

Date: 10 March 2026
 Project No: 24086

Town of Niagara-on-the-Lake
 Planning and Building Services
 1593 Four Mile Creek Road, P.O. Box 100
 Virgil, ON, L0S 1T0

Attn: Mr. Connor MacIsaac

Re: Responses to the Open House Comments for 1317 York Road, Niagara-on-the-Lake - Proposed 5 Townhouses and 1 Single-Detached Dwelling.

Dear Connor,

We acknowledge receiving the open house comments from the public on September 18, 2025. Please accept the responses to the public comments and reference that address the comments.

Comment	Response / Action Drawing Reference
Appendix 1 – Summary of Staff Comments	
1. Building	
a) A demolition permit will be required for the removal of the existing dwelling on the property.	Noted.
b) Development charges will be applicable at building permit stage.	Noted.
c) Consideration should be taken to increase the water service lines for each unit to 1" minimum to accommodate any future secondary dwelling units.	Noted – water services now proposed as 25mmØ
2. Finance	
a) No objections.	Noted.
3. Fire and Emergency	
a) Requesting the owner to consider the installation of residential sprinklers for this development for the safety of the occupants and the responding volunteer firefighters.	Owner will consider enhanced safety of sprinklers, however sprinklers are not required by Building Code. This will be finalized during the subsequent building permit stage.



Comment	Response / Action Drawing Reference
4. Heritage	
<p>a) The applicant has submitted a Stage 1 and 2 Archaeological Assessment for the subject lands. The assessment concludes that no further studies are recommended and clears the subject lands of having archaeological potential.</p> <p>b) Please provide the ministry clearance letter for the Stage 1 and 2 Archaeological Assessment, prepared by Detritus Consulting, dated June 23, 2025.</p> <p>c) The Streetscape Analysis submitted by the applicant illustrates compatibility of the proposed design with the historic village of St. David's.</p>	Received ministry letter. Please see attached in package.
5. Operations	
<p>a) Town Policy requires a minimum 8-metre setback of a driveway entrance from the corner property line to the proposed driveway curb cut, which is currently not being met. Niagara Region may have additional setback requirements as York Road is under Regional Jurisdiction at the intersection of Tanbark Road and York Road.</p> <p>b) See detailed comments in the attached Operations Comment Letter.</p>	Comment addressed. Refer to site plan dated 03MAR2026. Noted.
6. Urban Forestry	
<p>a) Permit applications for tree removals will be required in accordance with the Town of Niagara-on-the-Lake private tree by-law No. 5139-19.</p> <p>b) Permission from adjacent owners would be required for any impacts to trees on neighbouring properties.</p>	Noted. Noted.



Comment	Response / Action Drawing Reference
7. Planning	
<p>General</p> <ul style="list-style-type: none"> • Requested density should reflect the lot area and densities following the consent to avoid any issues at the time of the consent application. <p style="margin-left: 40px;">o Following the proposed severance of the single detached dwelling lot, and conveyance of road widening and daylighting triangle, it appears a total of area of approximately 1,240 square metres would be retained for the proposed townhouse development, resulting in a proposed density of 40.3 units per hectare for the proposed townhouse development, and 33 units per hectare for the proposed single detached dwelling, but please confirm.</p>	<p>Density – 38.8 units per hectare (6 units/0.1546 ha)</p> <p>The intent is to proceed with Draft Plan of Subdivision for the entire development.</p>
<ul style="list-style-type: none"> • What mechanism is being proposed to address how the interior units are to access the rear of their properties? For example, how someone living in the interior units is to get equipment to their backyard? Based on Landscaping Plan it appears fencing will separate interior units. 	<p>Homeowners will have direct exterior access. There will be a walkway to access all of the backyards. Please see updated site plan dated 09FEB2026.</p>
Planning Justification Report (PJR), July 21, 2025	
<p>Appendix A and Appendix B within the PJR is blank.</p>	<p>Noted.</p>
<ul style="list-style-type: none"> • Page 17 states that “The proposed density is within the appropriate range identified in the official plan prior to road widening given it is site specific, and the current use is considered to be an underutilization of the residential lot.”. Please note that the maximum permitted medium residential density is 12 units per acre (30 units per hectare). 	<p>Addressed. Refer to PJR dated 03MAR2026.</p>
<ul style="list-style-type: none"> • Please provide review of the impact of the number and spacing of proposed driveways on the municipal right-of-way, including pedestrian, vehicular, and on-street parking movements. 	<p>The proposed driveways are not going to excessively affect the traffic in the neighborhood. The speed limit has already been regulated being a school zone and will remain controlled as the subject property is a corner lot. On a neighborhood scale the traffic splits through different</p>



