



November 15, 2021

Ms. Shannon Larocque
Senior Planner
Town of Pelham
BY EMAIL

Dear Ms. Larocque:

Re: Public Information Meeting of December 14, 2020
File AM-07-20: Response to public comments

NPG Planning Solutions Inc. has been engaged to support the application for a four-storey residential building at 1A Pancake Lane (Town File – AM-07-20). We have reviewed the comments provided by members of the public to the Council of the Town of Pelham at the virtual meeting of December 14, 2020 and by email prior to that meeting. We have compiled the comments into categories such as traffic, urban design, Official Plan conformity and proposed Zoning Regulations rather than responding to the individual comments.

Traffic

A number of residents have commented on the traffic issues at the corner of Pelham Street and Pancake Lane as well as on Pelham Street and Pancake Lane.

Feedback Received:

The general observation is that the ability to undertake turning movements is difficult given traffic movements on Pelham Street. The width of Pancake Lane at the corner is such that right turn lanes cannot be executed separately from left turn movements thus backing traffic up Pancake Lane. The perceived timelines suggest that the delay in turning movements is significant.

Response on behalf of Applicant:

The Traffic Impact Assessment prepared by Paradigm Transportation Solutions Limited indicates in Table 4 that the A.M. and P.M. Levels of Service are D for northbound onto Pelham Street and C for Southbound. The delay for the movement is shown as 25 seconds and 17 seconds respectively.



NPG Planning Solutions Inc.
4999 Victoria Ave | Niagara Falls, ON L2E 4C9
npgsolutions.ca

✉ (289) 321 6743
🌐 info@npgsolutions.ca

Council on December 14 requested Public Works staff to undertake a further traffic count prior to construction beginning on Pelham Street in the vicinity of the Pancake Lane intersection and outside of the Christmas holidays. Impact of travel restrictions due to Covid-19 are difficult to assess. It was also noted that Pancake Lane is in a future budget for reconstruction to a full urban cross section which would provide for full turning movements. This timeline is within the possible occupancy dates for the subject project.

We also note that Pancake Lane is a Collector Road in the Town's Official Plan and Pelham Street is an Arterial Road. Both road classifications are intended to support intensification as identified in Policy B1.1.3a) in the Town's Official Plan; the policies identify arterial and collector roads as the preferred location for intensification. Further, Policy D2.7a) stipulates that arterial and collector roads will be planned to support transit. The Town's policies demonstrate that arterial and collector roads are the appropriate location for intensification.

Urban Design

Feedback Received:

Comments pertaining to setback from the southeasterly lot line, potential overview from the proposed building, height of the building and sun shadowing have been provided to Council.

Response on behalf of Applicant:

We have researched the concept of building heights and classification of the structure. Low-rise residential buildings are primarily with a maximum height of five-storeys and in multi-unit forms such as apartment style units and townhouses. The proposed building falls into this category and likewise, the existing building at the northwest corner of Pelham Street and Pancake Lane also falls into this category. The industry standard for separation of buildings falling into the same category (i.e. both low rise buildings) is 15.0 m building face to building face where the proposed building is more than 11.5 m in height.¹ Where two buildings differ in height the minimum separation distance should be an average of the minimum separation distance of 11m and the suggested 15 m. Based on aerial photography the existing apartment building to the southeast is setback approximately 16.5 m from the shared property line. The proposed setback for the building under consideration is 6 m yielding a separation distance of 22 to 23 m.

A single storey building which provides covered storage for vehicles is located between the existing and proposed residential buildings providing further visual separation. As per the landscape plan submitted with the ZBA application the existing tree canopy along the lot line common with 1302 Pelham Street will be supplemented with additional tree plantings which, at maturity, will be between 13 and 16 m in height.

A shadow study was not requested for this project given the existing topography with the subject lands located near the bottom of a hill.

¹ City of Kitchener Urban Design Guidelines; City of Toronto Urban Design Guidelines

Since the public meeting, we have completed further urban design analysis that is typically utilized to assess the appropriateness of building height – the 45° angular plane. We assessed the angular plane from the centre line of Pancake Lane as well as the property line of the property on the south side of Pancake Lane. In both instances, the proposed building was within the 45° angular plane. The building height achieves this important urban design principle.

