



Planning Advisory and Hearing Committee

DEPARTMENT: Planning Advisory and Hearing Committee

REPORT NUMBER: 2019-36

PREPARED BY: Karl Doyle, Senior Planner

REPORT DATE: October 08, 2019

MEETING DATE: Oct 22, 2019 07:00 PM

SUBJECT: Miller Hughes Car Dealership, Principal Shawn Maloney with concurrence from present land owner Cornwall Wesleyan Church - Rev. Larry Blaikie. An Official Plan Amendment (No. 1) from Urban Residential (U.RES) to Business District (B.D.) designation and Zoning By-law Amendment from Institutional 10 (INS 10) to Commercial 12 (COM 12) at 780 Sydney Street. (PAC File Z-05-19, OPA No.1).

(PAC) GENERAL REPORT

PAC File #Z-05-19 and OPA No. 1 - The Planning Division received an Official Plan and Zoning By-law amendment application for the lands located at 780 Sydney Street on June 18th, 2019. The proposal is to change the current Official Plan Designation from Urban Residential (U RES) to Business District (B.D.) and Zoning from Institutional 10 (INS 10) to Commercial 12 (COM 12) on the southerly portion of the subject lands, being approximately a (0.98 acre) parcel on Part of Lots 13, 14 north side of Seventh Street. This parcel will be formed with a larger (1.09 acre) lot to the immediate west to accommodate the Miller Hughes Dealership located at 711 Pitt Street.

A.) RECOMMENDATIONS:

That based on the proceeding report, it is recommended:

a) That the Planning Advisory & Hearing Committee (PAC) recommends to City Council to amend the Official Plan designation at 780 Sydney Street from 'Urban Residential' (U.RES) to 'Business District' (B.D.), and amend the Zoning By-law from Institutional 10 (INS 10) to Commercial 12 (COM12) based on;

(i) The September 2019 modified proposal

b) That findings/recommendations of the various associated studies/reports included, be implemented to the satisfaction of the municipality and as part of the Site Plan Control approval process.

B.) BACKGROUND:

This item was presented at the July 29th, 2019 PAC meeting. The decision was deferred to a later meeting date in order to further evaluate the proposal and attempt to address the concerns received at that said meeting.

The City has a legislative time frame from the province (120 days) to provide the applicants with a response which expires on November 11, 2019.

Provincial Policy Statement is the primary provincial land use policy document which guides municipal decision-making. The Planning Act requires that decisions on land use planning matters be “consistent with the PPS” and municipalities are the primary implementers of the PPS through policies in their local Official Plans, Zoning By-laws and other planning related decisions. Those policies are supportive of this type of proposal and the consultant and the City are taking every step to mitigate any potential land use conflict.

C.) DISCUSSION:

Further to the PAC meeting held on July 29th, 2019, Planning staff met with abutting land owners and the applicants on two separate occasions; once on September 9th, 2019 and subsequently on September 25th, 2019. It was suggested that the owner of the lands (Wesleyan Church) invite the abutting land owners who were present at the July 29th PAC meeting to have further discussions on the proposal. Planning staff suggested that holding a constructive meeting at a neutral location would be beneficial and provide another opportunity to review the commentaries received and have in depth discussions on each item of concern.

The first meeting was held on September 9th, 2019 at Wesleyan Church Meeting Hall from 14:00 to 15:00. Those who were in attendance included the Applicants, Senior Planner, and 4 Residents.

The meeting began by thanking the land owners for their candor in voicing their concerns regarding the proposal presented at the July 29th PAC meeting. It was reiterated that Planning staff was in attendance to provide the development facts and not to champion the proposal. Further discussions took place with respect to the concerns expressed at the PAC meeting, specifically relating to heavy traffic, increased traffic volumes, buffering and loss of green space. Planning staff provided a thorough and in depth explanation of the proposal at hand.

A resident indicated that the neighbourhood was canvassed with a petition and signatures were received from land owners and tenants who opposed the proposal (Attachment VI). We asked for an associated letter and/or summary of what was presented to the individuals who were approached, and was told that there was no letter and it was verbalized. We asked the resident to summarize what was indicated during the conversations. The response received was contrary to what was presented at the PAC meeting and reflected in the staff report.

As a result of the information presented at this first meeting, Planning staff suggested that the applicants contact every individual identified on the petition. It was suggested that a second group meeting would be beneficial in order to provide further factual information and in depth explanation of the proposal. It was decided that an evening meeting take place at a neutral location so that more abutting land owners can attend and feel comfortable voicing their concerns in a productive and respectful manner.

A second meeting was held on September 25th, 2019 at the Wesleyan Church Meeting Hall from 18:30 to 21:30.

Those who were in attendance included the Applicants, Senior Planner, Development Planner, and 12 residents.

The Wesleyan Church sent out a letter to abutting land owners inviting them to a Public Information Session on September 25th, at 18:30 (Attachment IV). Planning staff provided copies of the presentation and the original PAC report. The Wesleyan Church provided a 10 year plan for the property highlighting the development potential (Attachment V). The meeting was well attended and the minutes have been included for review (Attachment I). Listed below are the main discussion points that were addressed:

Heavy traffic: Highlighted in the initial report and indicated during the July 29th, 2019 PAC meeting; transport trucks delivering inventory will remain status quo. The cars are dropped off along Pitt Street and will not be permitted to deliver inventory along Sydney Street. Heavy traffic volumes already exist along Sydney Street. The property has been evaluated by the City's Traffic Engineer who indicated that existing traffic volumes would not be affected as a result of the

proposed and modified inventory parking lot.