Comment	Response / Action Drawing Reference
	intersections.
<ul style="list-style-type: none"> • Provide analysis to justify reduced exterior side yard setback of 1.1 metres, whereas 6-metres is required. 	<p>Addressed. Please refer to site plan dated 03MAR2026. Only 4.5 metres required. Setback of 4.5 metres has been maintained.</p>
<ul style="list-style-type: none"> • The maximum permitted medium residential density is 12 units per acre (30 units per hectare), unless the proposal is accompanied by a detailed site and area analysis demonstrating that there will be minimal impact on the surrounding neighborhoods and development (Policy 9.4.4 of the Town Official Plan). <ul style="list-style-type: none"> o Please provide further analysis related to these policies with respect to the proposed density, typology and design including a site and area analysis to discuss impact. The streetscape analysis findings should be incorporated into the PJR. o Identifying the existence of other developments in the village which contain townhomes is not considered sufficient analysis to determine that the scale, density and built form is compatible for this specific site. 	<p>Existing townhouses in the neighborhood. Oversized unused lots in the neighborhood. Effort to contribute to residential intensification through the subject property while being able to provide required open landscape percentage. Adding to the character of St. Davids.</p> <p>Landscape open space percentage: Unit A – 63.4% (including porch) Unit B – 37.1% Unit C – 37.1% Unit D – 39.6% (including porch) Unit E – 52.9%</p> <p>Mix of housing typology contributes to the vibrancy of the neighborhood.</p> <p>Townhouses represent a gentle form of density and hence is an appropriate housing typology for the neighborhood and compact design allows for more efficient land use.</p> <p>Increased supply will in turn lead to more affordable ownership.</p> <p>The subject property will be the ideal site for this development and residential intensification because of the walkability and easy access to amenities nearby. This makes the new residents rely less on cars for immediate needs.</p> <p>Within 700 metres is 308 Four-mile</p>



Comment	Response / Action Drawing Reference
	<p>creek road which was recently approved to have 15 townhouses.</p> <p>Townhouses are prevalent in the neighborhood (recently approved townhouse development at 308 four mile creek road) and the proposed development in 1317 York road provides mix of housing type to the neighborhood while maintaining the architectural character of St.Davids neighborhood.</p>
<p>• Furthermore, the PJR should provide review of each specific policy to demonstrate compatibility with the St Davids Special Policy Area. Please provide discussion on the relevant St. Davids Special Policy area policies including but not limited to:</p>	<p>Noted.</p>
<p>o General Development Policies for St. Davids ♣</p> <ol style="list-style-type: none"> 1. Where appropriate the scale, massing, and design of any new development shall be compatible with the character of adjacent development, and support the characteristics of the Village. All new street-related development should enhance the streetscape; 2. New development shall be designed, where appropriate to preserve and enhance the streetscape in terms of such elements as building setback, façade design, and façade density; 3. New development shall respect established building lines and significant landscape features; 4. Access to new buildings that have a direct relation to the street shall be arranged in relation to, and designed to facilitate, street-oriented pedestrian movement; 5. Proposals for infill development shall be designed to be sensitive to the attributes of adjacent properties in terms of such elements as scale, massing, building separations, and landscaped open space; 	<ol style="list-style-type: none"> 1. The scale has been maintained to ensure that it serves as a balance between 2-storey structures along York Road and Pre-dominantly one-storey development along Tanbark Road. Building height is also very crucial in order to dominate the neighborhood with the architectural character of St.Davids. 2. The façade and landscape design have been carefully designed to align with the Urban Design guidelines of St.Davids. 3. New development will be enhanced along with the landscape features as per the urban design guidelines. 4. The development is designed to facilitate street-oriented movement as the units front along the roads and are connected by a sidewalk. 5. Though there is deficiency in lot area, it is evident that the landscape open space provided in



