



## A G E N D A

for a Public Meeting  
to discuss a Proposed Zoning By-law Amendment  
**(Re: D14-21-06 -865 East Melick Road)**  
Tuesday, August 10, 2021  
12:00 p.m.

Council will be meeting electronically as permitted by the City of Kenora Procedural bylaw. Citizens and our Media Partners are encouraged to attend the virtual meeting via the Public Live Stream Event at:

<https://video.isilive.ca/kenora/>

**Land Acknowledgement - Councillor Chaze**

### **Introduction/Summation of Intent:**

The purpose of public meetings is to present planning applications in a public forum as required by The Planning Act. Following presentations by the applicant and our City Planner, any members of Council will be afforded an opportunity to speak and at that time, the meeting will then be opened to the public for comments and questions. The public is encouraged to read the City Planner's planning report in advance of the public meeting which may clarify questions in advance of the public meeting. Interested persons are requested to give their name and address for recording in the minutes. There is also a sign in sheet for interested members of the public at the back of the room.

Personal information collected as a result of this public hearing and on the forms provided at the meeting are collected under the authority of the *Planning Act* and will be used to assist in making a decision on this matter. All names, addresses, opinions and comments may be collected and may form part of the minutes which will be available to the public. Questions regarding this collection should be forwarded to the City Clerk.

Notice was given by publishing in the Daily Miner and News which in the opinion of the Clerk of the City of Kenora, is of sufficiently general circulation in the area to which the proposed by-law amendment would apply, and that it would give the public reasonable notice of the public meeting. Notice was also provided by mail to every owner of property within 120 metres of the subject property, prescribed persons and public bodies, and posted online on the City of Kenora portal.

An appeal may be made to the Local Planning Appeal Tribunal not later than 20 days after the day that the giving of notice as required by section 34(18) is completed by either the applicant or person or public body who, before the by-law is passed makes oral submissions at a public meeting or written submissions to the Council, and may not be added as a party

unless, in the opinion of the Tribunal there are reasonable grounds to do so. A notice of appeal can be filed with the City Clerk with the Tribunal's required fee.

An appeal may only be made on the basis that the bylaw is inconsistent with a policy statement issued under subsection 3 (1), fails to conform with or conflicts with a provincial plan or fails to conform to an applicable official plan.

No decisions are made at public meetings concerning applications, unless otherwise noted. The public meeting is held to gather public opinion. The Council of the City of Kenora will have the opportunity to consider a decision at a future meeting of Council.

Herein the applicant will have the opportunity to speak on behalf of their application, and the City Planner will provide a summation of his report and recommendation, after which anyone who wishes to speak either for or against the application, will be given the opportunity to do so, and a record will be kept of all comments.

If anyone wishes to receive the Notice of the Decision of Council, please leave your name and address with the City Planner.

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### **Council Declaration of Pecuniary Interest & General Nature Thereof**

- i) On Today's Agenda or from a previous Meeting
- ii) From a Meeting at which a Member was not in Attendance

#### **1. Applicant Presentation**

- The applicant (or representative) will present their planning application.

#### **2. City Planner Report/Rationale**

- City Planner, Kevan Sumner, to describe the details of the planning application.

#### **3. Express Interest**

Any person may express his or her views of the amendment and a record will be kept of all comments.

- a) Is there any member of the public who wishes to speak in favour of the amendment?
- b) Is there any member of the public who wishes to speak in opposition of the amendment?

#### **4. Discussion**

- a) Members of Council – Discussion/Questions (no decision is made)

#### **5. Questions**

- Members of the Public – are there any questions of the application?

#### **6. Close of Public Meeting**

- No further questions/comments, meeting is declared closed.

July 30, 2021

**City Council  
Committee Report**

**File No.:** D14-21-06

**To:** Kyle Attanasio, CAO

**Fr:** Kevan Sumner, City Planner

**Re:** Application for Zoning By-law Amendment

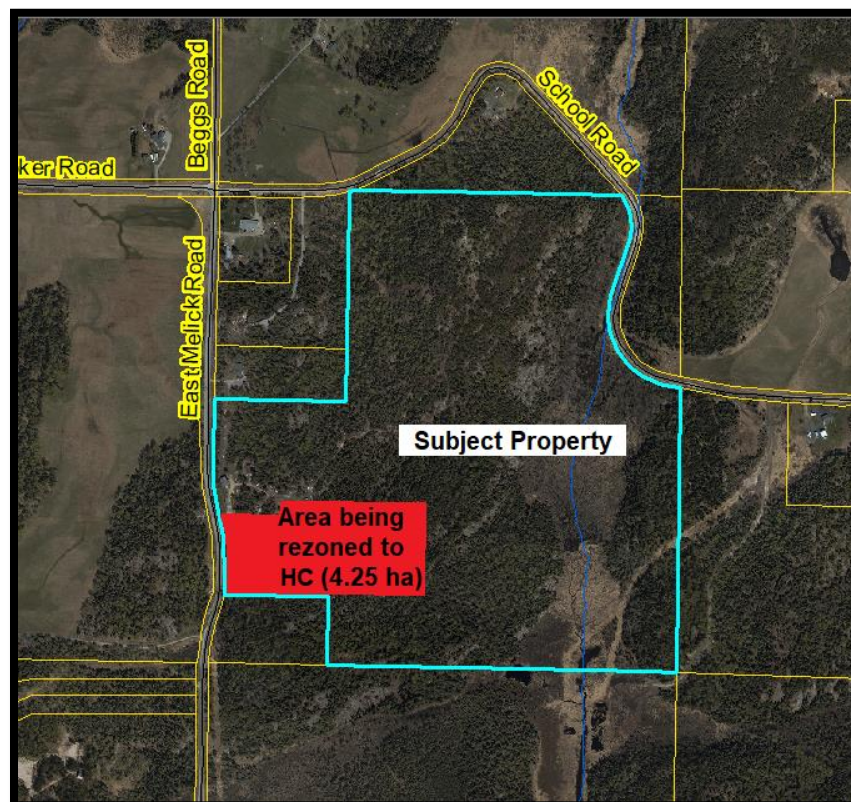
**Location:** 865 East Melick Road

**Owners:** Glengary & Tracy Tew

**Agent:** Beth Greene

**1. Introduction**

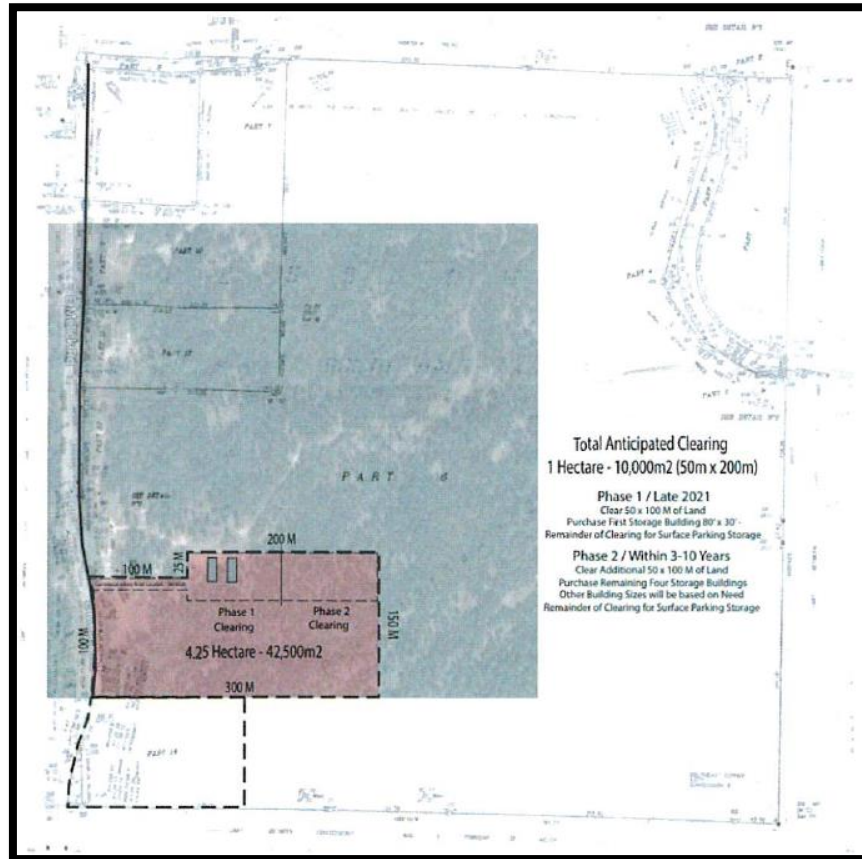
An application has been received to change the zoning of a portion of the subject property from "RU" Rural Zone to "HC" Highway Commercial Zone to allow for development of an indoor and outdoor storage facility.



