COMMITTEE OF ADJUSTMENT

Department of Planning and Building Services
3540 Schmon Parkway, P.O. Box 1044
Thorold, ON L2V 4A7
905-227-6613

September 18, 2025

TO: Chairperson and Members of the Committee of Adjustment

SUBJECT: Application for Minor Variance
D13-10-2026 – RCI Consulting
79 Melody Lane, Thorold, Ontario
PLAN 59M503 PT BLK 162 RP 59R17761 PARTS 1 AND 8
Roll Number: **273100003018958**

KEY FACTS

- This Minor Variance application proposes to grant relief from the Second Dwelling Unit Parking Requirements at 79 Melody Lane.
    - The application seeks relief from Section 6.15.1 of the City of Thorold Comprehensive Zoning By-law 2140(97) and Section 3.21(d) of the City of Thorold Comprehensive Zoning By-law 60(2019).
- The subject lands are situated in the Port Robinson Estates subdivision, west of the Welland Canal.
- Planning staff are recommending refusal of the application.

RECOMMENDATIONS

That the City of Thorold Committee of Adjustment **REFUSE** application D13-10-2026, submitted by RCI Consulting on behalf of Arun Kumar, for lands known municipally as 79 Melody Lane (PLAN 59M503 PT BLK 162 RP 59R17761 PARTS 1 AND 8), as it relates to:

- Relief from Section 6.15.1 of the City of Thorold Comprehensive Zoning By-law 2140(97), and Section 3.21(d) of the City of Thorold Comprehensive Zoning By-law 60(2019) to reduce the number of required parking spaces for a second dwelling unit from 1 space to 0 spaces, and reducing the total required parking on the lot from 2 spaces to 1 space, to facilitate the conversion of the existing attached garage into an additional dwelling unit on lands zoned R3B-57.

PROPOSAL

The applicant is seeking relief from the provisions of Section 6.15.1 of the City of Thorold Zoning By-law 2140(97), and Section 3.21(d) of Comprehensive Zoning By-law (60) 2019 to facilitate the issuance of a building permit for the conversion of the existing ground floor, including garage, to an internal second dwelling unit (SDUs) (Herein after also referred to as "Additional Dwelling Units" or ADUs). The proposed ADU has a total floor area of 44.9 m^2.

All other requirements of the zoning by-law are being maintained.

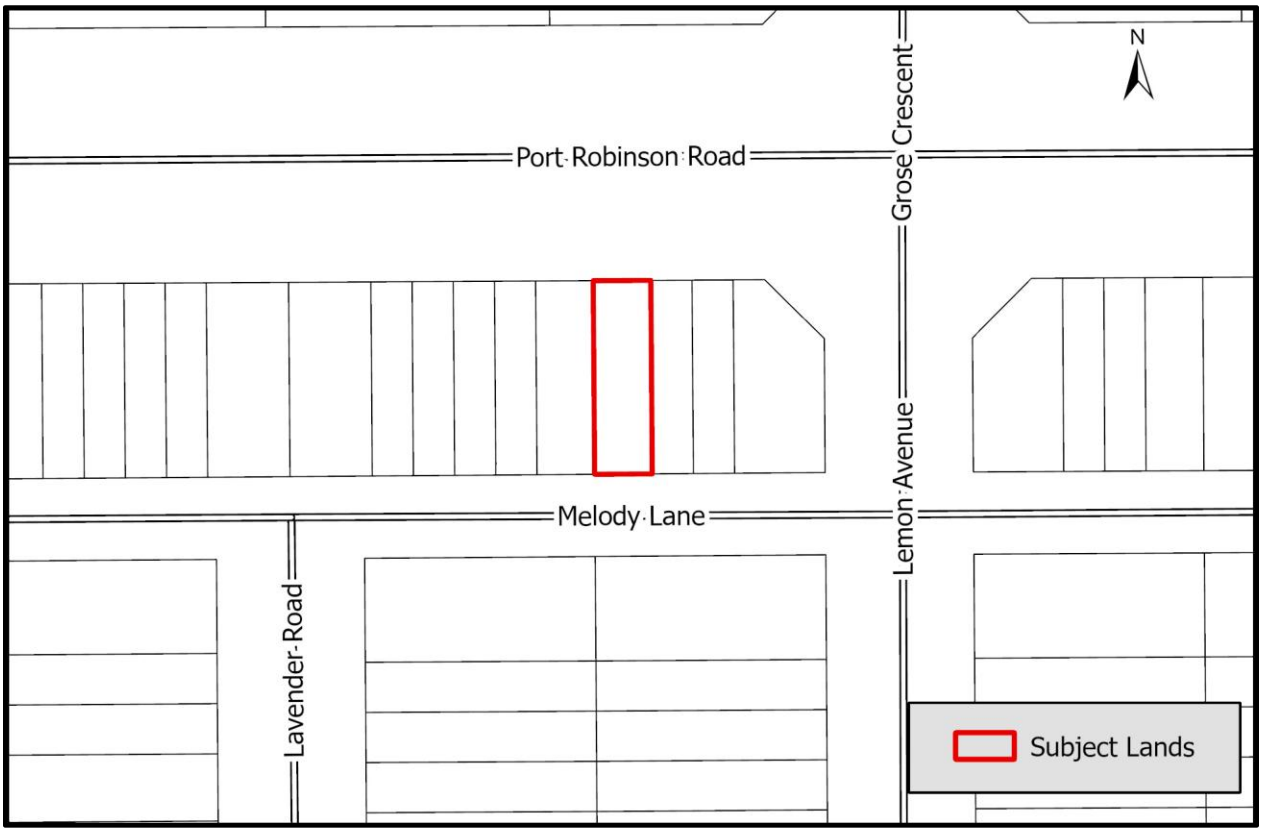


Figure 1: Location Map

Site Description

The subject lands are known municipally as 79 Melody Lane. Currently the lands contain a single end-unit townhouse dwelling, including a garage. Parking is currently maintained

through the existing driveway on-site, measuring 5.8 metres in length and 4.8 metres in width, which supports a single parking space.

The lands are a 'through-lot' located on the north side of Melody Lane in a residential neighbourhood bounded by Kottmeier Road to the west and Lemon Avenue to the east. To the south, east and west of the lands are residential properties. Directly north of the lands is Port Robinson Road.

Under the Niagara Region Official Plan, the lands are designated as part of the Designated Greenfield Area and Urban Area. The lands comprise approximately 164 m^2 within the Port Robinson Medium Density Area and Urban Living Area of the City of Thorold Official Plan and are presently zoned Residential Three Zone – R3B-57 according to the City of Thorold Comprehensive Zoning By-law 60(2019).

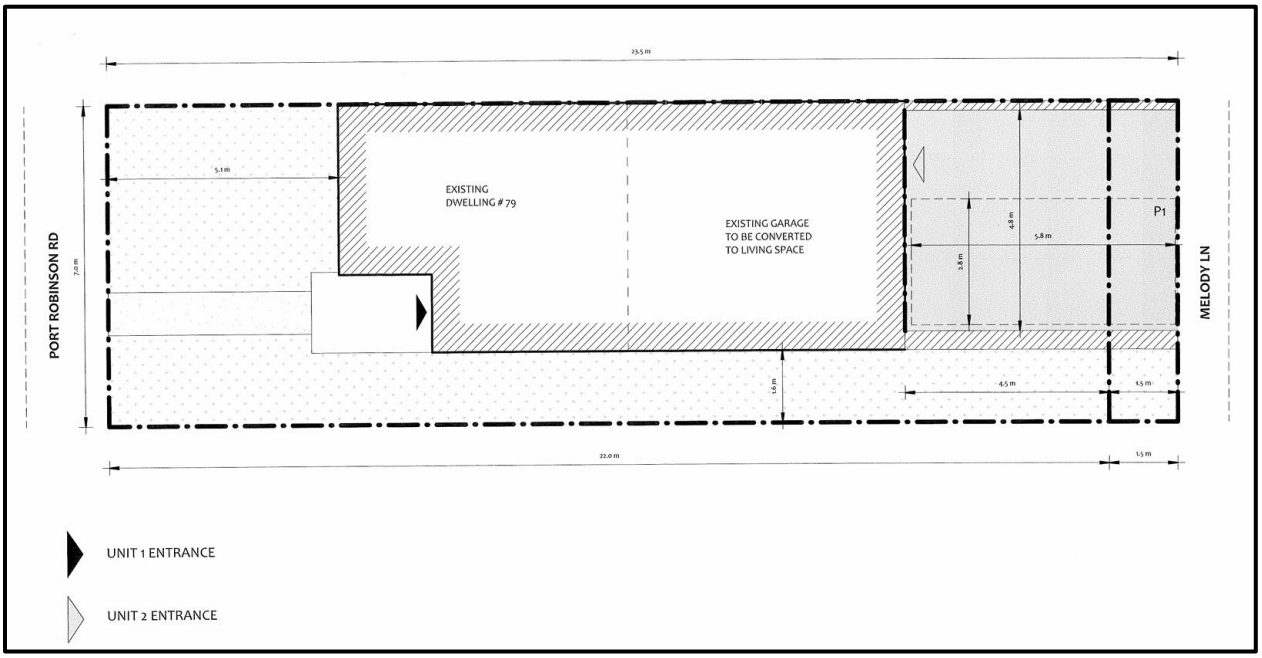


Figure 2: Proposed Plan

In order to facilitate this proposal on the subject lands, Section 45(1) of The Planning Act applies:

> *The committee of adjustment, upon the application of the owner of any land, building or structure affected by any by-law that is passed under*

section 34 or 38, or a predecessor of such sections, or any person authorized in writing by the owner, may, despite any other Act, authorize such minor variance from the provisions of the by-law, in respect of the land, building or structure or the use thereof, as in its opinion is desirable for the appropriate development or use of the land, building or structure, if in the opinion of the committee the general intent and purpose of the by-law and of the official plan, if any, are maintained.

Background Review

Provincial Planning Statement (PPS)(2024)

The PPS, effective October 20, 2024, provides the planning policy framework for municipalities within the Province of Ontario. The PPS includes 6 chapters, including the introduction and implementation, which outlines the goals and objectives of planning authorities as it relates to building homes, infrastructure and facilities, the wise use and management of resources, protecting public safety.

The PPS (2024) contains the following policies which relate to the submitted application:

2.1.6. *Planning authorities should support the achievement of complete communities by:*

a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

2.2.1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities;

2.3.1.3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Niagara Regional Official Plan (NOP) (2022)

As of March 31, 2025, the Region no longer holds planning authority under the Planning Act. The NOP now serves as an Official Plan for the City of Thorold, who in turn is responsible for ensuring conformity with its policies.

The subject lands are designated as part of the Designated Greenfield Area and Urban Area within the NOP. The following policies of the NOP relate to the submitted application:

2.2.1.1 *Development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:*

a) *the intensification targets in Table 2-2 and density targets outlined in this Plan;*

b) *a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;*

c) *a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs;*

d) *social equity, public health and safety, and the overall quality of life for people of all ages, abilities, and incomes by expanding convenient access to:*

    i) *a range of transportation options, including public transit and active transportation;*

    ii) *affordable, locally grown food and other sources of urban agriculture;*

iii) co-located public service facilities; and

iv) the public realm, including open spaces, parks, trails, and other recreational facilities;

e) built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in infrastructure to support the financial well-being of the Region and Local Area Municipalities;

f) opportunities for transit-supportive development pursuant to Policies 2.2.2.17, 2.2.2.18 and 2.2.2.19;

g) opportunities for intensification, including infill development, and the redevelopment of brownfields and greyfield sites;

h) opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;

i) the development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas;

j) conservation or reuse of cultural heritage resources pursuant to Section 6.5;

k) orderly development in accordance with the availability and provision of infrastructure and public service facilities; and

l) mitigation and adaptation to the impacts of climate change by:

i) protecting natural heritage features and areas, water resource systems, and other components of the Region's natural environment system pursuant to Section 3.1;

ii) where possible, integrating green infrastructure and low impact development into the design and construction of public service facilities and private development; and

iii) promoting built forms, land use patterns, and street configurations that improve community resilience and sustainability, reduce greenhouse gas emissions, and conserve biodiversity

***2.2.2.1** Within urban areas, forecasted population growth will be accommodated primarily through intensification in built-up areas with particular focus on the following locations:*

a) strategic growth areas, including:

i) Downtown St. Catharines urban growth centre

ii) Protected major transit station areas

iii) Regional growth centres; and

iv) District plan areas identified in Section 6.1;

b) areas with existing or planned public service facilities

c) other locations with existing or planned transit service, with a priority on areas with existing or planned frequent transit service; and

d) local growth centres and corridors, as identified by Local Area Municipalities.

***Table 2-2** Niagara Region Minimum Residential Intensification Targets by Local Area Municipality 2021-2051*

Table 2-2		
Municipality	**Units**	**Rate**
Thorold	*1,610*	*25%*

***2.2.2.23** Designated greenfield areas shall achieve a minimum density of 50 residents and jobs combined per hectare as measured across the entire region.*

2.2.2.25 *Designated greenfield areas will be planned as complete communities by:*

a) *ensuring that development is sequential, orderly and contiguous with existing built-up areas;*

b) *utilizing proactive planning tools in Section 6.1 and Section 6.2, as appropriate;*

c) *ensuring infrastructure capacity is available; and*

d) *supporting active transportation and encouraging the integration and sustained viability of public transit service.*

2.3.3.1 *The following tools will be considered to support the development of affordable and attainable housing:*

a) *flexibility in the scale, form, and types of residential uses permitted as-of-right, including additional residential units and other alternative housing forms;*

b) *streamlining of planning approvals for the development of affordable housing, attainable housing, and community housing, with a priority for developments receiving time-sensitive government funding;*

c) *financial incentive programs, such as grants, development charge deferrals, and property tax reductions that promote brownfield redevelopment and affordable housing options, including purpose-built rental housing;*

d) *the inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes;*

e) *site standards that facilitate the development of additional residential units, such as reduced setbacks, narrower lot sizes, and reduced parking standards;*

f) *inclusionary zoning provisions within protected major transit station areas and/or areas with an approved Community Planning Permit System, subject to the preparation of an assessment report as described in the Planning Act and Ontario Regulation 232/18; and*

g) *demolition control and residential replacement by-laws that would prohibit the demolition of existing rental units without replacement of the same or higher number of rental units.*

City of Thorold Official Plan (CTOP) (2016)

The CTOP, approved April 18, 2016, provides the basis for managing growth within the City of Thorold. The intention of the plan is to provide direction and encouragement for public and private sector investment, while recognizing the existing, built and natural features which contribute to the quality of life in Thorold.

The subject lands are designated as part of the Port Robinson Medium Density Area and Urban Living Area within the City of Thorold Official Plan (CTOP). The following policies of the CTOP relate to the submitted application:

B1.1.3 *In accordance with Provincial and Regional policy, the City will accommodate at least 15% of projected housing growth, or about 300 residential dwelling units, within the built boundary of Thorold as illustrated on the Land Use Schedules of this Plan.*

For the purpose of this Plan, residential intensification includes the use of vacant or occupied residential lots, as well as the development or redevelopment of existing vacant land or underutilized land within the built boundary. In reviewing intensification proposals, the City will assess the density of such proposals relative to the surrounding neighbourhood as well as the site and building design of the proposal and how issues such as landscaping, traffic and parking have been addressed. The financial feasibility of or market potential for the proposed development will not form the basis of any decision to approve an intensification or redevelopment proposal.