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<p>6. Signage, lighting, and landscaping treatments shall be compatible with the character of adjacent properties and the Village in general.</p>	<p>the subject property is greater than required. 6. Noted.</p> <p>Also addressed in PJR dated 09FEB2026.</p>
<p>o Residential Land Use Policies ♣ Medium density building types shall be limited to townhouses, triplexes, fourplex and quad-plex dwellings, senior citizen housing projects and nursing homes. Medium density building types may be considered in accordance with the following:</p> <p>a) Medium density projects shall be designed in such a way as to be compatible with adjacent low density buildings and areas;</p> <p>b) Medium density projects shall provide adequate outdoor amenity areas including functional common open areas and private open space areas with suitable landscaping.</p>	<p>Townhouses are the best option for the neighborhood with the intent to also provide mix of housing types for the neighborhood:</p> <ol style="list-style-type: none"> 1. They resemble the narrow vertical massing of single-detached neighborhoods and have individual entries with overall active frontages. 2. The scale of the townhouses are similar to that of single detached units. 3. The units generally face the street and provide a street oriented pedestrian movement. 4. The townhouses allow for a higher density without much sprawl rather than an apartment.
<p>♣ Medium density projects shall be located:</p> <p>a) Where it can be demonstrated that the project will be compatible with adjacent development in terms of intensity of use, building design, and architectural treatment;</p> <p>b) Adjacent to or in close proximity to commercial areas for the purpose of serving the needs of residents, supporting the</p>	<p>a) The intensity of use will be similar to that of other adjacent properties. However, with the recent road widening, regional cycling network, and proposed streetscape – this encourages people to walk to nearby amenities and have less reliance on vehicles.</p> <p>b) There are convenience stores,</p>



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<p>viability of the commercial area, and establishing consistency with the land use intensity of the commercial area;</p> <p>c) Where the project has direct access to a public street without drawing traffic through low density areas;</p>	<p>winery, restaurants, coffee bar and several other stores within the next intersection at four mile creek road and York road.</p> <p>c) The proposed development has direct access to public roads.</p>
<p>• No analysis is provided to demonstrate that the proposed single detached dwelling lot meets the General Consent Policies within the Town Official Plan. Review should include demonstration that the requested lot area and rear yard setback will not impact adjacent properties.</p>	<p>Addressed in PJR dated MAR2026.</p> <p>General consent policies are not applicable for this application as the intent is to proceed with draft plan of subdivision for the entire property.</p>
<p>Draft Zoning By-law Amendment (Appendix C, Planning Justification Report) – July 21, 2025.</p>	
<p>• Front yard setback provisions (minimum and maximum) should consider covered steps / balconies.</p>	<p>Revised setbacks indicated on site plan for your reference.</p>
<p>• Covered areas and balconies must also be included in lot coverage calculations, and requested provision(s) should be updated as required.</p>	<p>Townhouses: Unit A – 30.3% Unit B – 50.7% (including covered porch) Unit C – 50.7% (including covered porch) Unit D – 49.2% Unit E – 38% (including covered porch)</p> <p>Single Detached Unit F – 39%</p> <p>Updated draft bylaw.</p>



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<ul style="list-style-type: none"> • Provision for requested lot coverage for site specific R1 Zone should be updated to percentage (i.e., 40%) 	<p>Updated in site plan and draft bylaw.</p>
<ul style="list-style-type: none"> • Dwelling floor area proposed (120 m²) does not meet the minimum dwelling floor area (125 m²) of the standard R1 zone. Provision should be introduced into draft by-law and PJR should be updated as required. 	<p>Updated in site plan and draft bylaw.</p>
<p>Draft Official Plan Amendment (Appendix D, Planning Justification Report) – July 21, 2025.</p>	
<ul style="list-style-type: none"> • Requested site-specific density for the Medium Density Residential designation should be included. 	<p>Noted. Addressed in PJR.</p>
<p>Site Plan, Elevation Drawings and Floor Plans – July 14, 2025.</p>	
<ul style="list-style-type: none"> • Identify proposed setback to covered steps / balcony. Covered step / balcony is required to comply with front yard setback provisions. Covered areas and balconies must also be included in lot coverage calculations. 	<p>Noted. Indicate on site plan.</p>
<ul style="list-style-type: none"> • Identify proposed setback of driveway entrance for Units A & B from the York Road at Tanbark Road intersection. Town requires a minimum of 8-meter separation from the intersection, which is not being met for at minimum, Unit A. See Operations comments for further information. • Based on the Site Plan drawing, a 4.85 metre setback is proposed from the edge of the driveway pavement to the exterior lot line, however, the conceptual site servicing plan shows that the proposed driveway aprons are to be flared at the road which means the actual curb cut for the access would be closer to the property line than what that Site Plan drawing is indicating. 	<p>Comment addressed.</p>



