

Town of Pelham Council Report

Wednesday, March 05, 2025

Subject: Recommendation Report – Applications for Official Plan Amendment and Zoning By-law Amendment – 1415 Station Street

Prepared By: Andrew Edwards, MCIP, RPP, Planner

Department: Community Planning and Development

Recommendation:

BE IT RESOLVED THAT Council receive report 2025-0049 “Recommendation Report – Applications for Official Plan Amendment and Zoning By-law Amendment – 1415 Station Street,” for information;

AND THAT Council direct Planning staff to prepare the necessary Official Plan and Zoning By-law Amendments for Council’s consideration at the next Regular Meeting of Council.

Background:

This report provides the Committee of the Whole and the public with information regarding the applications for proposed Official Plan and Zoning By-law Amendments at 1415 Station Street. The Applicant is proposing a three-story residential apartment building with 22 units.

The requested Official Plan Amendment would amend Policy B1.3.4.3 (b) as it relates to the property to allow a maximum building height of three storeys.

The requested Zoning By-law Amendment would rezone the lands from the Village Commercial (VC) zone to a site-specific Village Commercial (VC) zone. The following revisions to the existing zoning are requested:

- A maximum building height of 12.5 metres / 3-storeys;
- A maximum front yard setback of 5.3 metres;
- A maximum side yard setback of 2.55 metres;
- A minimum rear yard of 1.45 metres;
- A minimum driveway width of 5.7 metres; and,
- Deletion of the requirement for a minimum setback from an uncovered surface parking area to accommodate a temporary parking space in the front yard.

Location:

The property is located on the east side of Station Street, lying approximately 80 metres north of Summersides Boulevard and 210 metres south of Highway 20 East (Figure 1). The lands are rectangular in shape, having 1,623.8 square metres in area and a frontage of 26.168 frontage along Station Street, with approximately 60 metres of depth.

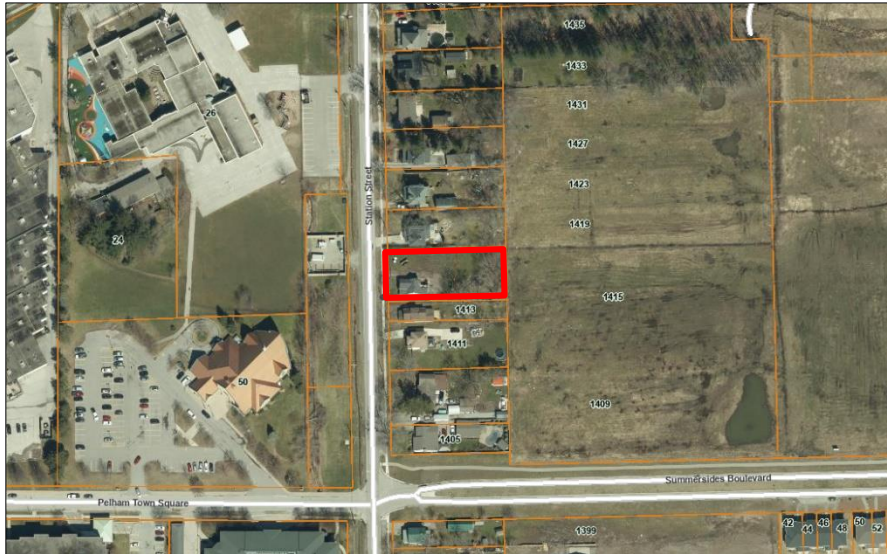
The subject lands are currently vacant, having previously contained a single detached dwelling that was demolished in 2023. The property is generally flat in grade.

Surrounding land uses include:

- North:** Residential uses fronting Station Street.
- East:** Future residential subdivision (Park Place West).
- South:** Residential uses fronting Station Street; Summersides Boulevard.
- West:** Institutional uses (St. Alexander Catholic Elementary School and St. Alexander Church).