**Figure 1** - Aerial image identifying the location of the proposed zoning amendment.

## 2. Description of Proposal

The property owner is proposing to develop an indoor and outdoor storage facility on a 4.25 ha portion of the subject property. The land will be cleared for outdoor storage and up to five mini self storage buildings will be located on the property.



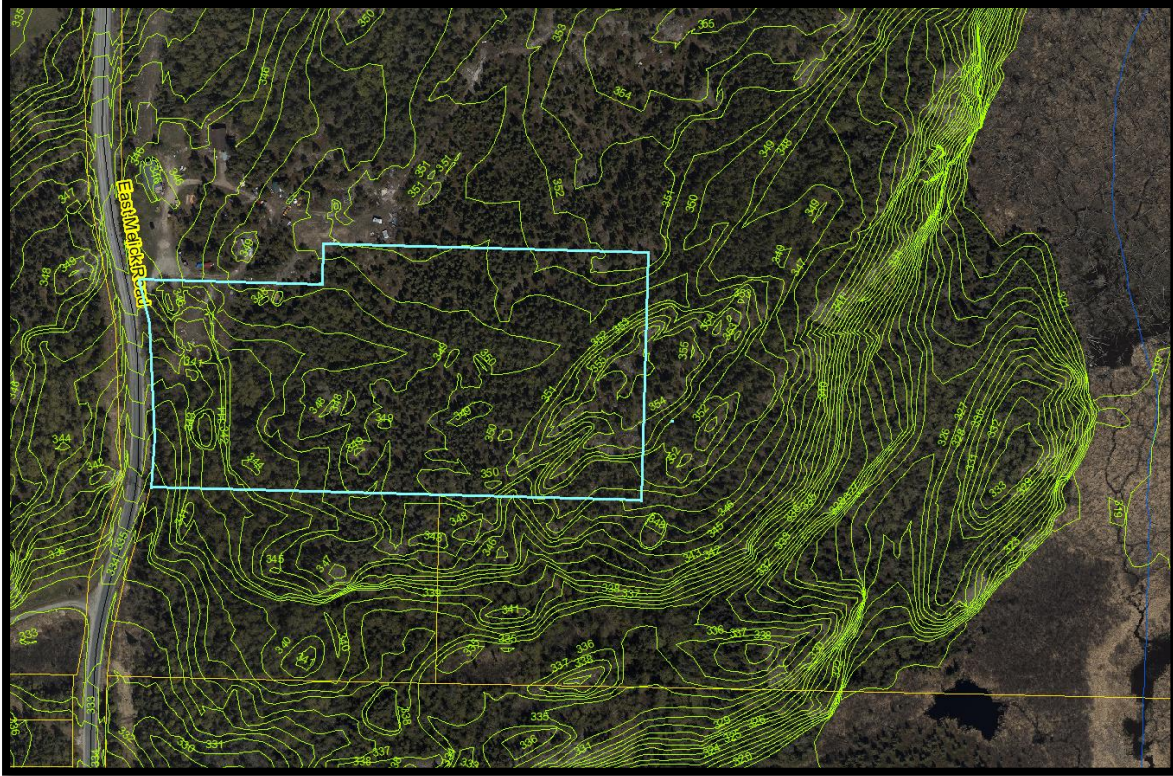
**Figure 2** – Proposed site plan submitted by the applicant.

## 3. Existing Conditions

The portion of the property being re-zoned is primarily tree covered, with a gradual slope upward to the east. A wetland is located on the property, approximately 130m east of the proposed development on the other side of a natural ridge at the rear of the site (see Figure 3). There is an existing entrance off East Melick Road, which provides access to a residential dwelling that is located north of the area being rezoned.

Surrounding properties contain a mixture of agricultural land uses on large lots and rural residential development on smaller lots of various sizes. East Melick Road is one of the main north-south collector roads providing access from the Highway 17A Bypass to properties on the east side of Black Sturgeon Lake.





**Figure 3:** Site topography of area being rezoned – 1m contour lines

**4. Site Visit**

On July 13<sup>th</sup>, 2021, I attended the subject location to view existing conditions. The photo below is intended to provide a visual of the area of the proposed development.



**Figure 4** – View from the northwest corner of the area proposed for re-zoning.

## **5. Consistency with Legislated Policy and City Directives**

### **a) Provincial Policy Statement (PPS) 2020**

The proposed rezoning is consistent with those policies that promote development in rural areas that is compatible with the rural landscape and can be sustained by rural service levels (Policy 1.1.5.4) and are appropriate for the infrastructure which is planned or available (Policy 1.1.5.5).

### **b) City of Kenora Official Plan (2015)**

The land use designation of the property is Rural Area (Figure 5). Policy 4.8 of the Plan states that Rural Areas include a variety of agricultural, residential, industrial, commercial, recreational, tourism, and open space uses, and that these areas may experience limited change over the lifetime of the Plan. Small-scale commercial and industrial uses that meet the needs of the rural economy may be permitted by an amendment to the Zoning By-law provided that those uses are compatible with existing uses (Policy 4.8.4(a)).

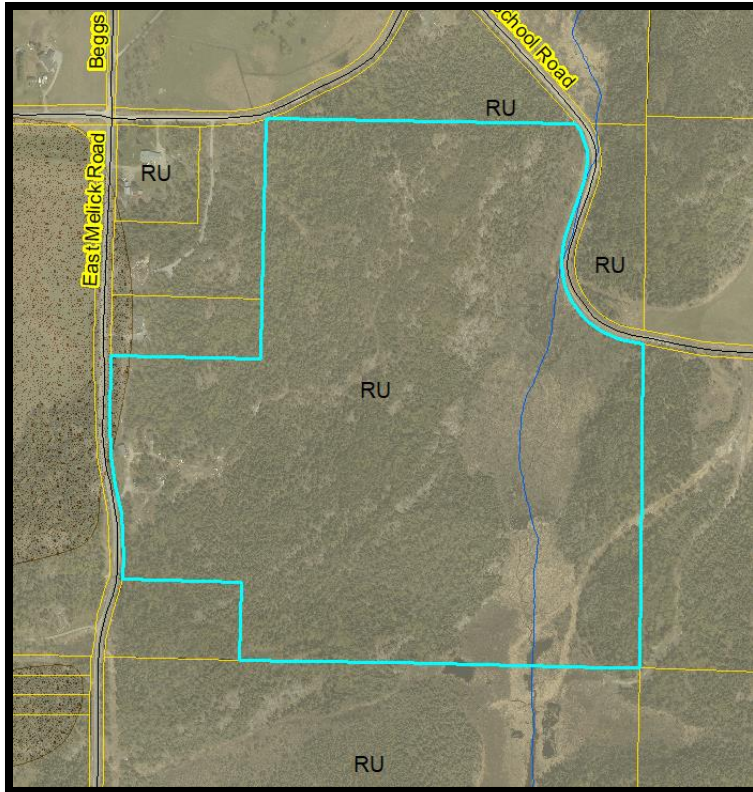
Surrounding properties are likewise designated as Rural Areas. A large area on the west side of East Melick Road has been identified as having a high potential for aggregate extraction, and this extends to a small portion of the subject property located along the road, beginning approximately 75m north of the area being rezoned.