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<ul style="list-style-type: none"> Identify driveway setbacks from interior lot line(s). Driveways are required to be setback a minimum of 1-meter from interior property lines. 	Comment addressed. Please refer to site plan dated 09FEB2026.
<ul style="list-style-type: none"> Identify parking area setback from exterior and interior lot lines. Parking areas must be setback a minimum of 1-meter from interior property lines and a minimum of 2 meters from exterior lot lines. 	Comment addressed. Please refer to site plan dated 09FEB2026.
<ul style="list-style-type: none"> Town Policy requires that Site Plan drawings are stamped by a qualified Professional Engineer, Architect or Landscape Architect. Drawings are not signed or stamped. 	ZBA Applications don't require a stamp.
<ul style="list-style-type: none"> Indicate the dimensions of the proposed typical parking spaces. 2 parking spaces are required per dwelling. If the dwellings are proposed to contain an additional dwelling unit (ADU), 1 additional parking space (3 total) would be required. 	No ADU proposed at this time.
<ul style="list-style-type: none"> Town requires each parking space to be at least 2.75 metres (9 ft) by 6.0 metres (19.69 ft), except that the dimensions in a private garage shall be 3.0 m by 6.0 m. If parking space is proposed to be within garage, please indicate location of parking space within garage. 	Indicated in site plan drawing.
8.Economic Development and Tourism	
a) No objections.	
9.Urban Design	
a) Per the Town's Planning Services Agreement with the Niagara Region, the Town has engaged with a Regional Urban Design Specialist to review urban design considerations with respect to the proposed development, in consideration of the St. Davids Urban Design Guidelines.	Noted.
b) Please refer to the attached Urban Design Review Letter below and provide responses as warranted.	Noted.
10.Enbridge	
a) No objections. Refer to comments dated September 2, 2025.	Noted.
11.District School Board of Niagara	
a) Refer to comments dated August 25, 2025. DSBN Planning staff has completed its review and	Sidewalk continuity provided.



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<p>have no objections to the application. We request that existing sidewalk connectivity along York Road and Tanbark Road remain in place to facilitate student travel to and from school/bus stop locations. Students from this development would attend St. Davids Public School (Gr. JK-8) and A.N. Myer Secondary School (Gr. 9-12).</p>	
<p>12.Niagara Escarpment Commission (NEC)</p>	
<p>a) Refer to comments dated September 10, 2025.</p>	<p>Noted.</p>
<p>13.Canada Post</p>	
<p>a) No objections.</p>	<p>Noted.</p>
<p>14. Accessibility Committee</p>	
<p>a) No objections.</p>	<p>Noted.</p>
<p>15. Niagara Region</p>	
<p>a) Refer to comments dated September 8, 2025.</p> <p>b) Town staff have requested additional comments from the Region to confirm whether the proposed driveway entrance setback to the Regional right-of-way meets Regional standard.</p> <ul style="list-style-type: none"> • A road widening of approximately 3.04 m on the west side of York Road and 2.28 m on the east side of York Road (to be confirmed by field survey) is required to achieve the designated road allowance of 13.1 metres (measured from the legal centreline). • A daylighting triangle of 6 metres by 6 metres is required at the corner of York Road and Tanbank Road to maintain sightlines. 	<p>Received and updated corner setback in site plan dated 09FEB2026.</p>
<p>Property conveyances will be requested as a condition of approval at the time of future Draft Plan of Subdivision. The required conveyances are to be shown on all future site/engineering plans prepared for this development.</p>	<p>Noted.</p>