Removal of green space: As previously indicated, the property under the current zoning (INS 10) allows for a variety of land uses to establish and the green space area is private developable lands and not accessible to the public. Whether or not PAC decides to proceed with this application, the Wesleyan Church has the right to develop the lands in its entirety in compliance with the current zoning. The applicants will be subject to a Site Plan Control and will have to enter into a Site Plan Agreement with the City, depending on the nature of the proposal; mitigation techniques will still be applied.

Lighting: In support of the application for Site Plan Control, a Qualified Professional Engineer will provide a photometric plan which is the best way to analyze lighting solutions in a given area as it determines the distribution of light that is outputted and how it is dispersed on the development site. We ensure non reflective lighting is applied to avoid light migration onto abutting lands.

Site Design / Buffering / Site Modifications: The purpose of this parking lot is that it will be solely used for parking of inventory vehicles, which will eventually move as the cars will be sold and shipped out. The applicant has confirmed and reiterated that Miller Hughes Ford currently receives on average 300 vehicles throughout the year. Currently the City's data indicates that the Average Annual Daily Traffic (AADT) counts along the arterial between Seventh Street and Sydney Street heading north towards Ninth Street are the following;

- Sydney Street Movement North = 8000
- Seventh Street Movement East and North = 2000

On average, there are 10,000 vehicles travelling in front of the development site on Sydney Street.

Planning staff has prepared an alternative design to eliminate those parking areas, and frontage will be increased by approximately 35 – 40 feet heading west. More green space will be introduced to create a corridor effect fronting the inventory parking area. The proposed modifications to the entrance along with the introduction of vegetative elements will aesthetically enhance the frontage and perimeter. The driveway corridor has been introduced so that no inventory will be seen, it will also eliminate cars from stacking and idling on Sydney Street fronting the site. From a traffic perspective, the corridor option is a good design.

The Wesleyan Church will create a physical delineation with their existing driveway to the north. The introduction of an aesthetically pleasing fence will be

introduced along the entire north limit.

Planning staff invited the individuals who attended the September 25th, 2019 Public Information Session to either call or visit the Planning office to discuss the proposal on a one-on-one versus a group setting. Planning staff has not been contacted by abutting land owners since the last Public Information session.

F.) CONCLUSION:

The principle of commercial development is to be established through this application. Already lands to the west and north of the subject property enjoy a commercial designation and zone. The subject parcel is located on the fringe area of the Business District.

The proposed low intensity commercial expansion is consistent with the PPS and a strong majority of applicable Official Plan policies.

General conditional support exists for the proposal amongst departments and agencies and as a result of the Public Notice, a number of concerns were received mainly regarding buffering from the abutting south and east residential land uses. Planning staff has met with abutting land owners on a few occasions to discuss the proposal and presented a modified plan.

It is important to realize that the developments are subject to the Site Plan Control process such that review of buffering, servicing, lighting, landscaping and traffic issues are satisfactorily addressed.

Finally, the proposal represents a continued investment commitment in the municipality, which should not be detrimental to abutting residential land uses if stringent mitigation requirements are implemented during the site plan process.

ATTACHMENTS:

PAC Report - July 29th, 2019

📎 - Submission Planning Advisory and Hearing Committee - 29/07/2019 7:00:00 PM - Miller Hughes Car Dealership, Principal Shawn Maloney with concurrence from present land owner Cornwall Wesleyan Church - Rev. Larry Blaikie. An Official Plan Amendment (No. 1) from Urban Residential (U.RES) to Business District (B.D.) Designation and Zoning By-law Amendment from Institutional 10 (INS 10) to Commercial 12 (COM 12) at 780 Sydney Street, being approximately

a (0.98 acre) parcel on Part of Lots 12, 13 north side of Seventh Street. This parcel will be formed with a larger (1.09 acre) lot to the immediate west to accommodate the Miller Hughes Dealership located at 711 Pitt Street, (PAC File Z-05-19, OPA No.1).

ATTACHEMENTS

Attachment I - September 25th, 2019 Public information Session - Minutes



September 25 Public Information Session.pdf

Attachment II - Original Site Plan (Concept Plan and Buffering)



Development Concept.pdf

Attachment III - Modified Site Plan September 2019 (Parking Access Reconfiguration and Additional Buffering)



Modified Site Plan.pdf

Attachment IV - Wesleyan Church Meeting Invitation



Meeting Invite - Wesleyan Church.pdf

Attachment V - Wesleyan Church - 10 Year Plan



Wesleyan Church - 10 Year Plan.pdf

Attachment VI - Petition - No Background - September 9th, 2019



Petition - No Background Information.pdf

Approval

October 17, 2019 02:17 PM

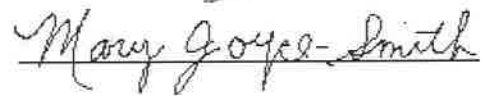
Karl Doyle
Senior Planner

October 17, 2019 02:19 PM

Mary Joyce-Smith
Division Manager, Planning

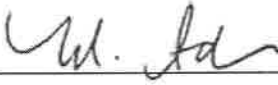
October 17, 2019 02:19 PM

Mark A. Boileau
General Manager, Planning, Development
and Recreation


October 17, 2019 03:23 PM

Maureen Adams
Chief Administrative Officer





Development Concept.pdf



Modified Site Plan.pdf



Meeting Invite - Wesleyan Church.pdf



Wesleyan Church - 10 Year Plan.pdf



Petition - No Background Information.pdf



September 25 Public Information Session.pdf

PUBLIC INFORMATION SESSION

Date: September 25, 2019 at 6:30 pm

Location: Wesleyan Church - 780 Sydney Street

Public Attendees: Fourteen (14) landowners.