While intensification opportunities will be encouraged, proponents will be expected to demonstrate, through the provision of detailed site plans and elevation plans, that such proposals will be respectful of, compatible with, and designed to be integrated with the community or neighbourhood where they are proposed.
In considering proposals for residential intensification, the following criteria are applicable to intensification proposals within the Urban Living Area designation:

a) *Residential intensification proposals should be focussed on lands located within the Downtown, Downtown Transitional or Regeneration Overlay designations. This does not preclude consideration for other sites in the Urban Living Area designation.*

b) *Intensification and redevelopment proposals are encouraged to achieve a unit density and housing type that is compatible and in keeping with the character of the neighbourhood where it is proposed. On the basis of the housing density of existing neighbourhoods, the implementing Zoning By-law may establish minimum and maximum densities of between 10 and 85 units per hectare;*

c) *Residential intensification and redevelopment proposals on lands located in the Urban Living Area designation that abut local roads shall maintain compatibility with the surrounding neighbourhood. The existing unit densities of lands within the urban living area, as set out in the Zoning By-law, may be increased through a Zoning By-law Amendment, subject to the following provisions:*

    i) *The unit density may be increased by up to 75% of the existing gross density of lands within 75 metres of the site.*

    ii) *The unit density may be increased by up to 150% where the development site is proximate and accessible to the Downtown area, provided that:*

        1. *the proposed development is supported by an engineered stormwater management plan and will be characterized by quality design and landscaping, and suitable building setbacks; and,*

        2. *parking areas and traffic movements will not negatively impact the character of the adjacent neighbourhood;*

d) *Notwithstanding items (b) and (c), the creation of new freehold or vacant condominium infill lots through the plan of subdivision or consent process, for ground-oriented detached dwellings, may be permitted provided the proposed lot and unit type is compatible with the established character of the street or neighbourhood where it is proposed. The Zoning By-law shall establish*

minimum lot area and frontages and minimum and/or maximum densities that are considered appropriate within the Urban Living Area designation;

e) *The creation of an internal secondary dwelling unit within residential neighbourhoods is considered to be an appropriate form of residential intensification. The establishment of secondary dwelling units shall occur in accordance with Section B1.1.4; and,*

f) *The proposal can be suitably serviced with City sewer and water services and can be designed to manage stormwater impacts as authorized by the City's Operations Department and in accordance with Section D1.4 and C5.*

B1.1.4.1 *Secondary dwelling units are considered to be an appropriate form of residential intensification and such housing will also contribute to the supply of affordable housing in the City.*

B1.1.4.2 *In regulating secondary dwelling units, the implementing Zoning By-law will establish standards to address the following matters:*

a) *The dwelling unit will comply with the Ontario Building and Fire Codes as well as applicable provisions of the City's Zoning By-law;*

b) *Adequate parking is available on the lot for both dwelling units;*

c) *The secondary dwelling unit is designed and located in the interest of maintaining the character of the residential streetscape, and,*

d) *The existing and proposed secondary dwelling can be suitably serviced with City sewer and water services in accordance with Section D1.4.*

B1.9.1 *The purpose of this section (Port Robinson West Secondary Plan) of the Official Plan is to provide policies for a comprehensively planned community that protects environmental features and the existing community; one that is principled on Smart Growth, recognizes and responds to the policy initiatives of the Region of Niagara, the Niagara Peninsula Conservation Authority and the Province of Ontario, while establishing a comfortable and attractive community with a full range of housing types, commercial and community facilities and substantial employment areas.*

B1.9.3.3 *The following general principles will apply to the development of residential housing in the secondary plan:*

a) *To provide an adequate supply of housing in terms of housing mix, lot sizes and variation of densities in order to accommodate projected needs and to support transit by encouraging:*

    i) *An appropriate mix of housing units shall be provided consisting of single and semi-detached dwelling units and multiple dwelling units; and,*

    ii) *The provision of multiple units generally in the form of townhouse units and low rise apartment units.*

b) *Residential areas will provide opportunities with respect to choice of housing, tenure and affordability will be achieved through subdivision designs which incorporate a mixture of housing types and varying lot configurations. Single detached, semi-detached, townhouses and apartment buildings up to five storeys will be permitted in the residential neighbourhoods.*

c) *Residential areas will provide a minimum 25 percent of all new residential development within the Port Robinson West Secondary Plan area that will meet the Provincial definition of affordable housing. Affordable housing may be achieved by:*

    i) *Promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;*

    ii) *Building smaller units, where housing is more affordable due to lower development costs;*

    iii) *Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs;*

    iv) *Waiving or reducing municipal permit fees, taxes and/or development fees; and,*

v) *Encouraging the development of accessory apartments/secondary suites.*

d) *The City will work with other government agencies and the private sector, to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.*

e) *Affordable housing will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.*

Ontario Regulation 299/19: Additional Residential Units (O. Reg. 299/19)

O. Reg. 299/19 provides guidance to municipalities on the provincial standards for ARUs. Initially made and filed on August 29th, 2019, it was further amended on November 20th, 2024. The regulation provides standardized definitions, and requirements and standards for additional residential units, buildings and structures on parcels of urban residential land and parcels of urban residential land which contain an ARU.

The following sections of the Regulation relate to the submitted application:

2 *The following requirements and standards are established with respect to additional residential units**:***

1. *Each additional residential unit shall have one parking space that is provided and maintained for the sole use of the occupant of the additional residential unit, subject to paragraph 2.*

2. *Where a by-law passed under section 34 of the Act does not require a parking space to be provided and maintained for the sole use of the occupant of the primary residential unit, a parking space is not required to be provided and maintained for the sole use of the occupant of either additional residential unit.*

3. *A parking space that is provided and maintained for the sole use of the occupant of an additional residential unit may be a tandem parking space.*

4. *An additional residential unit may be occupied by any person regardless of whether,*

    i. *the person who occupies the additional residential unit is related to the person who occupies the primary residential unit, and*

    ii. *the person who occupies either the primary or additional residential unit is the owner of the lot.*

5. *Where the use of additional residential units is authorized, an additional residential unit is permitted regardless of the date of construction of the primary residential unit.*

Comprehensive Zoning By-Law 2140(97) (CZBL 1997)

There are components of CZBL 1997 that are still in-effect. This document was intended to implement policies of the City's Official Plans prior to CZBL 2019's adoption. The CZBL 1997 regulated dimensions and built forms of permitted uses on lots, including residential parking requirements.

Portions of the residential parking requirements contained in the 2019 Comprehensive Zoning By-law are under appeal, including the parking requirements for ADUs. As such, the following provisions of the CZBL 1997 relate to the submitted application:

***6.15.1** The following table provides a list of uses and corresponding parking requirements:*

(1) RESIDENTIAL	
Use	**Minimum Number of Parking Spaces Required**
Any other dwelling unit	*1 space*

Comprehensive Zoning By-Law 60(2019) (CZBL 2019)

CZBL 2019, adopted May 23, 2024, is intended to implement the policies of the City's Official Plan. The Zoning By-law regulates the dimensions and built forms of permitted uses on lots, as well as identifies the relevant zone based on usage type as prescribed by the CTOP.

The subject lands are zoned special exception Residential Three (R3B-57). The special exception modified a number of provisions in CZBL 2019, including: minimum lot area, minimum lot frontage, front yard setback, rear yard setback, exterior side yard setback, maximum lot coverage, maximum building height, minimum landscaped open space, maximum width of attached garage and maximum encroachment for a platform structure. It also permitted live/work uses in accordance with Part 3 of the by-law. There were no site-specific provisions that modified the on-site parking requirements within this zoning category.

The following provisions of the CZBL 2019 relate to the submitted application:

3.21 *Where a second dwelling unit is permitted, the following regulations apply:*

a) A maximum of one (1) second dwelling unit is permitted on a lot;

b) A second dwelling unit is subject to a Building Permit being issued;

c) A second dwelling unit shall have a gross floor area of a maximum of 40% of the principal dwelling unit gross floor area;

d) One (1) additional parking space shall be provided on the lot and it is permitted to be in tandem;

e) A second dwelling unit in an accessory building shall also be subject to Section 3.1, except within the Agricultural Zone, subject to Section 9.4; and,

f) A second dwelling unit and a garden suite dwelling shall not be permitted on the same lot.

4.1 *Parking Space Requirements*

UNDER APPEAL

Table 4.1 – Parking Space Requirements	
Use	**Minimum Number of Parking Spaces Required**
Second Dwelling Unit	*1.0 spaces per second dwelling unit, in addition to the parking required for the principal dwelling unit*

MINOR VARIANCE PLANNING ANALYSIS

The Committee of Adjustment, in accordance with Section 45 (1) of the Planning Act, may authorize a minor variance from the provisions of the by-law, subject to the following considerations:

- The variance maintains the general intent and purpose of the Official Plan.
- The variance maintains the general intent and purpose of the Zoning Bylaw.
- The variance is appropriate for the development or use of the land.
- The variance is minor in nature.

A summary of planning staff's review of the proposed variances with respect to each of these considerations are provided below.

Does the Variance maintain the general intent and purpose of the Official Plan?