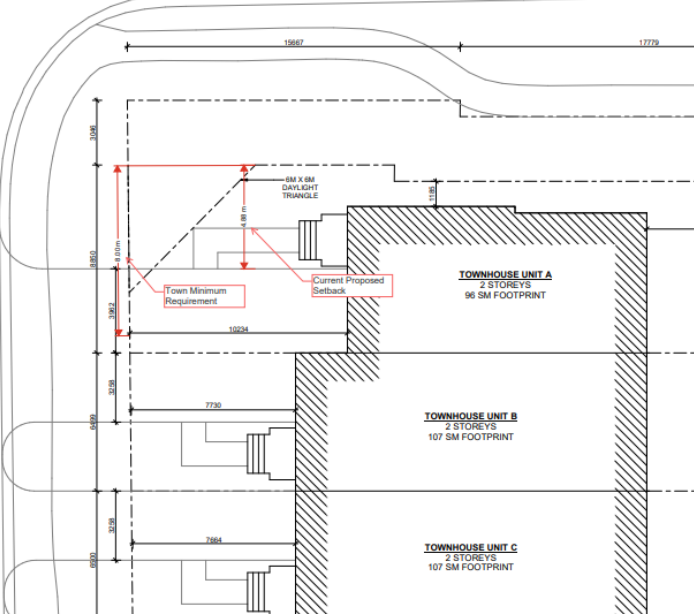


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<p>The applicant is responsible for obtaining any applicable Regional road use permits:</p> <ul style="list-style-type: none">• Construction encroachment permit is required for any construction work to be completed on or below the regional road allowance.• Entrance permit is required for any private road entranceway, driveway, gate or facility constructed as a means of access to a regional road.• Sign permit is required for placing any sign, notice or advertisement within 20 metres of the centreline of a regional road.• Road occupancy permit is required for any item that will be installed and remain on a regional road allowance for a period of time.	Noted.
<p>Protection of Survey Evidence Survey evidence adjacent to regional road allowances is not to be damaged or removed during the development of the property. As a condition of Draft Plan of Subdivision approval, a clause is to be included in the draft plan agreement requiring the applicant to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of said development.</p>	Noted – a general note to not disturb survey evidence is included on drawing 24086-CSS.
<p>Regional Cycling Network The subject property has frontage on a roadway identified as part of the regional cycling network. If the cycling route is currently not established and identified with signage, it is the intent of the Region to make provisions for doing so when an appropriate opportunity arises. Please be aware that the addition or upgrade of cycling facilities may require other changes to the road cross-section.</p>	Noted.
<p>Engineering Plans As part of the future Draft Plan of Subdivision application, staff will require engineering plans showing the proposed servicing works and related restorations on York Road. Please ensure the plans reflect and note Niagara Region construction encroachment specifications.</p>	Noted – restoration limits and detail added to drawing 24086-CSS.
<p>Regional Infrastructure There is a 400 mm diameter regional Watermain on York Road at the subject property. Regional</p>	Noted – watermain crossing detail added to 24086-CSS.



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<p>infrastructure is not to be damaged or disturbed by any future construction works for the proposed development. Please be aware that the regional watermain is currently being reconstructed.</p> <p>Connections to the regional main are not permitted given local servicing is available. It is understood that servicing laterals for the proposed single detached dwelling fronting onto York Road will need to cross the regional watermain to connect to the municipal watermain and sanitary sewer.</p> <p>As part of the future Draft Plan of Subdivision application, staff will require a detailed servicing plan with a cross-section detail showing each crossing of the regional main in plan and profile for review and comment. If the service laterals will cross below the regional main, the drawings also need to indicate how the regional main is to be supported during construction.</p>	
<p>Contractor to Provide Notice The contractor is required to contact the Niagara Region Operations and Maintenance Managers for Area 3 at least one month prior to the proposed crossing of the Regional watermain. A follow-up confirmation must also be provided three business days before construction begins.</p>	Noted.
<p>Waste Collection Niagara Region provides curbside waste collection services for developments that satisfy its Procedure for Requirements for Waste Collection.</p> <p>The proposed development may be eligible to receive regional collection provided that the owners/tenants bring the waste to the curbside on their designated pick-up day, and that the following limits are not exceeded: Low Density Residential • Green – no limit (collected weekly) • Waste – 2 bags/cans per unit (collected bi-weekly)</p>	Noted.
<p>Conclusion: From a Provincial and Regional policy standpoint, it is the responsibility of Town staff to evaluate whether the proposed OPA and ZBA is consistent with the Provincial Planning Statement and</p>	Noted.



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<p>conforms to the Niagara Official Plan. Staff note these applications do not impact any matters governed under the Planning Services Agreement between the Region and Town.</p> <p>As part of a future Draft Plan of Subdivision application, as detailed above, Regional staff will review and comment on the required road widening allowance and daylight triangle, engineering plans in relation to servicing works and restoration on York Road, a detailed servicing plan, and waste collection.</p> <p>Should you have any questions regarding the above comments, please contact the undersigned at Katie.Young@niagararegion.ca. Please send notice of Council's decision on the applications when available.</p>	
<p>Corner triangle requirement:</p> 	<p>Addressed on site plan dated 09FEB2026.</p>
<p>16. Niagara Peninsula Conservation Authority (NPCA)</p>	
<p>a) The NPCA does not offer objections to the approval of this application. There are no features present our Agency would regulate.</p>	<p>Noted.</p>
<p>Operations:</p>	
<p>Site Servicing:</p>	



Comment	Response / Action Drawing Reference
<p>WATER The Functional Servicing Report has indicated that the proposed townhouse units along Tanbark Road are to be serviced via the existing 250 mm Town watermain on Tanbark Road. The single detached dwelling proposed along York Road is to be serviced from the 200 mm Town watermain on York Road. Niagara Region to confirm all future submission requirements related to proposed servicing from York Road which is to cross the existing Regional watermain.</p> <p>All existing water services not being utilized for the site are to be decommissioned and capped at the main. All details for existing and proposed site services, including all associated road and boulevard restoration requirements, are to be identified on the future Site Servicing Plan. The future detailed Functional Servicing Report is to confirm existing water flow capacity of the existing watermains through submission of hydrant flow test results.</p>	<p>Noted.</p>
<p>SANITARY The Functional Servicing Report has indicated that new individual sanitary laterals will be provided for the townhouse units from the existing 200 mm sanitary sewer on Tanbark Road, with the single detached dwelling on York Road receiving a new sanitary service connected to the 250 mm sanitary sewer on York Road. The Functional Servicing Report concludes that based on the estimated sanitary demands for the proposed townhouse units and single detached dwelling, that the existing sanitary sewer infrastructure has adequate capacity to service the proposed development with no capacity constraints.</p> <p>All existing sanitary services not being utilized for the site are to be decommissioned and capped at the main. All details for existing and proposed site services, including all associated road and boulevard restoration requirements, are to be identified on the future Site Servicing Plan.</p>	<p>Noted.</p>
<p>LOT GRADING & STORMWATER MANAGEMENT</p>	<p>Noted – post-development stormwater flows for the 100-year</p>