Pastor Blakely welcomed Senior Planner Karl Doyle and Development Planner, Kaveen Fernando; a prayer ensued.

Karl Doyle thanked all attendees and advised that a Planning Advisory & Hearing Committee (PAC) meeting had been held on July 29th and a subsequent meeting took place at the Wesleyan Church on September 9th, 2019 to review items discussed at the PAC meeting.

He indicated that the goal of this meeting is to present facts and provide concise information to all affected landowners so that they can clearly understand the project in its entirety and also be aware of the implications it will have on surrounding abutting lands.

Concerns heard at PAC from abutting landowners were mainly with respect to heavy traffic, transport, lighting, landscaping, and green space.

Due to comments and concerns received at the July 29th, 2019 PAC meeting, the proposal has been re-examined and Planning has prepared a new design. The changes will be discussed at this meeting as well as be presented at the October 22nd, PAC meeting. All concerns have also been recorded and the city will ensure that they are addressed during the development approval process.

Karl provided a brief overview of the July 29th PAC meeting presentation and copies of the report were made available.

Mr. Shawn Maloney, owner of Miller Hughes Ford located at 711 Pitt, approached Wesleyan Church to acquire just less than one acre of the Wesleyan Church lands to develop an ancillary parking lot for vehicle inventory.

The report indicated that the application is requesting to designate and rezone the southerly 0.98 acre portion of the property located at 780 Sydney Street from Urban Residential (U RES) to Business District (B.D.) and Zoning from Institutional 10 (INS 10) to Commercial 12 (COM 12) to accommodate a low intensive commercial parking lot.

Presently, Miller Hughes' zoning and site can be redeveloped and severed to accommodate an intensive permitted land use under the INS 10 zone without having to go before the PAC to seek modifications to the zoning and OP designation.

If successful with the Official Plan and By-law amendments, the intent will be to subsequently proceed with a consent application in order to create the 0.98 acre (Sydney St.) site and amalgamate the additional parking lot with the existing auto dealership located on Pitt Street. This parcel will be merged with the 1.09 acre parcel (Pitt) to the west totalling approximately 2.07 acres.

An alternate plan was created to alleviate concerns with respect to traffic and was presented at the July 29th PAC meeting. The plan demonstrated a reconfiguration of the parking lot to the north, however due to the purchase and sale agreement between both parties, this alternate plan was not a viable option.

If approved, Mr. Shawn Maloney and Pastor Blakely properties will be subject to a Site Plan Approval. The City will review both properties and ensure that all traffic; engineering, planning, fire code regulations and requirements are adhered to.

An important item for the city is to maintain and ensure there is appropriate separation between land uses. Typically on a property, a one meter landscaping buffer is required between land uses. Instead of one meter, the applicant is proposing four meters (instead of 3'ft. they are proposing 12' ft.). The landscaped area will consist of grass and vegetative elements.

At the July PAC, Planning staff supported the original option as well as the alternate option. Even though the alternate option is no longer an option, Planning is still conditionally supportive of the first option and by the end of this meeting a new design will be reviewed and will hopefully further mitigate received concerns.

The designated area cannot be used to store tires, cannot contain a building, accessory structure, storage trailer or garbage receptacle. Vehicle delivery will continue to occur along the Pitt Street corridor (remain status quo) and will not be permitted to access the site via Sydney Street. Property cannot be used as a through lot (access to a parcel from two different access points) e.g. Sydney and Pitt for instance). There will be a controlled gate access and area will not be accessible during non operational hours. Access will be denied to the site after 7:00 pm and the intended use of the lands will be low intensive in nature.

PAC opted to defer the application and their reason for the deferral was to revisit the configuration of the proposal and make an attempt to come to a consensus/agreement with abutting landowners. The City has a legislative time frame from the province (120 days) to provide the applicants with a response which expires on November 11, 2019.

A Public Notice will appear in the September 28 Saturday edition of the Standard Freeholder as well as on the city's website. The residents located within a 400' ft buffer of the area will also receive a letter notice in the mail prior to the October 22nd PAC meeting.

Karl addressed the following controversial items:

Heavy traffic

Highlighted in the report and indicated during the meeting; transport trucks delivering inventory will remain status quo. The cars are dropped off along Pitt Street and will not be permitted to deliver inventory along Sydney Street. Heavy traffic volume already exists along Sydney Street. The property has been reviewed by the City's Traffic Engineer, and as a result of reviewing the proposed inventory parking lot, the existing traffic volume will not be affected.

Removal of green space

Karl listed the current land uses and advised that the green space area are private developable lands and are not accessible to the public. Whether or not PAC decides to proceed with this application, the Wesleyan Church has the right to develop the lands in its entirety without PAC or Council's approval. They would still be subject to a Site Plan control and have to enter into an agreement with the City, depending on the nature of the proposal; mitigation techniques would still be applied.

Lighting

In support of the application for Site Plan Control, a qualified professional engineer will do a photometric plan which is the best way to analyse lighting solutions in a given area and determines the distribution of light that is outputted and how it is dispersed on the property for the project. So the way we achieve this is to introduce non reflective lighting.

The purpose of this parking lot is that it will be solely used for parking of inventory vehicles; which will eventually move as the cars will be sold and shipped out.

Provincial Policy Statement is the primary provincial land use policy document which guides municipal decision-making. The Planning Act requires that decisions on land use planning matters be "consistent with the PPS" and municipalities are the primary implementers of the PPS through policies in their local Official Plans, Zoning By-laws and other planning related decisions. Those policies are supportive of this type of proposal and the consultant and the City are taking every step to mitigate any potential land use conflict.