### **c) Zoning By-law No. 101-2015**

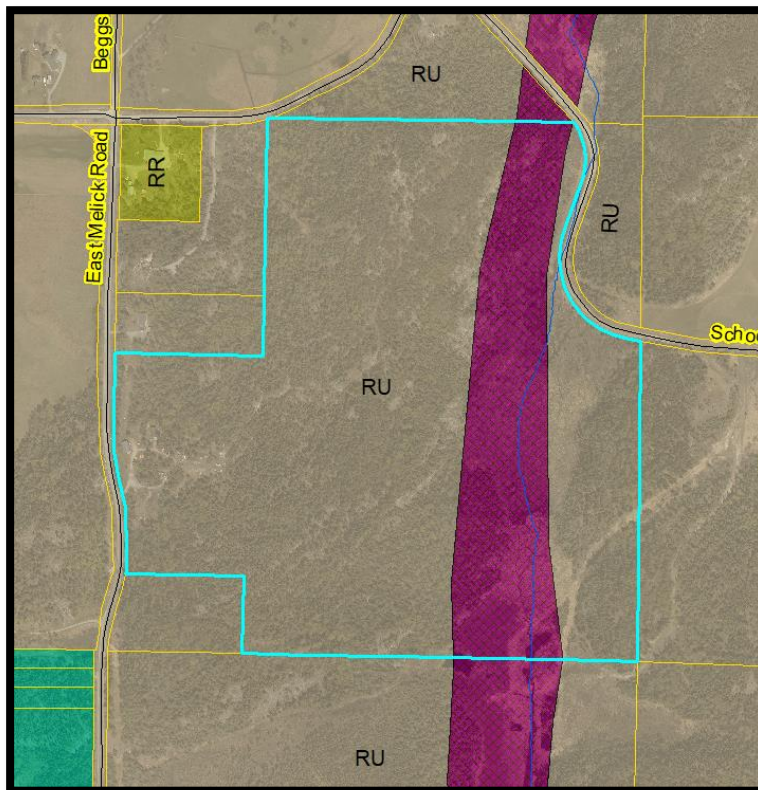
The property is currently zoned "RU" Rural Zone (Figure 6). This zone allows for the production of farm produce as well as recreational and other compatible uses, as well as limited development of low density single-detached, seasonal or permanent housing compatible uses in a rural setting. A commercial storage facility is not a permitted use in the RU zone. The wetland area on the eastern portion of the subject property, approximately 130m east of the area of the proposed development, is zoned "EP" Environmental Protection Zone.

The proposed "HC" Highway Commercial Zone allows for the development of a wide range of uses and services to meet the needs of residents, businesses, and tourists. The redevelopment of this portion of the property will need to comply with all applicable zoning regulations. The proposed commercial storage facility is permitted in the "HC" zone. A commercial storage facility is defined as a premises where individual enclosed areas are made available to the public for keeping or storing goods or commodities, but does not include any hazardous material or fuel storage.





**Figure 5** – Official Plan Mapping



**Figure 6** - Zoning By-law Mapping

#### **d) Site Plan Control By-law No. 189-2010**

The proposed development will be subject to Site Plan Control Approval under By-law 189-2010, which requires Site Plan Control approval of new non-residential developments (Section 2(1)). The scope of the proposed project indicates that a Site Plan Agreement approved by Council will be required as a condition of approval and registered against the title of the property. Any future redevelopment or expansion of the commercial use will require a new Site Plan Control approval.

#### **6. Results of Interdepartmental and Agency Circulation**

The proposed Zoning By-law Amendment was circulated for comment on June 28<sup>th</sup>, 2020. The following is a summary of comments received in response.

Hydro One	No concerns. All distribution lines are protected by unregistered easement P85847. Primary underground at property run along road allowance.
Kenora Building	No concerns
Kenora Engineering	No concerns
Kenora Environmental	No concerns
Kenora Fire and Emergency Services	No concerns
Kenora Parks and Facilities	No concerns
Kenora Roads	No concerns. An entrance permit will be required if it hasn't already been applied for.
Ministry of Natural Resources and Forestry	We don't have any policy concerns with this but our biologist did offer the following advice: if the proposed 4.25 ha is cleared of tree cover there will be increased surface runoff into the wetland located to the east and which feeds a fish spawning area on Black Sturgeon. Suggest that size of area be reduced and not be built on a slope towards wetland. Coarse elevation mapping can be done using the Ontario Flow Assessment Tool found here: <a href="https://www.livelihoods.gov.on.ca/OFAT/index.html?viewer=OFAT.OFAT&amp;locale=en-ca">here: https://www.livelihoods.gov.on.ca/OFAT/index.html?viewer=OFAT.OFAT&amp;locale=en-ca</a> .





## 7. Public Comments

Notice of the application was given in accordance with Section 34 of the Planning Act, whereby it was circulated on June 28<sup>th</sup>, 2021 to property owners within 120 metres, published in the Municipal Memo of the Newspaper on July 8<sup>th</sup> and 15<sup>th</sup>, and circulated to persons and public bodies as legislated.

The Planning Advisory Committee considered the application and a resolution recommending approval of the application was passed at their meeting on July 20<sup>th</sup>, 2021. A representative of one community member spoken in opposition to the proposed by-law, indicating that their written comments had been submitted. The minutes and relevant resolution from this meeting will be forwarded to Council for their information. That letter and two additional letters of opposition are attached to this report. Opponents have expressed concerns related to such matters as:

- Contamination of ground water
- Desire for an Environmental Impact Study
- Incompatibility with the rural landscape and suitability of the location
- Changes to drainage and runoff as a result of development
- Light pollution
- The nature of goods to be stored on the site
- Impact of traffic and associated noise on East Mellick Road, and the existing condition of the road.

## 8. Evaluation

This large rural property has a significant undeveloped area that appears to be suitable for development for the intended use, which is supported by the policies of the Official Plan. The proposed use of the property for indoor and outdoor storage would serve the needs of the rural community east of Black Sturgeon Lake on a road which serves as a collector road for the area. The limited boundaries of the area being re-zoned will limit the extent and impact of the proposed and any future commercial use.

Concerns have been raised concerning the impact of the proposed development on groundwater and nearby wetlands. Storage of hazardous goods and fuel is not permitted in a commercial storage facility. In addition, the subject area is further than 120 metres from the Environmental Protection Zone which would have otherwise required the completion of an Environmental Impact Statement.

The proposed development and any future redevelopment of the property will be subject to Site Plan Control approval, which will provide the opportunity to require any necessary studies and/or site improvements if any risk is identified in regards to the proposed development following the Zoning By-law Amendment. Planning staff are prepared to restrict development from the small portion of the southeast corner of the site that is upslope from the wetland, as a requirement of the future Site Plan Control Agreement which will be brought to Council for approval.

### **9. Recommendation**

As the Planner for the City of Kenora, it is my professional planning opinion, that the Application for Zoning By-law Amendment, File No. D14-21-06, to change the zoning of a portion of the subject property from "RU" Rural Zone to "HC" Highway Commercial Zone; should be approved, in lieu of public comments that may yet to be received.

### **Attachments**

- Complete Application for Zoning By-law Amendment
- Notice of Application and Public Meeting
- Planning Advisory Committee Resolution
- Planning Advisory Committee Draft Minutes of the meeting of July 20<sup>th</sup>, 2021.
- Public Comments



**The Corporation of the City Of Kenora**  
**Notice of Complete Application and Public Meeting for a**  
**Zoning By-law Amendment, File Number D14-21-06**  
Planning Act, R.S.O 1990, c.P13, s. 34

**Take Notice** that Council of the Corporation of the City of Kenora will hold a Statutory Public Meeting, under Section 34 of the *Planning Act*, to consider a Zoning By-law Amendment as it pertains to Zoning By-law No. 101-2015, at the following time and location:

**Statutory  
Public Meeting**

When: Tuesday, August 10, 2021 at 12:00 p.m.

Location: Council Chambers, City Hall, 1 Main Street South, Kenora, ON

Council will be hosting a virtual meeting by live stream to allow for public viewing. Access to speak at the meeting can be made by registering with the City Planner at [planning@kenora.ca](mailto:planning@kenora.ca)

<https://video.isilive.ca/kenora/>

The Council of the Corporation of the City of Kenora will then have the opportunity to consider a decision regarding the application during their regular meeting on Tuesday, August 24, 2021 at 12:00 p.m.