The lands are legally described as Part Lot 9 Plan 717, being Part 1 Plan 59-R17728 in the Town of Pelham, Regional Municipality of Niagara and are municipally known as 1415 Station Street.

Figure 1: Property Location



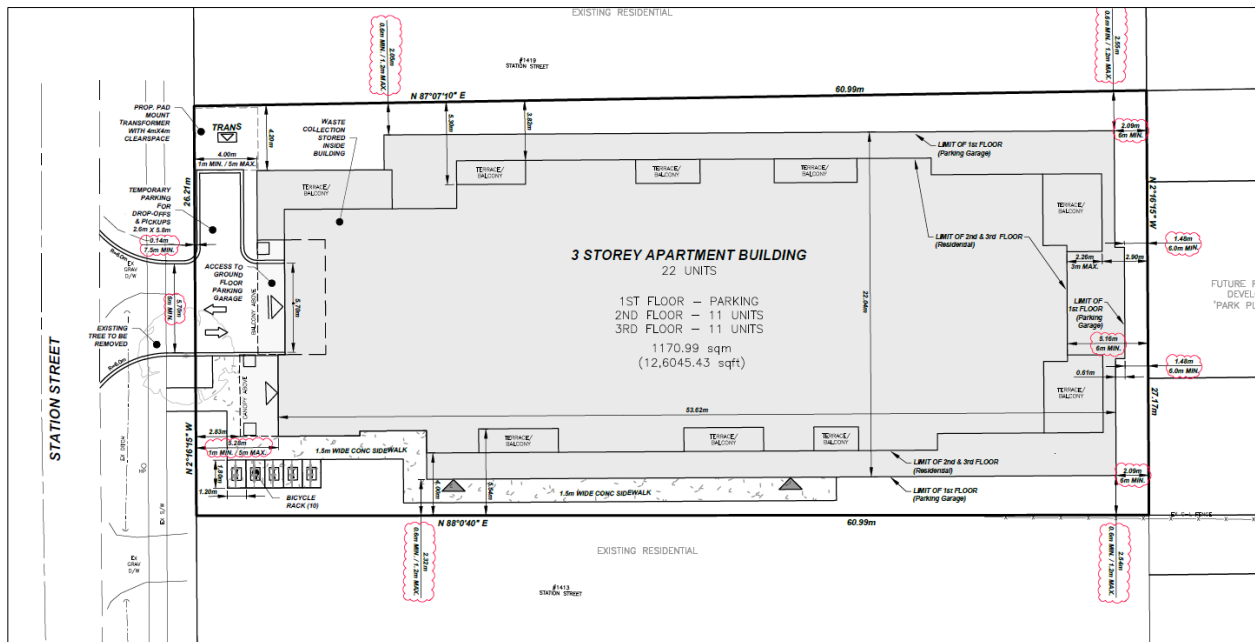
Project Description and Purpose:

The lands were previously subject to a consent application in 2021 (Town File: B10-2021P), which severed the rear of the property for future development. The lands as they currently exist are 1,623.8 square metres in area and have 26.168 metres of frontage along Station Street.

The Applicant is proposing a three-storey residential apartment building consisting of 22 units as shown on the submitted site plan (Figure 2). The first floor of the structure consists of a screened parking area, including 28 spaces, the building's lobby, garbage room, and room for building services. There is one parking space designated per unit and six (6) visitor parking spaces. The second and third storeys consist of eleven (11) units each, for a total of twenty-two (22) residential units. Units range in size from approximately 54 to 70 square metres (580 to 765 square feet). The building is planned to be condominium tenure.

To address comments made by Town Community Planning and Development staff on the first submission, the applicant revised the plan to provide a bump-out for the two westernmost parking spaces in the parking garage. This revision has reduced the originally requested minimum rear yard setback from 2.05 metres to 1.45 metres.