Woodlot and Native Species

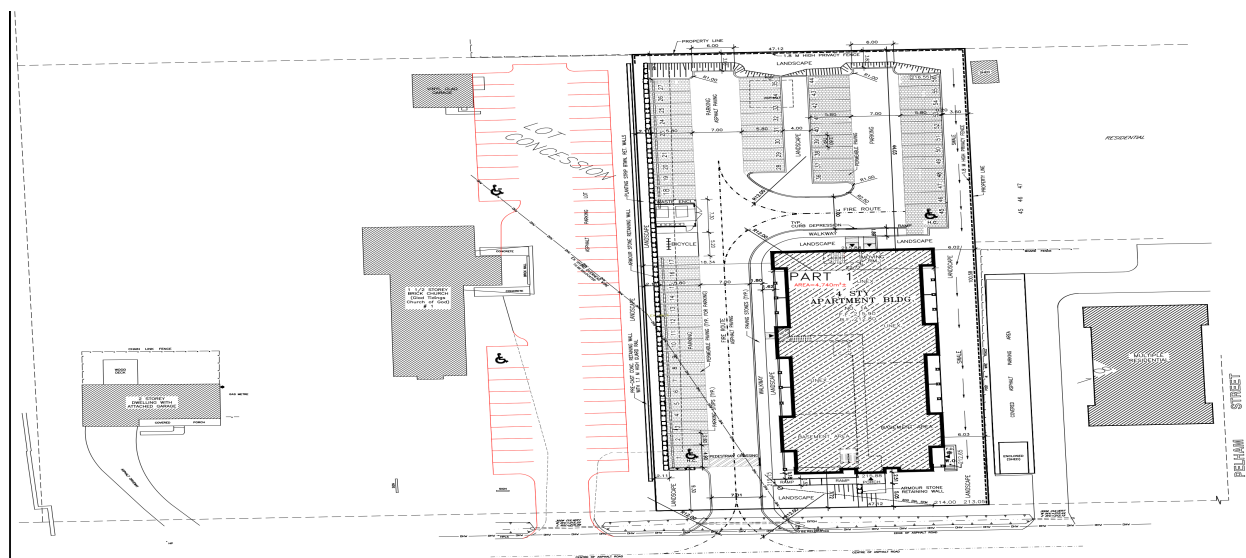
Feedback Received:

Mention has been made of the loss of view of an existing woodlot and native species of birds and animals.

Response on behalf of Applicant:

The birds, squirrels and fox family mentioned are not endangered species but are highly urbanized species which will adapt to the changes in the immediate area. While the Provincial Policy Statement is protective of threatened and endangered species and natural heritage features such as significant woodlands it does not contain policy that protects views of such features.

The woodlot referenced in the email to Council is located in the northwest corner of the church property at number 1 Pancake Lane. This woodlot is approximately 130 m from the proposed building and is located on the church property that is not subject to development. The woodlot is not identified as an environmental feature on the schedules of the Town's Official Plan. Niagara Region staff, in their comments, did not identify an environmental feature on the subject lands. Notwithstanding the mapping, the policies of Niagara Region's Official Plan would only require an Environmental Impact Study if development or site alteration was within 50 metres of the wooded feature. This is not the case and thus an assessment is not required. Further, as the wooded area has not been identified as a feature, is not proposed to be altered, and is located on a separate property, this issue has, in our view, been addressed.



Proposed Plan and Surrounding Buildings

Wind

Feedback Received:

Concern has been raised about the diminishing of winds from the west and the potential loss of fresh breezes on the windows of the existing buildings in the area.

Response on behalf of Applicant:

The diagram below (Figure 1) has been extracted from the book *Designing the Urban Microclimate*. It shows how the geometry of the building affects the air flow pattern around it. Please note that this is an example for illustration purposes and not an exact representation of the wind flow movement around the proposed building.

The proposed building at 1A Pancake Lane can be categorized as a low and wide building owing to its height to width ratio. A low and wide building will have the most air passing over the building and towards the eastern side of the building, compared to a tall and slender building or a tall and wide building. Therefore, the proposed geometry of the building will have the least impact on fresh breezes coming from the west.



Figure 1: Airflow around a tall and slender building, a tall and wide building and a low and wide building.
 Image Source: Pijpers-van Esch, Marjolein. (2015). *Designing the Urban Microclimate. A framework for a design-decision support tool for the dissemination of knowledge on the urban microclimate to the urban design process.*
 A+BE: Architecture and the Built Environment.

In addition to the above, as per the diagram below (Figure 2) extracted from a report available online, wind movements appear to be affected in different ways dependent upon the height of the wind above the surface. The lower winds or breezes are deflected around the obstacle or structure while the higher winds go over the obstacle or structure. The report from which the diagram below has been copied indicates that a multitude of factors come into play while determining the wind flow patterns around buildings. Therefore, it could not be definitively concluded that the proposed development will cause the loss of fresh breezes. In fact, the low height and width of the proposed building will likely allow for most wind to pass over and around it as shown in Figure 1.