- Planning staff have prepared an alternative design to eliminate those parking areas and frontage will be increased by approximately 35 –40 feet heading west
- More green space will be introduced to create a corridor effect. Vegetative green space will be well maintained
- Driveway corridor will be created so that no cars will be seen. This corridor will eliminate cars idling on Sydney Street.
- The Wesleyan church will create a physical delineation with their existing driveway. A nice fence will be introduced along the entire limit. From a traffic perspective, the corridor option is a good option.

These items will be recommended at the October 22nd PAC meeting.

Public was addressed for questions.

Serge had concerns with the lighting and stated that Mr. Maloney's existing lights spill over and are impact his property. He wanted to make certain that the lighting guidelines and standards will be followed and not neglected. Following the meeting Mr. Maloney and City staff went to the dwelling to verify the light concerns from 711 Pitt Street and the light shining in the second storey bedroom is emitting from the street LED light standard across the street on the west side fronting Sydney Street.

Karl replied that the City will institute light standards to those specs and that the lights which will be used will be non reflective lighting.

Pauline asked if the space is supposed to be used only for parking inventory vehicles; why is the gate necessary. She suggested that only a fence could be installed and the green space untouched all the way up to Sydney Street. She felt that the gate was not needed.

Karl replied that the goal is to have an internalized access; so when the cars are off loaded from the site, the customers are still able to come in.

Lenny stated that this proposal will not affect the traffic flow and was supportive of the development.

Linda had concerns that even with the new greenery she would be able to see vehicles from her property's porch.

Karl replied that a physical barrier and vegetation will be introduced. This is going to remain green space and a 5 – 6 ft. fence will be introduced.

Karl added that this internal access it's going to be designed in such a way that people coming to his business will have to manoeuvre through it.

Carol had concerns with respect to the 2021 Sydney Street reconstruction/expansion. She also asked what will be the benefits of this parking lot to abutting landowners.

Karl replied that there will be big improvements to the area and the city will be proceeding in stages. The existing sidewalks, curbs, access points, and asphalt will all be enhanced. When construction takes place, all residents on Sydney will be notified by the Engineering Division and landowners will have a chance to look at the design and provide input.

He also wanted to touch on a commentary received with respect to a property value diminishing due to the introduction of a parking lot. He indicated that the property's assessment will not change as assessments are based on land use and not on other factors surrounding the property.

Furthermore, he added that the applicants have made concessions and have gone over and beyond with respect to introducing a driveway corridor, vegetative and landscaping elements to further buffer and beautifying the area, and a physical separation by incorporating a fence. The applicants are listening to landowners' concerns and through design they can mitigate many land use conflicts. A low intensive parking lot already exists there now, and in a way it is a reconfiguration of that parking lot.

Robert suggested that this would be a great opportunity to introduce charging stations.

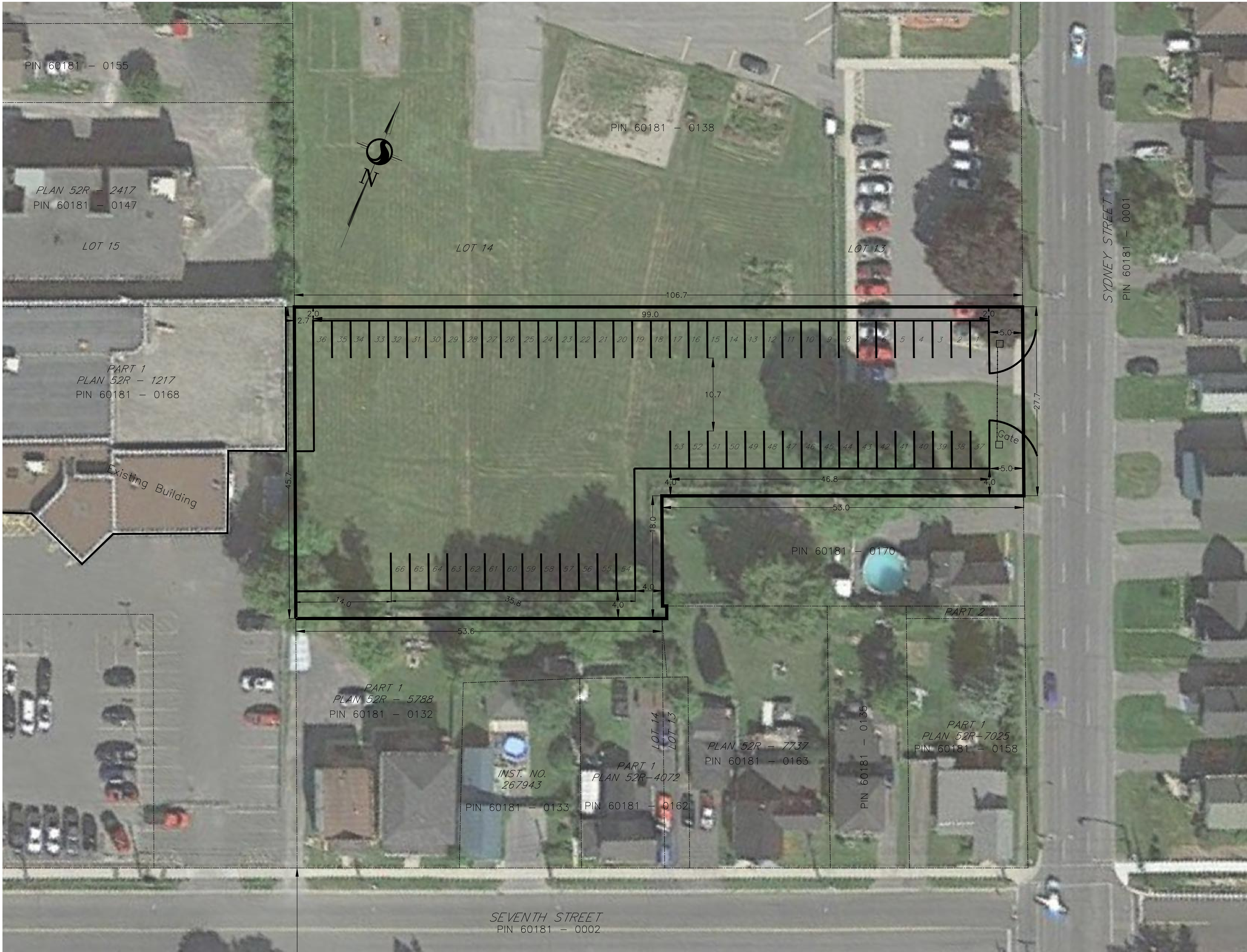
Karl added that there will also be no signage; it will be in the Site Plan Agreement. This will be reflected in the supplementary report going to the October PAC as well as be included in the Site Plan agreement.