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<p>The Functional Servicing Report has proposed that stormwater will be conveyed by side and rear yard swales to two catchbasins, which will then convey flows via a new 200 mm storm sewer connecting to the existing 600 mm storm sewer on Tanbark Road. It is understood that an easement is to be conveyed to the Town for access over the proposed storm infrastructure. The Functional Servicing Report must be updated to reflect that the post-development stormwater flows are to be controlled to pre-development rates for the 5-year design storm event prior to discharge from the site.</p>	<p>storm event are now controlled to pre-development rates for the 5-year storm event.</p>
<p>MUNICIPAL RIGHT-OF-WAY Road Widening and Daylighting Triangle It is understood that the Niagara Region has required as part of this development proposal a road widening and daylighting triangle which are to be conveyed across the York Road frontage of the subject property. The dimensions and details of the requested road widening and daylighting triangle are subject to the approval of the Niagara Region, however, the proposed driveway for Townhouse Unit A will need to be revised so that the entirety of the driveway is outside of the limits of the area to be conveyed to the Region.</p>	<p>Addressed in site plan dated 09FEB2026.</p>
<p>Entrances Town Policy requires that all driveway accesses maintain a minimum setback of 8 metres from a corner property line. The required setback is measured from the exterior lot line to the closest point of the entranceway or curb cut. The current concept plan will need to be revised to show that the driveway access proposed for Townhouse Unit A is able to maintain a minimum setback of 8 metres. Please ensure that the full width of the driveway apron proposed at the road is considered as part of the setback requirement.</p> <p>Any driveways that are proposed to be shared between Townhouse units should include a clear delineation feature at the property line to ensure boundaries are known on-site for ongoing maintenance responsibilities between the separate units.</p>	<p>Noted. Addressed in site plan dated 09FEB2026. 1m setback maintained between interior lot lines for townhouses.</p>

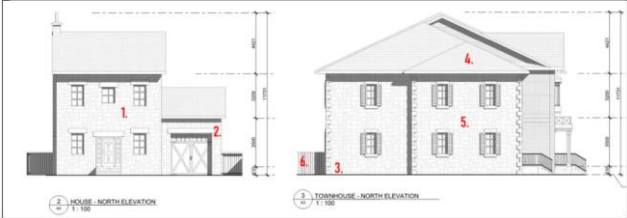




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<p>Sidewalks</p> <p>The existing sidewalk along Tanbark Road is to be reinstated through the proposed driveways. The sidewalk sections through the driveways are to be a minimum of 150 mm thickness to accommodate vehicular traffic. The future detailed plans should ensure that the sidewalk is shown as continuous through the proposed driveways.</p>	<p>Noted – sidewalk restoration shown on drawing 24086-CSS.</p>
<p>GENERAL</p> <p>All infrastructure works shall be constructed to current Town specifications, as per industry best practices, and per all relevant Provincial and Municipal legislation and standards. All submitted plans, reports, and supporting documents shall be subject to a peer review at the Owner’s expense.</p>	<p>Noted.</p>
<p>CONCLUSION</p> <p>The Operations Department has reviewed the information submitted by the applicant in support of the current Official Plan and Zoning By-law Amendment applications and requires that the following information be updated and provided for review.</p> <ul style="list-style-type: none"> - Revised Functional Servicing Report acknowledging that post-development stormwater flows for the property are to be controlled to pre-development levels up to the 5-year storm event prior to discharge from the site. - Revised Concept Plan showing that a minimum setback of 8 metres is maintained measured from the corner property line to the closest point of the driveway access for Townhouse Unit A. 	<p>Noted – post-development stormwater flows for the 100-year storm event are now controlled to pre-development rates for the 5-year storm event.</p>
<p>Urban Design</p>	
<p>1. 7.1.1 Guidelines: Setbacks: The proposed design of 1317 York Road meets this guideline in full. The proposal has varying setbacks with front facing buildings and no rear lotting.</p>	<p>Acknowledged,</p>
<p>2. 7.1.5 Guidelines: Massing: The proposed design of 1317 York Road meets this guideline in full and does</p>	<p>Acknowledged,</p>