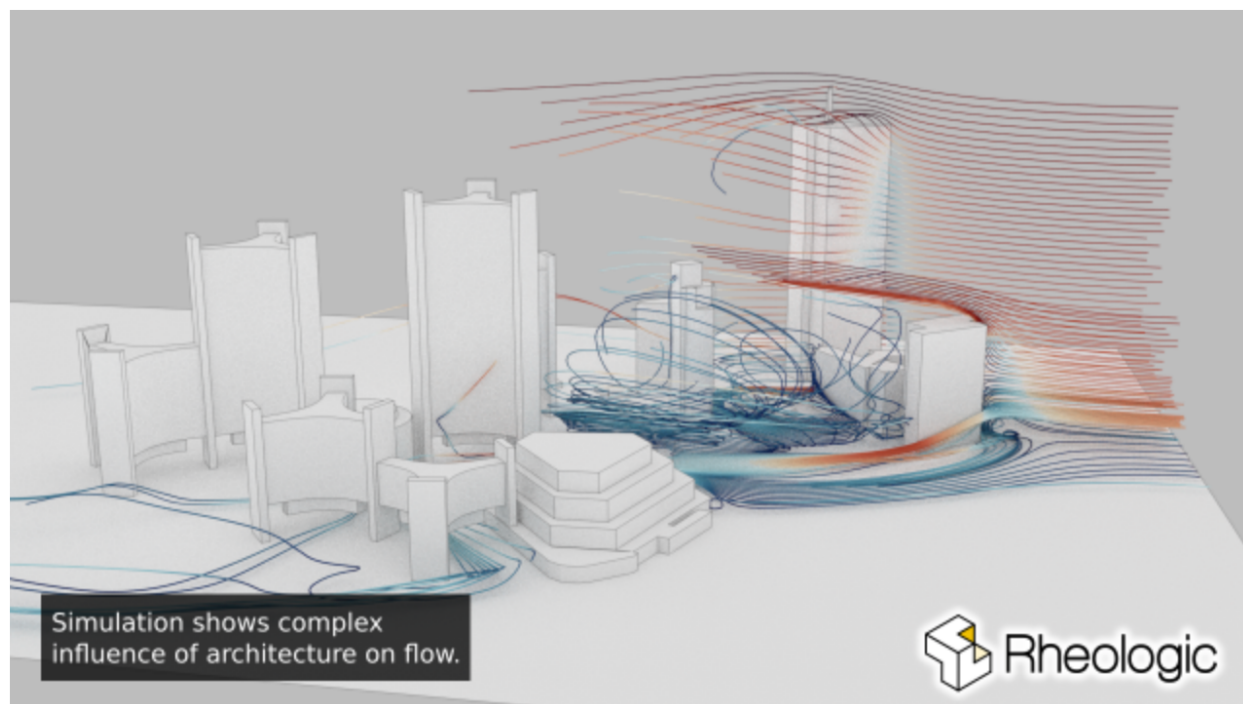


Figure 2: Wind Patterns around Buildings

Image Source: <https://rheologic.net/articles/wind-pressure-around-buildings/>

Existing Zoning

A comparison of the built form possible under the current Institutional Zone with the built form under the proposed zoning is provided here for Council's benefit.

Regulation	Institutional	Proposed Development
Lot Area	4740.76 m²	4740.76 m²
Coverage	40% (1896.18 m²)	23.14% (1097.39 m²)
Height	10.5 m; 3 storeys	4 storeys (12.78 m)
Minimum Landscaping	25%	30.93% (1466.34 m²)
Minimum Floor area/unit	n/a	56 m²
Minimum Lot Frontage	47.12 m (30 m minimum)	47.12 m (30 m minimum)
Maximum Density	n/a	84 units/hectare (65 max)
Minimum Front Yard	8 m	8.05 m (7.5 m min)
Minimum Rear Yard	7.5 m	43.53 m (12 m min)
Minimum Side Yard	5.3 m (greater of ½ height or 4.5 m)	6.02 m (greater of ½ height or 6m)
Parking	1 space/dwelling unit for seniors building; 0.5 spaces/bed for nursing home	56 spaces
Portion of site occupied by parking and driveway/aisles		45.93% (2177.43 m²)

Regulation	Institutional	Proposed Development
Typical Floor Plate based on coverage	1896.18 m²	1097.39 m² actual size may be smaller if balcony area is deducted (990.10 m² in this case)
Massing	19909.89 cubic metres	14024.64 cubic metres
Typical suite size	72 m² to 79 m²	84.18 m² to 93.42 m²
% of floor plate occupied by suites	Assume 79%	79%
Potential # of suites per floor	1497.98/ 19	10
Total potential number of suites	57	40

The intent of this analysis is to show that as-of-right 40 dwelling units could be built on this property. The higher number can likely be achieved through reduction in size of the senior's units built under the Institutional Zoning. Service facilities such as dining, and kitchen are assumed to be in the basement along with storage and mechanical equipment.

Neighbourhood Character

Feedback Received:

Neighborhood character is not being maintained.

Response on behalf of Applicant:

The Cambridge dictionary defines neighbourhood in very general terms as an area of a town that surrounds someone's home. Neither the PPS nor the Growth Plan define the term; the closest we can find is the definition of *complete communities which are places such as mixed-use neighbourhoods or other area within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living including a full range of housing*. The area surrounding the subject lands is a mixed-use neighbourhood consisting of institutional, commercial, service commercial, apartments and single-family dwellings.

We have reviewed the policy A2.3 in the Official Plan and it speaks to Neighbourhood character and respecting that character. Character is defined by items such as setbacks, building materials, building heights, front yard parking, landscaping, and building massing, shape and coverage.

The character of the neighbourhood was established in the late 1960's with the bankruptcy of the Fonhill Nurseries operated by Stone and Wellington of Toronto. At the time the nursery was the largest in Canada, farming up to 1000 acres (404.69 ha) in the Pancake Lane area. The office and shipping facilities show up on the Geological Survey of Canada mapping of 1964. Established in 1837 the company was out of business in 1968. Attempts were made to subdivide the land before failure but there were no sanitary sewers in the area and applications based on sewage lagoons were opposed by the residents, denied by the municipality, appealed to the OMB and denied by the Board. The Pedlar Funeral Home at 1292 Pelham Street, the Hail Mary Tattoo Parlour (formerly a medical clinic) at 2 Pancake Lane and the apartment

building located on the southwest corner of Pancake Lane and Pelham Street (1298 Pelham Street) are located on the site of the office of Fonthill Nurseries. By-law 113 passed in August 1971 placed a Holding Zone on the site of the Pedlar Funeral Home and zoned the Medical Clinic and the apartment site CL, Commercial Local. The apartment site at 1302 Pelham Street was zoned RM, Residential Multiple under the same by-law. The balance of the lands fronting onto Pancake Lane and abutting streets including the church lands were zoned R1, Residential First Density. Churches and schools were permitted under the R1 zone regulations. Zoning was further revised by By-law 279 passed in November 1974 to zone the Pedlar Funeral Home as CG, Commercial General, the two apartment sites as RMI, Residential Multiple 1, the medical clinic as CL, Commercial Local and the church site as I, Institutional.