Carol skeptic whether the opinions expressed by the public will really matter to PAC/Council members.

Karl indicated, PAC members will base its' decision again on the merits of the application, input received from city staff and from the public. The public has been heard, and my follow up report that will be presented at the October PAC will reflect discussions that took place at the meeting two weeks ago, this evening's meeting, the modifications/changes that were made to the plan, the concerns expressed and how

they were addressed. If approved, anyone who disagrees has the right to appeal, but the bases of the objection have to be well founded from a PPS perspective.

He thanked everyone for taking the time to attend and for providing input. He invited everyone in attendance to contact him and/or drop by the office if they would prefer to express their concerns one-on-one instead of in a group setting.



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PROPERTY SKETCH of
MUNICIPAL No. 780 SYDNEY STREET
PART OF LOTS 13 & 14
NORTH SIDE OF SEVENTH STREET
PLAN OF CORNWALL
CITY OF CORNWALL
COUNTY OF STORMONT



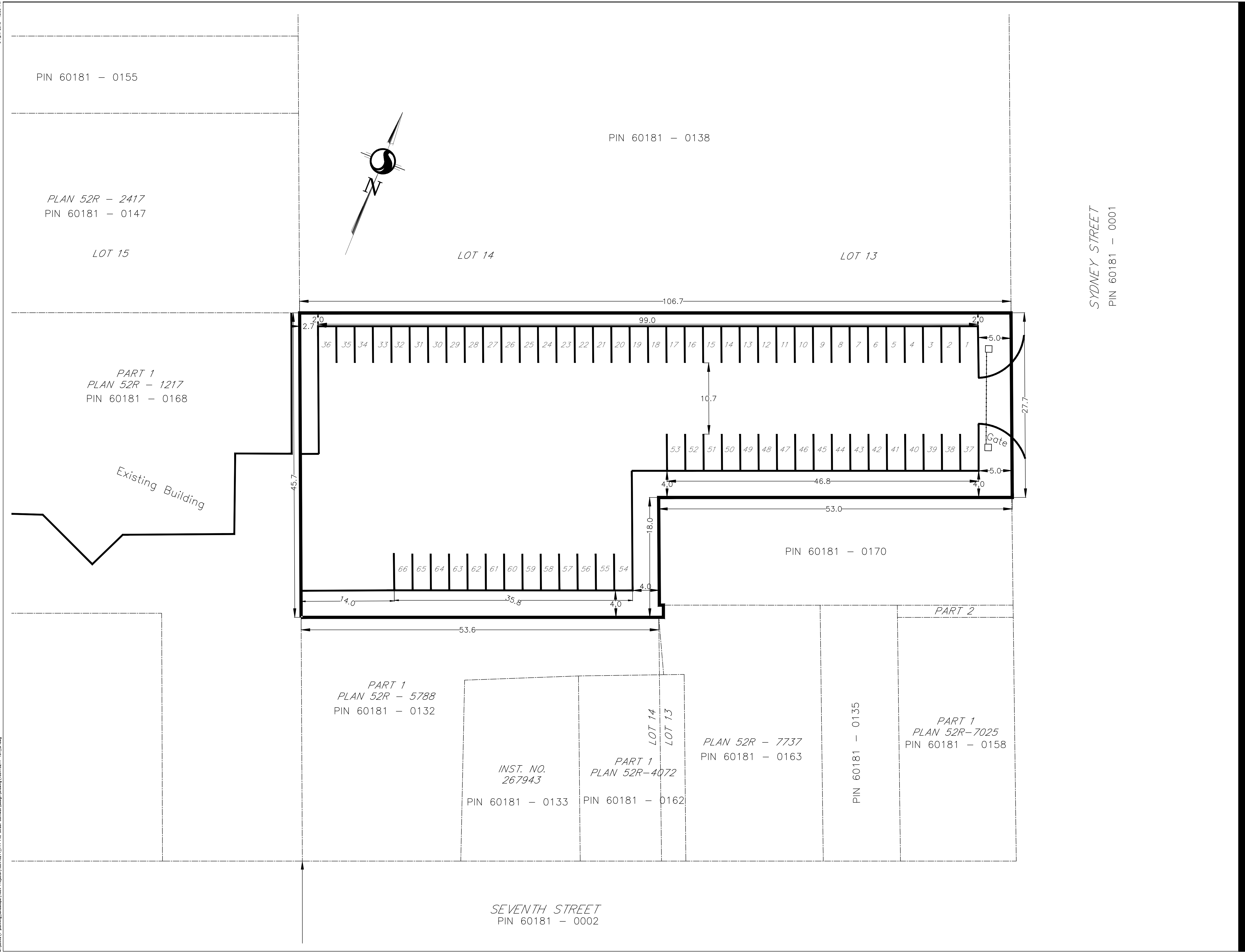
METRIC CONVERSION
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