You are also invited to attend the Kenora Planning Advisory Committee (PAC), who hears applications and considers recommendations to Council, commencing at the following time and location:

**PAC Open House**

When: Tuesday, July 20, 2021 at 6:00 p.m.

Location: PAC will be hosting a virtual meeting via Zoom Meeting.

Access to the virtual meeting will be made available by registering with the Secretary-Treasurer at [planning@kenora.ca](mailto:planning@kenora.ca).



**Be Advised** that the Corporation of the City of Kenora considered the Application for an Amendment to the Zoning By-law to be complete on June 18, 2021.

**Location of Property:** 865 East Mellick Road, Kenora, ON, as identified in the key map above.

**Purpose:** to amend the current zoning of a 4.25 ha portion of the subject property from RU – Rural Zone to HC- Highway Commercial.



**Effect of Approval:** would allow the development of an indoor and outdoor storage facility on the portion of the property being re-zoned.

**Virtual Statutory Public Meeting:** Although Council meetings are being held virtually via live stream, there are still several ways in which the general public can provide input on the proposed application, as follows:

- a. **Submit comments in writing:** Persons wishing to provide comments for consideration at the Statutory Public Meeting may submit such comments in writing no later than Friday, July 16, 2021 by email, to [planning@kenora.ca](mailto:planning@kenora.ca) or by regular mail to the address below, and quote File Number: **D14-21-06**.  
Mr. Kevan Sumner, City Planner  
60 Fourteenth Street North, 2<sup>nd</sup> Floor, Kenora, ON P9N 3X2
- b. **Register to Speak at the PAC Virtual Meeting:** If you wish to speak at the Statutory Public Meeting, you are asked to register in advance by email, to [planning@kenora.ca](mailto:planning@kenora.ca) no later than noon on July 19<sup>th</sup>, 2021 and quote File Number: **D14-21-06**. To register by phone please call: 807-467-2059.

**Failure To Make Oral Or Written Submission:** If a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of The Corporation of the City of Kenora before the by-law is passed:

- a) the person or public body is not entitled to appeal the decision of the Council of The Corporation of the City of Kenora to the Local Planning Appeal Tribunal.
- b) the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Appeal of a decision of the Municipality in respect of this Temporary Use By-Law may be made by any person or public body not later than 20 days after notice of the decision is given.

**Notice of Decision:** If you wish to be notified of the decision of the Council of The Corporation of the City of Kenora in respect of the application for Temporary Use, you must make a written request to Heather Pihulak, Clerk of The Corporation of the City of Kenora at 1 Main Street South, Kenora, ON P9N 3X2

**Additional Information** is available during regular office hours at the Operations Centre. Please contact Kevan Sumner, City Planner, if you require more information: Tel: 807-467-2059 or Email: [ksumner@kenora.ca](mailto:ksumner@kenora.ca)  
*Personal information that accompanies a submission will be collected under the authority of the Planning Act and may form part of the public record which may be released to the public.*

Dated at the City of Kenora this 30<sup>th</sup> day of June, 2021.



City of Kenora  
Planning Advisory Committee  
60 Fourteenth Street N., 2<sup>nd</sup> Floor  
Kenora, Ontario P9N 4M9  
807-467-2292

**Minutes  
City of Kenora Virtual Planning Advisory Committee  
Regular meeting held by way of Zoom Meeting  
Tuesday July 20, 2021  
6:00 p.m. (CST)**

[https://youtu.be/Hi6OMh\\_VJuw](https://youtu.be/Hi6OMh_VJuw)

**DELEGATION:**

**Present:**

**Wayne Gauld  
Bev Richards  
John Barr  
John McDougall  
Ray Pearson  
Robert Kitowski  
Tanis McIntosh  
Melissa Shaw  
Kevan Sumner  
Adam Smith  
Tessa Sobiski**

**Chair  
Member  
Member  
Member  
Member  
Member  
Secretary-Treasurer  
City Planner, Kevan Sumner  
Manager Development Services  
Minute Taker**

- i. The Chair, Wayne Gauld called the meeting to order at 6:00 p.m. A Land Acknowledgement was delivered and the meeting protocol was reviewed.
- ii. Additions to the Agenda- there are none.
- iii. Declaration of Interest by a member for this meeting or at a meeting at which a member was not present- there was none.
- iv. Adoption of Minutes of previous meeting
  - The amended meeting minutes of June 15, 2021 were approved.
- v. Correspondence relating to applications before the Committee
  - The Secretary Treasurer presented the following correspondence:
    - i. File No. D13-21-09, D13-21-10- Letter of Support
    - ii. File No. D10-21-05- Northwestern Health Unit comment supporting private servicing.
    - iii. File No. D10-21-06- TC Energies comment received requiring Notice on title pertaining to noise.
- vi. Consideration of an Application for Minor Variance
  - D13-21-09, Two Bears

Brad Doerksen, Two Bears Marina Representative

The Agent Brad Doerksen declined the opportunity to make presentation on the application D13-21-09.

The City Planner, Kevan Sumner reminded the Committee and the public that the applications will be heard concurrently however separately. The Planner reviewed the planning report for application D13-21-09, an application for minor variance. The Planning confirmed that a Site Plan Agreement is expected to be presented to Council in September, 2021.

The Planner provided a description of the proposal; the applicant has expanded existing marina docking on the property owned by Canadian Pacific Railway (CPR) without obtaining permits or planning approvals from the City of Kenora. To bring the property into compliance with the Zoning By-law, one parking space per boat slip plus any required parking spaces required for associated uses must normally be provided on the subject properties. In commercial zones, parking spaces may be supplied off-site within 90m of the main pedestrian access of the building, structure, or use for which the parking spaces are required, provided that a Site Plan Agreement is registered on the title of the lands used for parking, which commits the parking spaces to the related commercial use. The applicant currently leases a small area of land from the City of Kenora at 80 Government Road, and is proposing to locate a portion of the required parking at that property, within 410m of the entrance to the building at 105 Bay Street the new marina area on the CPR property.

At 6:28 p.m. Member Tanis McIntosh entered into the meeting.

In review of the application the City Planner, Kevan Sumner deemed the application consistent with the Provincial Policy Statement (2020) and the Official Plan (2015), it was determined that the applicants require relief not only from the maximum distance allowed for the supply of off-site parking but also to allow off-site parking for uses in the Tourist Recreational, Residential First Density and Industrial Zones R1 to achieve the intent of the application.

Comments received from internal and external department agencies was reviewed, concerns were brought forward from the Building Department, Clerks Department, By-law Enforcement, and Engineering Department. Details of comments can be read within the Planning Report.

In an evaluation of the application the City Planner, Kevan Sumner explained that the expansion of the docks on the north side of Portage Bay were built without permits and without forethought to the parking needs of customers. It was noted that a factor in limiting expansion on the subject property is the ability to provide adequate parking for the proposed use. The expansion of parking to the former Keewatin public works yard does offer some relief for Two Bears customers who previously did not have a convenient off-site parking option other than the streets of Keewatin.



The Planner explained that the number of dock slips on the north side of Portage Bay would need to be reduced to match the parking available on site should the application for minor variance be refused.

The Planning Rationale as provided by the applicant suggests on-site parking would support an additional 19 boat slips, requiring removal of 53 of the unpermitted slips if the Minor Variance application is refused.

The City Planner, Kevan Sumner acknowledged that the application for minor variance makes no mention of providing parking for the unpermitted barging operation that has been operating on the CPR property. That operation must be removed from the property to achieve compliance with the zoning by-law, regardless of whether the Minor Variance is approved.

The Planner recommended consideration must be given for the significant increase in pedestrian traffic across the rail lines at a level crossing. Approving the Minor Variance without improvements to that crossing may increase the risk of accidents at that location due to conflicts between pedestrian, motor vehicle, and railway traffic.