Both the NOP and CTOP encourage the intensification of residential communities within the Urban Living Area through the development of secondary (or additional) dwelling units.

As previously identified, the NOP projects approximately 25% of Thorold's growth from 2022-2051 within the Urban Area. This includes identifying opportunities for infill development, the redevelopment of underutilized lands and a "diverse range of housing types" (2.2.1.1) within the Urban Area. To support the development of affordable and attainable housing, the NOP encourages "site standards that facilitate the development of additional residential units", such as reduced parking standards (2.3.3.1). Overall, the NOP gives strong direction to encourage intensification within appropriate areas, such as the Urban Area where the subject lands are located. However, the NOP is also clear that such development within Greenfield areas should contemplate existing capacity to ensure a "complete community" (2.2.2.25).

Similarly, the CTOP encourages targeted residential infill intensification within areas identified as appropriate for supporting an increased density. The Official Plan forecasts about 15% of projected housing growth will occur within the Urban Area of Thorold, through various forms of intensification such as the development of Additional Residential Units (ADUs) (B1.1.3). While B1.1.3 states residential intensification should be focused

to the Downtown, Downtown Transitional or Regeneration Overlay areas, other sites within the Urban Living Area may be considered.

Under City of Thorold Official Plan policy B1.1.4.1, Secondary dwelling units are considered an "appropriate form" of residential intensification and are permitted as-of right within the Urban Living Area designation. To the extent that ADUs are permitted within the Urban Living Area, proposals are required to demonstrate compliance with Ontario Building and Fire Codes, the adequate provision of parking for both dwelling units, ensuring the proposal is consistent with the established local character of the neighbourhood, and that it can be suitably serviced by the municipality.

In summary both the NOP and CTOP direct residential infill intensification through various built forms, including ADUs, within the Urban Living Areas. Additionally, the Port Robinson West Secondary Plan is envisioned as a community principled on "Smart Growth", which encourages compact, sustainable and more walkable communities which reduce urban sprawl, traffic congestion and minimizes infrastructure costs. While the proposal seeks to eliminate the parking requirements for an ADU prescribed in both CZBL 1997 and CZBL 2019, it **does maintain** the general intent and purpose of the Official Plan.

Does the Variance maintain the general intent and purpose of the Zoning By-law?

The subject lands are zoned site specific Residential Three Zone – R3B-57 in the CZBL 2019. Portions of the residential parking requirements contained in Part 4 of CZBL 2019, including parking requirements for ADUs, are under appeal and currently not in force and effect. As such, the CZBL 1997 is still in effect for provisions under appeal. Regardless, both the CZBL 1997 and CZBL 2019 make clear that where an ADU is located, an additional parking space shall be provided.

Within the CZBL 1997 residential parking requirements are outlined in Section 6.15.1. While ADUs are not explicitly identified in the residential parking table, the proposal would fall into the parking requirements of "Any other dwelling unit", which requires 1 additional parking space to be provided. This provision is currently in force and effect.

The CZBL 2019 outlines ADU parking requirements in two sections. Part 3.21 outlines the parking requirements of ADUs with other provisions which apply to ADUs. This Part, which is not under appeal, requires one additional parking space for each ADU to be provided "on the lot", and that this space is "permitted to be in tandem". The parking requirements for ADUs are further outlined in Part 4 "Parking and Loading Requirements".

Table 4-1, requires ADUs to provide “1.0 spaces per second dwelling unit, in addition to the parking required for the principal dwelling unit.” While this section is currently under appeal, the intent of the by-law through this provision is clear. The CZBL 2019, through multiple sections, establishes that where an ADU is permitted, an additional parking space is required.

In summary, both the CZBL 1997 and CZBL 2019 are clear in their intent to require an additional parking space where an ADU is proposed. Although the parking requirements in Part 4 of the CZBL 2019 are under appeal, Section 3.21 of the CZBL 2019 and Section 6.15.1 of the CZBL 1997 independently restate that requirement and remain in force. While on-street parking has been proposed as an alternative to on-site parking by the applicant, Section 3.21(d) is explicit that the additional space shall be provided on the same lot. Accordingly, it is the opinion of staff that the proposed variance **does not maintain** the general intent and purpose of CZBL 1997 and CZBL 2019.

Is the Variance Appropriate for the Development of the Land?

The City of Thorold City-Wide Parking Master Plan (2026) examines the demand for parking across the City, taking into consideration anticipated development and the future needs of the City to allow for the effective management and allocation of parking and traffic.

Within the Port Robinson Estates subdivision, on-street parking is not permitted on arterial roadways, and with only a few exceptions, on-street parking is allowed only on one side of the road. Please refer to Figure 3 for a map detailing the on-street parking restrictions with the Port Robinson Estates subdivision.



Figure 3: On-Street Parking Restrictions – Port Robinson Estates

The Parking Master Plan study found “in areas of higher density, the availability of on-street parking is reduced due to the close spacing of driveways, resulting in undesirable parking conditions including encroachment on intersections, blocking driveways, apron parking impacting sidewalks, and parking in the wrong direction”. Given that the subject lands fall within the Port Robinson West Medium Density Area, the prohibition of parking along Melody Lane is intentional and required to ensure desirable parking conditions are maintained as the residential subdivision continues to develop.

As part of their application, the applicant provided the following images demonstrating that on-street parking occurs within the Port Robinson West subdivision (refer to Figure 4) along the arterial Port Robinson Road.



Figure 4: Applicant Submitted Photos – Port Robinson Road

While there is currently no signage restricting on-street parking along the North side of Port Robinson Road. Engineering staff confirmed that no parking signs had been posted and had been inadvertently removed as a result of the ongoing construction. Staff have identified locations for future no-parking signs which will be erected before the winter season.

Through discussions with Engineering staff, it has been confirmed that an arterial roadway is not an appropriate location to accommodate overflow parking from the Port Robinson Estates subdivision.

A site visit by staff was conducted to determine if an appropriate location to accommodate parking could be identified within a close proximity to the subject lands. Planning staff noted that no parking is permitted along either side of Melody Lane as it is a reduced paved apron width road (laneway). There are limited opportunities to park on the north-south corridors of Lavender Road, Blackberry Lane and Lemon Avenue. Please refer to Figure 5.



Figure 5: Staff Site Visit Photos – Corner of Melody Lane and Lavender Road, Facing East

Given the restrictions of street parking within the Port Robinson Estates subdivision, planning staff are of the opinion that parking for ADUs should be maintained entirely on-site, and that on-street parking is not an appropriate substitute. As such, planning staff are of the opinion that the proposed variance **is not appropriate** for the development of the lands.

Is the Variance minor in nature?

The Planning Act (R.S.O. 1990) does not define what constitutes “minor” for the purposes of applications made under Section 45. It is the responsibility of the Committee to make a determination, based on the facts, context and circumstances of a particular application, as to whether the variance is “minor”. In determining whether a requested variance is “minor” the Committee should have consideration for the overall impact of the development, not simply a numerical assessment based on provisions in the Comprehensive Zoning By-law.

As noted in the previous section of this report, it is the professional opinion of planning staff that a reduction in the parking required for the ADU is not appropriate in the context of the Port Robinson Estates subdivision. Whether a one-space reduction is minor depends on its impact in its particular context, not on the number of spaces alone.

In areas where there is improved transit accessibility and a greater supply of on-street parking, a reduction of one space may reasonably be considered minor, however these conditions are not present in the Port Robinson Estates subdivision. As described in the City of Thorold Parking Master Plan (2026), areas of higher density have reduced on-street parking availability and may result in undesirable parking conditions including encroachment and the blocking of driveways. While the subject lands are not included in the image below (given its recent construction), Figure 6 illustrates the location of parking related complaints within Port Robinson. Generally, complaints within the subdivision are concentrated along roads which primarily consist of street townhouse dwellings.

