

- **Name**
Laura Niznik
- **Enter the date of the meeting you wish to present to council**
April 18 2024
- **Which is your preference for attending the meeting.**
In Person
- **Will there be anyone other than yourself addressing Council?**
No

- **Use the space below to clearly outline your purpose for presenting to council. Provide a brief outline of your subject matter including your suggested outcome.**

329 Buller Street file OP 24-01-8 & ZN 8-24 - 01

Conversion to medium density does not match the aesthetic of the area which is already diverse.

Compromises the historic district and its unique and valuable contribution to the City of Woodstock.

Concerns with the use of the alley intended for horse and buggy for nearly double the traffic with 12 additional parking spaces.

Concerns with the existing aging infrastructure sewer, electricity, gas and its ability to support medium density residential.

Further deterioration of the green space and canopy compound by recent removal of other large trees in the area for development purposes which further negatively impacting the City's Carbon footprint.

Safety concerns related to the alley due to increased traffic exiting onto Buller St. and additional parking on the street. Lack of places for children to play and use of the alley for this purpose.

Concerns regarding the proposed change from 3m to 2m on the west property line leading to safety issues for future tenants, congestion of the alley inhibiting others to use.

Uncertainty of the use of the alley as a driveway to service parking for 12 cars and compliance with the bylaws.

Maintenance of the gravel alley with additional traffic and snow removal.

Impact to the future value of the property and the deterioration of the house and neighbourhood over time.

The potential for Zone R3 which permits the future installation of a 3-story dwelling combined with the proposed 290m² (3121 sq ft) building being inconsistent with an 8-unit complex.

Potential decline to house values for existing residences as historic

homes.

The infrastructure for garbage removal with a reduced front yard and the ability to manage that in the future.

The precedent being set for future developments of a similar nature in the area.

The ongoing severe impact of construction for several years to the neighbours and their neighbourhood should this proposal be approved.

Not to approve OP 24-01-8 & ZN 8 - 24 - 01

- **Will you be providing any additional written information in addition to your summary above? If YES please note it must be provided to the Clerks department no later than 2:00pm on the Tuesday prior to the meeting**

No

- **Will you be providing any additional electronic information in addition to documents you will be attaching? If YES please note it must be provided to the Clerks department no later than 2:00pm on the Tuesday prior to the meeting**