Figure 2: Revised Site Plan, prepared by ACK Architects



Each unit is provided with a recessed terrace/balcony including the units on the north and south sides of the building adjacent to the existing residential uses. Vehicular and pedestrian access to the building is provided at the front of the building from Station

Street. Landscaping will be provided along the perimeter of the site. Please see Figure 3 for a conceptual rendering of the building and Figure 4 for the street view elevation.

Figure 3: Conceptual Rendering, prepared by ACK Architects



Figure 4: Streetview Elevation, prepared by ACK Architects



Policy Review:

Planning Act, R.S.O. 1990, c. P.13

Section 3 of the *Planning Act* requires that, in exercising any authority that affects a planning matter, planning authorities, i.e., decisions of Council, “shall be consistent with the policy statements” issued under the Act and “shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.”

Section 22 of the Act establishes the process for considering amendments to an Official Plan, and Section 34 of the Act allows for considering amendments to a Zoning By-law.

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), 2024 came into effect on October 20, 2024, and replaced the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).

The subject lands are located within a Settlement Area according to the PPS. Generally, the 2024 PPS encourages an appropriate range and mix of housing options and densities to meet projected and current needs. Settlement areas shall be the focus of growth and development (2.3.1).

Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- d) are transit-supportive, as appropriate; and
- e) are freight-supportive.

With respect to the above-noted criteria, the proposed development provides for the redevelopment of a vacant, underutilized site, and will contribute to the housing stock in proximity to the Downtown area. The development will introduce new apartment dwellings within the settlement area, contributing to housing options at varying price points and smaller unit sizes. The density of the development provides for the efficient use of land and planned/existing infrastructure. Being in proximity to the Downtown, there are adequate public services, including commercial uses and public parkland within a short walking distance, including Peace Park to the east, and future parkland in the East Fonthill Secondary Plan Area. Active transportation options are available in proximity to the site, including the public sidewalk network and the Steve Bauer Trail.

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. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas based on local conditions. The proposed development supports intensification by introducing additional units of varying sizes that can accommodate various lifestyles and income levels. Future residents can live, work, and access public services within a walkable environment. Additionally, the development aligns with municipal intensification targets by making efficient use of existing infrastructure and services land and supporting sustainable growth in proximity to the downtown core of Fonthill.

4.6.2 of the PPS only permits development where archaeological resources have been conserved. The applicant submitted a Stage 1-2 Archaeological Assessment with the application. Staff are satisfied the site is clear from an archaeological perspective.

Based on this information, the proposed Official Plan Amendment and Zoning By-law Amendments are consistent with the Provincial Planning Statement.

Greenbelt Plan, 2024

The subject lands are in an identified settlement area that is outside of the Greenbelt Plan Area; therefore, the policies of the Greenbelt Plan do not apply.

Niagara Region Official Plan, 2022

The lands are designated as being within the Delineated Built-Up Area and the Urban Area Boundary.

Within the urban area designation, a full range of residential, commercial, and industrial uses are generally permitted. Regional and Provincial policies emphasize intensification and infill to foster the development of complete communities.

Policy 2.2.2.5 requires a Regional minimum of 60 percent of all annual residential units to be within built-up areas. Policy 2.2.2.6 establishes the intensification target for the Town of Pelham at 25%. The development will contribute to the Town's intensification target by adding 22 additional residential units on a vacant parcel within the urban settlement area.

Policy 2.3.1.1 requires the development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, to be planned for throughout settlement areas to meet housing needs at all stages of life. The development will introduce 22 new residential dwelling units, including ten (10) one-bedroom units, two (2) one-bedroom plus den units, and ten (10) two-bedroom units. Ranging from 580 to 765 square feet, the smaller unit sizes will provide variation to housing stock that has traditionally been made up of larger units.

Policy 2.3.1.4 states that new residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by: a) facilitating compact built form; and b) incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water-efficient technologies, and low impact development. The development is an example of compact built form and will be required to meet energy and water efficiency requirements in the *Ontario Building Code*.