The Planner reminded the Committee that the scope of the variance is on the allowable distance for off-site parking. If this application is approved, development will be subject to site plan control. Applications for site plan control approval must include a site plan indicating that the proposed parking areas comply with all parking and other regulations of the zoning by-law.

The City Planner, Kevan Sumner recommended approval of application for Minor Variance File No. D13-21-09.

Mr. Brad Doerksen, Representing Two Bears Marina believed it was the intent of Two Bears Marina to satisfy the docking concerns. Mr. Doerksen referenced the closure of a marina within the unorganized territory that has placed pressure on the market to provide docking and parking.

The Chair asked those members in the public is there was anyone who wished to speak in favour of the application or against the applications and reminded the public that they would be allowed a maximum of five minutes to speak.

Mr. Chair asked for persons to speak in favour of the application.

Doug LeBlanc  
DTL carpentry  
BOX 484  
Keewatin ON P0X 1C0

Mr. Le Blanc supported the application noting the Two Bears docking was critical infrastructure in Kenora. Mr. LeBlanc is a contractor whom has a long term lease agreement with Two Bears for use as contractor services and docking on the

subject property. Mr. LeBlanc described the improvements he had made to the subject property to support his business, DTL Contractors.

The Chair asked for persons to speak against the application.

Joan Ortlieb  
Box 554  
Keewatin, ON P0X 1C0

Mrs. Ortlieb spoke in opposition to the parking and expansion of the Two Bears Marina. Her concern was with parking which she noted was done without approval. Mrs. Ortlieb described her concern with traffic, boats everywhere and suggested it was an accident waiting to happen.

Colleen Neil  
419 Belle Ave  
Keewatin, ON P0X 1C0

Ms. Neil described her property as the last one along the west shore just before the Keewatin Bridge. Ms. Neil questioned if the City has intentions of increasing the Keewatin docks at the Keewatin Arena which would increase the traffic more in the area.

Ms. Neil questioned why the Keewatin Public Works yard is available to lease to one business, when perhaps a request for proposal should be circulated to the public. Ms. Neil questioned as to why leasing the property is an option versus surplussing and selling the property.

Ms. Neil acknowledged that the tenants whom are subleased from Two Bears Marina provide large vessels for rent advertised as AirBnB. She questioned the impact and disposal of waste.

Ms. Neil flagged the number of barges that speed through the bay. The speeding impacts the property owners.

Ms. Neil acknowledged the need for parking, however noted that the applicant has professional planners on the payroll whom are aware of the process yet the dock were installed prior to parking approval.

Ms. Neil did not agree the application was minor and recommended the overall planning for the bay be looked at.

The Chair asked the Planner to comment on proposed dock expansion at the Keewatin Arena.

Kevan Sumner, was not aware of any plans to expand docking at the Keewatin Arena.

Adam Smith, Director Development Services could not comment on docking at the Area, however noted that in terms of the lease agreement it is handled by our Community Services Department.

Gerry Moncrief

108 Ottawa Street  
Keewatin, ON P0X 1C0

Mr. Moncrief noted that he had already provided comments with respect to the two applications however has some additional questions to the Planner.

Mr. Moncrief quoted the Planners comments about being aware of the safety concerns within the bay, however noted that the Planners evaluation did not give consideration to the safety of persons.

The City Planner, Kevan Sumner suggested that perhaps education is required by Two Bears Marina on the regulation and the speed limit and the buoys on Portage Bay.

Mr. Moncrief questioned the four-tests and the test that a variance must be minor. Mr. Moncrief noted that the test of minor is a subjective term and cannot be measured. Mr. Moncrief wished to clarify that in the in the opinion of the Planner a 455% increase, safety issues and the need of a shuttle is this minor.

Kevan Sumner agreed that the determination of a minor variance is subjective and referenced case law that in his opinion often falls in favour of the applicant where the applicant considers an application to be minor. The Planner confirmed his determination that the application is minor.

Mr. Moncrief noted that a minor variance can only vary a provision within the By-law. Mr. Moncrief questions the provision to relieve on-site parking within 90 m of Commercial Zones and asked the Planner to confirm how the provision with the by-law can be amended to include Residential, Industrial and Tourist Recreational Zones. He suggested the Planner was borrowing a provision for a Commercially Zoned area, and explained that through past experience that would require a Zoning By-law Amendment rather than a Minor Variance.

The Planner noted that was the approach that was taken and if the Committee was uncomfortable on the interpretation they could get a legal opinion.

The Planner explained that if the Applicant was allowed to have off-site parking, that there would be a limited ability for it to expand. If the Minor Variance were rejected, the site could only provide an additional 19-stalls without the need for additional off-site parking.

Mr. Moncrief referenced the comments received as a result of interdepartmental review and questioned if there was any weight given to the internal comments within the recommendation. Mr. Moncrief raised concern that many of the concerns identified were disregarded and pressure was placed on Site Plan Control which would be approved after the fact.



Kevan Sumer responded that a qualified Traffic Engineer shall be required to comment on the design of the street, expert review shall be required.

Mr. Moncrief questioned whom would pay for any recommended upgrades to the street, and wondered if the safety concerns would create liability for the City.

The Planner confirmed that the improvements would be at the cost of the applicant.

The Chair asked the Committee for questions.

Mr. Wayne Gauld directed a questions to Mr. Doug LeBlanc and wondered what terms he was utilizing the property. Mr. LeBlanc confirmed it was a long-term rental agreement with Two Bears Marina. Mr. LeBlanc also confirmed he did not seek building permits for the construction on-site including docks.

Mr. Wayne Gauld posed a question to the Two Bears Representative Mr. Brad Doerksen. He questioned if the docks sitting in the back of Portage Bay were being stored and if there was a plan for their use.

Mr. Doerksen confirmed the docks are currently being stored there and will be used to replace docks at other locations that operate within the City of Kenora.

Wayne Gauld acknowledged that there were no comments received from CP Rail, Mr. Gauld expressed concern as it was typical for CP Rail to provide comment on applications that they are circulated on.

The City Planner, Kevan Sumner confirmed that CP Rail owns the property and so technically the application was that of CP via Two Bears Marina.

Mr. Wayne Gauld sought confirmation that CP was circulated on a request that people will be walking across the train tracks.

Mr. Sumner confirmed that CPR was in conversation about the submission of the application noting the City has no reason to suspect CPR is unaware of their own application.

Bev Richards questioned the consequence if someone else would have put docks in without going through the proper channels and referenced a carport built without approval, the City required the owner to remove it.

Mr. Sumner explained the process of seeking Voluntary Compliance in advance of an Order or a Charge.

There was discussion about the consideration of a liability waiver being signed to cross the train tracks. Mr. Doerksen confirmed that Two Bears was not currently requiring a waiver to be signed by users.

Bev Richards asked about the By-law department's presence in the area and parking signage in the Community.

Mr. Sumner responded that they are very active in Keewatin over the summer and deal with many parking concerns. He notes that in terms of signage, there is a balance of trying to reduce problem parkers without restricting resident parking.

Mrs. Bev Richards questioned the involvement of the Ministry of Natural Resources and Forestry as well as Navigable Waters. Concern was raised to ensure natural heritage features and potential fish spawning area was protected.

Mrs. Richards expressed concern that there is no guarantee the applicant will submit a site plan.

Mr. Sumner confirms that it is a requirement for Site Plan Control approval.

There was discussion about the mooring balls behind Raines Island, Mr. Brad Doerksen confirmed the houseboats moored in the bay were not associated with Two Bears Marina.

Ray Pearson identified concern with the lack of comments from the Ministry of Natural Resources and CP Rail. Mr. Pearson recommended an Environmental Impact Statement be completed.

There was discussion about the number of parking stalls proposed and the number of boat slips proposed. Mr. Brad Doerksen confirmed that there were 283 parking stalls on the draft Site Plan and 270 boat slips.

Member, Robert Kitowski directed a question to the Planner about the length of the lease agreement.

Mr. Sumner responded that it is to be negotiated and is typically for a set period of time with clauses for renewal. Currently it is five years with clauses to extend with automatic inflation.