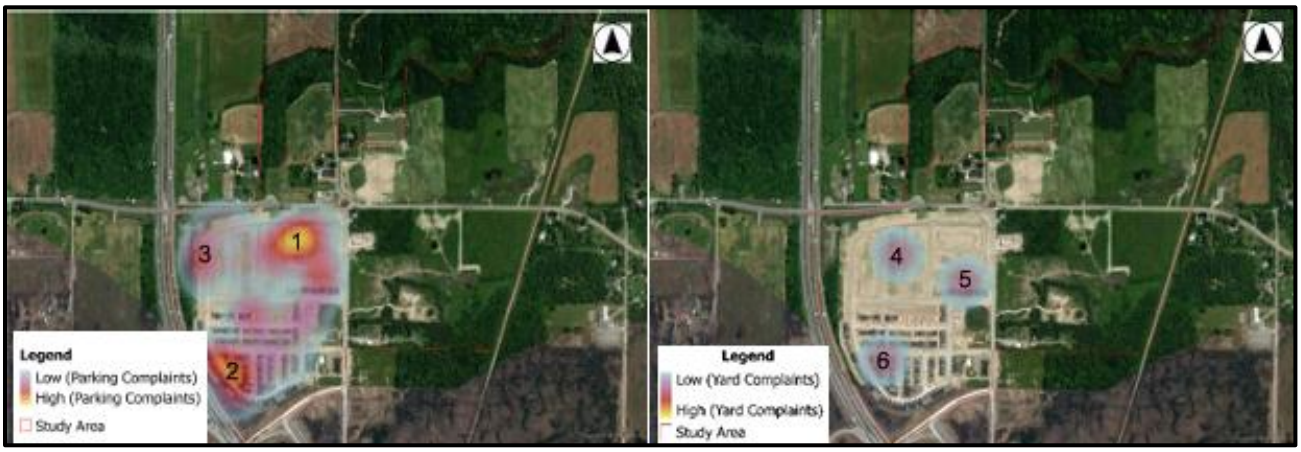


Figure 6: Parking Complaint Hotspots – Port Robinson Estates

Planning staff also note that the proposal seeks to convert the existing garage, which currently provides an additional legal parking space, to facilitate the construction of the ADU. This has a compounding effect. The proposal seeks to eliminate the parking requirements for an ADU, while also eliminating a parking space in the ADU's construction. While the existing townhouse dwelling exceeds the required 1 space for the existing dwelling unit under Table 6.15.1 of the CZBL 1997, the result of this proposal would compound the on-site parking by removing a space and adding an additional dwelling unit.

In summary, the proposal to eliminate a single parking space as required, would create a negative impact on surrounding properties. Furthermore, while the proposal requests relief from a single additional parking space, the proposal will eliminate the existing garage, functionally creating a reduction of two parking spaces in an area with identified parking concerns. As such, planning staff are of the opinion that the requested variance **is not minor** in nature.

COMMENTS

The following agencies and departments were circulated for comment and either indicated no objections or did not provide comment at this time.

Indicated no objections	Did not provide comment
Cogeco	MNCFN
City of Thorold Fire	City of Thorold Building
MTO	City of Thorold Engineering
NEC	City of Thorold Public Works
NPCA	City of Thorold Economic Dev
Niagara Region	City of Thorold Community Services
	Canada Post
	CN Rail
	NCDSB
	Bell Canada
	Enbridge
	OPG

CONCLUSION

While the proposal meets the general intent of the Official Plan, it does not meet the general intent of either CZBL 1997 or CZBL 2019, is not appropriate for the development of the land and is not minor in nature; it therefore does not pass the four-part tests outlined in Section 45(1) of *The Planning Act (R.S.O. 1990).*

Both the NOP and CTOP make clear that residential infill intensification should be encouraged within the urban areas of municipalities, including relaxed zoning standards to facilitate the development of ADUs, as proposed by the applicant. However, the

applicable sections of the both the CZBL 1997 and CZBL 2019 make clear that an additional parking space for ADUs is required. Flexibility is directed by the Official Plans in certain situations. While Part 3.21(d) of CZBL 2019 permits these parking spaces "in-tandem".

The CZBL's provisions are in-keeping with O. Reg. 299/19 which states "Each additional residential unit shall have one parking space that is provided and maintained for the sole use of the occupant of the additional residential unit, subject to paragraph 2." (2.1). While variance of this regulation is permitted, as outlined in 2.2 of the O. Reg., Planning staff are of the opinion that such variance is not appropriate through this proposal given the existing conditions, as outlined above, within the Port Robinson Estates subdivision.

While the reduction of a single space may be considered minor in nature across different areas of the municipality, within the site-specific context of the Port Robinson Estates subdivision, the proposed relief is not appropriate and will result in undue, adverse impacts on surrounding properties.

As described in the Parking Master Plan (2026) there are existing street parking concerns within the newly developed subdivision which may be exacerbated by medium-density built forms combined with reduced parking requirements. As a result, street parking within Port Robinson is intentionally limited, to ensure the safety of residents. Furthermore, because the proposal seeks to convert the existing garage (which provides a legal parking space) into an ADU, the net result a reduction of two parking spaces in an area with identified parking concerns. Taken together, staff are of the opinion that the proposal is not appropriate or minor in nature. Staff are potentially amenable to supporting an application which preserves the existing parking space provided through the garage.

In conclusion, it is the recommendation of planning staff that Minor Variance Application D13-10-2026, for the purpose of granting relief from Secondary Dwelling Unit parking requirements at 79 Melody Lane **BE REFUSED.**

Prepared by:	**Submitted by:**
J. Greyvenstein	Marc Davidson
Development Planner	Manager of Planning
City of Thorold Planning	Development Services

Appendices

Appendix 1 Thorold Parking Master Plan (2026)

Appendix 2 Comments



Appendix 1 - Comments

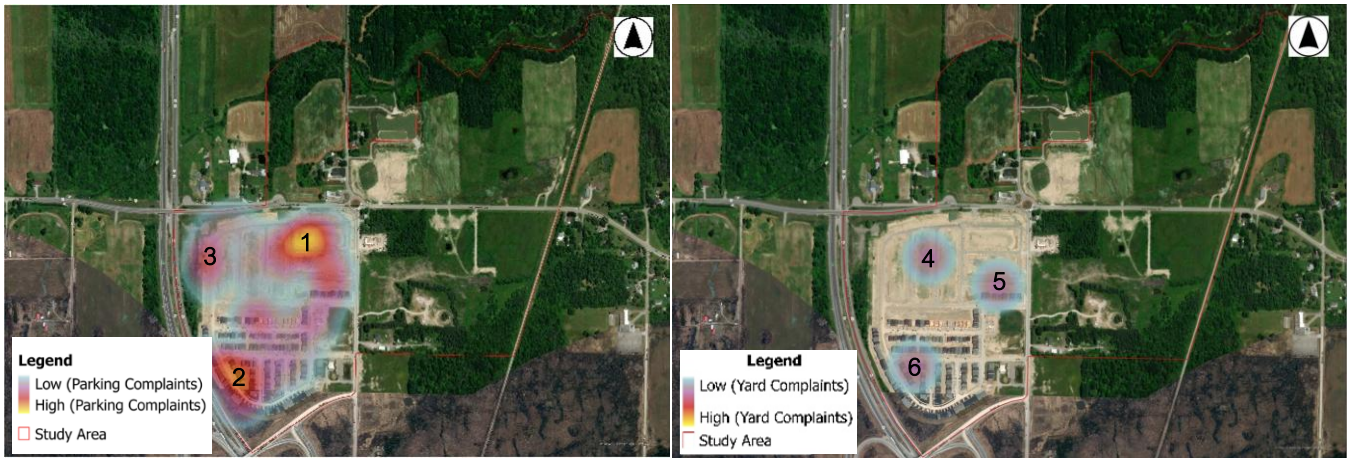


Figure 5.30 – Parking Related Public Complaints Hotspot Areas – Port Robinson

The public complaints hotspot parking complaint map delineates the street sections within Port Robinson that exhibit high-intensity complaint areas. The analysis reveals a total of three (3) hotspots for parking complaints and three (3) hotspots for yard parking complaints. These hotspots have been systematically numbered for reference. A comprehensive summary of the road sections corresponding to these identified hotspots is presented in Table 5.13.

Table 5.13 – Hotspot Areas with Higher Yard Parking Related Complaints – Port Robinson

Location #	Section of Road
1	Cloy Drive, Seanesy Drive and Esther Crescent
2	Esther Crescent and Vaughn Drive
3	Esther Crescent
4	Steven Drive and Sara Drive
5	Esther Crescent
6	Vaughn Drive, Froggy Drive and Esther Crescent

5.4 On-Street Parking Restrictions

Under the City's traffic by-law, on-street parking is generally (i.e. without a valid permit for the date/time) allowed for up to 12 hours and completely prohibited between 2:00am and 6:00pm. The list of parking restrictions listed in the traffic by-law is discussed in Section 6.8.1 of Background Review, presented in Appendix A.