The subject parcel is outside the Region's Natural Environment System and as such, impacts to natural heritage features are not anticipated.

Staff are of the opinion the proposed Official Plan Amendment and Zoning By-law Amendment applications conform to the Niagara Region's Official Plan.

Town of Pelham Official Plan, 2014

The Town of Pelham Official Plan is the primary planning document that will direct the actions of the Town and shape growth that will support and emphasize Pelham's unique character, diversity, cultural heritage and protect natural heritage features.

The local Official Plan designates the subject lands as Downtown Transitional Area and in proximity to a Potential Intensification Area according to Schedule A1. Lands designated Downtown Transitional Area are located adjacent to the Downtown designation and are intended to be used for a mix of residential and commercial uses within existing buildings or through redevelopment that is complementary to the Downtown. The proposed development is an example of a redevelopment of an underutilized parcel (currently vacant). The proposed development will support the Downtown through the introduction of additional units and residents in proximity to Downtown businesses, parkland, and services. The development is an appropriate use for the transitional area and is supported by the policies of the Town's Official Plan.

It is the vision for the Downtown Transitional Area to evolve as a mixed-use incubator for new business and commerce adjacent to the Downtown Area. The intent is that this area be designated for small-scale business, commercial and residential uses that could utilize existing buildings and be complementary to the mixed-use, pedestrian oriented focus of the Downtown. The proposed development provides for additional residential uses in proximity to the Downtown. The development will support the downtown through increased foot traffic that helps to support the local economy, the efficient use of infrastructure, and the location of new residential uses in a walkable location.

Station Street, between Highway 20 East and Pelham Town Square / Summersides Boulevard is identified as an Intensification Corridor. Intensification Corridors are areas along major roads that have the potential to provide a focus for higher-density mixed-use development. Station Street is a local road according to Schedule 'C' of the Official Plan. The development is an appropriate location for the proposed higher-density residential use, which is supported by the intensification policies of the Town's Official Plan.

The town's Official Plan aims to direct the majority of new development to urban areas where full sewer and water services are available. Objectives include encouraging diversity in housing and intensification and redevelopment within the urban area, specifically in and in proximity to the Downtowns. Water and sanitary services exist and are readily available to service the development, as identified through the Functional Servicing Report submitted in support of the applications.

It is also a goal of the Town's Official Plan to protect and enhance the character of the existing Urban Areas. Objectives include maintaining and enhancing the Urban Area, respecting the character of existing development to ensure compatibility, and encouraging intensification and use of the land. The portion of Station Street where the development is proposed is a transitional area that is envisioned as a location for future redevelopment. The proposed apartment dwelling will redevelop an underutilized urban property and introduce variation in the housing stock in proximity to the Downtown. The structure has been designed to respect the character of adjacent single detached dwellings through architectural elements such as the step back of upper residential floors and required increases to the maximum front and interior side yards through the amendment as a result. The streetscape plan and shadow impact study submitted in support of the applications demonstrate the use is compatible with neighbouring land uses and is not anticipated to impact neighbouring properties negatively. Further, it is anticipated that properties along Station Street will continue to redevelop, further contributing to the revitalization of the transitional area.

Section B1.3.4.3 states: Redevelopment and intensification proposals may be subject to a Zoning By-law Amendment and shall be subject to Site Plan Control. Prior to approving the application for new development, Council should be satisfied that:

- a) The scale and appearance of the use is complementary to and does not detract from the residential character of the area;
 - ✓ The development is complementary to the residential character of the area, as the design maintains a modest height that transitions well from the adjacent single detached dwellings. The height difference is minimal, ensuring the new building will integrate into the existing streetscape, as demonstrated in the streetscape plan provided by the applicant. Additionally, increased setbacks have been incorporated into the design, providing a buffer to neighbouring uses. Architectural elements such as recessed balconies, the step back of the upper residential floors, and future landscaping will ensure the development aligns with the neighbourhood's established character. The Official Plan recognizes this area as a transitional area that is envisioned for redevelopment.
- b) The building and/or the general appearance of the site will be improved through quality urban design;
 - ✓ The site is currently vacant. The proposed design of the site will be improved through the proposed development. The building and overall site will be enhanced through high-quality urban design, featuring a complementary building design that respects the character of the area, a pedestrian-friendly location, and landscaping that will contribute to the streetscape.
- c) Adequate on-site or off-site parking is provided;