Mr. Kitowski questioned the proposed traffic engineering report and who would be responsible for any changes made to ensure safety.

Mr. Sumner responded that it would be the City and notes they did not want to narrowly assign this to an individual as the specifics are unknown at this time.

There was discussion about the process of permitting commercial docking. The Planner explains the process for permitting commercial docking.

The Chair asked for discussion.

Robert Kitowski acknowledged that the public has concerns with the application being deemed not minor, and agreed that minor is a subjective view. It was the

opinion of Mr. Kitowski that less dock slips would not make traffic slower to address speeding and parking concerns.

Ray Pearson agreed the application was not minor and believed the application to be excessive. Mr. Pearson believed the scope of the project should fit the size of the property. Mr. Pearson expressed concern with the fact the CPR and MNRF did not provide comments. Mr. Pearson believed the City was trying to fix something that should have been enforced long ago.

Tanis McIntosh was satisfied with the recommendation for an engineered study.

Bev Richards requested a comment from CPR.

Mr. Barr reviewed the physical and environmental capacity of the bay and concurred with many of the concerns brought forward from the public, however as a Committee he felt there was not much that could be done in assessing the capacity concerns. When evaluating the application in isolation for relief from parking provisions Mr. Barr had no concern.

John McDougall argued everything about the application was awkward and posed safety concerns to the public. Mr. McDougall sympathized for those who seek dock parking however did not believe those challenges should be put ahead of sound development and safety.

Wayne Gauld, Chair requested that CPR provide comment.

The Committee discussed pedestrian access at a controlled railway crossing.

Motion: Wayne Gauld

Seconded:

That the Planning Advisory Committee defer a decision on file D13-21-09 to the August 17<sup>th</sup>, 2021 meeting of PAC to receive comment from CP Rail and more information.

Defeated.

Motion: Robert Kitowski

Seconded: Tanis McIntosh

That the application, D13-21-09 to seek relief from the City of Kenora Zoning By-law 101-2015, Section 3.23 Parking Provisions, to allow for required parking spaces to be supplied off-site within 410m of the main pedestrian access of the building for which the parking spaces are required, for uses in the Tourist Recreational, Residential – First Density, and Heavy Industrial Zones, meets the Four (4) Tests and should be approved subject to the following conditions:

1. That Two Bears Marina Inc. enter in to a lease agreement with the City of Kenora that includes all land at the former Keewatin public works yard (80 Government Road) being used for parking and storage.
2. That Canadian Pacific Railway and/or Two Bears Marina engage an independent traffic engineer to prepare a rail and road crossing study that

includes recommendations as to any remedial measures that may be required to ensure pedestrian safety at the Government Road rail crossing, and make any recommended improvements to the satisfaction of the City, to ensure pedestrian safety in crossing the road and railway tracks between the marina site and the parking lot at the former Keewatin public works yard.

Motion defeated.

- D13-21-10, Two Bears

The Planner, Kevan Sumner reviewed the Planning Report for application D13-21-10, an application for permission to expand a legally non-conforming use. The effect of approval would be to allow for approve a 72 dock slip expansion to the existing marina. The Planner noted that the works were undertaken without permits or planning approval.

In an evaluation, the City Planner, Kevan Sumner reviewed Section 3.15.5 of the Official Plan stating that new development shall be assessed on compatibility with the established community, and ability to coexist with existing development without causing undue adverse impact on surrounding properties.

This permission, if approved would allow for expansion of the marina to include up to 72 additional boat slips. The development must also receive site plan control approval, as required under the Site Plan Control By-law No. 189-2010. That approval requires that the applicant submit site plan indicating that the marina expansion complies with all relevant regulations of the zoning by-law, such as a sufficient number of parking spaces (one per boat slip), parking spaces and aisles sized to minimum standards, provision of accessible parking spaces, adequate drainage and surfacing, and separate areas for outdoor storage of boats.

The Planner explained that other marinas in the City appear to be able to function with a 1:1 ratio of boat slips to parking spaces without significant negative impacts to surrounding properties and neighbourhoods. Therefore, it was the opinion of the Planner that if the property is brought in to compliance with zoning by-law regulations, there would be no reason to believe that the application for Permission for expansion of the non-complying use would have any significant negative impact on the established community. Approval was recommended subject to conditions.

The Chair asked if there was anyone to speak in favour of the application:

Doug LeBlanc  
Box 484  
Keewatin, ON P0X 1C0

Mr. LeBlanc encouraged development that shall support the tourism industry.

The Chair asked if there was anyone in the public whom wished to speak against the application.

Joan Ortlieb  
Box 554  
Keewatin, ON P0X 1C0

Mrs. Ortlieb suggested downsizing the docks and reducing the parking. She reiterated concern with traffic coming across the bridge. Without the approved Minor Variance she was not in agreement with the marina expansion. Mrs. Ortlieb notes that the DTL docks have not been an issue.

Gord Sweeney  
310 Front Street  
Keewatin, ON P0X 1C0

Mr. Sweeney agreed with the concerns residents voiced about the expansion of the docking by Two Bears Marina and Mr. Chia. Mr. Sweeney has no concern with DTL.

The Chair asked the Committee for comments.

The Committee discussed approval of the additional 72 slips, concluding that by approving the additional boat slips the applicant would not be relieved of providing required on-site parking at a 1:1 ratio.

Member, Ray Pearson asked about the process the Contractor, DTL can follow to have their docks permitted. The Planner responded that they would need to speak to CPR as they are the applicant and have not sought approval for those docks.

Member, Tanis McIntosh asks for clarification on new docks and whether this also refers to any existing docks that were built without permits. The Planner suggests that an amendment could be made to say that the applicant must obtain building permits for the unpermitted docks in order to make it clear.

The Committee discussed deferring the application to determine how many docks and parking the site could accommodate prior to making a decision.

The City Planner, Kevan Sumner confirmed that an approval would guide the development moving forward into site plan approval which would determine how many of the unpermitted docks shall remain.

There was discussion regarding the Contractor, DTL and the ability for the use to remain on-site. The Planner acknowledged that the applicant shall be required to submit a new application for permission to consider an additional use on the site. The Planner confirmed that the applicant had not included the business in the current application, nor in the site plan submitted with the application for permission.



Move: Robert Kitowski

Seconded: John Barr

That the application, D13-21-10 to seek Permission for expansion of a legally non-complying marina to include up to an additional 72 boat slips, should be approved subject to the following conditions:

- a) That Two Bears Marina Inc. obtain building permits for the new docks on the subject property owned by Canadian Pacific Railway.
- b) That Two Bears Marina Inc. remove all unpermitted docks from the subject property owned by Canadian Pacific Railway.
- c) That approvals from the Ministry of Natural Resources are provided for an expansion to the Land Use Permit (LUP) to include the marina expansion.

Carried.

Motion: Robert Kitowski

Seconded: Bev Richards

To continue with the regular meeting of the Planning Advisory Committee July 20, 2021 past the curfew of 9:00 p.m. as set out within the Term of Reference.

Carried.

- vii. Consideration of an Application for Consent
  - D10-21-05, Carlton Road

Ryan Haines, Kenora Resource Consultants- Agent

Mr. Ryan Haines provided a slide deck as part of his presentation for the creation of three new lots by consent located at 841 Carlton Road. The property is designated RU- Rural Lands, the lands are encumbered by an easement in favour of Hydro One, transmission line. The portion of the City maintained road, known as Carlton Road crossed the subject property and is currently owned by the applicants. As a condition of consent the applicant will survey the road and provide a transfer to the City. The retained lot abuts Alcock Lake, to ensure there is no creation of lots on Alcock Lake as a result of a natural severance there will be a merger agreement provided.

Kevan Sumner, City Planner, Kevan Sumner provided a brief review of the Planning Application for consent to create three (3) new lots with an intended use for residential development. The Planner evaluated the development of three new residences as an opportunity to supply local housing. The application is supported by the policies of both the Provincial Policy Statement 2020 and the Official Plan, and is compliant with the regulations of the RU zone of the Zoning By-law. The City Planner, Kevan Sumner recommended approval of the application subject to conditions.