HORIZONTAL DATUM NOTE
PROJECTION: MODIFIED TRANSVERSE MERCATOR
(MTM, ZONE 8, CM75°00'W)
DATUM: NAD 83 (ORIGINAL)

DISTANCES ON THIS PLAN MAY BE CONVERTED TO GROUND DISTANCES BY DIVIDING BY A COMBINED SCALE FACTOR OF 1.000009

CAUTION
THIS PLAN IS COMPILED FROM REGISTRY OFFICE RECORDS AND SHOULD BE VERIFIED BY A FIELD SURVEY

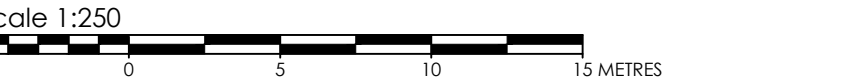
NOTES
PARKING STALL TYPICAL 2.75m X 5.5m



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PROPERTY SKETCH of
MUNICIPAL No. 780 SYDNEY STREET
PART OF LOTS 13 & 14
NORTH SIDE OF SEVENTH STREET
PLAN OF CORNWALL
CITY OF CORNWALL
COUNTY OF STORMONT



METRIC CONVERSION
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

HORIZONTAL DATUM NOTE
PROJECTION: MODIFIED TRANSVERSE MERCATOR
(MTM, ZONE 8, CM75°00'W)
DATUM: NAD 83 (ORIGINAL)

DISTANCES ON THIS PLAN MAY BE CONVERTED TO GROUND DISTANCES BY DIVIDING BY A COMBINED SCALE FACTOR OF 1.000009

CAUTION
THIS PLAN IS COMPILED FROM REGISTRY OFFICE RECORDS AND SHOULD BE VERIFIED BY A FIELD SURVEY

NOTES
PARKING STALL TYPICAL 2.75m X 5.5m

780 Sydney Street: Landscape Buffer Conceptual Cross-Section and existing dwelling rear yards

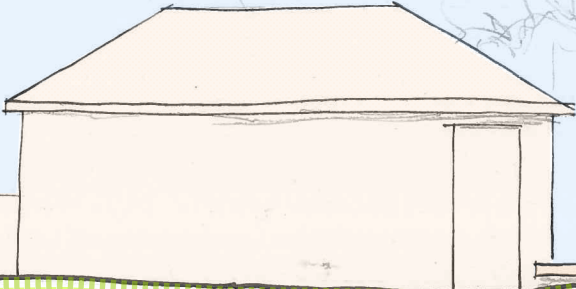
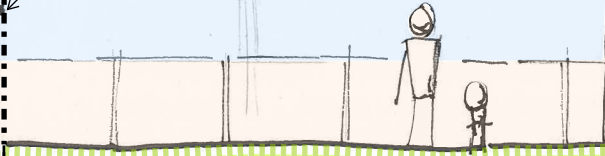
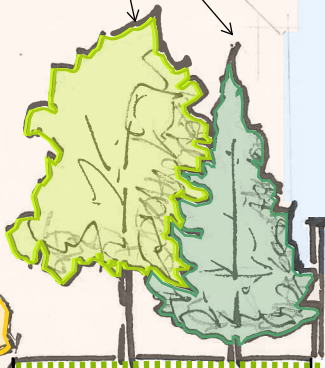
Proposed landscape buffer dimensions, tree species, size and spacing to be determined through Site Plan Control process

Proposed Parking Area

Property Line

Rear yards of existing dwellings fronting on Seventh Avenue

Wood privacy fence
1.8m (6ft.) height
0.15m (6in.) within property



4.4 m
3.8 m (12.5ft)
Setback from fence to curb
4.0 m (13.1ft)
Setback from property line to curb

17.4 m
Approximate rear yard setback of properties fronting Seventh Street

2.0 m
scale: 1:100





PROPERTY SKETCH of
MUNICIPAL No. 780 SYDN
PART OF LOTS 13 & 14
NORTH SIDE OF SEVENTH STREET
PLAN OF CORNWALL
CITY OF CORNWALL
COUNTY OF STORMONT
Scale 1:250

METRIC CONVERSION
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE:
CONVERTED TO METERS BY DIVIDING BY 3.2808

HORIZONTAL DATUM NOTE
PROJECTION: UTM COORDINATE TRANSVERSE MERCATOR
MADN, ZONE 18N, CH-700000
DATUM: NAD 83 (ORIGINAL)

DISTANCES ON THIS PLAN MAY BE CONVERTED TO GROUND IN
A COORDINATE SCALE FACTOR OF 1.00000

CAUTION
THIS PLAN IS COMPILED FROM REGISTER OFFICE RECORDS AND
FIELD SURVEY

NOTES
PARKING STALL TYPICAL 3.75m x 6.5m

PROPERTY SKETCH of
MUNICIPAL No. 780 SYDN
PART OF LOTS 13 & 14
NORTH SIDE OF SEVENTH STREET
PLAN OF CORNWALL
CITY OF CORNWALL
COUNTY OF STORMONT

Scale 1:300

METRIC CONVERSION
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE
CONVERTED TO METRIC BY DIVIDING BY 0.3048

HORIZONTAL DATUM NOTE
PROJECTIONS: NAD83 TRANSVERSE MERCATOR
MAGNETIC ZONE & CHART (2011)
(NAD83) (2011) (MAGNETIC)

