear on existing infrastructure.

I respectfully ask whether the City's traffic studies have evaluated not only this development, but also the cumulative impact of the numerous nearby residential projects currently proposed.

### **Water, Wastewater and Stormwater Infrastructure**

Growth requires substantial investment in municipal infrastructure.

Every new development places additional demand on:

- drinking water systems;
- sanitary sewer capacity;
- stormwater management;
- road infrastructure;
- waste collection;
- parks;
- sidewalks;
- recreation facilities; and
- municipal operating budgets.

Residents deserve assurance that these systems have the capacity to support thousands of additional residents before further approvals are granted.

### **Police, Fire and EMS**

Population growth also increases demand on emergency services.

Police, Fire and EMS response times are critically important.

Has the City determined whether current staffing levels and resources are sufficient to maintain existing response times as thousands of additional residents move into Port Colborne?

If not, what investments are planned?

### **Parks and Recreation**

As neighbourhoods expand, so does the need for:

- playgrounds;
- parks;
- sports fields;
- community centres;
- walking trails; and
- recreational programming.

Families deserve access to these amenities, and they should grow alongside residential development, not years afterward.

### **Employment Opportunities**

Housing growth should occur alongside economic growth.

If thousands of new residents move to Port Colborne while employment opportunities remain limited, many will commute to surrounding municipalities every day.

This places increased pressure on regional transportation networks while doing little to strengthen the local economy.

I encourage Council to continue prioritizing commercial and industrial development that creates local employment opportunities alongside residential expansion.

### **Cumulative Growth Must Be Considered**

Perhaps my greatest concern is that this application is being evaluated independently.

According to the City's own planning applications, there are already several major residential developments proposed or underway, including:

- **Westwood Estates Phase 3** – 315 dwelling units
- **Rosedale Estates** – 249 dwelling units
- **Millar's Crossing** – up to 378 dwelling units
- **Mapleview Subdivision** – 1,819 dwelling units

Combined with this proposed **372-unit Barrick Road development**, these projects represent **well over 3,100 new homes**.

Using a conservative estimate of two people per household, these developments could introduce more than **6,000 additional residents** to Port Colborne.

According to the 2021 Census, Port Colborne's population is approximately **20,000 residents**.

This means these developments alone could increase our population by nearly one-third.

Council should not evaluate each development in isolation.

Instead, I respectfully ask Council to evaluate the cumulative impact these developments will have on:

- healthcare;
- schools;
- roads;
- water and wastewater systems;
- emergency services;
- parks and recreation;
- municipal finances; and
- the overall quality of life for existing and future residents.

## Questions I Hope Council Can Answer

Before approving another major residential development, I respectfully request that Council publicly address the following:

- How many additional family physicians are expected to serve this projected population growth?
- How will healthcare services expand to meet increased demand?
- Where will children living in these developments attend school if local schools reach capacity?
- Have both school boards confirmed they can accommodate this growth?
- Has the City confirmed that existing water, wastewater and stormwater infrastructure can support these developments?
- Have traffic studies evaluated the cumulative impact of all nearby developments together rather than individually?
- How will Police, Fire and EMS staffing change to maintain response times?
- What investments are planned for parks, recreation facilities, sidewalks and public transit?
- How will these developments affect property taxes and future municipal operating costs?

## Closing

Again, I want to emphasize that I am **not opposed to housing or growth**.

I simply believe that growth should occur responsibly.

Development should follow infrastructure—not outpace it.

The City of Port Colborne has already acknowledged, through its own Healthcare Analysis Report, that healthcare services face significant challenges today and that demand will continue increasing over the coming decades.

Approving thousands of additional homes before these issues are adequately addressed risks placing even greater strain on healthcare, schools, municipal infrastructure and emergency services.

For these reasons, I respectfully request that Council **defer approval** of this application until it can demonstrate, with clear evidence, that Port Colborne’s infrastructure and public services are capable of supporting not only this development, but the cumulative impact of all approved and proposed residential growth throughout the city.

Responsible growth means planning for people, not simply planning for buildings.

Thank you for your time and consideration.

Respectfully,

**Katie Postiglione**

Sent from my iPhone