The Chair asked for members of the public to speak in favour of or against the application, there were none.

The Committee was satisfied with the application.

Motion: Robert Kitowski

Seconded: John McDougall

That application D10-21-05 for consent for lot severance on property located at 841 Carlton Road be approved and provisional Consent be granted, subject to the conditions outlined within the Planning Report.

Carried.

- D10-21-06, Villeneuve Road

Tara Rickaby, TMER Consulting

The Agent reviewed the application for consent to create one new lot in the RU-Rural Zone. The portion of Villeneuve Road will be surveyed and transferred to the City of Kenora, and a merger agreement will be executed as to not create a natural severance. The Agent acknowledged that the creation of one new RU lot will create additional housing.

The City Planner, Kevan Sumner, Kevan Sumner reviewed the Planning Report, the application for consent is proposed to create one (1) new lot. The effect of approval would be to sever an existing 16.1 hectare property to create one new 2.2 ha lot, with a retained property of 13.9 ha, as illustrated in Figure 1. The new lot will have frontage on Villeneuve Road. The intended use of the new lot is for residential development. The Planner evaluated the application and supported development to supply local housing. The application was considered consistent with the policies of both the Provincial Policy Statement 2020 and the Official Plan, and is compliant with the regulations of the RU zone of the Zoning By-law. A comment was received from TC Energy requesting the new lot create a warning clause advising the land owner sounds may be audible from the emission station. The Planner recommended approval subject to conditions, including the additional condition that merger agreement be added on the lands west of Villeneuve road.

The Secretary-Treasurer amended the motion to include the comment from Trans Canada Pipelines that a warning be placed on title with respect to noise.

There were no questions or comments from the public or from the Committee.

Motion: Ray Pearson

Seconded: Robert Kitowski

That application D10-21-06 for consent for lot severance on property located at 181 Villeneuve Road; CITY OF KENORA be approved and provisional Consent be granted, subject to the conditions outlined in the Planning Report.

Carried.

- D10-21-07, Anderson Road

Carlee Wells, Owner

Ms. Wells presented her application, proposing the creation of one lot that would be 2.3 ha in size for residential development. The proposed subject land would back onto crown land. The subject land is a wooded area, future owners would benefit from City services such as a maintained road, garbage pickup and hydro services.

The City Planner, Kevan Sumner reviewed the application for consent, to create one (1) new lot. The effect of approval would be to sever an existing 6.0 hectare property to create one new 2.3 ha lot, with a retained property of 3.7 ha. The new lot will have frontage on Anderson Road. The intended use of the new lot is for residential development. The Planner evaluated the application; the proposed new lot will allow for development of a new residence to supply local housing. The application is supported by the policies of both the Provincial Policy Statement 2020 and the Official Plan, and is compliant with the regulations of the RU zone of the Zoning By-law.

There was no one in the audience to speak in favour of or against the application. The Committee was satisfied with the application.

Motion: Robert Kitowski

Seconded: Ray Pearson

That application D10-21-06 for consent for lot severance on property located at 1221 Anderson Road, City of Kenora be approved and provisional Consent be granted, subject to conditions outlined within the Planning Report.

- viii. Recommendation to Council, An Amendment to the Zoning By-law
- D14-21-06

Beth Green, Agent

Beth Green, acting as Agent on behalf of the applicant Tracy and Glen Gary at 865 East Melick Road. Ms. Green described the region as expanding and a business of the proposed nature (storage) would be used by both seasonal and permanent residents. Ms. Green described the application as a request to amend 4.25 ha of land on the subject property to Highway Commercial. The land would be developed with up to five self-storage dwellings. Units would be rented by individuals and small businesses. The development would have hydro however septic services would not be available. The Agent noted that the road is already experiencing commercial use.

The Agent reviewed the application to the provisions of the Provincial Policy Statement, the official Plan and the Zoning By-law.

Kevan Sumner, City Planner, Kevan Sumner presented the Planning Report, the application for an amendment to the zoning by-law had been received to change the zoning of a portion of the subject property from "RU" Rural Zone to "HC" Highway Commercial Zone to allow for development of an indoor and outdoor storage facility. The property owner is proposing to develop an indoor and outdoor storage facility on a 4.25 ha portion of the subject property. The land will be cleared for outdoor storage and up to five mini self-storage buildings will be located on the property. It was noted that the proposed "HC" Highway Commercial Zone allows for the development of a wide range of uses and services to meet the needs of residents, businesses and tourists. The redevelopment of the subject property will need to comply with all applicable zoning regulations and will be subject to site plan control.

In an evaluation, the rural property has significant undeveloped area that appears to be suitable for development for the intended use. The limited area being rezoned will serve to confine the extent of the proposed and any future commercial operations to this portion of the larger property.

The Planner reviewed the policies of the official plan; supportive of rezoning for a small commercial development that meets the needs of the rural community, provided that it is compatible with existing land uses. The Planner reviewed the provisions of the HC- Highway Commercial Zone, uses are not restricted to designated highways in the City of Kenora, and may be found on a mixture of roads such as Anderson Road, Gould Road, Valley Drive, and Railway Street. The Planner noted that the HC- Highway Commercial Zone is also the only commercial zone that supports the proposed storage uses. The Planner recommended approval of the application.

The chair asked if there was anyone who wished to speak in favour of the application, there were none.

The Chair asked if there was anyone who wished to speak against the application.

Gloria Mejia  
214 B Wyder Drive  
Kenora, ON P9N 4R3

Mrs. Mejia was speaking on behalf of Tim Deporto and objected to the zoning by-law amendment. Mrs. Mejia confirmed that written comments have been submitted.

The Chair asked the Members of the Committee for questions pertaining to the application:

Ray Pearson questioned the size and quantity of the units, Ms. Green confirmed the first building would be 30-feet by 80-feet in size, with fourteen (14) units per building and that there would not be more than 5 buildings total.

Tanis McIntosh sought clarification on environmental concerns that were raised by public comment, and how those concerns would be controlled moving forward. The Planner responded that Site Plan Control would examine details of an application.

Mr. Gauld questioned how the 4.25 ha would be determined and if the applicant would be surveying out the area.

The Planner explained that the zoning layer within the GIS would be used to identify the area.

There was discussion about re-zoning the lands to HC- Highway Commercial versus a site specific amendment with an added use. Concern was discussed regarding the possibility that a hotel, motel or other uses within the HC-Zone could be proposed. The City Planner, Kevan Sumner agreed the HC-Highway Commercial zone allows



for a range of activities that are generally suitable to a commercial use once it is developed.

The City Planner, Kevan Sumner felt site specific zoning was cumbersome. Once a property is developed for commercial use it is restrictive to encumber it with limited commercial uses.

John McDougall noted concern for additional traffic on the rural road. Tanis recommended signage and speed as an option to mitigate that concern.

Robert Kitowski confirmed with the Agent that hazardous waste would not be stored on site.

Move by: John Barr

Seconded: Tanis McIntosh

The Planning Advisory Committee recommends that the Council of the Corporation of the City of Kenora approve Zoning By-law Amendment, File No. D14-21-06, to change the zoning of 4.25 ha of property located at 865 East Melick Road from "RU" Rural Zone to "HC" Highway Commercial Zone.

The effect of the Zoning By-law Amendment is to support the development of indoor and outdoor storage. The policies of the Kenora Official Plan support small commercial development that meets the needs of the rural community, provided that it is compatible with existing land uses.

The Committee has made an evaluation of the application upon its merits against the Official Plan, Zoning By-law, and the Provincial Policy Statement, 2020, and provides a recommendation to Council purely based on these matters; whereas the Committee may not have had the opportunity to hear public comments in full.

Carried.

ix. New Business

- OP and ZBL Review- the City Planner, Kevan Sumner explained that Official Plan was nearing final review with the Consultant and the Zoning By-law review was commencing July, 2021.

x. Adjourn

That the July 20, 2021 Planning Advisory Committee meeting be adjourned at 10:42 p.m.

Minutes of the Kenora Planning Advisory Committee meeting, Tuesday July 20 2021, are approved the 17<sup>th</sup> day of August, 2021.