- ✓ The number of on-site parking spaces complies with the requirement of the Zoning By-law. Additionally, a temporary parking space is proposed in the front yard of the site for pick up and drop off.
- d) The Site Plan and Site Plan Agreement will address appropriate urban design matters including accessibility provisions, exterior design features, massing and relationship to adjacent buildings as well as sustainable design elements located on municipal road allowances and land; and,
 - ✓ The future site plan application will address these design considerations. The owner will be required to enter into a site plan agreement with the Town to ensure detailed site design is to the satisfaction of the Town.
- e) The sign identifying the use is limited in size in accordance with the municipal Sign By-law.
 - ✓ Any proposed sign will be required to be in accordance with the Town's Sign By-law. This is a site plan matter and can be addressed through a site plan agreement.

B1.3.4.3 (b) states: the maximum building height should be limited to 2 storeys. The Official Plan Amendment application proposes to amend this policy on a site-specific basis to permit a maximum height of three storeys. As discussed above, the development is complementary to the residential character of the area, as the design maintains a modest height that transitions well from the adjacent single detached dwellings. Staff are of the opinion the increased height is appropriate for the site.

Policy B1.2.4 applies to the lands, including the development and urban design policies derived from the Town's Urban Design Guidelines for Downtown Fenwick and Fonthill. Relevant policies include:

- b) New buildings should be built at or near the front lot line;
 - ✓ The building maintains a setback of 5.3 metres to the front yard, which in the opinion of staff is appropriate given the area is a transitional area to the Downtown.
- f) Buildings should be oriented to the street, consistent with adjacent buildings and provide clearly defined and accessible entry points from the sidewalk;
 - ✓ The building is oriented toward Station Street and provides a clearly defined vehicular and pedestrian entry point.

- j) Preferred building materials include brick, wood, stone glass, in-situ concrete and precast concrete. Building materials discouraged include vinyl siding, plastic, plywood, concrete block, metal siding and tinted or mirrored glass.

✓ The proposed materials are aligned with this policy.

Section D2 – Transportation generally encourages the provision of a transportation network within the municipality that can appropriately accommodate the movement of people and goods throughout the municipality, ensuring that new development does not create traffic hazards or unmanageable levels of congestion and the development of a diverse transportation system which supports a variety of transportation modes, including road, rail, transit, cycling, pedestrian modes and transportation demand management modes; and, promotes possible integrate forms of accessible transport throughout the Municipality with an emphasis on the urban areas. The site is located along an established sidewalk network and located on a portion of Station that will be urbanized in the near future. The location is walkable, being in proximity to the downtown and within a short walking distance of the planned East Fonthill park to the east.

Staff are of the opinion the proposed Official Plan Amendment and Zoning By-law Amendment applications conform to the Town’s Official Plan.

Town of Pelham Zoning By-law 4481 (2022)

The lands subject to the application are zoned Village Commercial (VC) in accordance with Town of Pelham Zoning By-law 4481(2022). The VC zone permits a variety of commercial and residential uses. Apartment dwellings are a permitted use in the VC zone.