The current zoning by-law, by-law 1136 was passed in 1987. The chart below provides an overview of the regulations for the commercial, institutional, and residential zones in the Mixed-Use Neighbourhood.

Regulation	R1 Zone	NC Zone	GC Zone	RM2 Zone	I Zone
Property Address	1308 Pelham Street	2 Pancake Lane	1292 Pelham Street	1302 Pelham Street	1 Pancake lane
Lot area min	700 m ²	700 m ²	465 m ²	150 m ² /unit	1500 m ²
Lot frontage min	19 m	15.5 m	15.5 m	30 m	30 m
Min lot depth	n/a	n/a	n/a	38 m	n/a
Lot coverage max	30 percent	30 percent	40 percent	30 percent	40 percent
Min front yard	7.7 m	12 m	6 m	½ building height or 7.5 m	8 m
Min. Interior Side Yard	1.8 & 3	4.5 m	4.5 m	½ building height or 6 m	½ building height or 4.5 m
Min. rear yard	7.5 m	10.5 m	10.5 m	½ building height or 12 m	7.5 m
Max. height	10.5 m	10.5 m	10.5 m	5 storeys (16 m)	10.5 m
Existing Height to ridge	223.8 m asl	217.6 m asl	218.3 m asl	220.4 m asl	226.9 m asl
Actual Height	8.8 m	5.6 m	6.3 m	7.15 m	8.38 m
Min ground floor area	115.5 m ² for single storey; 78 m ² for 2-storey	n/a	n/a	n/a	n/a
Max. floor area for each use	n/a	235 m ²	n/a	n/a	n/a
Maximum gross floor area	Determined by coverage	60 % of lot area	50 % of lot area	Determined by coverage and height	Determined by lot coverage and height

Regulation	R1 Zone	NC Zone	GC Zone	RM2 Zone	I Zone
Min landscaped area	n/a	n/a	n/a	35 % of lot area	25 % of lot area

Regulation	RM2 Zone	Proposal
Property Address	1298 Pelham Street	1A Pancake lane
Lot area min	150 m ² /unit	118.51 m ²
Lot frontage min	30 m	47.12 m
Min lot depth	38 m	n/a
Lot coverage max	30 percent	23.13 percent
Min front yard	½ building height or 7.5 m	7.53 m
Min. Interior Side Yard	½ building height or 6 m	6.02 m
Min. rear yard	½ building height or 12 m	44.03 m
Max. height	5 storeys (16 m)	12.64 m
Existing Height to ridge	219.2 m asl	227.4 m asl
Actual Height	7.2 m	12.64 m
Min ground floor area	n/a	n/a
Max. floor area for each use	n/a	n/a
Maximum gross floor area	Determined by coverage and height	Determined by lot coverage and height
Min landscaped area	35 % of lot area	31.89%

We note that an application for minor variances to permit a second building on the property at 1298 Pelham Street was submitted and approved in 2015. Many of the revised standards approved by the committee are smaller than those standards requested for the subject lands. A comparison of the statistics is provided below in chart form. While the existing building which is comparable to the building at 1302

Pelham Street is described as a two-storey building it is effectively a three-storey building based on the ceiling height for the basement units. See the sketch below which was submitted to the committee.

Regulation	1298 Pelham Street Application A4/2015P	1A Pancake Lane ZBA application
Parking aisle width	6.0 m	7.0 m
Planting strip abutting parking	1.5 m	2.11 m
Yard for parking structure	3.25 m	n/a
Interior side yard parking	5 m	6.02 m
Lot coverage	33%	23.13%



In terms of the proposed 4-storey building, the following commentary is provided on neighbourhood character and the policies of the Town's Official Plan:

- a) Setbacks – the setbacks have been determined based on the context of the site. The front yard setback has been determined based on the retention of the existing mature trees adjacent to Pancake Lane. The front yard setback is also determined by the accessibility provisions for persons with disabilities to access the front door of the building. Generally this area of Fonthill consists of larger front yard setbacks and landscaping generally around the properties. The building placement and setbacks are providing landscaping, retaining the building adjacent to the multiple residential building only, and siting the building so that the front door is facing Pancake Lane.
- b) Materials – building materials are brownish toned brick with balconies and articulation of the façade. This is consistent with the brick buildings surrounding the subject lands.
- c) Height – the proposed height is generally consistent with adjoining multiple residential properties. The proposed height is a minor increase in the “I” zone height yet less than the maximum permitted height in the “RM” zone. The placement of the building together with design choices related to the materials and massing reduce the overall impact of the building.
- d) Front Yard Parking – no front yard parking is proposed. It is noted that generally parking is in the side and rear yards for the adjoining multiple residential buildings. The funeral home, the commercial property on the south side of Pancake Lane, and the church have parking in the side yard in front of the building. The proposed building has parking in the side yard and rear yards only.
- e) Landscaping – Landscaping is proposed at approximately 32% of the lot area. This is greater than the requirement for the “I” (Institutional) Zone and 3% less than the requirement for the “RM” (Multiple Residential) Zone. The landscape design retains mature trees, includes swales and Low Impact Development measures to support the development.
- f) Building Massing, Shape and Coverage
 - a. Massing – massing is generally described as the shape and form of the building. The building has numerous elements that contribute to an appropriate massing on the site:
 - i. Articulation of the façade with glass balconies;
 - ii. Horizontal design features including the balconies and the repetition of the balconies and brick elements;
 - iii. Utilizing an overall shape that is consistent with the shape of the adjoining multiple residential buildings
 - b. Shape – the building shape is consistent with the church and two multiple residential buildings – all of which are rectangular in nature. The building also includes an articulated façade to break up the massing of the length of the building.
 - c. Coverage – the building coverage is 23% of lot coverage which is less than the maximum lot coverage for all residential zones in Fonthill.