DISTANCES ON THIS PLAN MAY BE CONFUSED TO GROUND OR
A COMBINED SCALE FACTOR OF 1:62500

CAUTION
THIS PLAN IS COMPILED FROM REGISTRY OFFICE RECORDS & A
FIELD SURVEY

NOTES
PARKING STALL TYPICAL 2.75m x 5.5m

PIN 60181 - 0155

PART 1
PLAN 52R - 2417
PIN 60181 - 0147

LOT 15

PART 1
PLAN 52R - 1217
PIN 60181 - 0168

PIN 60181 - 0138

LOT 14

LOT 13

SYDNEY STREET
PIN 60181 - 0001

Existing Building

PIN 60181 - 0179

PART 1
PLAN 52R - 5788
PIN 60181 - 0132

INST. NO.
26794.3

PIN 60181 - 0133

PART 1
PLAN 52R - 4872

PIN 60181 - 0162

PLAN 52R - 7732
PIN 60181 - 0163

PIN 60181 - 0135

PART 1
PLAN 52R - 7025
PIN 60181 - 0158

SEVENTH STREET
PIN 60181 - 0002

To the concerned neighbors of 780 Sydney street :

Karl Doyle, (Senior Planner City of Cornwall Tel: 613-930-2787 ext 2365) has asked all individuals who have concerns about the potential sale of the south portion of 780 Sydney st to the Ford dealer for the purpose of inventory parking; to attend an information and question time at the Wesleyan Church on September 25th at 6:30pm.

In addition to Karl, Shawn Maloney (Ford Dealership) and Rev Larry Blaikie will also be attending.

This meeting is open to the public and it is for the purpose of supplying concerned citizens with accurate information concerning the potential sale, present status of the land, other potential developments, and the opportunity to ask questions concerning the potential sale to any of the parties involved.

I hope you will take this opportunity to attend the meeting or even send someone on your behalf, in order to gain the information and raise the concerns that you might have at that time.