Before understanding the parking restrictions on roadways within the selected subdivisions, it is important to understand the classification of the roadways. Map G in the Thorold Transportation Master Plan shows the road classification.

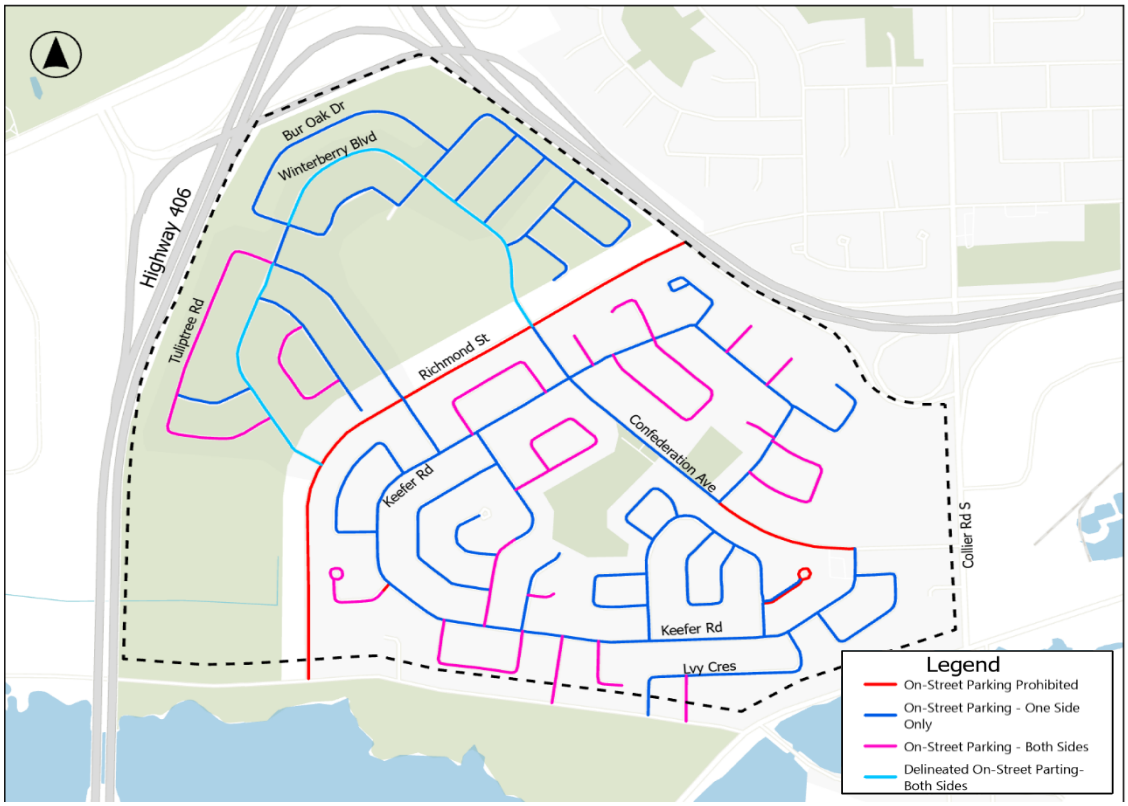
As per the map, Richmond Street and Decew Road are classified as Urban Arterials, Winterberry Boulevard, Confederation Avenue, and Keefer Road within the Confederation

Heights subdivision are Urban Collector Roads. Majority of the rest of the roads in the subdivision are Urban Major Local Roads.

In Hansler Heights, majority of the rest of the roads in the subdivision are Urban Major Local Roads. Kottmeier Road within Port Robinson subdivision is Urban Arterial and rest of the roads in the subdivision are Urban Major Local Roads.

Based on the signage and pavement markings, the on-street parking restrictions were identified.

Through site visits, on-street parking restrictions within the Confederation Heights subdivision was noted and graphically presented in Figure 5.31.



Note: Delineated on-street parking on both sides means on-street parking with pavement marking

Figure 5.31 – On-Street Parking Restrictions – Confederation Heights

Within the subdivision, on-street parking is not allowed on the urban arterials. Along Winterberry Avenue, both sides on-street parking is allowed, while on-side parking is allowed along section of Confederation Road between Richmond Street and Swimmers Drive and no on-street parking is allowed for the rest of the section. On majority of Urban Major local roads, one-side parking is allowed.

On-street parking restrictions within the Hansler Heights subdivision was noted and graphically presented in Figure 5.32.

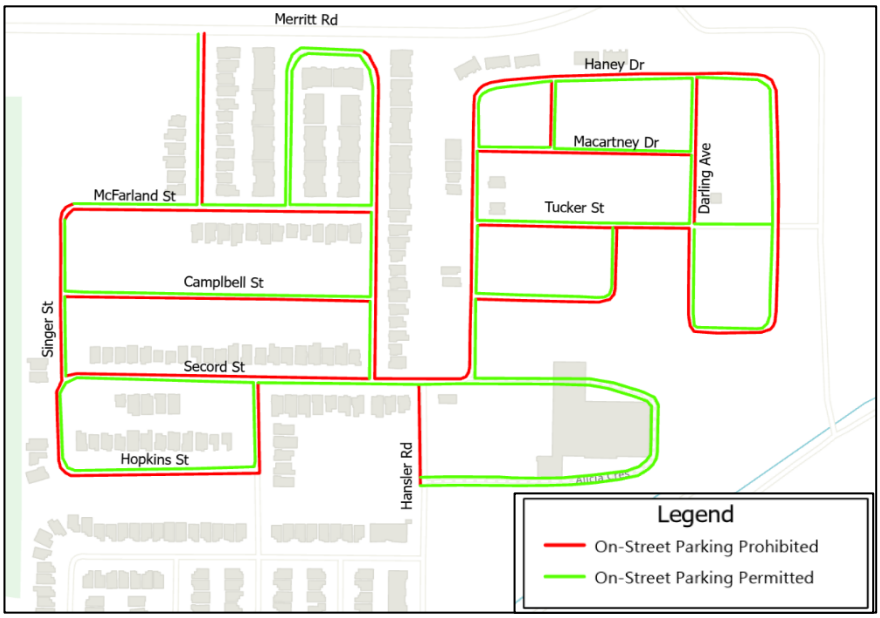


Figure 5.32 – On-Street Parking Restrictions – Hansler Heights

In Hansler Heights subdivision, except along few roads, on-street parking is allowed only on one side. Along Andrew Lane and Alicia Crescent, on-street parking on both sides is allowed.

On-street parking restrictions within the Port Robinson subdivision was noted and graphically presented in Figure 5.33.

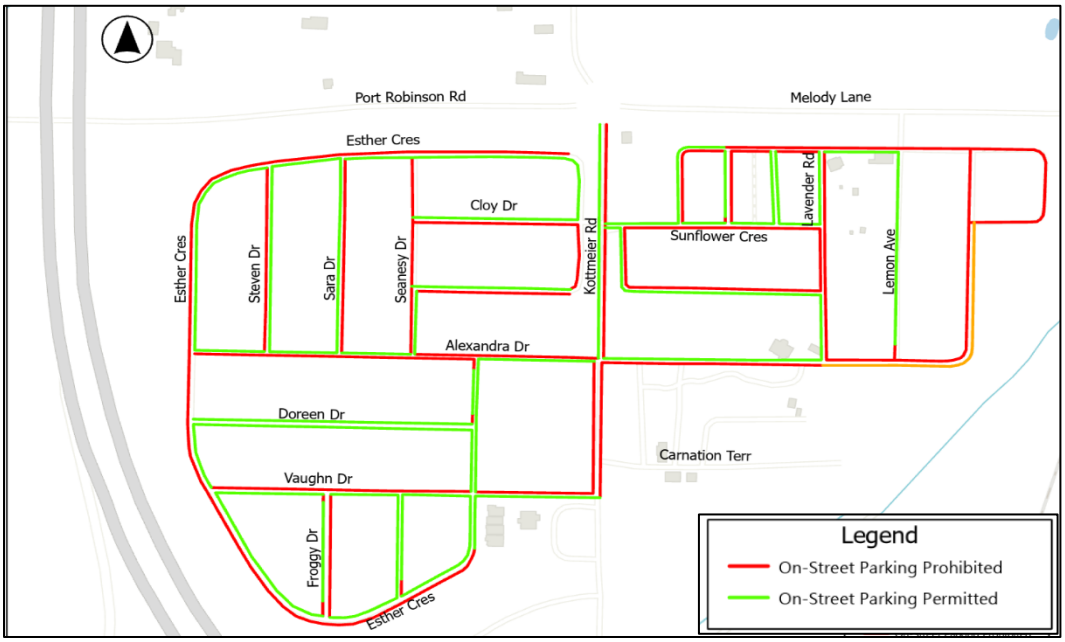


Figure 5.33 – On-Street Parking Restrictions – Port Robinsons



Appendix 2 - Comments



NIAGARA ESCARPMENT COMMISSION COMMENTS

From: Zirger, Rosi (MNR)
To: David Schoenholz
Subject: NEC - City of Thorold Committee of Adjustment - November 12 2026
Date: October 6, 2026 12:05:12 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png