The site-specific zoning requested as part of the proposed Zoning By-law Amendment is provided below:

Table 1. Proposed Zoning By-law Amendment

Regulations	Village Commercial (VC) Regulation	Proposed Regulation
Maximum Building Height	Maximum of 9.0m and 2 storeys	12.5 metres / 3-storeys
Maximum Front Yard Setback	The main front wall of the structure shall be built between 1.0 - 5.0m from the front lot line.	5.3 metres
Maximum Side Yard Setback	The minimum side yard shall be 0.6m and a maximum of 1.2m. The minimum side yard with a driveway is 3.0m unless	2.55 metres

	shared. The main corner side wall shall be built within 1.0 - 5.0m of the exterior side lot line.	
Minimum Rear Yard Setback	6.0 metres	1.45 metres
Minimum Driveway Width	6.0 metres	5.7 metres
Parking Area Location on Lot	Shall be permitted except in any front yard and corner yard provided that no part of any parking area, other than a driveway is located closer than 7.5m to any street line and no closer than 3.0m to any side lot line or rear lot line.	Delete

With respect to the requested site-specific provisions, the following comments are made:

The requested increase to the maximum height is minimal, ensuring the new building will integrate into the existing streetscape, as demonstrated by the streetscape plan provided by the applicant. The applicant's shadow impact study has reviewed shadowing impacts and found minor shadowing impacts on adjacent properties. In addition, staff note that the proposed height of the proposed apartment building (12.5 metres) is only a half metre taller than what a single detached dwelling is permitted as of right in the R1 zone (12 metres).

Maximum Front Yard Setback – the applicant proposes to increase the maximum front yard setback to 5.3 metres. The building design still maintains a relatively shallow setback to Station Street. The increased setback is modest and is not anticipated to detract from the streetscape or the design of the building.

Maximum Side Yard Setback – the applicant proposes to increase the maximum side yard setback of the structure. The Zoning By-law regulation imposes a maximum side yard setback which is intended to facilitate shallow and regular setbacks that contribute to the desired mixed-use streetscape of the transitional area. The building maintains a slightly larger setback than the permitted maximum setback. Staff are of the opinion the streetscape will not be significantly altered, and the intent of this provision is still maintained through the requested special provision.

Minimum Rear Yard Setback – the applicant proposes to reduce the minimum rear yard setback to 1.45 metres. Issues of incompatibility are not anticipated as the upper residential floors maintain a larger setback to the rear lot line. The first floor, which contains the parking area for the building, requires the reduction to the setback. Headlights from the vehicles entering the parking garage, which was raised as a concern at the public meeting, are not anticipated to be a nuisance to the future residential uses to the east as the windows on the first floor of the eastern face of the building are on level that would not be above the future fence line. Fencing design which prohibits intrusion of lights can be required as part of the future site plan approval process. Landscaping along the eastern property line will also provide a buffer to the neighbouring residential uses.

Minimum Driveway Width and Parking Area Location on Lot — The applicant proposes to decrease the minimum driveway width by 0.3 metres and permit a temporary parking space in the front yard. The requested change is not anticipated to impact the function of the driveway entrance or alter the streetscape significantly.

Staff believe the proposed site-specific provisions requested by the Zoning By-law Amendment application are appropriate for the site.

Submitted Reports:

The applicant provided digital copies of the following reports and plans in support of the application:

- Planning Justification Report, prepared by Upper Canada Consultants
 - o The intent of this Report was to provide an overview of the subject property and the proposal, and to evaluate how the applications satisfy the applicable requirements under provincial, regional, and local policy. The report concludes the applications propose compact and compatible development for the subject lands, represent good planning.
- Functional Servicing and Stormwater Management Report, prepared by Upper Canada Consultants
 - o The report detailed the servicing strategy for the site, including water, sanitary, and stormwater management. The report concludes there exists adequate municipal servicing for this development.
- Preliminary Grading Plan, prepared by Upper Canada Consultants
 - o The plan demonstrates the proposed grading for the property.
- Preliminary Architectural Plans, including building elevations, building renderings/streetscape plans, and floor plans, prepared by ACK Architects
 - o The preliminary architectural package includes building elevations/renders, site plan, as well as floor plans for all storeys of the development.
- Shadow Impact Study, prepared by ACK Architects