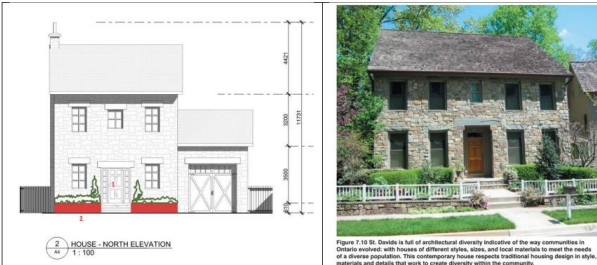
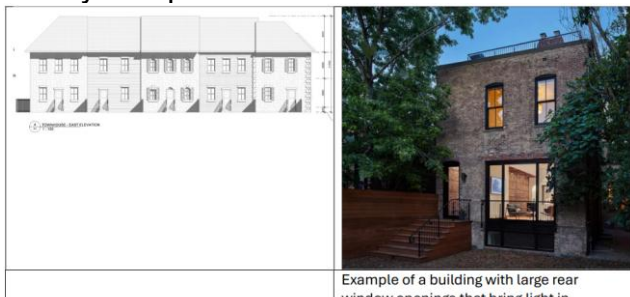


Comment	Response / Action Drawing Reference
not conflict with any of the guidelines of this section.	
3. 7.1.6 Guidelines: Architectural Details: The proposed design of 1317 York Road meets this guideline in full providing architectural details drawn from buildings in the Village and the Town. The proposal is thus in keeping with the character of the area and informed by the guidelines.	Acknowledged,
4. 7.1.7 Guidelines: Infill Outside of the Village Centre: The proposed design of 1317 York Road meets this guideline in full. The proposal is near the planned York Road and Tanbark Gateway. The proposal offers 5 townhouses with a highquality architectural design. No commercial uses are offered.	Acknowledged,
Consider: There is an opportunity for the proposal to enhance the landscape architectural design of the development and complement the future gateway.	Acknowledged.
5. 7.2.2 General Architectural Guidelines The proposed design of 1317 York Road is informed by this guideline. The proposed building designs are inspired by Georgian and Regency styles of architecture. There is a prominent use of stone and brick.	Acknowledged,
Consider:	
1. Vary the type, colour, size of exterior stone between the proposed townhouse and the single detached house to promote architectural variation and visual interest. On the street facing elevations, add the locations of downspouts and ensure these complement the overall design.	Stone changed to distinguish the standalone house from the townhouse at the corner. Downspouts added and placed to complement the design.
2. Use an exterior building material for the garage that is not the same as the house – consider brick or siding.	Several alternate materials were tested and looked less cohesive than a matching stone. The siding for the garage remains the same as the house, but different than that of the adjacent townhouse.



Comment	Response / Action Drawing Reference
<p>3. The locations of utility meters should be screened from public view with wing walls or integrated discreetly.</p>	<p>Acknowledged. Final locations have not been determined yet.</p>
<p>4. A gable end wall to visually anchor the corner and make a more prominent visual expression to the architecture.</p>	<p>An exposed gable roof was added to help express the architectural style.</p>
<p>5. To complement the gable end wall add an exterior masonry chimney to visually fill the space and add an expressive element that contributes to anchoring the corner.</p>	<p>A masonry chimney was added as well.</p>
<p>6. The design of the exterior fencing is an opportunity to express craftsmanship</p>    <p>Shows an example of a stone façade with a gable end wall and a chimney.</p> <p>Shows an image of a high quality wood fence</p>	<p>1.8m high board on board fence proposed.</p>
<p>6. 7.2.3 Guidelines: Rooflines The proposed design of 1317 York Road is informed by this guideline. There is a variation in roofline, roofplane, and gable elements.</p>	<p>Acknowledged, thank you.</p>
<p>7. 7.2.4 Entranceways The proposed design of 1317 York Road is informed by this guideline. The entrance ways for the townhouses include porticos and main doors with sidelights.</p>	<p>Acknowledged, thank you.</p>
<p>Consider:</p>	
<p>1. For the proposed single detached house create an entrance niche to provide shelter from inclement weather. Add accent lighting and landscaping to draw attention to the entry.</p>	<p>A small niche has been added. Not only does this shelter, but it also helps further distinguish the character of this house being different than the adjacent townhouses which do not have recessed niches.</p>
<p>2. Use the exterior material to create a low wall planter to add visual base to the building and complement the</p>	<p>Garden beds proposed. Please refer to landscape plan dated 20feb2026.</p>