Good morning

The subject property at 79 Melody Lane is not within the Niagara Escarpment Area of Development Control or within the Niagara Escarpment Plan (NEP) Area. As such, NEC staff will NOT be reviewing or providing comments on this circulation.

Rosi Zirger
Senior Planner | Niagara Escarpment Commission
232 Guelph Street, Georgetown, Ontario, L7G 4B1
905-703-7216
rosi.zirger@ontario.ca | www.escarpment.org

Niagara Escarpment Commission
An agency of the Government of Ontario

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Availability: NEC staff provide services in person, via telephone, or via email. To better serve you, **we ask that you make an appointment if you prefer to meet in person.** You may request an appointment with staff at escarpment.org/appointments.

Did you know: You can now submit Development Permit Applications to the Niagara Escarpment Commission online? Visit our website to learn more.

From: Niagara Escarpment Commission (MNR) <nec@ontario.ca>
Sent: October 5, 2026 12:02 PM
To: Zirger, Rosi (MNR) <Rosi.Zirger@ontario.ca>
Subject: FW: City of Thorold Committee of Adjustment - November 12 2026

From: David Schoenholz <David.Schoenholz@thorold.ca>
Sent: October 5, 2026 11:55 AM
To: Niagara Escarpment Commission (MNR) <nec@ontario.ca>; tlennard@npca.ca; ppearson@npca.ca; Abby Lee <Abby.LaForme@mncfn.ca>; Daniel Dickson <Daniel.Dickson@thorold.ca>; David Hornblow <David.Hornblow@thorold.ca>; Dinesh Adhikari <Dinesh.Adhikari@thorold.ca>; Building <Building@thorold.ca>; thoreng <thoreng@thorold.ca>; Alex Sales <Alex.Sales@thorold.ca>; Jenny Rodriguez <Jenny.Rodriguez@thorold.ca>; Abu Rashed <Abu.Rashed@thorold.ca>; Ugo Obiako <Ugo.Obiako@thorold.ca>; Steven Polich <Steven.Polich@thorold.ca>; FPO <FPO@thorold.ca>; Deanna Graham <Deanna.Graham@thorold.ca>; Geoff Holman <Geoff.Holman@thorold.ca>; sritchie@stcatharines.ca; andrew.carrigan@canadapost.ca; Prestinaci, Matthew (MTO) <Matthew.Prestinaci@ontario.ca>; Young, Katie <katie.young@niagararegion.ca>; Lori.Karlewicz@niagararegion.ca; Susan.Dunsmore@niagararegion.ca; devtplanningapplications <devtplanningapplications@niagararegion.ca>; planning@ncdsb.com; circulations@bell.ca;



NIAGARA PENINSULA CONSERVATION AUTHORITY COMMENTS

From: Paige Pearson
To: David Schoenholz; City of Thorold Planning
Subject: RE: City of Thorold Committee of Adjustment - November 12 2026
Date: October 5, 2026 1:36:52 PM
Attachments: image007.png
image008.png
image009.png
image010.png
image011.png
image012.png
image013.png

Good afternoon,

Based on the NPCA current mapping, the subject property, 79 Melody Lane in Thorold, does not contain NPCA regulated features. As such, the NPCA will have no comments or objections for the Minor Variance Application.

Thank you,

Paige Pearson (She/Her)
Watershed Planner

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway, Unit 9, Thorold, Ontario L2V 4Y6

(O) 905.788.3135 Ext 205
www.npca.ca
ppearson@npca.ca

Stay informed on the proposed changes to Ontario's Conservation Authorities and what this means for NPCA and the communities we serve. Visit ***Get Involved NPCA*** for the latest updates. ***There are no changes to service delivery at this time — we remain your conservation authority.***

For more information on Permits and Planning please go to the Permits & Planning webpage at https://npca.ca/administration/permits.

For mapping on features regulated by the NPCA please go to our GIS webpage at https://gis-npca-camaps.opendata.arcgis.com/ and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance.

From: David Schoenholz <David.Schoenholz@thorold.ca>
Sent: October 5, 2026 11:55 AM
To: NEC@Ontario.ca; Taran Lennard <tlennard@npca.ca>; Paige Pearson <ppearson@npca.ca>; Abby.LaForme@mncfn.ca; Daniel Dickson <Daniel.Dickson@thorold.ca>; David Hornblow <David.Hornblow@thorold.ca>; Dinesh Adhikari <Dinesh.Adhikari@thorold.ca>; Building <Building@thorold.ca>; thoreng <thoreng@thorold.ca>; Alex Sales <Alex.Sales@thorold.ca>; Jenny Rodriguez <Jenny.Rodriguez@thorold.ca>; Abu Rashed <Abu.Rashed@thorold.ca>; Ugo Obiako <Ugo.Obiako@thorold.ca>; Steven Polich <Steven.Polich@thorold.ca>; FPO <FPO@thorold.ca>; Deanna Graham <Deanna.Graham@thorold.ca>; Geoff Holman <Geoff.Holman@thorold.ca>; sritchie@stcatharines.ca; andrew.carrigan@canadapost.ca; matthew.prestinaci@ontario.ca; katie.young@niagararegion.ca; Lori.Karlewicz@niagararegion.ca; Susan.Dunsmore@niagararegion.ca; devtplanningapplications <devtplanningapplications@niagararegion.ca>; planning@ncdsb.com; circulations@bell.ca; jeremy.leemet@cogeco.com; municipalplanning@enbridge.com; executivevp.lawanddevelopment@opg.com; talitha.laurenson@opg.com
Subject: City of Thorold Committee of Adjustment - November 12 2026

Hello Everyone,

Please find linked information regarding the Application for the Minor Variance application listed below to be heard at the City of Thorold November Committee of Adjustment meeting

Minor Variance D13-10-2026 79 Melody Lane



CITY OF THOROLD FIRE AND EMERGENCY SERVICES COMMENTS

From: FPO
To: David Schoenholz
Subject: RE: City of Thorold Committee of Adjustment - November 12 2026
Date: October 28, 2026 10:51:08 AM
Attachments: image007.png
image008.png
image009.png
image010.png
image011.png
image012.png
image013.png
image014.png
image015.png
image016.png
image017.png
image018.png

Good Morning,

Fire has no comments.

Thank you,

Traviss Ketler
Fire Prevention Officer
Fire and Emergency Services
City of Thorold
905-227-6613 x313
P.O. Box 1044, 3540 Schmon Parkway, Thorold, ON., L2V 4A7
www.thorold.ca

What's your life worth? Smoke and CO alarms cost no more than $30.00, make sure you have one!