- Shadow Impact Study was submitted with the applications to visually demonstrate the shadowing impacts of the proposed building on adjacent properties. The study demonstrates minor shadowing impacts on the adjacent single-detached dwelling with somewhat greater impacts on the vacant lands to the east with the greatest impact being in the winter months
- Preliminary landscape concept
 - The plan shows proposed locations for future landscaping/plantings across the site.
- Archaeological Stage 1 and 2 Assessment, prepared by AMICK Consultants
 - The entirety of the study area was subject to a Stage 2 Archaeological Assessment, which consisted of high-intensity test pits. No archaeological resources were encountered and the report concluded no further archaeological assessment of the study area is warranted.

Copies of the reports are available at: <https://engagingpelham.ca/1415-station-street>

Agency Comments:

The applications were circulated to commenting agencies and Town Departments. At the time of writing, the following comments have been received:

Town Community Planning and Development

- Please provide Ministry of Citizenship and Multiculturalism archaeological clearance letter when in receipt. Should the applications be approved, this will be required prior to site plan approval.
- A bump out at the rear of the parking area is recommended to provide space for spaces 17 and 19 to back out.
- Planning will require more details regarding the landscape materials proposed on site at the site plan stage. Staff encourage the use of native plants and trees where possible and recommend enhanced landscape buffers adjacent to the low-density residential uses.

Town Public Works

- Installation of new services will require a Temporary Works Permit obtained through the Public Works Department. The applicant shall bear all costs associated with these works. Once the works are complete, locate cards are to be provided to the Town.
- Should the Station Street reconstruction take place before Park Place West (draft approved subdivision to the east) is fully serviced, the stormwater from this site must be directed to the newly constructed storm sewer on Station Street and no connections to Park Place West will be permitted.

Town Building Department

- All necessary building permits shall be obtained prior to construction commencing, to the satisfaction of the Chief Building Official.

Accessibility Advisory Committee Comments

- In the parking area, there are 2 handicapped spaces. As this is a condo, I presume all spaces are assigned. Is this true? Also, is the exit door from the garage equipped with an Opener? How does one in a wheelchair get to the elevator? Would they have to come out of the garage door and in through the main door? I'm confused.
- Is the door at Exit Stair 1 to have Opener and would it be a Controlled/Access key type. It just goes to the stairs. How do you get to the lobby?
- No floor plans of proposed units to ensure there are required accessibility provisions?
- I see there is an area designated, but is there to be any guest parking?

Niagara Region Public Works Growth Management and Planning Division

- Regional Public Works Growth Management and Planning Division staff find the applications to be consistent with the Provincial Planning Statement and in conformity with Provincial and Regional policies for development within the Urban Area. As such, staff offer no objection to the applications, subject to the satisfaction of the Town.

Niagara Peninsula Energy Inc.

- Hydro servicing to the building will require a 3-phase pad mount transformer on the property. The transformer will require a 4m x 4m property on private property.

Public Comments:

On December 20, 2024, a public meeting notice was circulated to all property owners within 120 metres of the property's boundaries. In addition, a public notice sign was posted on the site facing Station Street. The statutory Public Meeting was held on January 22, 2025. The applicant and one (1) member of the public were in attendance.

Two (2) public comments were received at the time of writing of this report.

Curt Harley

- Provided comments with respect to the development located at 105 Highway 20 East / 1365 Station Street.

Mary Ann Joyce

- Expressed concern regarding pedestrian safety of the proposed entrance and construction vehicles during construction; Enquired what measures will be in place regarding noise levels; Enquired what measures will be put in place to ensure there are no drainage or flooding issues as a result of the development; Enquired about the urbanization plan for Station Street.

In addition to the written comments received, Stephen Kaiser, a member of the public and owner of the adjacent property to the north, provided verbal comments at the public meeting. Mr. Kaiser expressed support for the proposed development and provided comments relating to the history of Station Street and the vision of the area as a transitional location for future redevelopment. He expressed support for the maximization of the side yard and expressed that this type of development is what was envisioned for this zone.