Comment	Response / Action Drawing Reference
<p>architectural design. Consider a visually interesting roofing material such as metal slate or cedar.</p>  <p>3.</p>	
<p>The proposed window and door design of 1317 York Road meets this guideline in full.</p>	<p>Acknowledged, thank you</p>
<p>The guidelines do not address non-street facing windows but it is a good practice to design the rear facades with larger back yard facing windows that bring in light into the dwelling and promote the use of the back yard spaces.</p>  <p>Example of a building with large rear window openings that bring light in.</p>	<p>Some of the windows have been further enlarged to encourage use of back yard spaces and bring in more natural light.</p>
<p>9. 7.2.6 Guidelines: Garages and Accessory Structures: The proposed garages design of 1317 York Road meets this guideline in full.</p>	<p>Acknowledged, thank you</p>
<p>10. 7.2.7 Guidelines: Architectural Features: The proposed architecture is informed by this guideline and above opportunities for further architectural elements such as chimneys, accent lighting, accent materials and colours.</p>	<p>Acknowledged</p>
<p>11. 7.2.8 Guidelines: Fences: The design of the fencing can be elevated as described above.</p>	<p>1.8M high board on board fence – refer to landscape plan dated 20FEB2026.</p>
<p>12. 7.2.9 Guidelines: Building Materials: The proposed meets this guideline in full.</p>	<p>Acknowledged, thank you</p>
<p>13. 7.3.1 General Principles: Most of these principles are reflected by the proposed.</p>	<p>Acknowledged, thank you</p>
<p>14. 7.3.2 Guidelines: Single Detached and Attached Dwelling Setbacks</p>	



Comment	Response / Action Drawing Reference
<p>15. 7.3.3 Guidelines Garages: Most of these principles are reflected by the proposed. The proposal separates the 5 drives with landscaped areas. This is an acceptable practice that allows residents to landscape their driveways independently and allows for snow storage.</p>	<p>Acknowledged, thank you</p>
<p>NEC Comments</p>	
<p>The subject property is within the Niagara escarpment plan area and is within the St.Davids Minor Urban Centre, with an underlying designation of Escarpment Rural Area. The property is outside of the Niagara Escarpment Commission (NEC)’s area of Development Control and therefore a Development Permit from the NEC is not required.</p>	<p>Noted.</p>
<p>For lands outside of the area of Development Control, NEC staff review planning applications to ensure that the policies of the Niagara Escarpment Plan (NEP) are upheld and to ensure that the site-specific official plan amendment and zoning by-law amendment does not conflict with the NEP.</p>	<p>Noted.</p>
<p>The Tree preservation plan shows that all twenty mature trees on the property (and some within the Towns right of way) will be removed to accommodate the proposed development.</p>	<p>Refer to landscape plan dated 20FEB2026 for proposed trees.</p>
<p>Section 6 (Landscape Design) of the Urban Design Brief states</p>	
<p>Street Trees: c) Native street trees should be planted throughout the Village, along York Road.. Tanbark Road, as well as along all street in the new community. d) Only native species that are tolerant of urban conditions, slat, poor soil and uneven irrigation, should be planted. Good examples are silver maples, red maples, red oak and white oak.</p>	<p>Addressed. Lease refer to landscape plan dated 20FEB2026. Street trees along York Road and Tanbark Road has been revised to include ‘Prairie Sentinel ‘Hackberry, “Princeton Sentry” Ginkgo and ‘Karpick’ Red Maple.</p>



Comment	Response / Action Drawing Reference
<p>The urban design brief and concept landscape plan identify the following tree species: “Karpick” Red Maple Purple fountain Beech Slender silhouette sweetgum Columnar Siberian crab apple.</p>	<p>Noted and addressed. Please refer to updated landscape plan and urban design brief.</p>
<p>Of these species only the Karpick Red maple, a native cultivar, can be considered a native species, Liquidamber is native to Ontario but Slender Silhouette is not a natural looking variety. The purple Fountain Beech and Columnar Siberian crabapple are non-native ornamental species.</p>	<p>Noted and addressed. Please refer to updated landscape plan and urban design brief.</p>
<p>The three non-native species should be replaced with suitable native alternatives.</p>	
<p>NEC Staff also recommend that street trees be planted along the York Road side of the development to enhance the streetscape (to enhance the Escarpment environment) and to maintain the community character of St.Davids Village.</p>	<p>Addressed in PJR dated MAR2026.</p>

If you have any questions or comments, please contact me directly.

Thank you,

Zamima Khan
Intern Urban Planner