

April 15th, 2019

Re: Traffic By-Law 21-2015, \\Amendments

Additional information for your consideration:

As per Town By-Law web site.

A by-law is a form of legislation set in place by local governments **to regulate activities** and development in the Town. These **rules protect** the environment, public health and **safety, and set standards for the appearance of the community.**

By-Law 91-2015. Being a by-law to regulate Portable Signs within the Town of Kingsville.

These portable signs became prolific in 2014-15. They were popping up everywhere, and many people complained about how many were being erected, and that they were an “eye sore”, and that something should be done about them. Thus this by-law was struck. The portable signs would have been an “eye sore” whether one person complained or many. The need to listen to the few and protect their rights is just as important as to listen to and protect the many. By-laws can create harmony in neighborhoods where the rights of all are considered. By-laws need to do what is right.

Our issue isn't portable signs but aspects are the same.

By-Law 91-5015 section 10:

10c Not have any side with an area greater than 3.7 sq. m. (40sq. ft.)

d. Not exceed 2.4 m (8ft.) in height measured from ground level to the top of the Portable Sign.

h. Not be located within the Site Visibility Triangle.

b. Only be located in a commercial, industrial, institutional or agricultural zone.

Realizing that a bus, (a commercial vehicle), is not a portable sign, it does block a view when in your line of sight when parked in front of a home or on a small street and in many ways is an “eye sore”.

A 52 ft. bus covers an area of over 400 sq. ft. That’s 10 signs (8 ftX5 ft =40 sq ft). This is the size of the commercial vehicle allowed to park on Allen Court.

Point being, a large commercial vehicle **parked** regularly near or in front of a residence in a residential zone creates visual pollution for the neighborhood, safety issues and lowers property values (real or perceived).

Residential zone residents should not be subjected to this offensive encroachment on their neighborhood and if this occurs they should be supported by the municipality’s by-laws to have the offending vehicle removed, (unless loading or unloading), and parked in an already designated approved area.

To my knowledge, a bus or other commercial vehicle is not regularly parked on the majority of streets in the residential zone of the town. Most residence would not experience this safety concern and visual annoyance on an almost daily basis. On our small four home court (referred to as a cul-de-sac in by-laws) this is our reality.

In my opinion, the convenience of one should not be allowed to override the rights and safety of the other home owners who are directly affected.

Sight line blockage by the bus for vehicles, when entering and exiting the court and driveways, creates real safety concerns.

Please read the email I sent to Tim Del Greco, Manager of Municipal Services for Kingsville on April 2nd.2019. On talking on the phone to Tim he assured me that his recommendation to council would be to leave everything as is. I write to each of you, the decision makers for Kingsville, that you might understand the existing by-laws and another point of view.

Thank you for taking the time to read this. I care about this town and my neighborhood and would welcome any further discussion.

Deana Hurley