Stormwater and Drainage:

Feedback Received:

Concerns have been raised regarding storm drainage and the capability of the ditches to accommodate the drainage from this site.

Response on behalf of Applicant:

The site has been designed so that drainage from the parking area goes into an underground chamber and then flows to the ditch via a pipe. The parking area will be constructed with permeable pavers to allow stormwater to infiltrate into the ground. There is a swale along the eastern property line to take stormwater from the eastern side of the property to the road ditch. Pancake Lane is to be reconstructed to an urban cross section according to the Town's budget, which would include addressing the storm drainage function of the road.

Policy Related Comments:

Feedback Received:

Comments have been received related to the following policy documents:

1. Provincial Policy Statement (2020) – Policy 1.1.3.3 related to opportunities for intensification
2. A Place to Grow – Growth Plan for the Greater Golden Horseshoe – Policy 2.2.2.3(b) related to type and scale of development
3. Niagara Region Official Plan – policy related to intensification
4. Town of Pelham Official Plan:
 - a. Policy A2.3 – related to compatibility
 - b. Policy B1.1.3 – related to density and character of the area
 - c. Policy B1.1.5 – related to compatibility criteria:
 - i. Character of the area in terms of height, bulk, and massing
 - ii. Integrate with surrounding land use
 - iii. Traffic operations and congestion are addressed
 - iv. Site Design – parking, recreational facilities, landscaping and buffering on-site

Response on behalf of Applicant:

1. Provincial Policy Statement (PPS) – the Provincial Policy Statement requires municipalities to “identify appropriate opportunities and promote locations for transit supportive development”. The subject lands achieve both – they are within the Built-Up Area of the Town; are located on a collector road which is the preferred location for intensification (with arterial roads) per Policy B1.1.3 a) of the Town's Official Plan; and collector roads are identified as preferred for public transit.
2. A Place to Grow – Section 2.2.2 addresses the Built-Up Area, where the subject lands are located. This section supports intensification throughout the Built-Up Area while addressing the scale and type of development. With regard to the type of development, this is a low-rise residential proposal in an area with a mix of lands uses – institutional, low-rise residential, commercial, and single-family residential. The scale of the development is consistent with the low-rise built form in the area.
3. Niagara Region Official Plan – The subject lands are within the identified Built-Up Area in the Region's Official Plan. The Town's Official Plan has six identified potential intensification areas in

Fonthill however policies also note that other areas can be appropriate for intensification. The subject lands are one such site with sufficient land area for the proposed development, appropriately located on a collector road, and appropriately scaled given the mix of heights and densities in the surrounding area.

4. Town of Pelham Official Plan –
 - a. A2.3 – Urban Character – this section is titled “Urban” which recognizes the nature of the existing and planned development in Fonthill. Objectives address compatibility with regard to physical design. It is noted that this area is a mix of land uses within large lots that include generous setbacks. The proposed development achieves these objectives. In addition, the proposed development achieves the urban design standard for height (45° angular plane).
 - b. B1.1.3 – The proposed development achieves Policy a) as the subject lands are on a collector road. Policy b) addresses character of the area. As mentioned above, this is a mixed-use area with a variety of land uses at a variety of densities. The key elements of design – height (achieves the 45° angular plane); massing (low rise profile, appropriate articulation on the facades); landscaping and buffering (provided in accordance with the Institutional zoning) are achieved.
 - c. Policy B1.1.5 – The proposed development implements the policies as follows:
 - i. Height, bulk, massing – the height of proposed development is greater than the surrounding uses but achieves commonly used design standards for height (45° angular plane). The height of the proposed development would be considered low-rise development which is consistent with the built form in the area. The building has the same low-rise profile with the profile designed to the street, setbacks from adjoining buildings and properties to the east, and the majority of the parking sited away from the residential properties to the east.
 - ii. Integrated with surrounding land uses – this is a mixed-use area with institutional, residential and commercial uses at a variety of densities. The buildings are of a low-rise profile which is true of the proposed development.
 - iii. Traffic and congestion are addressed. It is noted that a traffic impact report has been submitted identifying no mitigation is required. Pancake Lane is a collector road which has been identified as preferred for intensification in the Town’s Official Plan.
 - iv. The site has the land area to support parking (achieved); recreational facilities (achieved through amenity area); landscaping (achieved – is consistent with the Institutional zoning requirements); and buffering (achieved through separation and landscape/swale design).