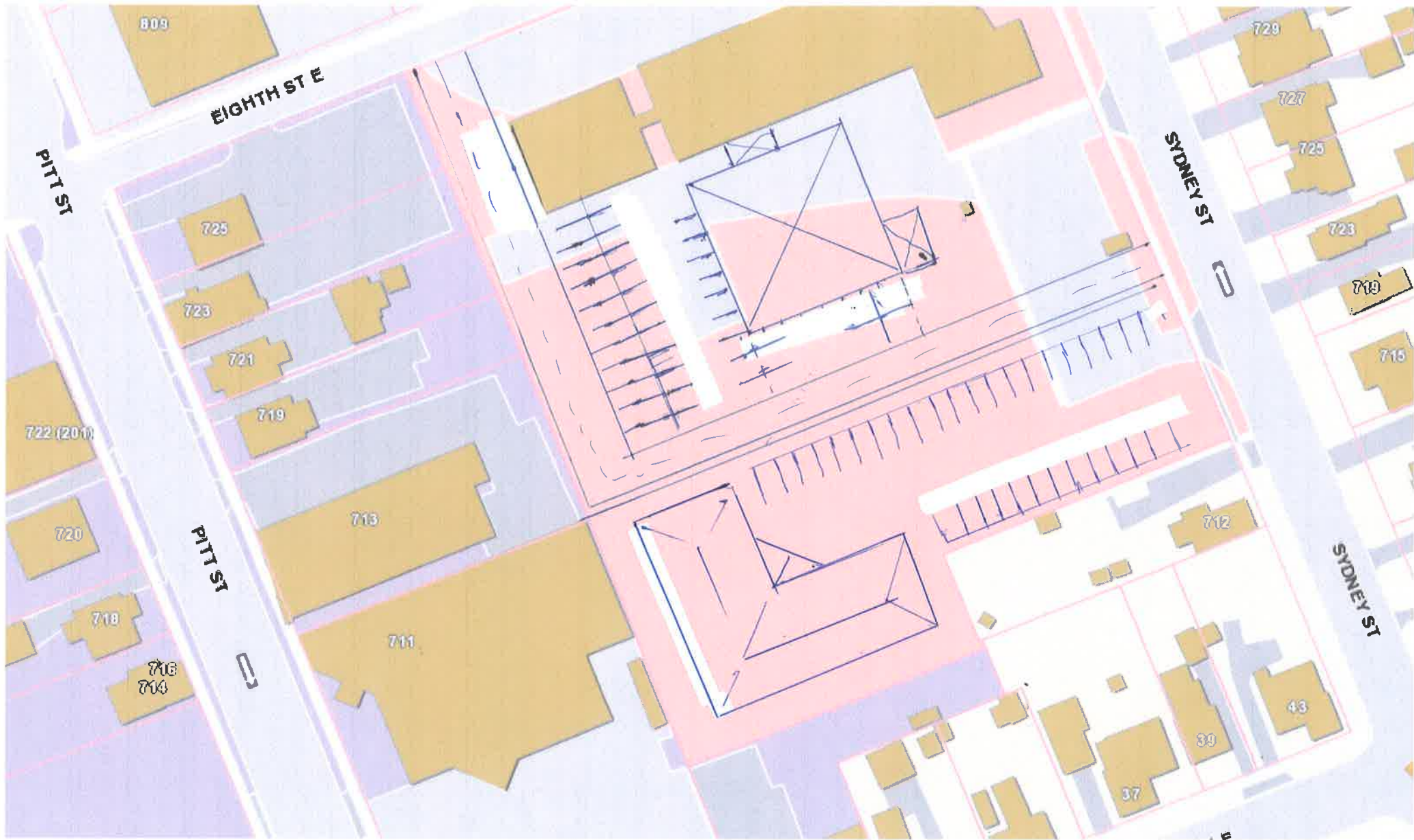
Rev Larry Blaikie

Cornwall Wesleyan Church, 780 Sydney st. Cornwall

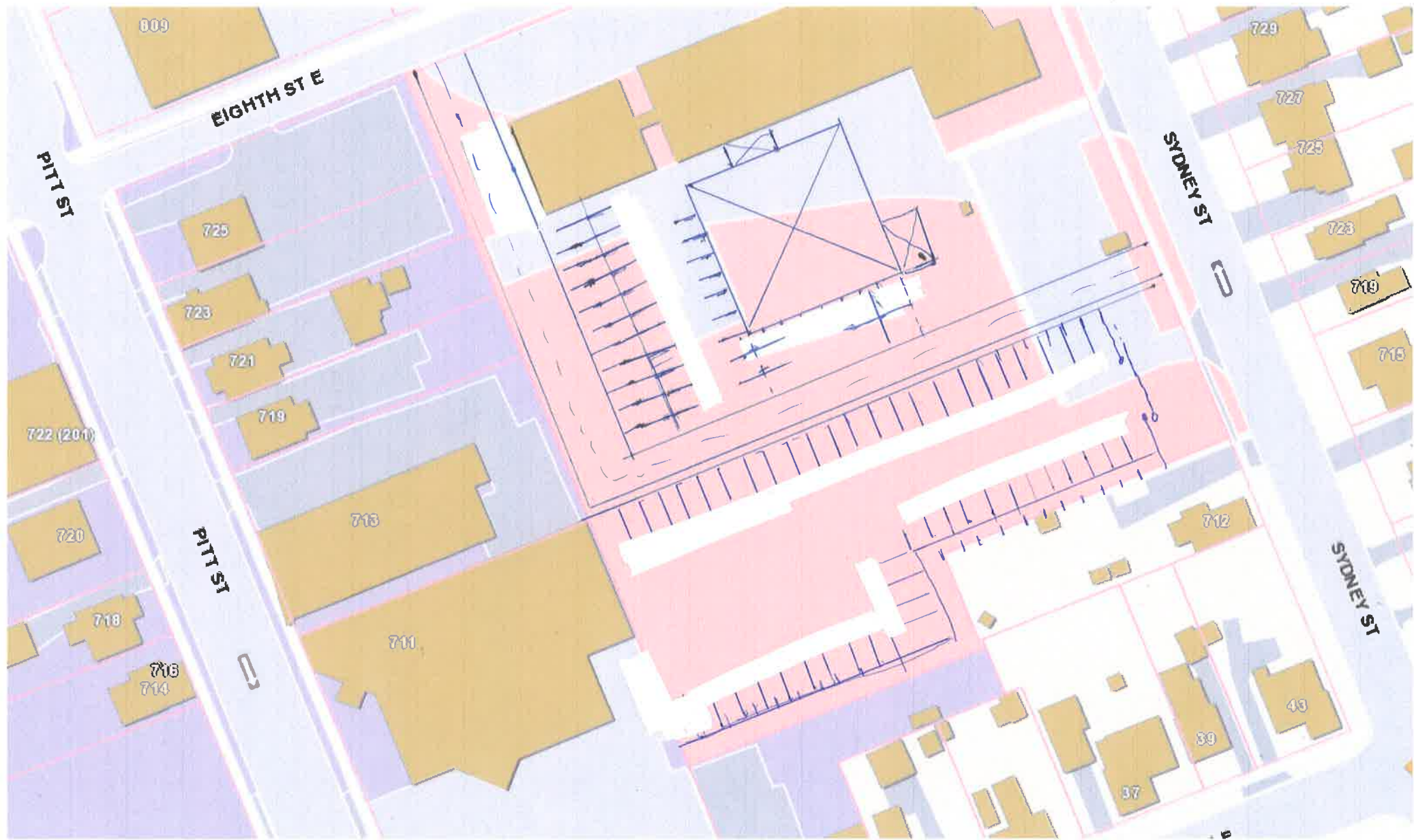
cornwallwesleyan@gmail.com or 613 936 9166

A handwritten signature in black ink, appearing to read 'Larry Blaikie', with a long horizontal stroke extending from the bottom of the signature.

10 Year with Apartment.



10 Year With Commercial



Petition for Rezoning 780 Sydney St Commercial.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
CAROL LALONDE	727 SYDNEY	Carol Lalonde
HAREN LANGE	37 SEVENTH ST.	Haren Lange
PAT DENNENY	37 7TH EAST	Pat Denny
Shaun Giroux	39 7th St E.	Shaun Dix
Melanie Giroux	39 7th St. E	Melanie G
LEN CURRIER	729 SYDNEY ST	Len Currier
BETTY CURRIER	729 SYDNEY ST.	Betty Currier
Mavis Collins	655 Sydney St.	Mavis Collins
STEPHEN ROCK-	703 Sydney ST	Stephen Rock
SERGE PICHE	655 Sydney St.	Serge Piche
Robert TESSIER	648 Sydney St	Robert TESSIER
Pauline TESSIER	648 Sydney St	Pauline TESSIER
Amanda Sawer	709 Sydney	Amanda

NAME	ADDRESS	SIGNATURE
Dore Lalonde	177 Sydney	
Linda Turgon Brunet	725 Sydney St.	Linda Turgon Brunet
Peter Brunet	Peter Brunet (725 Sydney St).	
Chantal Lalonde	712 Sydney St.	Chantal Lalonde
Trevor Lalonde	712 Sydney St.	Chantal Lalonde
Barbara Brazau	27 7th St. E.	Barbara Brazau
Leah Brownell	43 Deventh St E	Leah Brownell
Eric Leves	715 SYDNEY.	Rachel Leves