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Chair,

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Secretary-Treasurer, Melissa Shaw

DRAFT



The Corporation of the City of Kenora

### PLANNING ADVISORY COMMITTEE MEETING RESOLUTION

MOVED BY: *John Barr*

SECONDED BY: *Tanis McIntosh*

DATE: July 20, 2021

**RESOLVED THAT** the **PLANNING ADVISORY COMMITTEE** recommends that the Council of the Corporation of the City of Kenora approve Zoning By-law Amendment, File No. D14-21-06, to change the zoning of 4.25 ha of property located at 865 East Melick Road from "RU" Rural Zone to "HC" Highway Commercial Zone.

The effect of the Zoning By-law Amendment is to rezone a large rural property suitable for development of indoor and outdoor storage. The policies of the official plan support small commercial development that meets the needs of the rural community, provided that it is compatible with existing land uses.

The Committee has made an evaluation of the application upon its merits against the Official Plan, Zoning By-law, and the Provincial Policy Statement, 2020, and provides a recommendation to Council purely based on these matters; whereas the Committee may not have had the opportunity to hear public comments in full.

DIVISION OF RECORDED VOTE				CARRIED <input checked="" type="checkbox"/>	DEFEATED
Declaration of Interest (*)	NAME OF PLANNING MEMBER	YEAS	NAYS	CHAIR  <i>* virtual meeting</i>	
	<b>Richards, Bev</b>	<input checked="" type="checkbox"/>			
	<b>Gauld, Wayne</b>		<input checked="" type="checkbox"/>		
	<b>Kitowski, Robert</b>	<input checked="" type="checkbox"/>			
	<b>Pearson, Ray</b>	<input checked="" type="checkbox"/>			
	<b>Barr, John</b>	<input checked="" type="checkbox"/>			
	<b>McDougall, John</b>	<input checked="" type="checkbox"/>			
	<b>McIntosh, Tanis</b>	<input checked="" type="checkbox"/>			

**Melissa Shaw**

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**Subject:** FW: Zoning By-law Amendment, File Number D14-21-06

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Kevan,

I'm writing looking for more information on the zoning bylaw amendment of 865 East Melick Road, Kenora, ON. Why is it being proposed that the parcel be split into two different zoning designations?

As an adjacent property owner I am concerned about the potential impact of rezoning this property. The area shaded in the notice is a higher elevation than my property and there is therefore a risk of contamination to my well from commercial uses. Has a hydrogeological study been completed? What will the property owner be required to do in order to demonstrate that my drinking water will not be compromised? What mechanisms are in place to prevent other commercial use once the property is rezoned?

The city's zoning bylaw mapping shows an Environmental Protection zone on the property at 865 East Melick Road. Has an Environmental Impact Study or other means of assessing impacts been completed?

I am also concerned that this Highway Commercial zoning is not compatible with the rural landscape. I would like additional information on how this will be consistent.

You may reach me via email or by phone at (807) 4

Thank you,  
[REDACTED]



July 14, 2021

Dear Mr. Kevan Sumner, City Planner;

I received a notice in the mail that impacts my two properties regarding a proposed amendment to the zoning By-law for 865 East Melick Road, Kenora. The plan is to put an indoor-outdoor storage facility. (file number: D14-21-06)

I have a few concerns/reasons for my objection regarding this proposed amendment.

1. How is the landowner going to deal with the excessive run off that will now be caused by clearing the trees and grass and putting in gravel or asphalt? With any changes to the current landscape, it will cause an increase in water run off. A proper water storage would have to be designed as to not have the water run off and collect on neighbouring properties or effect the environment and creek. A big change in run off levels will have a negative effect on infrastructure, environment and wildlife surrounding the property. 4.25 ha is a huge amount of area to now be dispersed over other areas in a short period of time. We kayak down the creek that runs from Black Sturgeon River through Mr. Hing's property, through the property in question all the way to School Road. There is an abundance of nature along this way and to have someone come clear out the land to put up storage complex will have a dramatic negative impact on this eco system. Also, this creek will give an easy way for toxins and waste to flow freely from the storage site to the water system that many people depend on for water usage. The town of Kenora spends a lot of money to monitor the lake and the levels of pollutants. A massive number of vehicles, boats, trailers, miscellaneous building material and who knows what else being stored coupled with excessive run off will produce more unwanted pollutants entering the water system. This site is not a good choice for this type of development.
2. Light pollution. This big of an area will have to have a massive lighting infrastructure. Currently at night the area is very peaceful and calm. We can enjoy the view of the stars and some nights you cannot even see 2 feet in front of you because of the lack of light. We will lose all of this with light pollution. We have a recovering population of fireflies which are in danger now due to light pollution interfering with their breeding. It is such a sight to see their tiny lights dance around at night. It would be a shame to lose them because of a storage facility.
3. What will be stored on this site? Dangerous liquids or something that would cause a fire and burn everything around it if it is not stored properly? We do not need to add to the workload of fire crews already battling massive fires each year. Very easy for you to say that they can't store certain items but seeing as current By-Laws are not enforced in the area. It will be up to the neighbours to complain if they see something that should not be there. This is unfair of the town of Kenora to put this onto their residents to police for them.
4. There are better places this can be built. There are areas on Reddit Road that are better suited for this form of development. Mature trees, a creek, established eco system will all be destroyed so people can store their things. If they wanted to put a couple homes in this area I would not be opposed or even a different form of a business that would have less impact on the eco system. This type of business is not the best fit for this land.



5. This will increase traffic on East Melick. We already must deal with an abundance of gravel trucks going at excessive speeds down this stretch of road all day long 7 days a week causing great noise disturbance. We now will have to deal with increased traffic zooming past all hours of the day and night to pick up their boats and trailers with little to no regard for the people who live along the way (assuming it is going to be a residential storage facility and not a commercial storage facility with large vehicles coming in and out). The condition of the road is not the greatest and it was not designed for commercial use.

I implore you to reject this proposed amendment. There is no value added by having a facility like this put in this location. There is no small business that will benefit from the increased traffic, nor are there any local residents that will benefit from having a storage facility close by. The only people set to benefit is the land owner and people from other communities. We should not have to live with the consequences this will bring forth. We don't need a 4.25 ha commercial storage facility smack dab in the middle of where people live and enjoy nature. This is too excessive! You will go home tonight and be able to enjoy your home so please do not take away our chances to enjoy our home and our enjoyment of nature that we are so fortunate to be able to experience.

Sincerely,

**Melissa Shaw**

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**From:** Planning  
**Subject:** FW: File #D14-21-06

[REDACTED]  
**Sent:** Friday, July 16, 2021 9:55 AM  
**To:** Planning  
**Subject:** File #D14-21-06

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to provide comments opposing the proposal to amend the current zoning of subject property from RU to HC.

- East Melick Road is not up to Highway Commercial standards, the road is in bad shape and really not even up to Rural Zoning standards.
- I have safety concerns for the pedestrians; no sidewalks and the side shoulders are not enough to walk on, children catching the school buses
- The extra vehicle traffic from Essex Road with proposed bridge closure this summer adds to unsafe roads
- Existing property which is probably not zoned properly ie Bells Point road where machinery and extra storage bins are being housed is already causing concerns with the extra traffic and noise
- The existing Farming of animals will be affected by the increased traffic and noise
- the lack of infrastructure to support increase in traffic, buildings, and possible water and septic for potential public use
- Compare the existing Highway Commercial areas within the City to this site and road access is to substandard for example East Highway and Jones Road all paved, East Melick Road is not paved, just hard topped and so bad in areas, you need to drive under the speed limit or lose an axle.
- How would the City ensure that the owners do not exceed the 4.25 ha to add on their storage facility? Enforcement?
- It doesn't make sense that a small portion of the East Melick Road be zoned as HC when the rest is Rural Residential. This will allow other businesses to take over rural farming land and residential areas, threatening the ecosystem with added pollution and clearing of land.

In closing, as a taxpayer, I hope that the Mayor and Council give great consideration to the residents on how this would affect those who live on and around the East Melick road.

[REDACTED]