Conclusion:

The above analysis constitutes our response to issues raised by the public at the Statutory Public Meeting held on December 14, 2020. We request an update on next steps and timing for this application.

Yours truly,



Mary Lou Tanner, FCIP, RPP
Principal Planner
NPG Planning Solutions Inc.

Copies:

D. Nelson, Ruth Victor & Associates
D. Vuckovic, Top End Construction

1A Pancake Lane

4-storey rental apartment building

Zoning By-law Amendment



Proposed Development

Official Plan designation

Urban Living Area/ Built Boundary.

4-storey

Rental
apartment
building

40

Units

740 m²

Lot Area

47.12 m

Lot Frontage

Feedback & Response



Traffic | Feedback

Traffic backup on Pancake Lane due to delay in turning movements at the intersection of Pancake Lane & Pelham Street.

Traffic | Response

Criteria	Level of Service	Movement Delay
Northbound onto Pelham Street	D	25 seconds
Southbound onto Pelham Street	C	17 seconds

Data from **Traffic Impact Assessment prepared by Paradigm Transportation Solutions Limited*

Pancake Lane is in a **future budget for reconstruction** to a full urban cross section which would provide for **full turning movements**.

This timeline is within the possible occupancy dates for the subject project.

Traffic | Response

Town's Official Plan

Pancake Lane - **Collector Road**

Pelham Street - **Arterial Road**

Policy B1.1.3a)

Intended to support intensification as identified (arterial and collector roads as the preferred location for intensification)

Policy D2.7a)

Stipulates that arterial and collector roads will be planned to support transit.

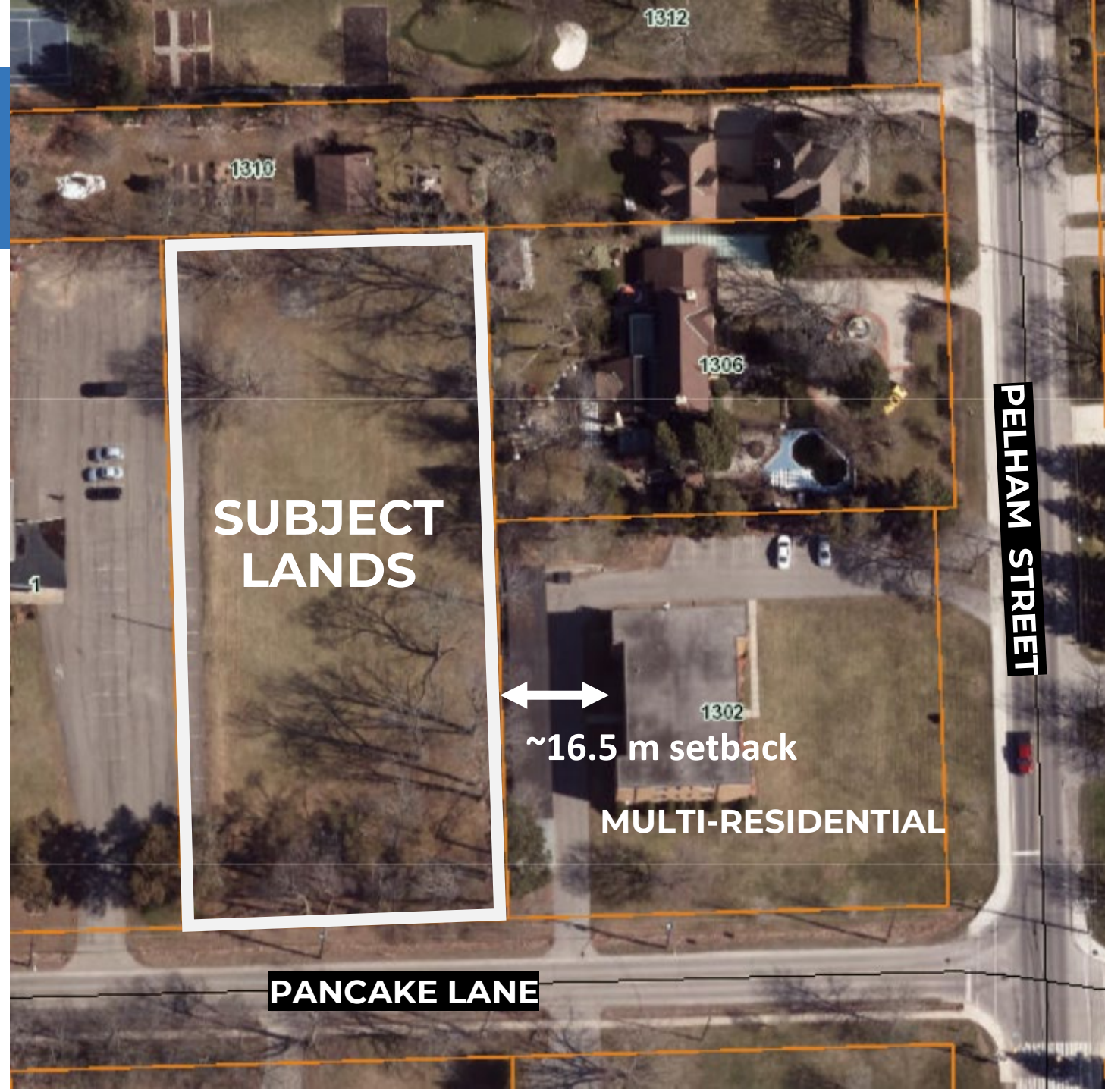
Urban Design | Feedback

Comments pertaining to **setback from the southeasterly lot line**, potential **overview** from the proposed building, **height** of the building and **sun shadowing**.