Staff Comments:

Upon reviewing the comments on the first submission, the applicant provided a revised site plan to address comments made by the Town and external agencies. The revised plan is substantially the same as the original plan submitted by the applicant, apart from the rear yard being reduced slightly to accommodate a bump out in the parking garage.

With respect to the written comments raised by the member of the public, the following comments are provided. The driveway design has been reviewed by Town Public Works staff, who do not anticipate any issues with the driveway as it complies with the Town's Engineering Design Manual in terms of distance from the intersection. Urbanization of Station Street is planned which will include improved sidewalks and an improved road design to slow traffic down and improve pedestrian and vehicle safety. The development will not contribute significant levels of traffic to the road network.

A temporary works permit through the Town will be required when construction commences. Public Works staff will work with the contractors to establish a construction management plan, including a traffic control plan. Further, construction activity is required to adhere to the Town's Noise By-law.

The applicant submitted a lot grading/stormwater management plan that was reviewed by Town Engineering staff to ensure that stormwater management will be handled on-site and that Town infrastructure has the capacity to handle additional runoff. The development is not permitted to adversely impact surrounding properties and will not be permitted unless it can be demonstrated the plan functions from an engineering perspective.

Accessibility concerns will be addressed during the detailed design stage through the site plan application. The developer has noted the comments provided and will work to address them in future applications.

A member of Council inquired about parking, including the dedicated number of parking spaces and the number of visitor parking spaces. One space is designated per unit, and there are six (6) visitor parking spaces, which meets zoning requirements.

A member of Council expressed concerns about the limited amount of setback at the rear of the building and asked if the agent would consider shortening the building to include amenity space at the back of the building and reducing the height of the building by recessing the parking into the ground. The developer has not made modifications to the plan currently.

The Member asked that the agent consider adding fencing along the rear of the site. The development will use landscaping and fencing along both sides and the rear of the building as a visual buffer. For safety purposes, windows into the parking garage need to be provided.

Members of the Council expressed support for the unit sizes, which will allow Pelham residents who wish to remain in Pelham to downsize and be close and within walking distance to many local amenities in the Downtown.

The applicant is actively working with Town Public Works staff to address comments related to the stormwater management for the site. Staff note that a connection to an adequate stormwater outlet for the proposed development is reliant on future projects, being the future Station Street reconstruction/urbanization project, or the draft approved Park Place West subdivision to the east. Staff are satisfied that the site can be properly drained based on the information provided to date. However, receiving infrastructure will be required to be in place before site plan approval for the development can be granted. To that end, staff are recommending the addition of a holding symbol on the lands until such time as a storm outlet is available to service the development. The holding symbol will ensure that receiving stormwater infrastructure is in place before final site plan approval or a building permit can be granted. The lifting of the holding provision shall be subject to the availability of a stormwater outlet to the satisfaction of the Director of Public Works.

The applicant is advised that site plan approval is required, should Council choose to approve the applications, prior to issuance of a building permit.

Based on the analysis contained in this report, it is the Planning staff's opinion that the Official Plan and Zoning By-law Amendments should be supported as they conform to Provincial, Regional and local policies and represent good planning. As noted in the

report, Town staff recommend that approval of the requested Zoning By-law amendment is subject to a Holding Provision provision requiring a suitable stormwater outlet to the satisfaction of the Director of Public Works.

Alternatives:

Council could choose not to approve the applications or Council could choose to approve the applications with modifications.

Attachments:

Appendix A Applicant Response to Comments Received

Appendix B Revised Site Plan

Prepared and Recommended By:

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Manager of Planning

Dr. Pamela Duesling, MCIP, RPP, EcD, CMM3
Director of Community Planning and Development

Approved and Submitted by:

David Cribbs, BA, MA, JD, MPA
Chief Administrative Officer