From: David Schoenholz <David.Schoenholz@thorold.ca>
Sent: October 5, 2026 11:55 AM
To: NEC@Ontario.ca; tlennard@npca.ca; ppearson@npca.ca; Abby.LaForme@mncfn.ca; Daniel Dickson <Daniel.Dickson@thorold.ca>; David Hornblow <David.Hornblow@thorold.ca>; Dinesh Adhikari <Dinesh.Adhikari@thorold.ca>; Building <Building@thorold.ca>; thoreng <thoreng@thorold.ca>; Alex Sales <Alex.Sales@thorold.ca>; Jenny Rodriguez <Jenny.Rodriguez@thorold.ca>; Abu Rashed <Abu.Rashed@thorold.ca>; Ugo Obiako <Ugo.Obiako@thorold.ca>; Steven Polich <Steven.Polich@thorold.ca>; FPO <FPO@thorold.ca>; Deanna Graham <Deanna.Graham@thorold.ca>; Geoff Holman <Geoff.Holman@thorold.ca>; sritchie@stcatharines.ca; andrew.carrigan@canadapost.ca; matthew.prestinaci@ontario.ca; katie.young@niagararegion.ca; Lori.Karlewicz@niagararegion.ca; Susan.Dunsmore@niagararegion.ca; devtplanningapplications <devtplanningapplications@niagararegion.ca>; planning@ncdsb.com; circulations@bell.ca; jeremy.leemet@cogeco.com; municipalplanning@enbridge.com; executivevp.lawanddevelopment@opg.com; talitha.laurenson@opg.com
Subject: City of Thorold Committee of Adjustment - November 12 2026

Hello Everyone,

Please find linked information regarding the Application for the Minor Variance application listed below to be heard at the City of Thorold November Committee of Adjustment meeting

Minor Variance D13-10-2026 79 Melody Lane

Please review and provide comments to the Planning@Thorold.ca **on or before 4:00 pm, November 2, 2026**. If no comment or intention to provide response is received, we will consider this to mean there is no comment on the application.

Regards,



MINISTRY OF TRANSPORTATION ONTARIO COMMENTS

From:	Prestinaci, Matthew (MTO)
To:	David Schoenholz
Subject:	RE: City of Thorold Committee of Adjustment - November 12 2026
Date:	October 6, 2026 2:44:52 PM
Attachments:	image006.png image007.png image008.png image009.png image010.png image011.png

Hi David,

If the existing building footprint will not be changed then no comment from The MTO.

Thank you,

Matthew Prestinaci
Corridor Management Officer (West) | Central Operations
Ministry of Transportation | Ontario Public Service
416-300-6508 | matthew.prestinaci@ontario.ca

From: David Schoenholz <David.Schoenholz@thorold.ca>
Sent: October 5, 2026 11:55 AM
To: Niagara Escarpment Commission (MNR) <nec@ontario.ca>; tlennard@npca.ca; ppearson@npca.ca; Abby Lee <Abby.LaForme@mncfn.ca>; Daniel Dickson <Daniel.Dickson@thorold.ca>; David Hornblow <David.Hornblow@thorold.ca>; Dinesh Adhikari <Dinesh.Adhikari@thorold.ca>; Building <Building@thorold.ca>; thoreng <thoreng@thorold.ca>; Alex Sales <Alex.Sales@thorold.ca>; Jenny Rodriguez <Jenny.Rodriguez@thorold.ca>; Abu Rashed <Abu.Rashed@thorold.ca>; Ugo Obiako <Ugo.Obiako@thorold.ca>; Steven Polich <Steven.Polich@thorold.ca>; FPO <FPO@thorold.ca>; Deanna Graham <Deanna.Graham@thorold.ca>; Geoff Holman <Geoff.Holman@thorold.ca>; sritchie@stcatharines.ca; andrew.carrigan@canadapost.ca; Prestinaci, Matthew (MTO) <Matthew.Prestinaci@ontario.ca>; Young, Katie <katie.young@niagararegion.ca>; Lori.Karlewicz@niagararegion.ca; Susan.Dunsmore@niagararegion.ca; devtplanningapplications <devtplanningapplications@niagararegion.ca>; planning@ncdsb.com; circulations@bell.ca; jeremy.leemet@cogeco.com; municipalplanning@enbridge.com; executivevp.lawanddevelopment@opg.com; talitha.laurenson@opg.com
Subject: City of Thorold Committee of Adjustment - November 12 2026

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Minor Variance D13-10-2026 79 Melody Lane

Please review and provide comments to the Planning@Thorold.ca **on or before 4:00 pm, November 2, 2026**. If no comment or intention to provide response is received, we will consider this to mean there is no comment on the application.

Regards,

David Schoenholz
Planning Clerk
Development Services
City of Thorold
905-227-6613 x259



NIAGARA REGION COMMENTS

From: Young, Katie
To: David Schoenholz
Subject: RE: City of Thorold Committee of Adjustment - November 12 2026
Date: October 20, 2026 8:57:52 AM
Attachments: image006.png
image007.png
image008.png
image009.png
image010.png
image011.png
image001.png
image002.png
image003.png
image004.png
image005.png
image012.png

Hi David,

Regional staff have no comments for the Minor Variance application at 79 Melody Lane.

Kind regards,
Katie

Katie Young, MsC (Pl), MCIP, RPP
Senior Planner
Niagara Region, 1815 Sir Isaac Brock Way,
Thorold, ON, L2V 4T7, PO Box 1042
P: (905) 980-6000 ext. 3727
W: www.niagararegion.ca
E: katie.young@niagararegion.ca

My workday may look different from your workday. Please do not feel obligated to respond outside of your normal working hours.

From: David Schoenholz <David.Schoenholz@thorold.ca>
Sent: Monday, October 5, 2026 11:55 AM
To: NEC@Ontario.ca; tlennard@npca.ca; ppearson@npca.ca; Abby.LaForme@mncfn.ca; Daniel Dickson <Daniel.Dickson@thorold.ca>; David Hornblow <David.Hornblow@thorold.ca>; Dinesh Adhikari <Dinesh.Adhikari@thorold.ca>; Building <Building@thorold.ca>; thoreng <thoreng@thorold.ca>; Alex Sales <Alex.Sales@thorold.ca>; jenny.rodriguez <jenny.rodriguez@thorold.ca>; Abu Rashed <Abu.Rashed@thorold.ca>; Ugo Obiako <Ugo.Obiako@thorold.ca>; Steven Polich <Steven.Polich@thorold.ca>; FPO <FPO@thorold.ca>; Deanna Graham <Deanna.Graham@thorold.ca>; Geoff Holman <Geoff.holman@thorold.ca>; Scott Ritchie <sritchie@stcatharines.ca>; andrew.carrigan@canadapost.ca; matthew.prestinaci@ontario.ca; Young, Katie <Katie.Young@niagararegion.ca>; Karlewicz, Lori <Lori.Karlewicz@niagararegion.ca>; Dunsmore, Susan <Susan.Dunsmore@niagararegion.ca>; Development Planning Applications <devtplanningapplications@niagararegion.ca>; planning@ncdsb.com; circulations@bell.ca; jeremy.leemet@cogeco.com; municipalplanning@enbridge.com; executivevp.lawanddevelopment@opg.com; talitha.laurenson@opg.com
Subject: City of Thorold Committee of Adjustment - November 12 2026

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Minor Variance D13-10-2026 79 Melody Lane



DISTRICT SCHOOL BOARD OF NIAGARA
COMMENTS



COGECO COMMENTS

From: Jeremy Leemet
To: City of Thorold Planning
Subject: Re: City of Thorold Committee of Adjustment - November 12 2026
Date: October 6, 2026 11:09:30 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Good Morning
Cogeco has no comment.
Thanks Jeremy Leemet

On Mon, Oct 5, 2026 at 11:54 AM David Schoenholz <David.Schoenholz@thorold.ca> wrote:

> Hello Everyone,
>
> Please find linked information regarding the Application for the Minor Variance application listed below to be heard at the City of Thorold November Committee of Adjustment meeting
>
> Minor Variance D13-10-2026 79 Melody Lane
>
> Please review and provide comments to the Planning@Thorold.ca **on or before 4:00 pm, November 2, 2026**. If no comment or intention to provide response is received, we will consider this to mean there is no comment on the application.
>
> Regards,
>
> **David Schoenholz**
> Planning Clerk
> Development Services
> **City of Thorold**
> 905-227-6613 x259
> P.O. Box 1044, 3540 Schmon Parkway, Thorold, ON, L2V 4A7
> www.thorold.ca

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JEREMY LEEMET
Network Delivery Coordinator
Niagara
phone # (437)553-7079

7170 McLeod Road
Niagara Falls, Ontario L2G 3H2 Canada
cogeco.ca