Urban Design | Response

Proposed Setback on Subject
Lands = **6m**

Total separation distance =
22 to 23 m.

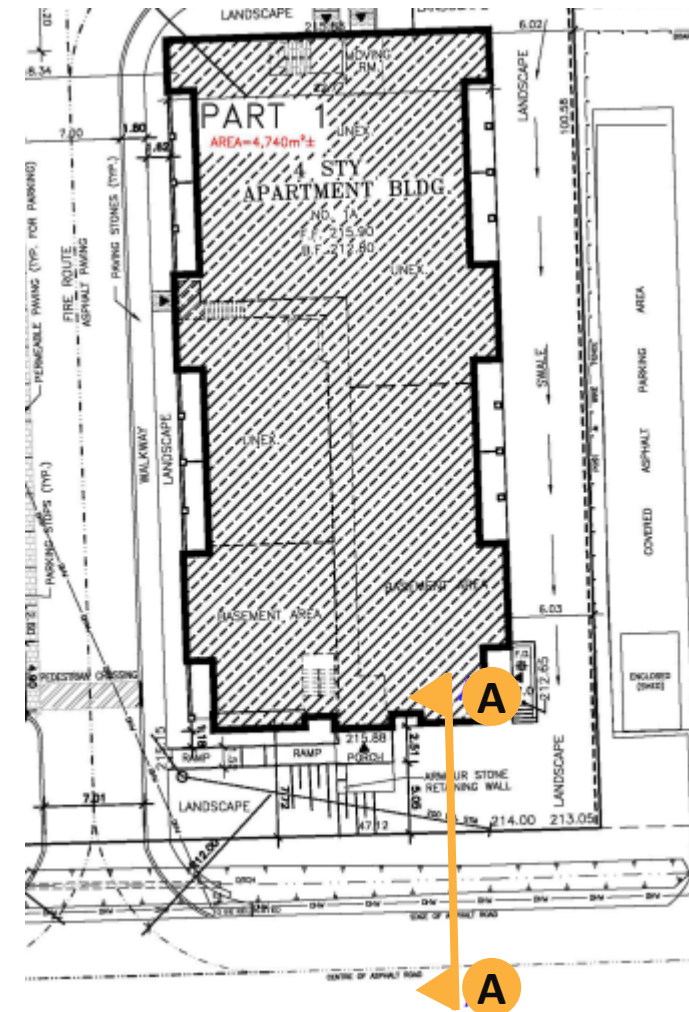


Urban Design | Response

- Single storey covered parking provides further **visual separation**.
- Existing tree canopy along the lot line common with 1302 Pelham Street will be supplemented with **additional tree plantings** which, at maturity, will be between 13 and 16 m in height.



SECTION A-A: 45 DEGREE ANGULAR PLANE ANALYSIS ON PANCAKE LANE



Environment | Feedback

Loss of view of an existing woodlot and native species of birds and animals.

Environment | Response

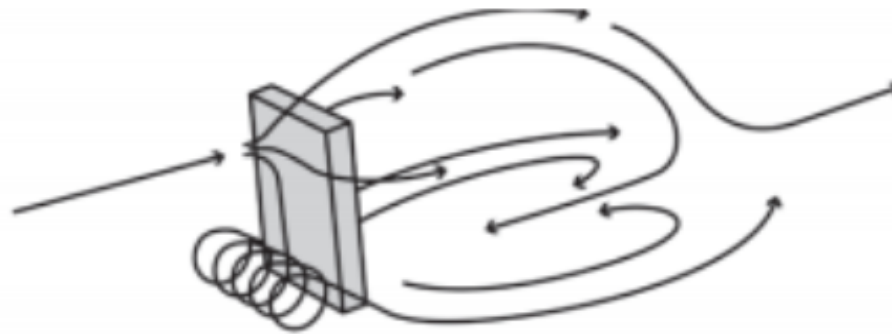
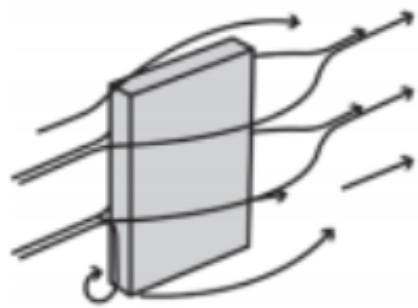


Woodlot is **not identified** as an environmental feature on the schedules of the Town's Official Plan

Wind | Feedback

Concern has been raised about the **diminishing of winds from the west and the potential loss of fresh breezes** on the windows of the existing buildings in the area.