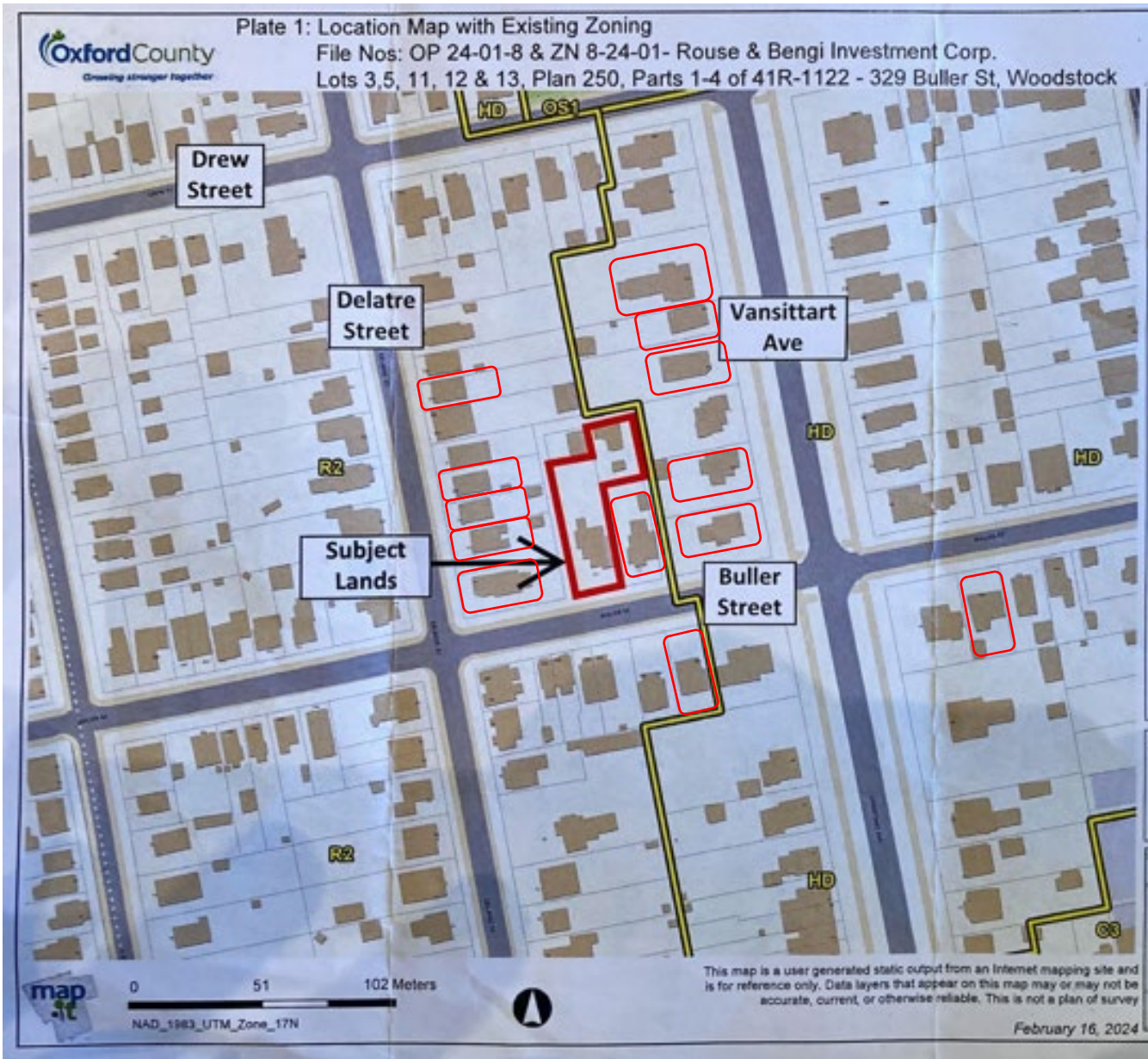
No

- **Presentation Attachments**

1. [April 18 th 2024 City Council Attachment for OP 24-01-8 and ZN 8 - 24 - 01 329 Buller St \(2\).pptx \[632.0 KB\]](#)

- **Have you appeared before council to discuss the same topic in the past?**

No



Concerned Citizens

- Ms. Nancy Pearson (126 Delatre St)
- Mr. Mark Benner (39 Vansittart Ave.)
- Mr. Jerry Tree (114 Delatre St)
- Mr. Rick Young (133 Vansittart Ave.)
- Mr. & Ms. Gord & Laura Niznik (105 Vansittart Ave.)
- Mr. & Ms. CJ & Nicole Kreuger (102/327 Delatre St.)
- Ms. Elanie Hofman (368 Buller St.)
- Mr. & Ms. Ed & Dallis Liskauskas (113 Vansittart Ave.)
- Ms. Anna MacNeil (112 Delatre St)
- Ms. Laura Woolner (127 Vansittart Ave.)
- Ms. Robina Cullen (331 Buller St.)
- Mr. & Ms. Dianne & Chris Karn (110 Delatre St.)
- Ms. Ana Donachey & Mr. Dave Gibbons (71 Winnett St.)
- Ms. Teresa Loft (336 Buller St.)
- Ms. Janet Norley (123 Vansittart Ave.)

Areas of Concern

- Conversion to medium density does not match the aesthetic of the area which is already diverse.
- Compromises the historic district and its unique and valuable contribution to the City of Woodstock.
- Concerns with the use of the alley intended for horse and buggy for nearly double the traffic with 12 additional parking spaces.
- Concerns with the existing aging infrastructure sewer, electricity, gas and its ability to support medium density residential.
- Further deterioration of the green space and canopy compound by recent removal of other large trees in the area for development purposes which further negatively impacting the City's Carbon footprint.
- Safety concerns related to the alley due to increased traffic exiting onto Buller St. and additional parking on the street. Lack of places for children to play and use of the alley for this purpose.
- Concerns regarding the proposed change from 3m to 2m on the west property line leading to safety issues for future tenants, congestion of the alley inhibiting others to use.
- Uncertainty of the use of the alley as a driveway to service parking for 12 cars and compliance with the bylaws.
- Maintenance of the gravel alley with additional traffic and snow removal.
- Impact to the future value of the property and the deterioration of the house and neighbourhood over time.
- The potential for Zone R3 which permits the future installation of a 3-story dwelling combined with the proposed 290m² (3121 sq ft) building being inconsistent with an 8-unit complex.
- Potential decline to house values for existing residences as historic homes.
- The infrastructure for garbage removal with a reduced front yard and the ability to manage that in the future.
- The precedent being set for future developments of a similar nature in the area.
- The ongoing severe impact of construction for several years to the neighbours and their neighbourhood should this proposal be approved.

Additional Info

- Both the city engineering departments (building division and engineering division) made comment regarding the plan that don't currently meet the current bylaws.
 - Building division of city noted in their comments “ The applicant should note any residential development with 4 or more dwelling units requires driveways and parking areas to be paved with asphalt, brick or similar material. Gravel is not acceptable.” This as outlined in bylaw (General Provisions) 5.4.1.12 “ Each parking space, parking aisle and the driveway leading to the parking space shall be paved with asphalt, brick or similar material which prevents the raising of dust or loose particles and shall include provisions for drainage facilities”. This Bylaw indicates that both the parking lot and driveway (lane) would need to be paved. The city owns and maintains the lane and would have to pave it to meet the bylaw or have the owner do it at there cost.
 - The building identified that the lane is not a street in their comment. This comment leads to bylaw (General Provisions) 5.4.1.7 with regards to access to parking space “ A parking space must have unobstructed access from a public street by either a driveway or an aisle leading to a driveway.” This indicates that a parking lot has to aisle leading to a driveway. In the proposed plan the parking lot aisle leads to a lane not a driveway. A driveway standard is as per (General Provisions) 5.4.1.11.2 is to be at least 6.7m for joint access “ Except or provided in 5.4.1.11.3, where a joint ingress and egress driveway is provided to a parking aisle, the minimum driveway width must be at least 6.7 metres in width.
 - The engineering also brought up a comment about the lane but stated they are satisfied that lane has adequate capacity. In the same comment the stated that further review is needed which could lead to having to pave the lane. This comment leads to that there are things that need to be address about the lane once the plan is approved and permits are in place. This could be a problem for the city
 - Engineering also made comment to the snow storage. By this comment they as made note that is a more than a potential issue due the outlined plan.
- The outbuildings that are part of Van Ave. The Historical District Residential Zone boundary seems to have missed the extension of the Van Ave property back past the lane. This would mean that the property would have to be severed from the Van Ave property. Since it is would fall under the Historical District Residential Zone which does not allow it to be used as a parking lot.