Wind | Response



1A Pancake Lane can be categorized
as a **low and wide building**

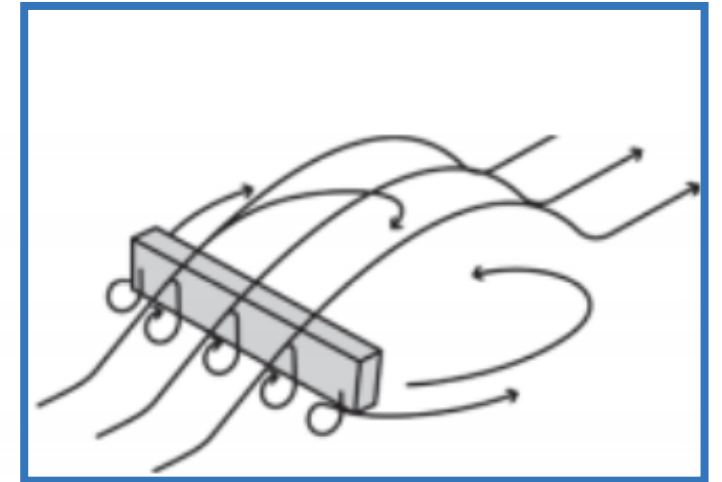


Figure 1: Airflow around a tall and slender building, a tall and wide building and a low and wide building.

Image Source: Pijpers-van Esch, Marjolein. (2015). Designing the Urban Microclimate. A framework for a design-decision support tool for the dissemination of knowledge on the urban microclimate to the urban design process.

A+BE: Architecture and the Built Environment.

- A low and wide building will have the **most air passing over the building** and towards the eastern side of the building.
- The low height and width of the proposed building will **have the least impact and allows for most wind to pass over and around it** as shown in Figure 1.

Stormwater and Drainage | Feedback

Concerns about **storm drainage** and the **capability of the ditches** to accommodate the drainage from this site.

Stormwater and Drainage | Response

The parking area

- Constructed **with permeable pavers** to allow stormwater to infiltrate into the ground.

Swale along the eastern property line

- Take stormwater from the eastern side of the property to the road ditch.

*Pancake Lane is to be **reconstructed to an urban cross section** according to the Town's budget, which would include addressing the storm drainage function of the road.*

Drainage from the parking area



Underground chamber



Flows to the ditch via a pipe



Example of permeable pavers

Neighbourhood Character | Feedback

Neighbourhood character is **not being maintained**.

Neighbourhood Character | Response

Character is defined by items such as **setbacks, building materials, building heights, front yard parking, landscaping, and building massing, shape and coverage.**

Neighbourhood Character | Response

The front yard setback

- Retention of the existing mature trees adjacent to Pancake Lane.
- Accessibility provisions for persons with disabilities to access the front door of the building.

General Trend: Larger front yard setbacks and landscaping around the properties

- The building placement and setbacks provide landscaping
- Front door is facing Pancake Lane

Neighbourhood Character | Response



Materials

Building materials are brownish toned brick with balconies and articulation of the façade. This is **consistent with the brick buildings surrounding the subject lands.**

Neighbourhood Character | Response

Height

- Generally consistent with adjoining multiple residential properties.
- Minor increase in the “I” zone height
- Less than the maximum permitted height in the “RM” zone.
- The **placement of the building** together with **design choices** related to the materials and massing **reduce the overall impact of the building.**



Neighbourhood Character | Response

Parking

General trend: Parking in the side and rear yard (residential)
The proposed building has parking in the side yard and rear yards only.

Landscaping

"I" (Institutional) Zone Requirement	"RM" (Multiple Residential) Zone Requirement	Proposed
25%	35%	32%

- **Retains mature trees, includes swales and Low Impact Development measures** to support the development.

Neighbourhood Character | Response

Building Massing

- **Articulation of the façade** with glass balconies
- **Horizontal design features** including the balconies and the **repetition** of the balconies and brick elements

Shape

Consistent with the church and two multi residential buildings – all of which are rectangular in nature.

Coverage

23% of lot coverage which is less than the maximum lot coverage for all residential zones in Fonthill.



Conformity to different plans

Conformity to Plans



Provincial Policy Statement (PPS)

- Within the **Built-Up Area**
- Preferred location for **intensification**
- Collector roads (Pancake Lane) are identified as preferred for **public transit**



A Place to Grow

- Within the **Built-Up Area**
- Section 2.2.2 supports **intensification**
- Low-rise residential proposal in an area with a mix of lands uses
- The scale of the development is consistent with the low-rise built form in the area.



Niagara Region Official Plan

- Within the **Built-Up Area**
- The Town's Official Plan has six identified potential intensification areas in Fonhill however **policies also note that other areas can be appropriate for intensification**. The subject lands are one such site with sufficient land area for the proposed development, **appropriately located on a collector road**, and **appropriately scaled** given the mix of heights and densities in the surrounding area.

Conformity to Plans



Town of Pelham Official Plan

A2.3 – Urban Character

- **Compatibility** with regard to physical design
- **Mix of land uses** within large lots that include generous setbacks
- Urban design standard for **height** (45° angular plane)

B1.1.3 a) & b)

[Policy a\)](#) - subject lands are on a collector road

[Policy b\)](#) - character of the area

- Key elements of design – **height** (achieves the 45° angular plane); **massing** (low rise profile, appropriate articulation on the facades); **landscaping** and **buffering** (provided in accordance with the Institutional zoning) are achieved.

Policy B1.1.5

- **Height, bulk, massing** consistent with surroundings.
- Integrated with **surrounding land uses**.
- **Traffic and congestion** are addressed.
- The site has the land area to support
 - parking (achieved);
 - recreational facilities (achieved through amenity area)
 - landscaping (achieved – is consistent with the Institutional zoning requirements);
 - buffering (achieved through separation and landscape/swale design).